

City of Marquette, MI



Meeting Agenda City Commission

Thursday, March 19, 2026
6:00 PM
Commission Chambers

300 West Baraga Ave
Marquette, Michigan 49855

Call to Order, Pledge of Allegiance and Roll Call

Approval of the Agenda

Announcements

Public Comments - Comments may not exceed three minutes per person. Please state your name and physical address when making public comments.

1. Consent Agenda - Roll Call Vote

- 1.a. Approve the minutes of the February 23, 2026 regular Commission meeting
- 1.b. Approve the total bills payable in the amount of \$1,553,864.29
- 1.c. Grant Agreement - Public Art Landscape Garden
- 1.d. KBIC Funding for the Hospitality House of the Upper Peninsula, Inc.
- 1.e. KBIC Funding for the U.P. Children's Museum
- 1.f. KBIC Funding for the YMCA
- 1.g. Marquette Cultural Trailhead - Construction Contract Change Order
- 1.h. Mobile Food Vending Resolution - Roll Call Vote
- 1.i. Peg Hirvonen Bandshell - Construction Contract Change Order
- 1.j. Public Art - Anishinaabe Star Knowledge Stories
- 1.k. Public Art - Landscape Garden
- 1.l. Sault Ste. Marie Tribe of Chippewa Indians Funding for the City of Marquette Fire Department
- 1.m. Sault Ste. Marie Tribe of Chippewa Indians Funding for the U.P. Children's Museum
- 1.n. Sault Ste. Marie Tribe of Chippewa Indians Funding for the YMCA
- 1.o. Schedule Public Hearing - Rezoning of 1308, 1400, 1402 Division Street

New Business

- 2. Active Transportation Plan
- 3. Congressionally Directed Spending Request

Public Comments - Comments may not exceed three minutes per person. Please state your name and physical address when making public comments.

Comments from the Commission

Comments from the City Manager

Adjournment

Kyle Whitney, City Clerk

If you require assistance to participate in any meeting, program or activity offered by the City of Marquette, please provide advanced notice to City of Marquette ADA Coordinator Eric Stemen at 906-225-8978 or via email at estemen@marquettemi.gov.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Approve the minutes of the February 23, 2026 regular Commission meeting

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ 02/23/26 Meeting Minutes



**Meeting Minutes
City Commission**

**Monday, February 23, 2026
6:00 PM
Commission Chambers**

Call to Order, Pledge of Allegiance and Roll Call

Present: Davis, Hanley, Larson, Mayer, Ottaway, Schloegel

Absent: Gottlieb

Commissioner Davis moved to excuse Commissioner Gottlieb from tonight's meeting due to personal reasons, supported by Mayor Pro Tem Ottaway and carried unanimously.

Approval of the Agenda

Commissioner Sally Davis moved to Approve the agenda as presented, seconded by Commissioner Jessica Hanley and Carried Unanimously.

Announcements

Mayor Schloegel spoke about the current efforts to locate NMU student Trenton Massey, who was reported missing and was last seen early Sunday morning. He praised the community response and the efforts of volunteers.

Boards and Committees

1. Appointment(s)

Michael Tuominen to the Board of Zoning Appeals for a term ending 2-15-29

Ashley Saari to the Arts and Culture Advisory Committee for an unexpired term ending 6-1-28

Susan Estler to the Arts and Culture Advisory Committee for an unexpired term ending 6-1-26 and the subsequent term ending 6-1-29

Commissioner Jessica Hanley moved to Approve the appointments as listed, seconded by Mayor Pro Tem Jerney Ottaway and Carried Unanimously.

2. Reappointment(s)

Jim Compton to the Marquette Area Wastewater Treatment Advisory Board for a term ending 2-1-29

Commissioner Michael Larson moved to Approve the reappointment as listed,

seconded by Commissioner Cody Mayer and Carried Unanimously.

Public Comments - Comments may not exceed three minutes per person. Please state your name and physical address when making public comments.

There were no public comments at this time.

Presentation(s)

3. Parks and Recreation Advisory Board, by Chair Amanda Gobert

Amanda Gobert, Chair of the Parks and Recreation Advisory Board, provided an overview of the Board's activities and priorities.

The board currently consists of 13 members, following consolidation of the Parks and Recreation Advisory Board, Harbor Advisory Committee, and Presque Isle Park Advisory Committee. The board is required to reduce membership to 11 by 2027 and Ms. Gobert said she anticipates no difficulty meeting that requirement due to term expirations and voluntary departures.

Ms. Gobert reviewed the board's activities of the prior year, and ran through a summary of the recreation facilities maintained in the City.

She discussed recent and ongoing projects, including Kids Cove, Lakeview Arena upgrades, support for the Cultural Trail and trailhead, and construction of the Presque Isle bandshell, as well as work to support the five-year Parks and Recreation Master Plan, amendments to the Special Events Policy, park naming, and bandshell fundraising efforts. She said the board supported an ordinance prohibiting dogs on certain playground surfaces, and said three board members participated in the City's E-Bike Task Force and provided regular updates.

Looking ahead, Gobert highlighted plans to continue work on multi-use path regulations, marina fiscal policy and capital planning, grant initiatives, and alternative funding mechanisms for park improvements. She said ongoing concerns include balancing natural resource protection with development, parking lot maintenance, park use, staffing challenges, and communication between advisory boards and the Commission.

Commissioners thanked Ms. Gobert and the board for the work.

4. Consent Agenda

Commissioner Michael Larson moved to Approve the Consent Agenda as written, seconded by Commissioner Cody Mayer and Carried Unanimously.

4.a. Approve the minutes of the February 9, 2026 regular Commission meeting

4.b. Approve the total bills payable in the amount of \$771,240.46

4.c. KBIC Funding for Marquette Junior Hockey Corp.

- 4.d. Sault Ste. Marie Tribe of Chippewa Indians Funding for Marquette Junior Hockey Corp.
- 4.e. KBIC Funding for the Women's Center
- 4.f. Sault Ste. Marie Tribe of Chippewa Indians Funding for the Women's Center

New Business

- 5. Reschedule March 9, 2026 Regular City Commission Meeting

Commissioner Sally Davis moved to Approve rescheduling the first regular City Commission meeting in March to Monday, March 16, 2026 at 6:00 p.m., seconded by Mayor Pro Tem Jermey Ottaway and Carried Unanimously.

Public Comments - Comments may not exceed three minutes per person. Please state your name and physical address when making public comments.

There were no public comments at this time.

Comments from the Commission

Commissioner Larson said he wanted to show appreciation for the efforts of the community, which came together to help look for the missing NMU student.

Commissioner Mayer said it was great to see the coordination effort, as well as the local response to the missing student.

Commissioner Davis talked about the local search, and also spoke about the snow removal efforts and public works crews.

Commissioner Hanley talked about the impacts of the intense winter.

Mayor Pro Tem Ottaway echoed all the other comments and also said MAPS had two upcoming public hearings about their bond proposal.

Mayor Schloegel talked about the success of the UP200 last week and discussed struggles with trash collection in weather like this.

Comments from the City Manager

City Manager Karen Kovacs thanked the Public Works staff for their efforts during this very snowy winter. She said City crews have been working extended hours throughout the winter to address the significant snowfall and explained that heavy snowfall events can make it difficult to complete all eight plow routes within a single shift, asking residents for patience as crews work through affected areas.

She said sidewalk routes continue to be cleared, with school routes prioritized, and said the multi-use path is cleared as staffing allows, though roads and snowbank removal remain higher priorities.

Adjournment

Mayor Schloegel adjourned the meeting at 6:34 p.m.

Paul Schloegel, Mayor

Kyle Whitney, City Clerk

If you require assistance to participate in any meeting, program or activity offered by the City of Marquette, please provide advanced notice to City of Marquette ADA Coordinator Eric Stemen at 906-225-8978 or via email at estemen@marquettemi.gov.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote **Grant Agreement - Public Art Landscape Garden**

BACKGROUND:

The City of Marquette has been advancing the Cultural Trail Project to enhance public spaces through the integration of public art, landscape design, and pedestrian connectivity. As part of this effort, the Cultural Trailhead located within Marquette Lion's Lakeside Park has been identified as a key location for a public art landscape feature that will serve as a gateway to the Trail and a welcoming gathering space. Urban Ecosystems prepared a conceptual design for the proposed Public Art Landscape, which was reviewed by the Marquette Public Art Commission and recommended to the City Commission for approval.

To support implementation of the proposed Public Art Landscape, the Carl and Melissa Eiben Raymond James Donor-Advised Fund awarded a grant to the City of Marquette in an amount not to exceed \$120,000 for the development and construction of the Public Art Landscape. Grant funds may be used for project costs including design services, preparation of construction and bid documents, bidding services, construction materials and labor, signage, and construction administration and oversight. The grant agreement establishes terms for reimbursement of eligible expenses and outlines conditions for the use of funds, project reporting, and recognition of the Eiben family's contribution to the Landscape Public Art in honor of Erich Eiben. Approval of the agreement establishes the funding framework for the project and will allow the City to proceed with design, bidding, and construction of the landscape garden within Marquette Lion's Lakeside Park.

Carl and Melissa Eiben will work with the Public Art Commission, Urban Ecosystems and City staff to develop a maintenance plan. Future funding for annual maintenance will be through the Carl and Melissa Eiben Raymond James Donor-Advised Fund governed by a separate grant award letter.

FISCAL EFFECT:

None. It is anticipated that the Grant from the Carl and Melissa Eiben Raymond James Donor-Advised Fund will cover all expenses for development and construction of the Landscape Public Art.

RECOMMENDATION:

Approve the grant agreement from the Carl and Melissa Eiben Raymond James Donor-Advised Fund, and authorize the Mayor and Clerk to sign it.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ Grant Agreement
- ▣ Cost Estimate

Date March 9, 2026

Tiina Morin, Arts and Culture Manager
Community Services Department
City of Marquette
300 West Baraga Avenue
Marquette, MI 49855

Dear Tiina,

On behalf of the Carl and Melissa Eiben Raymond James Donor-Advised Fund (“DAF”), it is my pleasure to inform you that a grant to the City of Marquette, Office of Arts and Culture (“Grantee”) in the amount of \$120,000.00 has been recommended as described below.

- I. Purpose. Construction to the Cultural Trailhead Project in accordance with Public Art Landscape Conceptual Design, by Urban Ecosystems, dated February 10, 2026, which is attached hereto as Exhibit 1 (“Public Art Landscape”), and the associated professional service/ artist fees. This grant may be used for construction, signage material and labor as well as design fees, preparation of construction and bid documents, bid related services, and construction administration and observation services. The Conceptual Design has been reviewed and recommended by the Marquette Public Art Commission to the City Commission for approval.
- II. Budget. The total grant amount shall be the actual cost to construct the Public Art Landscape but shall not exceed \$120,000.00. The attached spreadsheet is an estimated budget for the project.
- III. Grant Disbursement. Grantee will provide invoices for design fees, preparation of construction and bid documents, bid related services, construction and construction administration and observation services to DAF on a regular basis. DAF will review and pay all invoices before their due date. It is intended DAF will be solely responsible for all costs related to the development and construction of the Public Art Landscape, and Grantee has no obligation to develop or construct the Public Art Landscape if grant funds are not disbursed to fund the work.
- IV. Construction Completion. The parties contemplate that the design process and all construction will be completed by November 30, 2026.

V. Conditions.

- a. Funds must be used only for the designated purposes described above and not for any other purpose without DAF's prior written approval. Any request for redirection of granted funds must be submitted in writing and is subject to DAF's sole discretion.
- b. Public Art Landscape shall be designated as "Public Art" and accepted by the Marquette Public Art Commission and maintained and preserved in accordance with the Marquette Public Art Policy.
- c. Without limitation of the above, Public Art Landscape may only be deaccessioned if the conditions in Section IV of the Marquette Public Art Policy are met.
- d. Recognize the Eiben family's donation in honor of Erich Eiben with a appropriate signage and interpretive elements developed in cooperation with Urban Ecosystems, City staff and the Eiben family.
- e. Notify DAF immediately of any changes in legal or tax status, key staff, or ability to expend the grant for the intended purpose.
- f. Maintain adequate books and records to demonstrate proper use of grant funds and retain these records for at least four years after project completion.
- g. Allow DAF reasonable access to files and records for audits and investigations.
- h. Return any unexpended or misused funds to DAF.
- i. DAF must review and approve any publicity related to this grant and must be recognized in all related materials.
- j. Submit a digital final report summarizing the Public Art Landscape and the use of the grant funds, with a detailed accounting of all expenditures promptly after the grant period ends.

- k. This grant is conditioned on the Grantee meeting and satisfying all of the above-stated conditions. DAF reserves the right to modify, withhold, or request a refund of the grant if these conditions are not met.

The Eibens, through their DAF, do intend to provide future funding for the maintenance of the Public Art Landscape. Such future funding, though, will be set forth in and governed by a separate grant award letter.

We are pleased to work with you to accomplish this project for the benefit of the City of Marquette. Please acknowledge the City's agreement with the terms and conditions of this letter by signing below and returning a copy to DAF. Thank you for all of your work!

Sincerely,



Carl F. Eiben, DAF Representative
1012 Allouez Road
Marquette, MI 49855
carlfeiben@gmail.com
906-360-4771

Dated: 3/10/2026

The above-stated terms and conditions are hereby accepted by the City of Marquette.

CITY OF MARQUETTE, OWNER

Paul Schloegel, Mayor

Dated: _____

Kyle Whitney, Clerk

Dated: _____

Karen M. Kovacs, City Manager

Dated: _____

Suzanne C. Larsen, City Attorney

Dated: _____

EIBEN GARDEN @ CULTURAL CENTER- WALL AND GARDEN LANDSCAPE

Concept Design Order of Magnitude estimate	UNIT QTY	UNIT	COST/UNIT	ITEM COST	ITEM SUBTOTAL
LANDSCAPE +PLANTS					\$50,500
EARTHWORKS and FINE GRADING				\$2,000	ALLOWANCE
PERENNIALS (PLUGS @ 12" O.C., 6" TOPSOIL, MULCH)	1,500	SF	\$18	\$27,000	
SOD	1,200	SF	\$2.50	\$3,000	
TREES (DEC+EVERGREEN, 1.5" CAL B+B)	15	EA	\$900	\$13,500	
SHRUBS	50	EA	\$50	\$2,500	
BULBS				\$2,500	ALLOWANCE
MASONRY+PATHS					\$46,425
LOOSE CHIP AGGREGATE PAVING, SUBGRADE PREP, COMPACT BASE COURSE, 3/8"-MINUS CHIP, 4" LAYER	325	SF	\$7	\$2,275	
PEDESTRIAN PAVING AT CIRCLE EDGE, STONE SLABS, 2" PAVERS, 1" SETTING BED, 6" AGGREGATE SUBBASE, COMPACTED SUBGRADE, STANDARD COLOR VARIATIONS	70	SF	\$45	\$3,150	
STONE BLOCK SEAT WALL AT LAWN CIRCLE (24x24x24", 3 FF), SPLIT FACE SIDES, COMPACTED AGGREGATE BASE; RE-USE OF CITY PROVIDED RECLAIMED STONE	250	FF	\$140	\$35,000	
ENGRAVED STONE (Engraved workds into stones. Quantity TBD)	4	EA	\$1,500	\$6,000	
				SUBTOTAL	\$96,925
				10% CONTINGENCY	\$9,693
				AREAS 1 AND 2 IMPROVEMENTS SUBTOTAL	\$106,618
				ARTIST/PROFESSIONAL SERVICES- DESIGN THROUGH CONSTRUCTION	\$12,000
				TOTAL	\$118,618

By Others/City

- Site furnishings- chairs, tables, etc
- Concrete sidewalk and path lighting
- Cultural Trail Storymarker pylon sign
- Garden Intepretive sign
- "Bluff" tree clearing, vegetation removal, and restoration



18 September 2025
 UPDATED 09 March 2026

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

KBIC Funding for the Hospitality House of the Upper Peninsula, Inc.

BACKGROUND:

Recently the Hospitality House of the Upper Peninsula, Inc., asked the City to serve as the fiscal pass-through agent for funding from the Keweenaw Bay Indian Community. They plan to ask the Tribe for \$15,000 to provide support to patients and families receiving treatment for serious illness, injuries or other chronic medical conditions at Marquette area hospitals and clinics. In consideration of the City agreeing to act as a pass-through, the Hospitality House agrees to dedicate any funds received from the KBIC to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards. This payment is not allocated to the City of Marquette government, but is a contribution to the Hospitality House.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Approve the request to act as the fiscal intermediary for KBIC funding of \$15,000 to assist the Hospitality House of the Upper Peninsula, Inc. with funding for public peace and health, and authorize the City Manager to sign the attached Agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ Hospitality House KBIC Request
- ▣ Hospitality House Agreement



February 26, 2026

Ms. Karen Kovacs
City Manager
City of Marquette
300 W. Baraga Avenue
Marquette, MI 49855

Dear Ms. Kovacs and the Marquette City Commission,

Please accept this letter as our formal request for consideration of the Hospitality House of the Upper Peninsula, Inc., dba, "Beacon House", as an approved agency to receive a grant from casino profits distributed by the Keweenaw Bay Indian Community's Tribal Council during its next distribution to local municipal and county governments.

Since 2002 Beacon House has provided over 362,000 overnight stays to 103,000 people from every county of the Upper Peninsula, offering support to patients and families receiving treatment for serious illnesses, injuries and other chronic medical conditions at Marquette area hospitals and clinics. Thirty-four (34%) percent of our guest came from Baraga, Houghton and Keweenaw Counties.

We offer our compassionate services to those who need us during a medical crisis on a donation basis. In most situations, guests cannot afford the amount needed to cover the entire cost of their stay, so we continue to seek grants and donations to make up the financial gap.

We are submitting a new grant request to the KBIC for financial support for our programs. We will be sending a request to KBIC leaders seeking \$15,000 to assist with our operations. The public health and safety benefit we provide is a vital one, and we hope that you'll consider us eligible for this opportunity to receive these funds.

Please feel free to call me with any questions at 906-225-7100. We appreciate your assistance!

My very best regards,

Mary

Mary Tavernini Dowling, CEO

Steve Mariucci Family Beacon House | 200 S. Seventh Street, Marquette, MI 49855
906-225-7100 | www.upbeaconhouse.org |

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal corporation, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the “City”), and Hospitality House of the Upper Peninsula, Inc., a Michigan nonprofit corporation, with offices located at 200 S. Seventh Street, Marquette, MI 49855 (hereinafter referred to as “Hospitality House”).

WHEREAS, Hospitality House operates the “Beacon House,” which provides support to patients and families receiving treatment for serious illness, injuries or other chronic medical conditions at Marquette area hospitals and clinics; and

WHEREAS, Marquette City Charter Section 2-12 states: “The city commission shall see that provision is made for the public peace and health, and for the safety of persons and property;” and

WHEREAS, the Marquette City Commission, having determined that Hospitality House assists the City in carrying out its obligation to provide for the public peace and health of persons and is a valid purpose under the Charter, is therefore willing to enter into this Agreement with Hospitality House upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

1. That for and in consideration of the payment by the City to Hospitality House of the sum of \$15,000 from the Keweenaw Bay Indian Community, Hospitality House will accept said money from the City to assist the City in carrying out its obligation to provide for the public peace and health of persons.

2. That the parties further understand and agree that the payment of the sum of \$15,000 by the City to Hospitality House as above-described is contingent upon the prior receipt by the City of the amount from the Keweenaw Bay Indian Community, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to Hospitality House.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____

By: Karen M. Kovacs
Marquette City Manager

Dated: 3/2/26

By: Mary Tavernini Dowling, CEO
Hospitality House of the Upper Peninsula, Inc.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote
KBIC Funding for the U.P. Children's Museum

BACKGROUND:

Recently the U.P. Children's Museum asked the City to serve as the fiscal pass-through agent for funding from the Keweenaw Bay Indian Community. They plan to ask the Tribe for \$10,000 to go towards civic, artistic, and cultural activities. In consideration of the City agreeing to act as a pass-through, the Museum agrees to dedicate any funds from the KBIC to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards. This payment is not allocated to the City of Marquette government, but is a contribution to the U.P. Children's Museum.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Approve the request to act as the fiscal intermediary for KBIC funding of \$10,000 for U.P. Children's Museum civic, artistic, and cultural activities, and authorize the City Manager to sign the attached Agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▢ U.P. Children's Museum Letter of Request
- ▢ U.P. Children's Museum Agreement



123 West Baraga Avenue, Marquette, Michigan 49855 906-226-3911 fax 906-226-7065
www.upchildrensmuseum.org

February 2026

Mayor Schloegel
c/o Manager Karen Kovacs
Marquette City Hall
300 W. Baraga Avenue
Marquette, Michigan 49855

Dear Mayor Schloegel,

The Upper Peninsula Children's Museum would like to submit a request to the Keweenaw Bay Indian Community for its 2% disbursement through the city of Marquette and seeks the Commission's approval of such action.

The Upper Peninsula Children's Museum will be requesting \$10,000 to go towards civic, artistic, and cultural activities. A full proposal outlining the Museum and its request will be submitted to the City to pass on to KBIC or can be passed on to the Tribe directly if desired. If you would like the Museum's most recent financials or 990s I am happy to pass them along.

If you need more information, I would be very happy to supply it. Thank you so much for your kind assistance.

Sincerely,

Kylie Bunting

Kylie Bunting
President
UPCM Board of Directors

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal body corporate, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the “City”), and the UPPER PENINSULA CHILDREN’S MUSEUM, INC., a Michigan nonprofit corporation, located at 123 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as “Museum”).

WHEREAS, the Museum provides a recreation program, which is vital in supporting youth development in our community,

WHEREAS, Marquette City Charter Section 2-14 states: “The city commission shall provide for a public recreation program for the residents of the city;” and

WHEREAS, the Marquette City Commission having determined that the activities of the Museum are a valid purpose under the Charter and is willing to enter into this Agreement with Museum for the support of its program, upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

1. That for and in consideration of the payment by the City to the Museum of the sum of \$10,000 from the Keweenaw Bay Indian Community, the Museum will accept said money from the City and dedicate it solely to the use of Museum programs within the City benefiting the general public.

2. That the parties further understand and agree that the payment of the sum of \$10,000 by the City to the Museum as above-described is contingent upon the prior receipt by the City of the amount from the Keweenaw Bay Indian Community, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to the Museum.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____, 2026

By: Karen M. Kovacs
Marquette City Manager

Dated: March 3rd, 2026

Kylie Bunting

By: Kylie Bunting, Board President
Upper Peninsula Children’s Museum, Inc.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote
KBIC Funding for the YMCA

BACKGROUND:

Staff from the David and Thu Brule' YMCA of Marquette County (YMCA) recently asked the City to serve as the fiscal pass-through agent for funding from the Keweenaw Bay Indian Community (KBIC). They plan to ask the Tribe for \$8,000 to assist the YMCA in providing youth recreation programs. In consideration of the City agreeing to act as a pass-through, the YMCA agrees to dedicate any funds received from the KBIC Tribe to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards. This payment is not allocated to the City of Marquette, but is a contribution to the YMCA.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Authorize the City to act as the fiscal intermediary for KBIC funding of \$8,000 to assist the YMCA's youth recreation programs, and authorize the City Manager to sign the attached agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ YMCA KBIC Request
- ▣ YMCA KBIC Agreement



FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

The David & Thu Brulé YMCA OF MARQUETTE COUNTY
The Y. Forever Grateful. For a Better us!

2026
BOARD OF
DIRECTORS

Amanda Wilcox
President

Michele Butler
Vice President

Dr. Chelsea Ray
Secretary

Al Hendra
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Randy Girard

Travis Hongisto

Dr. Greg Jones

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Trooper Thomas
Kinnunen

Matthew Throop

Rick Potes

February 20, 2026

Mrs. Karen K. Kovacs
City of Marquette
300 West Baraga Ave
Marquette, MI 49855

Dear Mrs. Kovacs and City Commission Members,

On behalf of the David & Thu Brulé' YMCA of Marquette County, we sincerely appreciate your past support in serving as fiscal agents for our previous grant projects. I am writing to ask that the City of Marquette once again serve as fiscal agent for our 2026 grant request to the Keweenaw Bay Indian Community (KBIC).

Our request is for **\$8,000** to support **YMCA Community Youth Recreational Programs** in Marquette County. These programs, including youth sports, summer camps, swim lessons, healthy out-of-school time programs, and early childhood fitness activities, provide safe, structured, and engaging opportunities for children to develop confidence, build healthy habits, and strengthen social-emotional skills.

With your continued support as fiscal agent, we will be able to ensure that these programs are fully funded and accessible to children throughout Marquette County. Your assistance is vital in helping the YMCA continue to deliver programs that promote physical activity, positive youth development, and overall community wellness.

Thank you for your consideration of this request. Should you have any questions, please feel free to contact me at **906-227-9622** or **jzdunek@ymcamqt.org**.

Sincerely,

Jenna Zdunek
Chief Executive Officer
jzdunek@ymcamqt.org

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal corporation, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the "City"), and the DAVID AND THU BRULE' YMCA of MARQUETTE COUNTY, a Michigan nonprofit corporation, with offices located at 1420 Pine Street, Marquette, MI 49855 (hereinafter referred to as "YMCA");

WHEREAS, the YMCA provides youth programming, including youth sports, summer camps, swim lessons, healthy out-of-school time programs, and early childhood fitness activities, which is vital in supporting youth development in our community,

WHEREAS, Marquette City Charter Section 2-14 states: "The city commission shall provide for a public recreation program for the residents of the city;" and

WHEREAS, the Marquette City Commission having determined that the activities of the YMCA are a valid purpose under the Charter and is willing to enter into this Agreement with YMCA for the support of its program, upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

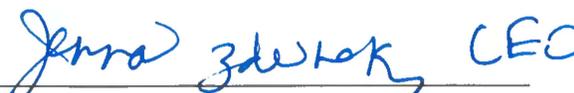
1. That for and in consideration of the payment by the City to the YMCA of the sum of \$8,000 from the Keweenaw Bay Indian Community, the YMCA will accept said money from the City to assist the City in carrying out its obligation to provide a public recreation program for its residents.
2. That the parties further understand and agree that the payment of the sum of \$8,000 by the City to the YMCA as above-described is contingent upon the prior receipt by the City of the amount from the Keweenaw Bay Indian Community, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to the YMCA.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____

By: Karen M. Kovacs
Marquette City Manager

Dated: 2/23/26


By: Jenna Zdunek
Chief Executive Officer
David and Thu Brule' YMCA
of Marquette County

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Marquette Cultural Trailhead - Construction Contract Change Order

BACKGROUND:

On May 12, 2025 the City Commission awarded the construction bid for the new Marquette Cultural Center and Trailhead (also referred to as the Marquette Cultural Trailhead) to Premeau Construction in the amount of \$1,024,041.

There has been one change order to date resulting in a net change of (\$15,495) to the contract.

Premeau has requested a second change order totaling \$178,522.65, for a total contract amount of \$1,187,068.65. This change order addresses the following:

- Nest Area Ceiling Changes
- Auto Operators for Doors
- Projector Infrastructure
- Lighting in Nest Area and Art Gallery Area
- Addition of Projector Wall Level 5 Finish
- Gas Fireplace Wall
- Nest Furniture
- Sound System
- Multi-Space Furniture

FISCAL EFFECT:

None. Funding for this change order is fully covered by a grant from the Marquette County Community Foundation.

RECOMMENDATION:

Approve change order two totaling \$178,522.65, and authorize the City Manager or her designee to sign it.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- Change Order 2

AIA® Document G701® – 2017

Change Order

PROJECT: *(Name and address)*
 2024-013 Marquette Cultural Center

 501 S Front St
 Marquette, MI 49855

CONTRACT INFORMATION:
 Contract For: Marquette Cultural Center
 & Trailhead BP24-10
 Date: 04-21-2025

CHANGE ORDER INFORMATION:
 Change Order Number: 02

 Date: 01-27-2026

OWNER: *(Name and address)*
 City of Marquette a Municipal Corporation
 1100 Wright St
 Marquette, MI 49855

ARCHITECT: *(Name and address)*
 Locus Architecture
 4453 Nicollet Avenue
 Minneapolis, MN 55419

CONTRACTOR: *(Name and address)*
 Premeau Construction
 904 W Baraga Ave.
 Marquette, MI 49855

THE CONTRACT IS CHANGED AS FOLLOWS:

(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

- Nest Area Ceiling Changes (Art Ceiling) \$29,955.53
- Auto Operators for Doors \$20,103.48
- Projector Infrastructure \$10,346.82
- Lighting In Nest Area and Art Gallery Area's \$45,000.00
- Add Projector Wall Level 5 Finish \$3,646.94
- Gas Fireplace \$34,499.88
- Nest Furniture - procured by owner \$15,000
- Sound System - procured by owner \$10,000
- Multispace Furniture - procured by owner \$10,000

The original was	\$ 1,024,041.00
The net change by previously authorized Change Orders	\$ (15,495.00)
The prior to this Change Order was	\$ 1,008,546.00
The will be increased by this Change Order in the amount of	\$ 178,522.65
The new including this Change Order will be	\$ 1,187,068.65

The Contract Time will be unchanged by (0) days.
 The new date of Substantial Completion will be

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

DocuSigned by:

 826DCFF6BE6D479...

ARCHITECT *(Signature)*

 BY: Constance Chen
(Printed name, title, and license number if required)
 1/27/2026

Date

Signed by:

 D95764B0B40A45A...

CONTRACTOR *(Signature)*

 BY: Pete Premeau
(Printed name and title)
 1/27/2026

Date

DocuSigned by:

 67A24B543472482...

OWNER *(Signature)*

 BY: Tiina Morin
(Printed name and title)
 2/18/2026

Date

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote **Mobile Food Vending Resolution - Roll Call Vote**

BACKGROUND:

Chapter 12 of the Marquette City Code authorizes the City Commission to establish regulations governing the time and location of mobile food vending operations.

When mobile food vending regulations were first adopted in 2017, the City Commission also adopted a resolution detailing permitted times and locations for vending activity. This resolution was amended in 2021 and 2022, but the basic structure has remained unaltered.

The current resolution has proven difficult to interpret and administer due to layered time and location restrictions, including multiple block-by-block exceptions that create differing operating schedules within the same area; a map that is difficult to read; and inconsistencies between permitted locations and areas where vendors have naturally gravitated toward over time.

As the 2026 business license season begins, staff is recommending an update to this resolution, intended to simplify the existing regulatory framework, improve clarity for both vendors and City staff, and to better align the regulations with how mobile food vending has functioned in practice.

Under the proposed resolution, mobile food vending would generally be permitted on private property between 9 a.m. and 9 p.m., provided the vendor has the permission of the property owner and the activity is allowed under the City's Land Development Code.

Vendors would also be permitted to operate from public on-street parking spaces during the same hours, provided they comply with all applicable parking regulations.

The resolution also establishes extended vending hours in areas where pedestrian activity and commercial demand are higher. Within a defined portion of the downtown area, including portions of Washington Street, Third Street, and certain connecting streets, vendors would be permitted to operate from public on-street parking spaces between 7 a.m. and 3 a.m.

In addition, a handful of City-controlled off-street parking areas and park-adjacent parking lots would be designated as locations where mobile food vending is permitted between 7 a.m. and 11 p.m.

The resolution also permits for the operation of smaller vending operations, such as bike carts or hand carts, along a portion of the City's multi-use path.

In certain situations, the Chief of Police would have authority to approve requests for vending outside of the established hours.

FISCAL EFFECT:

None.

RECOMMENDATION:

Approve the attached resolution establishing times and locations for mobile food vending activity in the City of Marquette.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ Resolution



Establishing Operating Locations and Times for Mobile Food Vendors

WHEREAS, the City of Marquette desires to encourage mobile food vendors, who add to the vibrancy of Marquette, while providing a framework under which such businesses operate; and,

WHEREAS, all mobile food vending operations in the City of Marquette are bound by the requirements of Chapter 12 of the Marquette City Code; and

WHEREAS, Chapter 12 provides that the City Commission may establish by resolution permitted hours of operation for mobile food vending activity, as well as identify which City-controlled property is accessible for such activity;

NOW THEREFORE BE IT RESOLVED, by the Marquette City Commission that duly licensed Mobile Food Vending Units may operate as detailed below:

Operations on private property

- Units operating from private property may only do so between the hours of 9 a.m. and 9 p.m., only with the permission of the property owner, and only if the activity is allowed under the provisions of the Marquette Land Development Code.
- The City of Marquette Chief of Police may, following a review of proposed vending times and activities, allow a vending unit to operate beyond the hours of 9 a.m. to 9 p.m.

Operations on public property – On-street parking

- Units may operate from public on-street parking spaces between the hours of 7 a.m. and 3 a.m. on the following streets:
 - Washington Street between Seventh Street and Front Street
 - Third Street between Fair Avenue to Baraga Avenue
 - All cross streets connecting Fourth Street and Front Street between Fair Avenue and Baraga Avenue
- Units may operate from public on-street parking spaces in any other area of the City from 9 a.m. to 9 p.m.
- In all instances, mobile food vending units are bound by all city parking restrictions, including but not limited to the winter parking and solid waste collection restrictions.

Operations on public property – Other

- Vending activities must conform to all posted regulations, including the payment of required

parking fees. In the event that a parking lot or public area closes prior to the times detailed below, vending activities must cease.

- Units may operate in the following public parking areas between the hours of 7 a.m. and 11 p.m.:
 - Clark Lambros Park
 - Kaufman Sports Complex
 - Tourist Park public parking area (no vending on rented camp sites)
 - North Fields
 - Shiras Park
 - McCarty's Cove
 - Mattson Lower Harbor Park Parking Lot
 - Lakeshore Parking Lot
 - Spring Street Parking Lot
 - Rock Street Parking Lot
 - Baraga Avenue Parking Lot
 - South Beach Parking Lot

- In addition to the above, hand carts and bike carts may also operate between the hours of 7 a.m. and 11 p.m. in the area adjacent to the designated multi-use path, beginning at Clark Lambros Park continuing south to the boundary of the City.
- The City of Marquette Chief of Police may, following a review of proposed vending times and activities, allow a vending unit to operate beyond the hours of 7 a.m. to 11 p.m.
- All mobile food vending units shall be removed from City-owned or controlled property between the hours of 11 p.m. and 7 a.m., unless operating beyond those hours under the provisions of this resolution.

This resolution will take effect March 23, 2026 and will replace the City Commission resolution adopted May 9, 2022.

This resolution was offered by _____ and supported by _____.

Duly adopted by the Marquette City Commission on March 16, 2026.

Paul Schloegel, Mayor

Certified to be a true copy on March 16, 2026.

Kyle Whitney, City Clerk

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Peg Hirvonen Bandshell - Construction Contract Change Order

BACKGROUND:

At the April 14, 2025 meeting, the City Commission awarded the construction bid for the Peg Hirvonen Bandshell to Miron Construction Co., Inc., in the amount of \$2,084,175.

There have been eight change orders to date resulting in an addition of \$26,621.68 to the contract.

Miron has requested a ninth change order totaling \$10,865.88 for a total contract amount of \$2,121,662.56. This change order address design and functional changes to the movable riser sections for the stage. This change was initiated by the City Band.

City Band has committed to raising all of the funds for this project and has recommended the City approve this change order.

FISCAL EFFECT:

Marquette City Band has committed to raising all additional funds resulting in no general fund contributions by the City, and recommends approving this change order.

RECOMMENDATION:

Approve Change Order nine, totaling \$10,865.88, and authorize the City Manager or her designee to sign it.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- Change Order 9



Change Order Request

Date: 03/04/2026
To: Jon Swenson
City of Marquette
300 W Baraga Ave
Marquette, MI 49855

Re: Peg Hirvonen Bandshell
Marquette, MI 49855
Project: 250490

E-MAILED
03/04/2026

Reference Document: PCI0015

Change Description: Temporary riser design change and pricing adjustment.

Contractor	Description	Amount
Miron Construction Co., Inc	TELESCOPING STANDS & FIXED BLEACHERS	\$10,246.00
* SUB-TOTAL *		10,246.00
Management Fee - Subcontractor - 5%		\$512.30
* SUB-TOTAL *		10,758.30
Bond - 1%		\$107.58
** TOTAL **		10,865.88

Impacted Calendar Days: 0

All terms of our agreement apply and preclude Miron Construction Co., Inc. from performing any extra work without approval. Please provide your approval by signing this request.

Trevor Richards

Trevor Richards
Miron Construction Co., Inc.

03/04/2026

Date:

Owner Representative
City of Marquette

Date:

This quote expires on: 03/25/2026

Invoice 33996-2C Peg Hirvonen Bandshell Miron Project #250490

TO: Miron Construction Co., Inc.
175 S. McClellan Ave. □
Marquette, MI 49855

PHONE: 906-936-2081 / m 920-969-8797
FAX: _____
EMAIL: Trevor.Richards@miron-construction.com

ATTN: Trevor Richards

Sales Associate: Jonathan Scott

F.O.B.: Grand Haven, MI

PAYMENT TERMS-
60% with order balance when shipped

PRICES EFFECTIVE: 2/26/26

PRICES VALID THROUGH: next price change

Custom Riser and Rolling Cart System For Band Shell Performances

PART #	QTY	DIMENSIONS (in.)			Unit Weight (lbs.)	Total Weight Est. (lbs.)	DESCRIPTION	UNIT PRICE	Sub-Total
		HEIGHT	WIDTH	LENGTH					
ST-367710W	6	10"	36"	74"	70	420	30 Degree Wedge Risers x 10" high	\$1,141.24	\$6,847.44
ST-369610W	6	10"	36"	93"	105	630	30 Degree Wedge Risers x 10" high	\$1,361.66	\$8,169.96
ST-365820WL	6	16"	36"	55"	80	480	15 Degree half wedge left x 16" high	\$1,153.60	\$6,921.60
ST-365820WR	6	16"	36"	55"	80	480	15 Degree half wedge right x 16" high	\$1,153.60	\$6,921.60
ST-366820WL	6	16"	36"	79"	100	600	15 Degree half wedge left x 16" high	\$1,326.64	\$7,959.84
ST-366820WR	6	16"	36"	79"	100	600	15 Degree half wedge right x 16" high	\$1,326.64	\$7,959.84
LH	6				160	960	Heavy Duty Rolling Cart w/ Casters-LH	\$1,590.00	\$9,540.00
HD-Rolling Cart- RH	6				160	960	Heavy Duty Rolling Cart w/ Casters-LH	\$1,590.00	\$9,540.00
Donation Discount	1						Heavy Duty Rolling Carts Donation Discount	(-\$580.28)	-\$580.28
D-Riser Engineering	1				0	0	Donated Custom Riser Engineering & Design Revisions	\$2,750.00	\$0.00
D-Cart Engineering	1				0	0	Donated Custom Rolling Cart System Eng. & Mech. Rede	\$3,250.00	\$0.00
SK-844085	8	85	40	84	250	2000	Custom Skid and Packaging for Shipping	\$325.00	\$0.00
Shipping	1					7130	Estimate Estes Freight to Zip Code 49855	\$1,980.00	\$1,980.00
Estimate							Total Core-Lite Industries Donation Discount	\$9,180.00	
Lift-Gate							Total		\$65,260.00
							Add 5% For Credit Card Payment		

TERMS AND CONDITIONS:

- UNLESS OTHERWISE SPECIFIED, THE ABOVE PRICES ARE FOR ONE RELEASE OF CONTINUOUS PRODUCTION OF EACH PART
- PRICES FOR RELEASES OTHER THAN QUOTED QUANTITIES ARE SUBJECT TO AN INCREASE IN PRICE AND/OR
'ADDITIONAL SETUP CHARGES.

Caution: Combustible. materials will ignite if exposed to fire of sufficient heat and intensity. **Notice:** Core Lite Industries, LLC shall not be liable for incidental

Core Lite Industries, LLC liability is expressly limited to replacement of defective goods. See FeatherBlock/Core Lite Return Policy and 12-Month Limited Warranty for Details.

Core Lite Industries, LLC
13354 Greenleaf Lane
Grand Haven, MI 49417
Phone: (616) 843-5993

TDR: Plus Tax= \$69,176

Customer Signature and Date: _____

Original Quote Dated 5.19.2025: \$58,930

Revised Quote Dated 2.26.26: \$69,176

Pricing Difference: \$10,246

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote **Public Art - Anishinaabe Star Knowledge Stories**

BACKGROUND:

The Marquette Cultural Trail Storymarkers installed in June 2025 were designed to feature removable panels that function as a rotating exhibit for additional dynamic storytelling opportunities. Artist and KBIC member, Sherri Loonsfoot-Aldred, co-created digital illustrations currently used as exhibit placeholders and has a clear understanding of the project's original intent and vision. This project fulfills the original Storymarker exhibit concept.

Inspired by Sherri Loonsfoot-Aldred's visual storytelling, the Marquette Public Art Commission (MPAC) in February 2025 invited Loonsfoot-Aldred to be the first artist for the Storymarker exhibit. Through motions made on July 9, 2025 and February 25, 2026, MPAC recommended the City Commission approve an additional artist commission by Sherri Loonsfoot-Aldred to create a series of five original paintings from the Anishinaabe perspective that will become part of the City's permanent public art collection and be used for the Cultural Trail's rotating Storymarker exhibit based on the following criteria: Original Vision, Local Storytelling, Local Cultural Connection and Artistic Excellence and Experience.

This Series, titled Anishinaabe Star Knowledge Stories, represents the relationships between movements of the northern celestial skies and seasonal changes of the Great Lakes region from an Anishinaabe perspective. Designated sections of the five original paintings will be scanned and installed on vertical storymarker sites, with the original artwork framed and displayed in City facilities.

FISCAL EFFECT:

Funding for the artwork has been budgeted as part of the City's Public Art Fund. The total budget for the series is \$25,000 and was recommended by the Marquette Public Art Commission as part of the Fiscal Year 2026 budget.

RECOMMENDATION:

Commission artist Sherri Loonsfoot-Aldred to design and paint a series of five paintings titled Anishinaabe Star Knowledge Stories as part of the City's permanent public art collection, and authorize the Mayor and Clerk to sign the contract.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ Contract_Update
- ▣ MPAC Minutes
- ▣ Process background



MARQUETTE PUBLIC ART COMMISSION

Agreement for Design and Creation of Painting Series: “**Anishinaabe Star Knowledge Stories**”

ARTWORK FOR MARQUETTE PUBLIC ARTS COMMISSION (MPAC).

Completion Date: December 1, 2026

Agreement and Correspondence to:

City of Marquette
Tiina Morin, *Arts & Culture Manager*
300 West Baraga Avenue, Marquette, MI 49855
Email: Tiina Morin, tmorin@marquettemi.gov

ARTWORK AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, by and between the City of Marquette, Michigan (the "City"), and Sherri Loonsfoot-Aldred (the "Vendor") for design, and creation of a series of five original paintings ("Series") titled "Anishinaabe Star Knowledge Stories" for the Cultural Trail's rotating art exhibition. The original artwork will be added to the City's permanent public art collection.

WHEREAS, the City is implementing copies of the original Series to be installed at five Storymarker locations along the City's Cultural Trail, Marquette, MI;

WHEREAS, the Vendor was selected by the City to design and create the Series for the first Storymarker art exhibition;

WHEREAS, the parties wish to promote and maintain the integrity and clarity of the Vendor's ideas and statements that are approved by the City as specified in this Agreement;

WHEREAS, the Vendor will produce the Series in a professional manner; and

WHEREAS, all parties are in agreement that the Vendor, City staff, and Marquette Public Art Commission ("MPAC") shall establish a close and cooperative relationship that will be maintained throughout the project, so as to best integrate their respective contributions to the work.

NOW THEREFORE, the City and the Vendor, for the consideration and under the conditions hereinafter set forth, agree as follows:

PROJECT DESCRIPTION: The Series will include five original paintings representing Anishinaabe Star Knowledge Stories. Designated sections of the five original paintings will be scanned and installed on five Storymarkers along the Cultural Trail. The Series represents the relationships between movements of the northern celestial skies and seasonal changes of the Great Lakes region from an Anishinaabe perspective. They portray Tribal traditions and activities connected to these cycles and ancient Indigenous observations. Copies of the Series will appear at Storymarker sites, including Whetstone Brook, Lower Harbor, Lighthouse Point, Dead River and Presque Isle. This Series has been reviewed and recommended by MPAC.

SECTION 1. SCOPE OF SERVICES

1.1. VENDOR'S OBLIGATIONS

1.1.1. The Vendor shall provide all services and furnish all supplies and materials, as necessary for the design and completion of the Series, unless otherwise agreed to in writing by both parties.

1.1.2. The Vendor shall coordinate work with City Staff.

1.1.3. The Vendor shall consult, and work in a collaborative manner with the City staff, MPAC, and others as identified by City Staff.

1.2. DEVELOPMENT OF DESIGN, PREPARATION OF REVISIONS, OF PAINTING SERIES:

1.2.1 Upon confirmation of this Agreement, the Vendor shall meet with MPAC to discuss design. Vendor will provide 2-3 concept designs to present to MPAC.

1.2.2. Once the final design is accepted, Vendor will provide necessary revisions. Any revisions are understood to be undertaken with the best interest of both goals of MPAC and the original artistic intent. Any revisions will be made only by the Vendor. The Vendor will not otherwise deviate from the final selected design submission without written approval and will continue to reflect an understanding of the artwork Design Specifications and Considerations:

- Series must be appropriate for all ages.
- Series must be designed to fit the dimensions of the Storymarkers.
- Series dimensions will be 36" round each.

1.2.3. Final Design Documents shall include written narrative descriptions explaining the conceptual ideas expressed in the final design, including how the Series relates to the Cultural Trail sites, together with detailed technical information, including dimensions and materials.

1.2.4. The City reserves the right to require the Vendor to submit additional information deemed relevant regarding the Final Design Documents.

1.2.5. Within thirty (30) days after receipt of the Vendor's Final Design Documents submission pursuant to this Section 1.2, the City shall notify the Vendor of the approval or disapproval of such submission(s) and of all revisions made in the Final Design Documents as a result thereof. Revisions made pursuant to Section 1.2.3 shall become part of the Series.

1.3. EXECUTION OF THE WORK

1.3.1 Within thirty (30) days after written approval of the Final Design Documents and pending revisions made to the Final Design Documents pursuant to Section 1.2.

1.3.2. The City and MPAC shall have the right to review the Vendor's progress at reasonable times during the creation of the Series.

1.3.3. The Vendor shall complete installation of the Series in substantial conformity with the Final Design Documents and Work Schedule approved by the City.

1.3.4. The Vendor shall present in writing, and in advance to the City for review and approval, any significant changes in the work that would not be in substantial conformity with, or otherwise permitted by, the Final Design Documents approved by the City. A significant

change would include change in the size, scope, scale, designs, color, material, or a change in the concept of the work as represented in the Design Submission approved by the City. No proposed change shall cause the cost of this work to exceed the total budget specified in Section 2 of this Agreement.

1.3.5. The City shall be responsible for scanning, fabrication and installation of the Series onto each Storymarker.

1.3.6. The City shall be responsible for framing, storing and displaying original artwork in the Series.

1.4. **FINAL ACCEPTANCE.** The Vendor shall advise the City in writing when all services required have been completed. The City shall notify the Vendor in writing within 30 days of its final acceptance of the Series. Final acceptance shall be determined solely by the City of Marquette and shall constitute the City's acknowledgement that the Series has been completed and installed according to the terms of this Agreement. Ownership of the Series shall pass to the City upon final acceptance.

1.5. **OWNERSHIP OF DOCUMENTS.** Upon final acceptance, copies of all studies, drawings, and designs prepared and submitted under this Agreement for the Design Proposal and Final Design Documents shall be provided to the City and shall belong to the City for historical documentation of the Series except as may be determined under Section 12 of this Agreement.

1.6. **DOCUMENTATION OF THE SERIES.** Within 60 days after completion of the Series, the Vendor, in coordination with City Staff, shall furnish the City with the following documentation materials of the Series.

1.6.1. Photo documentation of creation process.

1.6.2. Full written narrative description of the Series, minimum of one page in length, for use on the City's website, in connection with the MAPP collection, on social media, and in print.

1.6.3. Written step-by-step instructions for appropriate maintenance and preservation of the work.

SECTION 2: COMPENSATION AND PAYMENT SCHEDULE

2.1. The City shall pay the Vendor a fixed fee of \$25,000.00 (Twenty-Five Dollars and No Cents) which shall constitute full compensation for all services and materials to be performed and furnished by the Vendor under this Agreement including all labor, fees, services, expenses, materials, taxes and any other costs associated with providing the Series.

2.1.1. Compensation will be paid after services are performed as follows:

- \$12,500 upon acceptance of this Agreement.

- \$12,500 upon final acceptance of the Series by the City and receipt by the City of all Documentation Materials, Final Design Documents, and other documentation identified herein.

2.1.2. Payment is only made after the submission of an approved invoice.

2.1.3. Invoices and all attachments and reports shall be addressed to the City of Marquette, Arts and Culture Office, 300 West Baraga Avenue, Marquette, Michigan 49855. After review and approval by the City Commission and City Manager all invoices shall be paid to the Vendor by the City.

2.2. **VENDOR'S EXPENSES.** All expenses incurred by the Vendor are included in the compensation, and the Vendor will not be reimbursed separately for any expense incurred by Vendor.

SECTION 3. TIME OF PERFORMANCE

3.1. **DURATION.** Completion dates will be mutually agreed upon and scheduled between the Vendor and the City. The services to be required of the Vendor shall be completed by December 1, 2026.

3.2. **TIME EXTENSIONS.** The Vendor shall request a reasonable extension of time from the City in the event there is a delay on the part of the Vendor in performing its obligations under this Agreement, or if there are conditions beyond the Vendor's control or Acts of God render timely performance of the Vendor's services impossible or unexpectedly burdensome.

SECTION 4. WARRANTIES

4.1 **WARRANTIES OF TITLE.** Both parties represent and warrant that they have the right, power, and authority to enter into this Agreement. Vendor hereby warrants the design is his original artistic work and does not violate any copyright or trademark law, the rights of privacy and publicity, nor any other right owned by any third person or entity.

4.2 **WARRANTIES OF QUALITY AND CONDITION.** The Vendor represents and warrants, except as otherwise disclosed to the City in writing in connection with submission of the Final Design Documents, that (a) the execution and creation of the Series will be performed in a workman like manner; (b) the Series, as created, will be free of defects in material and workmanship, including any defects consisting of "inherent vice" or qualities which cause or accelerate deterioration of the Series; and (c) reasonable maintenance of the Series will not require procedures substantially in excess of those described in the maintenance recommendations to be submitted by the Vendor to the City hereunder.

4.3 **LENGTH OF WARRANTIES FOR QUALITY AND CONDITION.** The Warranties described in Section 4.2 shall survive for a period of one year after the final acceptance of the

Series. The City shall give notice to the Vendor of any observed breach with reasonable promptness. The Vendor shall, at the request of the City, and at no cost to the City, reasonably and promptly cure the breach of any such warranty which is curable by the Vendor and which is consistent with professional conservation standards.

SECTION 5. COPYRIGHT AND REPRODUCTION RIGHTS

5.1 ARTIST OWNERSHIP

5.1.1. The Artist keeps all rights to the artwork, including copyright, under U.S. copyright law.

5.1.2. The artwork is not being created as a “work made for hire,” and the City does not own the copyright.

5.1.3. The City owns only the physical artwork and the rights specifically granted in this Agreement.

5.2 CITY’S RIGHT TO USE IMAGES

5.2.1. The Artist gives the City a non-exclusive, permanent, royalty-free license to photograph and reproduce the artwork for non-commercial public purposes. These uses may include promotion, education, tourism, publicity, and record keeping for the City’s public art program.

5.2.2. Any commercial use of the artwork (such as merchandise, product sales, or paid licensing) must have the Artist’s written permission and may include additional payment.

5.3 CREDIT

5.3.1. Whenever the City uses images of the artwork, it will include credit to the Artist, such as: “© [Artist Name], [Year]. Commissioned by the [City Name].”

5.3.2. The Artist may also use images of the artwork for their own portfolio, website, social media, exhibitions, and self-promotion.5.4. ARTIST’S RIGHTS (VARA). The Artist keeps their “moral rights” under the Visual Artists Rights Act (VARA). This means the Artist has the right to be credited for the artwork and to prevent intentional damage or distortion that would harm their reputation. If the City needs to move or alter the artwork, it will try to contact and consult the Artist first.

5.5. **ARTIST'S MATERIALS.** Sketches, drawings, digital files, models, and other design materials remain the property of the Artist. The City may keep copies only for archival or educational purposes. The Artist's copyright and the City's license to use images will continue even if this Agreement ends or of the artwork is later transferred to another owner.

SECTION 6. VENDOR'S RIGHTS

6.1. **MAINTENANCE.** The City recognizes that maintenance of the Series on a regular basis is essential to the integrity of the Series. The City shall reasonably assure that the Series is properly maintained and protected, taking into account the instructions of the Vendor provided in accordance with this Agreement and shall reasonably protect and maintain the Series against the ravages of time, vandalism, and the elements.

6.2. **REPAIRS AND RESTORATION.** The City shall have the right to determine, after consultation with appropriate professionals, when and if repairs and restorations to the Series will be made. During the Vendor's lifetime, the Vendor shall have the right to approve all repairs and restorations, provided, however, that the Vendor shall not reasonably withhold approval for any repair or restoration of the Series. The Vendor shall have the first right to perform recommended treatment or repair at a fair and mutually agreed upon rate. If the Vendor so authorizes or a rate cannot be agreed upon the City shall have the right to seek a qualified conservator, specialist, or other MPAC approved designee to perform repair or treatment. If the Vendor cannot be contacted or fails to respond or accept the indicated first right to treat or repair the Series in a timely fashion, the City may make necessary repairs without the Vendor's approval or consultation. If maintenance or repairs cannot be made in accordance with Vendor's specifications, or if Vendor has provided insufficient information to the City, the City may use its best judgment to affect such maintenance and repair. All repairs and restorations shall be made in accordance with recognized principles of maintenance and conservation of public art.

6.3. **ALTERATION OR REMOVAL OF THE SERIES.** The City reserves the right to relocate the original Series artwork and related Storymarker exhibition sites as necessitated by exhibition development and planning.

6.3.1. The City agrees that it will not intentionally damage, alter, re-locate, modify, or change the Series without prior consultation with the Vendor.

6.4. **DISPLAY.** While it is the City's intent to retain and publicly display the Series for 2-3 years along the Cultural Trail, circumstances may arise that would make it necessary or prudent for the City to permanently remove the Series from public display earlier than anticipated.

6.4.1. Nothing in this Section shall preclude any right of the City to (1) remove the Series from public display, (2) de-accession the Series, (3) destroy the Series, or (4) relocate the Series.

6.5. **PERMANENT RECORD.** The City shall maintain on permanent file a record of this Agreement and of the location and disposition of the Series.

6.6. **VENDOR'S ADDRESS.** The Vendor shall notify the City of changes in his address. The failure to do so, if such failure prevents the City from locating the Vendor, shall be deemed a waiver by the Vendor of the right to subsequently enforce those provisions of this Section that require the express approval of the Vendor. Notwithstanding this provision, the City shall make every reasonable effort to locate the Vendor when matters arise relating to the Vendor's rights.

6.7. **SURVIVING COVENANTS.** The covenants and obligations set forth in this Section 6 shall be binding upon the parties, their heirs, legatees, executors, administrators, assigns, transferees, and all their successors in interest, and the City's covenants attach and run with the Series and shall be binding to and until the death of the Vendor. The City shall give any subsequent owner of the Series notice in writing of the covenants herein and shall cause each such owner to be bound thereby.

6.8. **ADDITIONAL RIGHTS AND REMEDIES.** Nothing contained in this Section 6 shall be construed as a limitation of such other rights and remedies available to the Vendor under the law which may now or in the future be applicable.

SECTION 7. INSURANCE

7.1. The Vendor shall maintain insurance to protect the Vendor from claims under workers compensation; claims for damages because of bodily injury including personal injury, sickness, disease, or death arising out of the Vendor's performance of this agreement; and from claims for damages because of injury to or destruction of tangible property, including loss of use resulting therefrom, and from claims arising out of Vendor's performance of professional services caused by errors, omissions or negligent acts for which the Vendor is legally liable.

7.1.1. The Vendor will indemnify and hold the City harmless from and against demands, alleged damages or injuries, and expenses arising directly or indirectly from the Vendor's negligent acts, errors, omissions, or breach of contract and of those persons for whom the Vendor is legally responsible.

SECTION 8. VENDOR AS INDEPENDENT CONTRACTOR.

8.1 The Vendor shall perform all work under this Agreement as an independent contractor and not as an agent or an employee of the City. The Vendor shall not be supervised by any employee or official of the City, nor shall the Vendor exercise supervision over any employee or official of the City.

SECTION 9. PUBLIC RECORDS

9.1. Under Michigan state law, the documents (including but not limited to written, printed, graphic, electronic, photographic or voice mail materials and/or transcriptions, recordings or

reproductions thereof) submitted in response to this agreement (the “documents”) become a public record upon submission to MPAC, subject to mandatory disclosure upon request by any person, unless the documents are exempted from public disclosure by a specific provision of law. If MPAC receives a request for inspection or copying of any such documents it will promptly notify the person submitting the documents to MPAC and upon the written request of such person, received by MPAC within five (5) days of the mailing of such notice, will postpone disclosure of the documents for a reasonable period of time as permitted by law to enable such person to seek a court order prohibiting or conditioning the release of the documents. MPAC assumes no contractual obligation to enforce any exemption.

SECTION 10. ASSIGNMENTS, TRANSFER, SUBCONTRACTING

10.1. ASSIGNMENTS OR TRANSFERS. Neither this Agreement nor any interest herein shall be transferred or assigned by the Vendor. Any such transfer shall be null and void and shall be cause to terminate this Agreement.

10.2. SUBCONTRACTING BY THE VENDOR. The Vendor may subcontract portions of the services to be provided hereunder at the Vendor’s expense provided that said subcontracting shall not negatively affect the design, appearance, or visual quality of the Series and shall be carried out under the personal supervision of the Vendor. The Vendor must obtain approval from the City prior to hiring any subcontractor. If the City does not approve the hiring of any subcontractor, another subcontractor must be submitted for approval by the City.

SECTION 11. NON-DISCRIMINATION.

11.1. In carrying out the performance of the services designated, the Vendor shall not discriminate as to race, creed, religion, sex, age, national origin, nor the presence of any physical, mental, or sensory handicap, and the Vendor shall comply with the equality of employment opportunities.

SECTION 12. TERMINATION

12.1. If either party to this Agreement shall willfully or negligently fail to fulfill in a timely and proper manner, or otherwise violate any of the covenants, agreements or stipulations material to this agreement, the other party shall thereupon have the right to terminate this Agreement by giving written notice to the defaulting party of its intent to terminate, specifying the grounds for termination. The defaulting party shall have thirty (30) days after receipt of the notice to cure the default. If it is not cured, this Agreement shall terminate.

12.1.1. In the event of default by the City, the City shall promptly compensate the Vendor for all services performed by the Vendor prior to termination. In the event of default by the Vendor, all finished and unfinished drawings, sketches, photographs and other work products prepared and submitted or prepared for submission by the Vendor under this Agreement shall at the City’s

option become City's property, provided that no right to fabricate or execute the Series shall pass to the City and the City shall compensate the Vendor pursuant to Section 2 for all services performed by the Vendor prior to termination or, at the Vendor's election, the Vendor shall refund all amounts paid by the City in exchange for transferring all finished and unfinished artwork to City.

Notwithstanding the previous sentence, the Vendor shall not be relieved of liability to the City for damages sustained by the City by virtue of any breach of this Agreement by the Vendor, and the City may reasonably withhold payments to the Vendor until such time as the exact amount of such damages due the City from the Vendor is determined.

SECTION 13. COMPLIANCE

13.1. The Vendor shall be required to comply with Federal, State, County, and City statutes, ordinances, and regulations applicable to the performance of the Vendor's services under this agreement.

SECTION 14. ENTIRE AGREEMENT

14.1. This writing embodies the entire Agreement and understanding between the parties hereto, and there are no other Agreements and understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.

SECTION 15. MODIFICATION

15.1. No alteration, change or modification of the terms of the Agreement shall be valid unless made in writing and signed by both parties hereto and approved by appropriate action of the City.

SECTION 16. NOTICES

16.1. All notices, requests, demands and other communications which are required or permitted to be given under this agreement shall be in writing and shall be deemed to have been duly given upon the delivery or receipt thereof, as the case may be, if delivered personally or sent by registered or certified mail, return receipt requested, postage prepaid, or email to the City and Vendor as follows below:

City Mailing Address: Tiina Morin, City of Marquette, 300 Baraga Avenue, Marquette MI 49855
or Email Address: tmorin@marquettemi.gov.

Vendor Mailing Address: Sherri Loonsfoot-Aldred, 120 Keweenaw Trail, Marquette, Michigan 49855 or Email Address: sherriloonsfoot@gmail.com. Questions: Please submit any questions regarding this Agreement to: Tiina Morin, Arts & Culture Manager, City of Marquette Phone: 906-225-8641 E-Mail: tmorin@marquettemi.gov

**City of Marquette, MI
Meeting Agenda
Marquette Public Art Commission Special Meeting**

Wednesday, February 25th, 2026

6:00 p.m.

Peter White Public Library: Lion's Club Room

Call to Order and Roll Call

Present: Lauren Tilma, Abby LaForest, Brianna Hobbins, Amelia Pruiett, Alison Taras and Emerson Graves

Agendas

Abby LaForest moved to approve today's agenda with addition of Clarifying Motions, **seconded by Emerson Graves and carried unanimously.**

Public Comment

New Business

1) Clarification of Motions

a. MPAC Meeting July 9, 2025

Lauren Tilma moved that the Marquette Public Art Commission recommend the City Commission approve a \$25,000 artist commission for five original oil paintings inspired by the Marquette shoreline from an Anishinaabe perspective by Sherri Loonsfoot-Aldred to be used for the inaugural Storymarker exhibit and for acceptance into the City's Public Art Collection, with the direct invite of Sherri Loonsfoot-Aldred being determined the most appropriate method of selecting an artist based on the following:

Vision – Artist co-created the digital illustrations currently used as gallery placeholders and has a clear understanding of the project's original intent and vision, and this project fulfills the original Storymarker exhibit concept.

Local Storytelling – Artist's work visually communicates complex cultural and environmental stories in an accessible and engaging manner. The proposed series centers on Anishinaabe star stories and the natural environment of the Great Lakes region.

Local and Cultural Connection – Artist was raised in Marquette and is a member of the Keweenaw Bay Indian Community (KBIC), bringing lived cultural connection to the landscape interpreted along the Trail.

Artistic Excellence and Experience – Artist is an established and highly respected professional artist with a proven track record in public art.

The original paintings will be displayed in City-owned public facilities. Artist will work with MPAC to oversee digitization portions of the paintings to be installed on vertical Storymarkers as the first Cultural Trail exhibit. **Seconded by Alision Taras and carried unanimously.**

b. MPAC Meeting July 9, 2025

Lauren Tilma moved that the Marquette Public Art Commission recommend the City Commission approve a \$13,500 public art enhancement of the ceiling inside the Cultural Trailhead. And for artist Hans Gottsacker to design, build and install a ceiling sculpture integrating lighting. And for acceptance into the City's Public Art Collection, with the direct invite of Hans Gottsacker being determined the most appropriate method of selecting an artist based on the following his reputable work in local residential and commercial spaces.

Vision – Gottsacker's woodworking is inspired by organic forms, creating unique free flowing designs. This wavy wood slat ceiling sculpture borrows both visual and physical design principles from boat building.

Local Storytelling - The linear elements lend a nod or recognition to the Cultural Trail as through line of history. The lighting grid will add visual contrast and likeness to stars.

Local Artist - Based in Marquette.

Artistic Excellence and Experience – Gottsacker is a well-established and highly respected artist and designer who creates lighting and furniture for residential and commercial spaces. His technical ability to integrate lighting design into the ceiling sculpture is distinctive. **Seconded by Emerson Graves and carried unanimously.**

c. MPAC Meeting January 14th, 2026

Lauren Tilma moved that the Marquette Public Art Commission recommend the City Commission approve a \$6,000 public art enhancement of the fireplace wall inside the Cultural Trailhead. And for artists Terry Gilfoy and Mike Horton to design, create and install handcrafted ceramic tiles inspired by the lakeshore. And for acceptance into the City's Public Art Collection, with the direct invite of Terry Gilfoy and Mike Horton being determined the most

appropriate method of selecting these artists based on their experience and proven ability.

Vision – Both artists ceramic work is inspired, designed and created in their studio located at Presque Isle Station along the new Cultural Trail.

Local Storytelling – Their work visually communicates environmental themes in an accessible and engaging manner.

Local and Cultural Connection – Artists1985 and have close connection to the City and local culture.

Artistic Excellence and Experience – Both artists are established and highly respected professionals with strong track record designing ceramics for interiors throughout the City since the early 1980s. **Seconded by Emerson Graves and carried unanimously.**

Unfinished Business

2) Trail Head

- a. Discussion of Public Art Enhancements including community gallery wall.
- b. Discussion of outreach materials
- c. Discussion of educational materials

Public Comment

Comments from Commission Members

Comments from the Chair

Comments from the Staff Liaison

Adjournment at 8:01 p.m.

Respectfully submitted by

A handwritten signature in black ink that reads "Abigail LaForest". The signature is written in a cursive, flowing style.

Abigail LaForest
Marquette Public Art Commissioner

Sherri Loonsfoot Aldred
Public Record History
Commission of Five Original Paintings

The Marquette Public Art Commission (MPAC) recommends commissioning Sherri Loonsfoot Aldred to create five original paintings for the Cultural Trail Storymarker Gallery and accessioning those works into the City's permanent Public Art Collection. This is separate from her digital sign illustrations created with her daughter for the Storymarkers, which were accepted as a part of the permanent public art collection after installation. Much thought has gone into the decision to Commission Sherri Loonsfoot-Aldred.

1. Authority & Process Compliance This process is consistent with City Public Art Policy and Public Art Governance standards.

- Individual Artist Selection by Invitation is permitted within MPAC Guidelines and is an accepted practice across municipal public art commissions nationally.
- MPAC reviewed Sherri's prior work before initiating Motion.
- Artist formally presented proposal at MPAC meeting.
- The City Commission and Community will have the opportunity to review and approve concept designs prior to final painting execution.

2. Documented Commission Actions Minutes record reflects deliberate, phased review and unanimous Public Art Commission support.

February 12, 2025 – Cultural Trail Update Items bolded directly relate to Loonsfoot-Aldred Commission.

- Continue to take Indigenous perspectives into account as we work toward more public art and honor our past.
- Content design and wording for Storymarkers are being developed by Cultural Trail Committee made up of City stakeholders.
- Motion to approve Sherri Loonsfoot Aldred as Rotating Storymarker Exhibit Artist (moved by Lauren, seconded by Brianna).

May 14, 2025 – New Business: Cultural Trail Storymarker Sign Illustrations

- Discussion of original digital sign illustrations on permanent side panels.
- Discussion regarding which portions of digital signage should enter the City's Public Art Collection.

June 11, 2025

Presentation by Sherri Loonsfoot-Aldred regarding Storymarker Exhibit Proposal.

- Discussion of half-moon shaped rotating gallery sign space (Refers to Storymarker Rotating Exhibit).
- MPAC visited Sherri's gallery exhibition at the Peter White Public Library; commissioners expressed strong support for the quality of her collection.
- Discussion of safe storage and display protocols.
- Notice of intent: MPAC to consider commissioning five original paintings for permanent collection and digitization as first rotating Storymarker exhibit.

July 9, 2025

- Motion (Lauren, seconded by Jacqueline) to create contract to commission Sherri Loonsfoot Aldred to create five original paintings for \$25,000, approved.
- Motion (Jacqueline, seconded by Lauren) to accept the five original paintings into the permanent Public Art Collection, to be displayed in City Hall, approved.
- Motion (Jacqueline, seconded by Lauren) to approve up to \$10,000 for digitization and printing of the five original paintings of previous motions, approved. (For Storymarker Rotating Exhibit)

3. Cultural & Historical Significance Future exhibitions will include both Native and non-Native artists. Beginning the program with the most celebrated local Anishinaabe painter is a meaningful and respectful acknowledgment of Anishinaabe culture and the original stewards of this land.

- First local Anishinaabe artist commissioned by the City.
- First woman commissioned for public art by the City.
- First Cultural Trail Exhibiting Artist.
- Celebrated local Anishinaabe painter.
- Raised in Marquette; KBIC citizen.
- Artist has unique Indigenous Environmental Knowledge specific to the shoreline.
- Artist has lived experience informing her historically grounded storytelling.
- Artist highly qualified and proven track record of successful City projects.

4. Importance of Original Painting as Medium While digital illustration qualifies as public art. Collecting Loonsfoot-Aldred original paintings is of value to the City Collection because:

- Original physical painting carries distinct artistic, archival, and cultural value.
- The artist's physical mark adds authenticity not replicated in digital-only formats.
- Original artwork strengthens long-term collection value.

- Framed paintings allow museum-standard storage, loaning, and rotating indoor exhibitions.
- Digital versions will increase public access on Cultural Trail while preserving originals.

5. Collection Practices

- Collecting a body of work by a single artist is common municipal practice.
- Cohesive collection of a single artists work strengthens a Collection.

6. Public Investment

- Previous digital sign illustrations funded through 2% Tribal funding.
- Current commission funded through City public art funds.
- Demonstrates municipal commitment to Indigenous representation and Women artists.
- Digitization funding is approved separately for public access and reproduction.

7. Long-Term Civic Impact

- Establishes Cultural Trail Exhibiting Artist program with strong inaugural foundation.
- Aligns with October 9, 2024 goal to incorporate Indigenous perspectives.
- Creates permanent municipal assets.
- Establishes long-term educational resources for: Schools, Residents, Visitors
- Ensures educational storytelling of Marquette’s shoreline for future generations by master visual storyteller (City Master Plan, Telling Our Entire History).
- Preserves the work of a significant regional Indigenous artist in the City’s collection.
- Established a respectful and historically meaningful foundation for the City’s indigenous public art collection.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote **Public Art - Landscape Garden**

BACKGROUND:

The Marquette Public Art Commission recommends the City Commission approve the proposed landscape-based public art installation within Marquette Lions Lakeside Park as part of the broader Cultural Trailhead initiative. The concept for the garden emerged from the planning process for the future City Cultural Trailhead and is designed to function as a public gathering space and outdoor extension of the facility.

Rather than traditional sculpture, the project approaches the landscape itself as public art. Using rows of native and near-native plants, the garden becomes the artwork through color, texture, and seasonal change. The design is intended to be experienced rather than simply viewed, welcoming visitors with intentional spaces that encourage curiosity, pause, and connection. The central feature is a circular, sunken garden approximately 40 feet in diameter that forms an outdoor “room” integrated with the surrounding park and Cultural Trail network.

The garden was designed by Urban Ecosystems Landscape Architects and presented to the Marquette Public Art Commission as part of its review process. The Public Art Commission is particularly interested in the concept of landscape as public art—an approach supported within the City’s Public Art Policy and widely recognized internationally. Notable examples include works by artists such as Maya Lin and prominent public gardens such as Michigan’s own Frederik Meijer Gardens & Sculpture Park, which integrate art, landscape design, and public gathering spaces.

FISCAL EFFECT:

None. This cost of designing and constructing this public art installation is fully funded through a grant from the Carl and Melissa Eiben Raymond James Donor-Advised Fund, in memory of their son Erich Eiben, and upon completion will become part of the City’s public art collection. Additionally, the donor has expressed an intent to provide a level of funding for future maintenance.

RECOMMENDATION:

Approve the Public Art Landscape design as a City Public Art project.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ Project Overview
- ▣ MPAC Minutes
- ▣ Community Feedback

Public Art Landscape

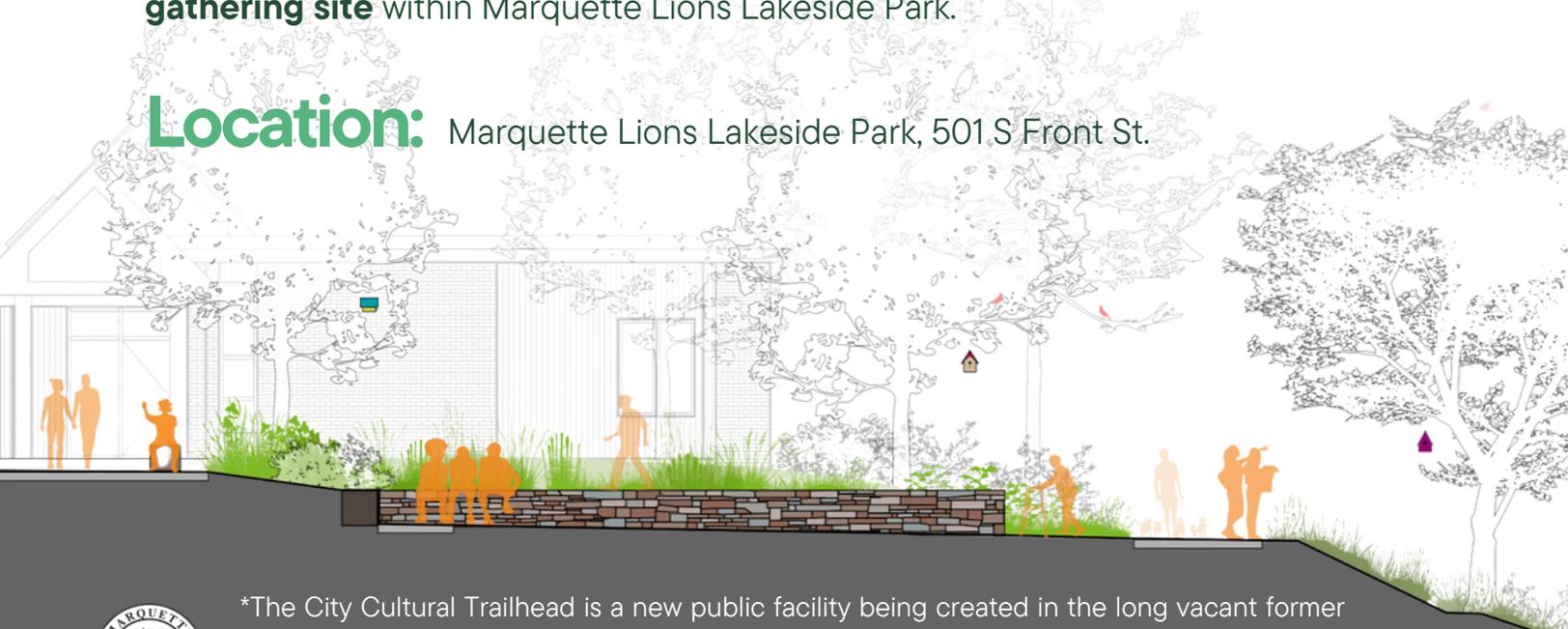
Project Overview:

A **landscape-based public art installation** is proposed for the improved circular walkway in Marquette Lions Lakeside Park, near the future City Cultural Trailhead*.

Using rows of native and near-native plants, **the landscape itself becomes the artwork through color, texture, and seasonal change** in the park. The project is designed to be experienced, not just viewed. The landscape will welcome visitors with intentional spaces designed to promote connections and curiosity.

Funded by private donors and managed by the City, this permanent installation would become part of Marquette's public art collection and **offer a new public gathering site** within Marquette Lions Lakeside Park.

Location: Marquette Lions Lakeside Park, 501 S Front St.



*The City Cultural Trailhead is a new public facility being created in the long vacant former Chamber of Commerce Building. It will include gathering space, restrooms, and connections to trails and cultural destinations. Visit www.mqtcompass.com for more info about all city Arts & Culture projects and programs.

Artist: Urban Ecosystems Landscape Architects

Matthew Tucker as Lead Designer



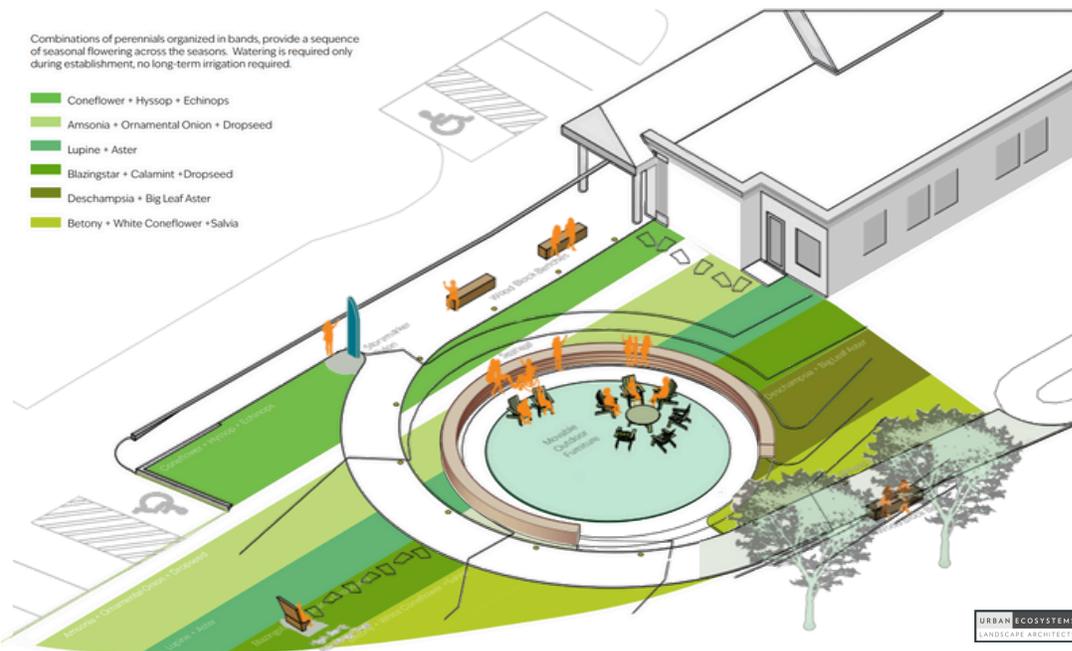
Urban Ecosystems was the lead consultant and designer for the Shoreline Cultural Trail story markers, the future vision plan for the Trail, and landscape plans for the City Cultural Trailhead and the Peg Hirvonen Bandshell. Their work reimagines public spaces as cultural infrastructure, focusing on *place-revealing* rather than *place-making*.

Design: The landscape is designed as a **circular, sunken outdoor “room”** within the park, creating an outdoor extension of the future City Cultural Trailhead’s public spaces.

The design is meant to feel both open and comfortable. It will be a place to pause, gather, or simply pass through. **Subtle sculptural elements and banded plantings** will offer opportunities for contemplation and discovery.

Combinations of perennials organized in bands, provide a sequence of seasonal flowering across the seasons. Watering is required only during establishment, no long-term irrigation required.

- Coneflower + Hyssop + Echinops
- Amsonia + Ornamental Onion + Dropseed
- Lupine + Aster
- Blazingstar + Calamint + Dropseed
- Deschampsia + Big Leaf Aster
- Betony + White Coneflower + Salvia



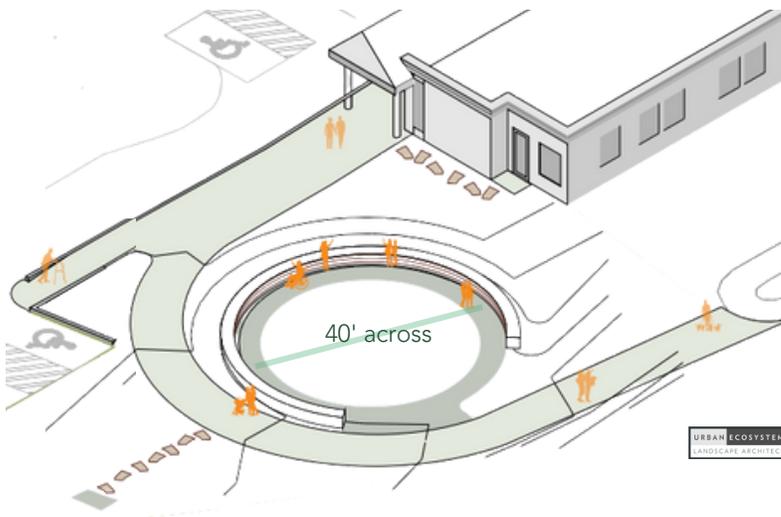
City of Marquette, MI

Design Elements:

- Bands of **native and near-native plant species** arranged to provide color, texture, and visual interest throughout the seasons.
- **Built-in seating and resting areas** that blend into the landscape and comfortably support both small gatherings and individual visitors.
- **Hawthorne trees original to the historic park space** will be preserved and a new grove of birch trees will create a sense of enclosure and filtered shade.

Design Elements Continued:

- A circular, recessed area defined by **low stone walls built from the original historic flagstone** from the former flag plaza, connecting the design to the park's past.
- **Carefully oriented views and gathering areas** that guide how people move through the space and how they experience the surrounding park and lake.
- **Subtle artistic details woven into the landscape**, such as inscribed stone or small sculptural features, invite curiosity and will change in prominence depending on the season.



Gathering Space:

The circular gathering area will be **40-feet in diameter and fully ADA accessible**, with wheelchair-friendly paths connecting the space to the building entrance, nearby parking, and the existing accessible walkway in Father Marquette Park.



Stone walls at Harlow Park (W Washington St and N 7th St) provide a reference for new seat wall construction



Reclaimed stone, once part of the historic Lakeside Park

Historic Flagstone & Circular Wall:

*“Comprised of reclaimed historic stone, the wall provides **a material connection to the park’s cultural history** as Lakeside Park. The garden wall acts as a focal point to the garden, creating a circular space where all can gather during any season.”* - Matthew Tucker, Urban Ecosystems

Funding and Stewardship:

The Eiben Family's generous support makes this landscape-based public art installation possible, covering both its creation and the long-term care of the garden. In addition to funding the installation, the contribution establishes a dedicated fund to support annual maintenance and any special repairs, ensuring that the garden remains an inspiring space for the Marquette community for generations to come.

The Eiben Family is donating in memory of their son, Erich Eiben.

Inspired by the overall design, the family will work with Urban Ecosystems to embed Erich's story, inspirational words, and whimsical elements to discover.



→ Statement of Inspiration:

“A Marquette-born landscape architect, Erich’s upbringing in Marquette cast a career dedicated to creating spaces of nature in urban areas. His legacy will be marked in the garden by a record of his written thoughts. The garden will inspire others to see the beauty of nature in Marquette and beyond.”

- Matthew Tucker, *Urban Ecosystems*



Project Status & Next Steps:

The proposed landscape-based public art installation has been reviewed and approved by the Marquette Public Art Commission (MPAC). It will next be reviewed by the City Commission for formal acceptance into the City's Public Art Collection, which provides a framework for long-term care, maintenance planning, and public stewardship.

Community members are invited to provide feedback on the proposal during public comment at the Marquette Public Art Commission's regular meetings or by contacting City Arts & Culture Manager, Tiina Morin: (906) 228-0472 or tmorin@marquettetemi.gov. More information about City Arts & Culture can be found on the www.mqtcompass.com





City of Marquette, MI

Meeting Agenda Marquette Public Art Commission

Wednesday, November 12, 2025

6:45pm

Peter White Public Library - City of Marquette Arts & Culture Center

1. Call to Order and Roll Call

Present: Tiina Morin, Lauren Tilma, Amy Stephens, Abby LaForest, Brianna Hobbins, Amelia Pruiett, and Alison Taras

Absent: Jacqueline Wagner

Motion: *Moved by Alison, seconded by Lauren to excuse the absence of Jacqueline Wagner.
Motion carried unanimously.*

2. Agendas

A. Approve today's agenda

Motion: *Moved by Lauren, seconded by Lauren to approve the agenda.
Motion carried unanimously.*

B. Consent the minutes of the October 8, 2025 regular Marquette Public Art Commission meeting

Motion: *Moved by Lauren, seconded by Abby to approve the change in meeting minutes.
Motion carried unanimously.*

3. Announcements

4. Public Comment: Comments may not exceed three minutes per person. Please state your name and physical address when making public comments. The time for board members' response is at the end of the meeting.

5. Presentations

A. Matt Tucker (w/ Urban EcoSystems) via Zoom

- a. Purpose of meeting: To discuss landscape art possibilities for garden area at Cultural Trailhead (funded by the Eiben family, in part to honor their son Eric)
- b. Matt has background in landscape architecture and has worked on the Cultural Trail storymarkers and Hirvonen Band Shell
- c. Matt recaps Eric's background:
 - i. He was inspired by living in Marquette and connections to nature, especially bringing nature into the City; he had a career in landscape architecture
- d. Matt brings up visual inspiration such as Maya Lin's *Wavefield*. Other artists include: Martha Schwartz, Pete Latz, Peter Walker, Junya Ishigami, and Kongjian Yu.
- e. Overall design focuses on: hedging, paths, and stone walls to demarcate spaces and/or imply outdoor rooms; use of manipulated earth to offer subtle seating; misty, low water feature; placement of water to communicate shape and line (mirroring rivers)

- i. Matt suggests combining essence of 'Northwoods' and garden features
- ii. Main idea: outdoor space, co-operates w/ building as an outdoor 'room;' sunken, with bench seating that acts as wall; circular; slightly exposed bedrock in middle of 'room;' ADA access to building, Father Marquette statue, and parking lot; consideration for view of Lake Superior; additional seating beyond 'room' (perhaps variety of rocking chairs and more benches)
 - a. Materials: flagstone, gravel, native/near-native flowers like lupine, coneflowers, prairie grasses, ornamental onion, birch trees, shrubs
 - i. Mostly blues, purples in bloom
 - ii. Grove of birch trees to further encapsulate circular 'room'
 - iii. Shrub hedging to separate paved walkway from 'room'
 - b. Eric's memorial: inscribed thesis passages in stone bench/well; addition of bird houses created by local artists as a series
 - c. Matt mentions Eiben Family wants to have funding for perpetual maintenance
 - d. Tiina mentions this will presented to Lions Club
 - i. Storymaker intended for Trailhead will include history of Lions Club
- 2. Tiina recaps funding and proposes, setting aside time for the December meeting for formal motions to add this design into the Public Art Collection

Motion: Moved by Alison, seconded by Lurn to pursue including the landscape public art, funded by the Eiben family, intended for the southside of the Cultural Trailhead building, as presented by Matt Tucker and Urban Ecosystems, pending its confirmed funding and completion, into the Public Art Collection.

Motion carried unanimously.

6. Officer Reports:

- A. MPAC Chair Report – Brianna Hobbins

7. Other Reports:

- A. Staff Liaison Report – Tiina Morin, Arts & Culture Manager
 - a. City has accepted grant from Community Foundation for wall, ceiling, shelving, and fireplace designs for Cultural Trailhead Building
 - i. Amelia presents these interior designs
 - 1. Lundmark untitled painting will be located above fireplace; fireplace will be holographic for purpose of preserving the painting
 - a. Brianna brings up considering what could go in place of Lundmark at City Hall
 - i. Tiina mentions there were past attempts for building a relationship with City Hall and public art; however, she mentioned that public art is ideally accessible for 8-10 hours and the Commission Chambers is not open for as long
 - 2. A+C wants ideas for furniture
 - ii. Exterior designs are reviewed as well

- B. Committee Reports (as needed)

8. Unfinished Business

- A. Updates
 - a. Freedom Monument

Motion: Moved by Amy, seconded by Lauren, to deposit \$34,632.65 from 'Friends of' to the City of Marquette Public Art Fund, and upon approval of installation this will then be paid to

Fassbender Funeral Home.
Motion carried unanimously.

- b. Seven Grandfathers Teachings Monument
- c. Fr. Marquette statue maintenance
 - i. All clean
 - ii. Overbudget; need to increase budget by \$811.94
 - 1. \$1,038.90 for scaffolding set-up (more than last year)
 - 2. Approx. \$273 for materials (Orvis paste= \$146.21; Menards general supplies= \$126.83)
 - 3. Emerson invoiced \$100 per hour (putting that at \$1500)
 - 4. Total: \$2,811.94

Motion: *Moved by Alison, seconded by Abby, to increase the budget by \$811.94 to compensate \$1500 for Emerson Graves' contract, to pay DPW \$1038.90 for scaffolding set-up, and to cover approximately \$273 for supplies and materials.*
Motion carried unanimously.

- d. Trail Head ceiling sculpture

9. New Business

- A. 2026 Meeting Calendar
- B. Cultural Trail Head
- C. Review paid internship job description
- D. Newsletter
 - a. Alison will send email of requested edits along with current Issue #3; time for content changes has passed

10.Public Comment: Comments may not exceed three minutes per person. Please state your name and physical address when making public comments.

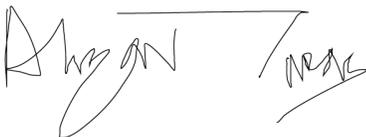
11.Comments from Commission members

12.Comment from the Chair

13.Comments from the Staff Liaison

14.Adjournment 8:32 pm

Respectfully submitted by



Alison Taras

Marquette Public Art Commissioner

Landscape Public Art Design Community Feedback:

Marquette Lion's Club

Staff are working closely with the Marquette Lion's Club (Club) to ensure signage and design are intentional and align with the Club's original vision and mission. In February a formal project update and proposed Garden design was presented to the Club. Club members were very complimentary and recently met to discuss their participation. The Club has generously committed to funding the design, fabrication and installation of a monument park sign that honors the Park's namesake, Marquette Lion's Lakeside Park and integrates public art. In addition, the Club will provide funding for pruning the trees along the hillside to open lake views from the Park.

Marquette Beautification and Preservation Committee

Staff presented the Garden design to the Board and members. All were very enthusiastic and several sent their personal feedback via email.

Community Feedback

Staff received six separate formal feedback via email. Three of which were Beautification Members. And two with professional backgrounds in conservation and landscape. All in support. Some with questions that staff responded promptly.

- 1) *I support this project and design. I like that it will be a public meeting space, along with plants. I am happy to see the Hawthorne trees are remaining and that new trees and native plants will be used. It's great to see private funding support as well; a great partnership. Overall, I think this will be beneficial for both people and any wildlife/bees/bugs/birds etc. - Anna Tousley*
- 2) *I have enjoyed the pictures of the proposed garden and am thrilled with the possibilities as shown. The Eiben Family Gift is a wonderful contribution to the City Cultural Trailhead as well as a loving memorial to their son Erich and his landscape career. Their gift not only provides funds for the creation of this Landscaped Based Public Art, but also will provide for a future of maintenance as needed. This will be a lovely addition to the amazing improvements to the building. - Jill LaMere*
- 3) *I heard about this newest installation design release while driving home and had to look it up. Such a beautiful way to remember a lost loved one. I looked up*

Erich as I am also a landscape architect, born in 1987 and completed my BS (in architecture) at the University of MN. Too many parallels! I am writing with a few recommendations.

Intimately familiar with this site (maybe Carl shared my initial sketches from the grant application) and busy Front Street, I like the terrain being played with but would love to see some evergreen vegetation in the planting plan on the Front Street side of the garden.

It would also be wonderful to incorporate some playful elements into the design. I am not sure what these could be, but something that encourages visitors to stay for a little bit such as a nature play element or multi-sensory features. I obviously haven't given it much thought but worry that this beautiful space will be underutilized if some interactive or attention grabbing elements are not incorporated. Great work making our special little city even better! - Julia Cogger

4) The Eiben Garden looks wonderful! The variety of plants and their colors and fragrances will attract birds and butterflies. Once suggestion: Have them planted in a circular format around the gathering area. I visit gardens whenever I travel, and I've never seen flowers planted in rows, unless they're grown for commercial purposes.

- Lynn Buckland Brown

5) Congratulations on the great progress made on the Cultural Trails' Eiben Park funding and proposed design. I am responding today to your invitation for public comment. The layout of paths, seating, plants, et al is engaging. Understandably, signage must be thoughtful in both design and placement. In addition to honoring Erich's memory, will any signage be included to honor the Marquette Lions Club, especially noting that they are Michigan's oldest chapter -- serving 106 years! -- representing Lions Clubs International? I appreciate that "Marquette Lions Lakeside Park" is labeled on the aerial photo. Thank you. - Gisele Duehring

6) I have one concern with the ADA accessibility of the seating area. The stair rendering at the bottom of page 2 of the info packet has no handrail. I do not see a ramp to access the lower seating area in the drawing either. Hopefully access will be included. Thank you. - Claire Twohey

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Sault Ste. Marie Tribe of Chippewa Indians Funding for the City of Marquette Fire Department

BACKGROUND:

The City of Marquette Fire Department is requesting 2% gaming revenue funding from the Sault Ste. Marie Tribe of Chippewa Indians. The request is for \$4,319.76 for the purchase of firefighter equipment. In consideration of the specific granting nature of the 2% allocation, the Fire Department agrees to dedicate any funds from the Sault Ste. Marie Tribe of Chippewa Indians to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Authorize the City to act as the fiscal agent for Sault Ste. Marie Tribe of Chippewa Indians funding of \$4,319.76 for the Marquette Fire Department for firefighter equipment, and authorize the City Manager to sign the attached agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▢ Marquette Fire Dept. Letter of Request
- ▢ Marquette Fire Dept. Grant Narrative
- ▢ Quote
- ▢ Marquette Fire Department Agreement



MARQUETTE CITY FIRE DEPARTMENT

418 S. THIRD ST.
MARQUETTE, MI 49855
www.marquettemi.gov
(906) 225-8936



Fire Chief
Ian Davis

Fire Marshal
Jeff Fossitt

Battalion Chief
Kurt Hillier

Battalion Chief
Ben Wilder

Battalion Chief
Kirk Vogler

February 26, 2026

Ms. Latisha Willette
Sault Ste. Marie Tribe of Chippewa Indians
523 Ashmun Street
Sault Ste. Marie, MI 49783

2% Funding Request: Personal Protective Equipment Extrication Suits

Dear Ms. Willette,

Thank you for taking the time to review our request for the purchase of extrication suits for our front-line staff. As you will see from our proposal, providing personal protective equipment for our staff is critical for their overall health and wellbeing.

The Marquette City Fire Department is a full-time fire department that employs 24 Firefighter/Paramedics. The fire department administration is led by Fire Chief Ian Davis, Fire Marshal Jeffrey Fossitt, and Fire Inspector Benjamin Gardner. The Marquette City Fire Department operates out of two fully staffed fire stations that provide services for 19 square miles within the Marquette City limits. The City of Marquette has a year-round population of 21,000 to 28,000 people.

Services provided by the Marquette City Fire Department include fire suppression, emergency medical services (ALS non-transport), hazardous materials technician level, vehicle extrication, confined space rescue, water rescue, ice rescue, high angle rope rescue, active shooter response (RTF), public education, and residential and commercial code enforcement.

I would like to thank you for your time and consideration regarding the Sault Ste. Marie Tribe of Chippewa Indians 2% Grant. Marquette Fire Department appreciates the assistance the Sault Ste. Marie Tribe of Chippewa Indians provides to the Upper Peninsula and all the communities.

Thank you for your consideration,

Fire Marshal Jeffrey Fossitt
Marquette City Fire Department
(906)225-8941

Sault Ste. Marie Tribe of Chippewa Indians

523 Ashmun Street, Sault Ste. Marie, MI 49783

Contact Person: Latisha Willette

Phone: (906) 635-6050 ext: 26310

Fax: (906) 632-6587

Email: lwillette2@saulttribe.net

2% Funding Request

Under the current agreement with the State of Michigan for gaming revenue sharing, 2% of the Tribe's gaming revenue is set aside and made available to **local units of government** as determined by the Sault Ste. Marie Tribe of Chippewa Indians.

Sault Tribe requests involvement on projects responsible to government entities. Please describe the request that you would like presented to the Tribal Board for consideration. Upon completion of this form, please submit to your appropriate governmental agency for an authorized signature and documentation indicating governmental support for the project. If a governmental support letter is not included, the application will not be considered for 2% revenue share. **

Request submitted by (Unit of Government): City of Marquette

Authorized Agent's Signature: _____ Phone# (906)225-8941

Print Agent's Name: _____ Tax ID#: 38-6004521

Address: 300 W. Baraga Avenue City: Marquette

Zip: 49855 County: Marquette Sault Tribe Unit _____

****Attach a copy of the Resolution or Memorandum indicating governmental support (Required)**

.....

Project Name: Marquette Fire Department - Personal Protective Equipment/Extrication Suits

Project Agency: Marquette Fire Department Project Supervisor: Fire Chief Ian Davis

Address (if different from above): 418 S. Third Street

Contact Telephone Number(s): (906) 225-8941 Email: jfossitt@marquettemi.gov

Project Cost: \$4,319.76 Amount requested: \$4,319.76 Other matching funds: \$0.00

Has this project been previously submitted for consideration? No If so, When? _____

Was this project funded in the past? No Amount: \$ _____ When: _____

Please give a description of the project, providing as much detail as possible. Attach the full project budget, outline, and any other additional pages, including pictures, brochures or pamphlets :

The Marquette City Fire Department (MFD) is submitting a grant request to provide firefighters with the necessary personal protection equipment to provide lifesaving services in the City of Marquette and surrounding Townships. The project titled, "Personal Protective Equipment- Extrication Suits," is for the purchase of 24 Propper Extrication Suits totaling \$4,319.76. The Propper Extrication Suit will provide firefighters the necessary protection during emergency events such as vehicle extrication, technical rescue situations, wildland fire, and emergency medical calls. The firefighters will utilize the extrication suits for both emergency calls and training exercises.

The main benefit of the extrication suits is providing protection to personnel during victim rescue while minimizing physical restraint on the responder. The extrication suits provide a safeguard against arc flashes, flash fires, sharp glass, and jagged metal edges that are commonly encountered on accident scenes. The extrication suits are light weight and breathable, unlike the normal insulated firefighter turnout gear. Currently, MFD uses firefighter turnout gear for all emergency events. The turnout gear is heavy, hot, restrictive, and expensive to replace. Utilizing the extrication suits in lieu of firefighter turnout gear will reduce heat stress and exhaustion in personnel.

Currently, the Marquette City Fire Department has 24 firefighters in need of the Propper Extrication Suits. The total amount requested, \$4,319.76, will fund the entire project.



Propper Extrication Suit

Please describe how the existence of a casino has impacted the project or service of which this application represents.

The Marquette City Fire Department is a full-time fire department that operates out of two fully staffed fire stations that is tasked with providing services for approximately 19 square miles with a year-round population of 21,000. Northern Michigan University adds approximately 8,000 students to the population for the school year. In 2025, Marquette Fire Department responded to 3,005 calls for service.

Services provided by the Marquette City Fire Department include fire suppression, emergency medical services (ALS non-transport), hazardous materials technician level, vehicle extrication, confined space rescue, water rescue, ice rescue, high angle rope rescue, active shooter response (RTF), public education, and residential and commercial code enforcement.

The Marquette City Fire Department offers several public education programs. The programs include community outreach and education related to fire safety, fire station tours, learn not to burn classroom courses, safe babysitting courses, fire safety month courses in elementary schools, fire safety house demonstrations, and fire extinguisher demonstrations and training. The total number of adults and children that participated in public education programs for 2025 is 1,804. Our department participates in conjunction with local law enforcement in the car seat installation program. We have three certified car seat technicians on staff that install and inspect car seats.

For the Marquette area, the nearby casino has directly contributed to the local economy. The casino provides jobs for our community and increased tourism in the city of Marquette. The city of Marquette can host up to 200,000 visitors each year. It's not unusual for tourists to visit Kewadin Casino locations throughout the Upper Peninsula and continue their journeys into the city of Marquette. The Marquette Fire Department is committed to providing emergency services to our community members and visitors.

Please give a description of how 2% funding will assist in alleviating the impact generated by the local casino.

Casinos in communities have several positive impacts on the community, but they can also have some negative impacts. Such impacts include traffic congestion, demand for more public infrastructure or services, environmental effects, displacement of residents, increased crime, and pathological or problem gambling.

The 2% tribal funding will directly support our firefighter's safety on emergency scenes. The 2% tribal funding will help alleviate operational strain while promoting firefighter health and safety.

Marquette Fire Department provides services to the Sault Ste. Marie Tribe of Chippewa Indians residential and commercial property in the City of Marquette and surrounding Townships.

Explain the plans for this project's sustainability if funded :

The Marquette City Fire Department faces several challenges with unplanned expenditures and decreases in funding in several areas of our department budget. Our goal is to provide the best service to our community as possible while keeping our employees safe.

The requested funding for the Extrication Suits requires minimal maintenance. The extrication suits have a service life of 10 years from the date of manufacture per the National Fire Protection Association (NFPA).

Marquette Fire Department will be responsible for any repairs or replacement of extrication suits.

- **Projects are awarded funding based on a number of factors; the availability of funds at the end of each 2% cycle, the project merit, and the potential benefit to communities. There may be other factors considered as well; i.e. project sustainability.**

Please be prepared for further inquiries by having a complete copy of your project application readily available. Applications must be received no later than March 31st for the Spring Distribution Cycle and September 30th for the Fall Distribution Cycle.

Date submitted: 2-27-2026

Sault Ste. Marie Tribe of Chippewa Indians

2% Distribution Request

Revised: July 2009 - CAB

DO NOT WRITE BELOW THIS LINE - FOR TRIBAL USE ONLY

Date Received by Tribe: _____ Received by: _____

Method of submission: ___ US Mail ___ Fed Ex / UPS or DHL ___ Fax ___ Email

Approved / Not Approved (Circle One)

Unit # _____ Unit Director's Initials _____

Date Approved: _____ Amount Approved: \$ _____



Shopping Cart

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24

Propper Extrication Suit
Item#: FE212 KHA XL REG
Mfg#: F51412X250XL2
COLOR: KHAKI
SIZE: EXTRA LARGE
LENGTH: REGULAR

6 in stock, order now; remaining items estimated ship date
02/12/2026 **\$179.99** **\$4,319.76**

Dept Patch - Left Sleeve
\$2.99 x 24 **\$71.76**

Dept Patch - Right Sleeve
\$2.99 x 24 **\$71.76**

Customization Image:
x

Last Purchased on: **03/21/2022**
Order Number: **20392303**

Edit Item **Remove**

PRODUCT DETAILS

Propper Extrication Suit

Propper's extrication coverall suit is built for the toughest situations with reinforced elbows and forearms. Reflective trimming on the arms, back and legs keep you visible when responding in low-light conditions.

PRODUCT SPECS

- 7.7 oz, FR cotton blend 88% cotton, 12% nylon
- 3" FR triple trim across back, around upper arms and leg cuffs
- Hook and loop adjustable throat latch
- Left chest radio pocket with utility strap
- Mic clip above radio pocket
- Right chest oversized utility pocket
- Lined and reinforced padded elbows and forearms
- Hook and loop adjustable cuff closures
- Heavy duty, two-way Aramid zipper front closure with hook and loop storm flap (fly area - no hook and loop for easy access)
- Hook and loop adjustable take-up straps at waist

- Scissor pocket with straps over semi-bellowed cargo pockets on both thighs
- Two rear patch pockets with hook and loop flap closures
- Padded knees and shins
- 12" leg zipper with hook and loop adjustable straps at ankle
- Made in the USA

GALLS[®] Support



Phone Support
844-GO-GALLS



Email Support
CustomerCare@galls.com

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal corporation, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the “City”), and the CITY OF MARQUETTE FIRE DEPARTMENT, a department of the CITY OF MARQUETTE, located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as “Police Department”);

WHEREAS, the Fire Department provides public health and safety services to City residents,

WHEREAS, Marquette City Charter Section 2-12 states: “The city commission see that provision is made for the public peace and health, and for the safety of persons and property.” and

WHEREAS, the Marquette City Commission has determined that the request of the Fire Department supports the Fire Department’s ability to provide for the public peace and health, and for the safety of persons and property, and is willing to enter into this Agreement with the Fire Department upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

1. That for and in consideration of the payment by the City to the Fire Department of the sum of \$4,319.76 from the Sault Ste. Marie Tribe of Chippewa Indians, the Fire Department will accept said money from the City to carry out its obligation to provide for the public peace and health, and for the safety of persons and property.

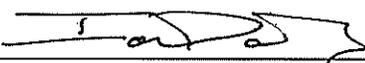
2. That the parties further understand and agree that the payment of the sum of \$4,319.76 by the City to the Fire Department as above-described is contingent upon the prior receipt by the City of the amount from the Sault Ste. Marie Tribe of Chippewa Indians, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to the Fire Department.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____

By: Karen M. Kovacs
Marquette City Manager

Dated: _____



By: Ian Davis
City of Marquette Fire Chief

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Sault Ste. Marie Tribe of Chippewa Indians Funding for the U.P. Children's Museum

BACKGROUND:

Recently staff from the U.P. Children's Museum asked the City to serve as the fiscal pass-through agent for funding from the Sault Ste. Marie Tribe of Chippewa Indians. They plan to ask the Tribe for \$10,000 to fill their maker's space. In consideration of the City agreeing to act as a pass-through, the Museum agrees to dedicate any funds from the Sault Ste. Marie Tribe to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards. This payment is not allocated to the City of Marquette government, but is a contribution to the U.P. Children's Museum.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Approve the request to act as the fiscal intermediary for Sault Ste. Marie Tribe funding of \$10,000 for U.P. Children's Museum to fill their maker's space, and authorize the City Manager to sign the attached Agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ U.P. Children's Museum Letter of Request
- ▣ U.P. Children's Museum Agreement



123 West Baraga Avenue, Marquette, Michigan 49855 906-226-3911 fax 906-226-7065
www.upchildrensmuseum.org

February 2026

Mayor Schloegel
c/o Manager Karen Kovacs
Marquette City Hall
300 W. Baraga Avenue
Marquette, Michigan 49855

Dear Mayor Schloegel,

The Upper Peninsula Children's Museum would like to submit a request to the Sault Ste Marie Tribe of Chippewa Indians for its 2% disbursement through the city of Marquette and seeks the Commission's approval of such action.

The Upper Peninsula Children's Museum will be requesting \$10,000 for items to fill our maker's space. This space will allow for older children to have a space to enjoy and learn while visiting our museum. A full proposal outlining the Museum and its request will be submitted to the city to pass on to the Sault Tribe or can be passed on to the Tribe directly if desired. If you would like the Museum's most recent financials or 990s I am happy to pass them along.

If you need more information, I would be very happy to supply it. Thank you so much for your kind assistance.

Sincerely,

Kylie Bunting

Kylie Bunting
President
UPCM Board of Directors

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal body corporate, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the “City”), and the UPPER PENINSULA CHILDREN’S MUSEUM, INC., a Michigan nonprofit corporation, located at 123 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as “Museum”).

WHEREAS, the Museum provides a recreation program, which is vital in supporting youth development in our community,

WHEREAS, Marquette City Charter Section 2-14 states: “The city commission shall provide for a public recreation program for the residents of the city;” and

WHEREAS, the Marquette City Commission having determined that the activities of the Museum are a valid purpose under the Charter and is willing to enter into this Agreement with Museum for the support of its program, upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

1. That for and in consideration of the payment by the City to the Museum of the sum of \$10,000 from the Sault Ste. Marie Tribe of Chippewa Indians, the Museum will accept said money from the City and dedicate it solely to the use of Museum programs within the City benefiting the general public.

2. That the parties further understand and agree that the payment of the sum of \$10,000 by the City to the Museum as above-described is contingent upon the prior receipt by the City of the amount from the Sault Ste. Marie Tribe of Chippewa Indians, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to the Museum.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____, 2026

By: Karen M. Kovacs
Marquette City Manager

Dated: March 3rd, 2026

Kylie Bunting

By: Kylie Bunting, Board President
Upper Peninsula Children’s Museum, Inc.

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Sault Ste. Marie Tribe of Chippewa Indians Funding for the YMCA

BACKGROUND:

Staff from the David and Thu Brule' YMCA of Marquette County (YMCA) recently asked the City to serve as the fiscal pass-through agent for funding from the Sault Ste. Marie Tribe of Chippewa Indians. They plan to ask the Tribe for \$6,000 to assist the YMCA's youth recreation programs. In consideration of the City agreeing to act as a pass-through, the YMCA agrees to dedicate any funds received from the Sault Ste. Marie Tribe to the purposes set forth in the attached agreement prepared by the City Attorney.

Proceeds from the Tribe's 2% gaming revenue would be used to fund the request; gaming regulations require that a local municipality serve as the fiscal agent for such awards. This payment is not allocated to the City of Marquette, but is a contribution to the YMCA.

FISCAL EFFECT:

No direct cost to the City.

RECOMMENDATION:

Authorize the City to act as the fiscal intermediary for Sault Ste. Marie Tribe funding of \$6,000 to assist the YMCA's youth recreation programs, and authorize the City Manager to sign the attached agreement.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ YMCA Sault Tribe Request
- ▣ YMCA Sault Tribe Agreement



FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

The David and Thu Brule' YMCA OF MARQUETTE COUNTY
The Y. Forever Grateful. For a Better us!

2026
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Matthew Throop

Rick Potes

February 20, 2026

Mrs. Karen K. Kovacs
City of Marquette
300 West Baraga Ave
Marquette, MI 49855

Dear Mrs. Kovacs and City Commission Members,

On behalf of the David & Thu Brule' YMCA of Marquette County, we sincerely appreciate your past support in serving as fiscal agents for our previous grant projects. I am writing to ask that the City of Marquette once again serve as fiscal agent for our 2026 grant request to the Sault Ste. Marie Tribe of Chippewa Indians.

Our request is for **\$6,000** to support YMCA **Youth Recreational Programs** in Marquette County. These programs, including youth sports, summer camps, swim lessons, and healthy out-of-school time activities, provide safe, structured, and engaging opportunities for children to build confidence, develop healthy habits, and grow as active, responsible members of our community.

With your continued support as fiscal agent, we will be able to ensure that these programs are fully funded and accessible to the children who rely on them. Your assistance is vital in helping the YMCA continue to strengthen the health, development, and well-being of youth throughout Marquette County.

Thank you for your consideration of this request. Should you have any questions, please feel free to contact me at **906-227-9622** or jzdunek@ymcamqt.org.

Sincerely,

Jenna Zdunek
Chief Executive Officer
jzdunek@ymcamqt.org

AGREEMENT

This Agreement is entered into this _____ day of _____, 2026, between the CITY OF MARQUETTE, a municipal corporation, with offices located at 300 W. Baraga Avenue, Marquette, MI 49855 (hereinafter referred to as the “City”), and the DAVID AND THU BRULE’ YMCA of MARQUETTE COUNTY, a Michigan nonprofit corporation, with offices located at 1420 Pine Street, Marquette, MI 49855 (hereinafter referred to as “YMCA”);

WHEREAS, the YMCA provides and youth programming, including sports camps, summer camps, swim lessons and healthy out-of-school time activities, and early childhood fitness activities, which is vital in supporting youth development in our community,

WHEREAS, Marquette City Charter Section 2-14 states: “The city commission shall provide for a public recreation program for the residents of the city;” and

WHEREAS, the Marquette City Commission having determined that the activities of the YMCA are a valid purpose under the Charter and is willing to enter into this Agreement with YMCA for the support of its program, upon certain terms and conditions.

NOW, THEREFORE, the parties agree:

1. That for and in consideration of the payment by the City to the YMCA of the sum of \$6,000 from the Sault Ste. Marie Tribe of Chippewa Indians, the YMCA will accept said money from the City to assist the City in carrying out its obligation to provide a public recreation program for its residents.

2. That the parties further understand and agree that the payment of the sum of \$6,000 by the City to the YMCA as above-described is contingent upon the prior receipt by the City of the amount from the Sault Ste. Marie Tribe of Chippewa Indians, and that if said payment is not received by the City, the City shall have no obligation to make the payment herein described to the YMCA.

The signatories hereto certify that they are authorized to execute this document on behalf of the respective parties.

Dated: _____

By: Karen M. Kovacs
Marquette City Manager

Dated: 2/23/26

Jenna Zdunek, CEO
By: Jenna Zdunek
Chief Executive Officer
David and Thu Brule’ YMCA
of Marquette County

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

Consent Agenda - Roll Call Vote

Schedule Public Hearing - Rezoning of 1308, 1400, 1402 Division Street

BACKGROUND:

The City recently received a request to rezone three parcels of land in S. Marquette (1308, 1400, 1402 Division Street) from Mixed-Use (MU) zoning districts to General Commercial zoning districts. On February 17, 2026, the Planning Commission conducted a public hearing and discussed the proposed rezoning, in accordance with procedures established in the Land Development Code for evaluating the merits of rezoning requests and the administrative procedures for processing such a request. The following motion was made:

It was moved by J. Guter, seconded by S. Lawry, and carried 7-0 that after conducting a public hearing and review of the application and STAFF REPORT/ANALYSIS for 01-REZ-02-26, the Planning Commission finds that the proposed rezoning is consistent with the Community Master Plan and meets the requirements of the Land Development Code, Section 54.1405, and hereby recommends that the City Commission approve 01-REZ-02-26 for the following reasons:

1) the Master Plan and the Future Land Use Plan recognizes that this area has unique properties and provides a lot of flexibility; 2) that the general commercial zoning is included in the Master Plan for this area; 3) that it does not meet the criteria for spot zoning; 4) and that it serves a neighborhood and community need in our community.

FISCAL EFFECT:

None.

RECOMMENDATION:

Schedule a Public Hearing for the April 27, 2026 City Commission meeting to consider the proposed rezoning of the three properties at 1308, 1400, 1402 Division Street.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- ▣ PC minutes of 02-17-26
- ▣ PC case file 01-REZ-02-26_1308, 1400, 1402 Division St.
- ▣ Ordinance 26-3: Rezoning

OFFICIAL PROCEEDINGS
MARQUETTE CITY PLANNING COMMISSION
FEBRUARY 17, 2026

A regular meeting of the Marquette City Planning Commission was duly called and held at 6:00p.m. on Tuesday, February 17, 2026, in the Commission Chambers at City Hall. This meeting is also available as a video recording on the City's website.

ROLL CALL

Planning Commission (PC) members present (7): M. Rayner, J. Guter, N. Vermaat, D. Fetter, J. Fitkin, S. Lawry, Vice-Chair A. Wilkinson.

PC Members absent: Chair Kevin Clegg.

Staff present: City Planner and Zoning Administrator D. Stensaas; Zoning Official A. Landers.

AGENDA

It was moved by J. Guter, seconded by M. Rayner, and carried 7-0 to approve the agenda with the addition of the item of late correspondence received for the public hearing, item 1.A.

MINUTES

The minutes were approved by consent, as presented.

CONFLICT OF INTEREST

Nobody stated a conflict.

PUBLIC HEARINGS

**A. 01-REZ-02-26 – 1308, 1400, 1402 Division St. (PIN: 0040071, 0040190, 0020840).
Request to rezone parcels from Mixed-Use to General Commercial**

A. Wilkinson announced the public hearing and asked Staff to proceed with the Staff comments.

A. Landers stated:

The Planning Commission is being asked to make a recommendation to the City Commission regarding a request to rezone the properties located at 1308, 1400, and 1402 Division Street that are zoned Mixed-Use (M-U) to be zoned General Commercial (GC). She then explained the various attachments to the Staff report, and discussed the report while scrolling through it, showing it on the monitors in the room. She said that an item of correspondence was received after the agenda was posted, in opposition to the request, and read the letter aloud. She also said that the Planning Commission should review the application and support information provided in this packet, conduct a public hearing, and determine whether or not the proposed rezoning of the above properties is appropriate and meets Section 54.1405 Zoning Ordinance Amendment Procedures and make a recommendation to the City Commission.

A. Wilkinson asked if any of the members had questions for the Staff.

J. Guter asked if there were any options aside from voting to recommend approval or denial.

D. Stensaas and A. Landers both said there are no other options.

A. Wilkinson invited the applicant to provide testimony.

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Mr. Dave Hallinen, of 405 Meeske Ave., stated:

I am here representing JJAD Rentals and we would like to get it rezoned. It was general commercial at one time and we're hoping to get it back to that. 1308 Division is a storage lot. We did make an error putting up the hoop house that is there now. I thought because it wasn't a permanent structure we could do it. That was my fault. But a lot of the businesses down there are general commercial, I don't think it's an unusual request to try and get it back to that. So, I'm hoping we can work with the City on that, as far as getting that storage lot approved in whatever form that may be. Williams building, JJAD, Mares-Z-Doats, and Safelite, those are all commercial businesses. That puts that area and several other businesses, Silas, Carpenter's Union, Peace Pie Company, Code Electric, so there's a lot of commercial in that area as well as residential and there's a lot of rentals I believe. I'm just hoping that you can work with us and we can work with you all. Thank you.

There was no public testimony offered.

It was moved by J. Fitkin, seconded by J. Guter, and carried 7-0 to suspend the rules for discussion.

J. Guter stated:

A lot of the area within a block of this property is zoned general commercial, typically along the highway there. I know the Master Plan designates a lot of this area, well, the Master Plan doesn't really define the zoning per parcel, it's a general indication of what it's looking for, and I don't in my opinion, going to general commercial is not that big of stretch. If I look around at what's adjacent in that area and what the current uses are in that area, I guess I'm starting out to be inclined to approve the rezoning.

J. Fitkin stated:

I think it's important to recognize that we saw a conditional rezoning request recently for a property nearby to where this is, about a block and a half away. I don't know if I'm supposed to say this, but I'm surprised that there aren't more folks in the audience tonight. I appreciate that we have received some correspondence from the neighbors. I drove over to this spot today to look around. Remembering back to what a lot of the neighbors, the people who live in this area, had said the last time we looked through rezoning, a lot of the sentiment was that South Marquette is actively been trying to become more residential, more neighborhoodly, and that the last time we redid the Master Plan, that was why a lot of these parcels were zoned Mixed Use. It was pretty intentional to aid in South Marquette's evolution into a more neighborly area. Now, Mares-Z-Doats has been here for a long time. It's a really appreciated business in the community, and I'm not against them having storage there, but I do question if a rezoning to general commercial is the right way to go about it. I think there are other opportunities. I know we can't consider them tonight but I would maybe encourage us and the applicant to look at either a text amendment or add a special land use or a conditional rezoning to just add this to that property because I can't help but worry about if anything were to change in ownership of that property, what it could look like if it's zoned general commercial in the future.

S. Lawry stated:

As was mentioned, this is a long-established business. It's operated within the City's previous zoning for the property and serves the South Marquette area as well as a much larger geographic area. I believe it's the only pet supply store between Harvey and W. Washington Street. According to the Master Plan, we're trying to have businesses that minimize automobile trips. I think this meets the standard of the Master Plan. When the City changed the zoning in 2019, I don't believe it was with the intent of making existing businesses non-conforming or push them to other locations. It was to further promote the mix of residences and businesses that exist along Division Street. I wasn't here in 2019, but I was as we were developing that section of the Master Plan and I'm the one who proposed Mixed Use zoning for this area

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without realizing it would impose some hardships on the way existing businesses were operating. It was actually to allow for residences to remain there, but to allow for reuse of some of those existing buildings. Some of which I think have switched back and forth between residents and businesses a couple times. The Master Plan says that Division Street should have the look and feel of a village main street. Division Street dates back to the mid to late 1800's and still has much of the look and feel of the main street it was for South Marquette for over 150 years. I think this property was occupied by a sausage manufacturing plant for decades. When that plant closed, it left a large, difficult-to-reuse building that could have become a blight for the neighborhood and the City. The existing business put the property back into productive use without demolishing the existing buildings. I think it's important to work with them to find ways to allow them to continue to operate on the site in a manner that does not impose on their immediate neighbors anymore so than the other businesses that have operated along this corridor for 150 years. I don't know that rezoning is the best answer, but I think it's what we have to decide on tonight. Looking at the property, I don't think the temporary structure put up really contributes to the neighborhood. I'm sure some of the neighbors do have a problem with the visual effects of that. A more permanent building might solve the issues, but I don't know if the property owner is in a position to provide that at this point. Yes, alternate uses on the property could result if we change the zoning. It could result if people pursue rezoning in the future or a special land use or something as well. Just because we rezone it doesn't leave it wide open, I don't think, to some unacceptable uses of the property either. That's all I have right now, thank you.

D. Stensaas stated:

For some background, when Andrea and I first met with the Hallinens, to talk about what they could do to resolve the issue with the unauthorized buildings, where they did have an authorized storage lot, we thought about other options. There are problems with Conditional Rezoning for the one property, and these properties were under different business names, and now they're combined under the same business name. The 1308 lot was where the outdoor storage and parking were approved, and I'll let Andrea explain this, as she can explain a little better than I can. But there are a variety of problems that come up when you look at trying to rezone this single parcel, even conditionally.

A. Landers stated:

Basically, the 1308 parcel is tied to the Mares-Z-Doats parcel. They requested to add a parking lot in there and requested the outdoor storage to the Mares-Z-Doats parcel. They also can't have an accessory structure without having a main structure. So, it's all tied together. The 1308 here and the 1400 are tied together. But also looking through all my stuff, the 1402 [parcel] also contains storage from the Mares-Z-Doats parcel, so they're all tied together. The existing, legal non-conforming uses aren't really tied, so it makes sense they're applying for all three.

D. Stensaas thanked A. Landers and stated:

Another thing is that as a single parcel being rezoned, it does create a spot zone, even though it's conditional rezoning. You can kind of overlook spot zoning, you're kind of allowed to look past spot zoning [with conditional rezoning]. I think of it as more logical to have all three in one zone. As you go through the spot zoning considerations, I think you find it's not a spot zone when you look at three parcels. It is when you look at one. If it's conditional, you could overlook that, but there are problems with doing it as a single parcel because it's so tied into the other parcels. These [storage and parking] are accessory uses to the main uses, and those don't really stand up on their own as a parcel because the uses are accessory to the main retail business.

A. Wilkinson began discussing the Standards of Review in section 54.1405(D) of the Land Development Code. He said that item #1 is about consistency with the recommendations, goals, policies and objectives of the Master Plan.

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J. Guter stated:

Again, I would point to the fact that the Master Plan looks at this area as a whole geographic area with a lot of different zoning within it and it doesn't prohibit the idea of general commercial within this area. And I think there is general commercial zoning very close by. I don't think this activity is inconsistent with what the Master Plan is trying to accomplish here. That's my thoughts on it.

S. Lawry stated:

Just as I mentioned earlier, I think it meets the Master Plan goals of trying to provide a basic service to that neighborhood, which I'm sure is needed. Also, it is part of the mix for a main street that the Master Plan calls out for Division Street as well.

D. Fetter stated:

I have a question about an earlier comment saying that this is for the community. I can understand that Mares-Z-Doats is great for the location, but adding that extra parcel, which is the one that is bringing this here, is that actually supporting the community or is it supporting the business specifically?

S. Lawry stated:

I think it's a vital part of the way the business is operating right now. If they scaled way back on their product lines or something like that, I'm not sure they would be able to run a sustainable business on just the single parcel on the 1400 block. I realize that at some point, the business expanded from the 1400 block to over there. I don't recall when that happened, but as the Staff mentioned, they did go through and get permits to make that site compliant with the zoning ordinance in place at the time. They did not request the rules to be changed; the City just went ahead and changed them, on a large scale move that may not have even been brought to the direct attention of the property owners or the ventures. If they had objections at the time, they may not have been aware that they had an opportunity to raise them.

J. Guter stated:

We're looking at rezoning that parcel as well as the main Mares-Z-Doats building looking at it as one whole thing. We're not looking at that property by itself. So, I think that's the way to look at it.

D. Fetter stated:

I actually had a question for the City on this one. Why are all three parcels being reviewed at once? Is it just because they're within the same business or because they're all looking at each other?

A. Landers said:

What I stated earlier...is that the 1308 and the 1400 are tied together, and the 1402 has some of the outdoor storage tied to 1400 as well. Their uses are all tied together.

D. Fetter stated:

So if I had a business on separate lots tied together, I would have to do some of those things?

A. Landers stated:

If you wanted to rezone it, it would make sense to rezone it all together. You wouldn't rezone just one [parcel] and not do them all if they're all the same uses. Per the Staff report, they all have outdoor storage, so they're all legally non-conforming right now. They're all tied together.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #2, *Intent and Purpose of the Zoning Ordinance*, is met.

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J. Fitkin stated:

In reading the intent for the General Commercial zoning district, I feel it pretty well describes Mares-Z-Doats' use. So, in that case, I do think it's consistent with the intent of the zoning ordinance. But again, all the uses come along with zoning it General Commercial.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #3, the capability of the street system to accommodate this use, is met.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #4, the capacity of the City's utilities and services to accommodate the proposal, is met.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #5, *Changed Conditions*, since the zoning ordinance was adopted, or errors to the zoning ordinance, is met.

The Planning Commission agreed that no conditions had changed, that there was no error, and that the standard was met.

A. Wilkinson asked if item #6, *No Exclusionary Zoning*, is met.

The Planning Commission agreed by consensus that the standard was met, and it was noted that the Staff report stated that the proposal would not result in exclusionary rezoning.

A. Wilkinson asked if item #7, *Environmental Features*, is met. He said that City Staff says the zoning is generally compatible with the site's physical, geological, hydrological and other environmental features with the permitted uses in the proposed zoning.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #8, *Potential Land Uses and Impacts*, is met. He said that Staff comments say the proposed rezoning would allow all of the possible land uses for a general commercial zoning district. He said the Planning Commission must determine the compatibility of the proposal in this location.

J. Fitkin stated:

That's where I take a little bit of issue, because anything could happen in the future. I know and appreciate Mares-Z-Doats as a business, and I hope that their use of those parcels would never change, but we have to know they could. I would just caution us to be reverting a neighborhood back to past uses when it's been intentionally moving towards more residential uses.

D. Stensaas said that he would like to point out that you can look back at the page that shows the permitted principal and the special uses for GC [zoning]. He also said that special uses have a much more intense process, but it's worth thinking about, if any of those uses really conflict in that area. He said a lot of them already exist in that area.

J. Guter stated:

In my review of the permitted principal uses, I did not see anything that really seemed incompatible with that area, other than perhaps large-scale equipment sales and display, which typically you would need a

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larger area for. It seemed to me that most of these activities were already going on in that area. We're not introducing anything new. Some of the special land uses could pose more concerns, but I don't think we'd be out of line if we were to approve this or recommend approval.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #9, *Relationship to Surrounding Zoning Districts and Compliance with the Proposed District*, is met. He said that City Staff report that parcels to the west and south are in the Medium Density, and parcels to the east and north are Mixed Use, and that the LDC requires a buffer between commercial and non-commercial uses. He read the rest of the comment from the Staff Report: "These parcels would be considered existing legal non-conforming for not meeting 10-ft. wide landscape buffer requirements..." and "The Existing structures at 1400 and 1402 have been in place for many decades and do not meet side and rear setbacks...which is legally non-conforming..." and "This would not change if the request is approved, as the setbacks would not conform with the proposed GC zoning district and likewise would..." legally not conform.

S. Lawry said that he had a question for Staff about the way some of the outdoor storage is handled at present. He asked if there is any record of neighborhood complaints about rodents or anything that might be attracted to the types of materials that are stored outside?

A. Landers stated:

Enforcement has been entered in the computer system since 2004 and no cases have been reported since then.

D. Stensaas said if this is approved, these outdoor structures, the new temporary structures, would need to be brought into compliance with the setbacks.

Steve Lawry asked:

At present, it's not just the fabric building that is out of compliance; the shipping containers are as well?

D. Stensaas said that's right.

A. Landers said that they have to supply a zoning compliance permit and show that they are in compliance.

S. Lawry asked a clarifying question:

At this point, non-compliance is based on the lack of a permit and possibly the setbacks, and not types of structures, or size of structures, or anything else that you're aware of?

D. Stensaas said that it's possible that there could be a height issue. I'm not sure, but don't think so.

D. Fetter stated:

Along those lines, that would also include garbage enclosures and things like that, which would then have to be built to what's being used on that site?

A. Landers said that if any garbage enclosure was new, it would have to be, but anything existing remains non-conforming.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #10, *Alternative Zoning Districts*, is met. He also said that the Staff Report says this is to be determined by the Planning Commission, and that the Future Land Use Plan provides

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guidance for development within each place, while recognizing that each property is unique and thus offers flexibility for new designations and zoning districts.

S. Lawry stated:

I wonder if Staff could refresh us on why form-based zoning was considered inappropriate for Division Street.

D. Stensaas said that the form-based zoning attempted to make the Division Street corridor more like North Third Street or downtown. He related that the fenestration requirements, as seen in the Waterfront district, are an example of how that code didn't fit the area. He said that the Courtyard's building is a good example of that, on the corner of Genesee and Champion Street. He explained that when that building was remodeled, the owners had to comply with the form-based code's fenestration requirements, which are for quite extensive openings in buildings. He said it became a beautiful building when it was completed, but those requirements were not welcomed, and that level of requirement met a lot of resistance, and the owners had to get variances. He said that Mares-Z-Doats also dealt with the unwelcome requirements for their parking lot screening. He said that there is a lot of commercial use in that area and that it was sort of asking too much, and we came to an agreement as Staff that with the number of variance requests we had, and the comments we got from different business owners and potential developers, was that those standards were not well-suited for that area. He also said that we were looking at places all around town to add mixed-use districts where it seemed to make sense, and he thought that there was general agreement on the Planning Commission, too, that the form-based districts were appropriate for North Third Street, and the part of downtown that's on the waterfront...but they weren't working well for South Marquette. He said that we need to periodically evaluate whether the districts we have are working for the people that live in them, do business there, and for the rest of the community, and that he thought it was the right decision [to rezone the area], but that not all the choices that we made were correct.

S. Lawry said that in reality, the form-based code is more suited to building new structures and buildings than it is to the reuse of some very old buildings that we don't advocate being torn down. Thank you.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #11, rezoning preferable to text amendment where appropriate, is met. He said that the Staff comment says a text amendment to add outdoor storage uses permitted in the Mixed-Use zoning district would affect all Mixed-Use districts.

N. Vermaat asked:

When the Mixed-Use district was developed, why was outdoor storage not added as a permitted or special land use?

A. Landers said that it's the same reason why, during the last text amendments, that indoor storage was not [added], that self-storage facilities were not [added] – because they [the Planning Commission] felt that it was more industrial, and they didn't want [that in] the Mixed-Use [districts] because the idea was between commercial and residential, they wanted it more of that type of feel.

J. Guter stated:

I go back to some other previous comments, that if we amend the Mixed-Use zoning district to include outdoor storage, we are sort of opening a can of worms in lots of other areas without really understanding all the implications. I don't think that would be a good approach in this instance.

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S. Lawry stated:

We designated Mixed-Use in areas that already had a lot of residential construction, with the idea that the existing homes would be converted into small businesses. They would use the small residential lots to provide neighborhood businesses. And I could foresee a lot of problems if we allowed outdoor storage on everything that is currently zoned Mixed-Use. In this neighborhood, this is not the only outdoor storage. There is considerable outdoor storage, but it's zoned General Commercial, right around the corner from here. There may be others down there as well. Thank you.

The Planning Commission agreed by consensus that the standard was met.

A. Wilkinson asked if item #12, *Isolated or Incompatible Zone Prohibited*, is met. He read the Staff Report comment saying that "The Planning Commission will need to determine if the proposed zoning would create an isolated or incompatible zone."

J. Fitkin stated:

Just noting that there is not General Commercial directly adjacent to any of these parcels, which is something that we considered in our last rezoning request and something that I think is important to consider now. It is in the neighborhood, but it's not directly adjacent.

J. Guter stated:

That's correct, it's not immediately adjacent, but it's within a block away. It's very close by. It doesn't seem to me that this would be a completely isolated activity within that area [and] incompatible with what's adjacent.

S. Lawry stated:

I think in hindsight, perhaps the parcel that the Silas Automotive currently occupies should have been left as General Commercial as well, then it would be an abutting property. As Commissioner Guter was pointing out, he didn't think it was an area for large equipment sales. That's what that building previously was, it was a large truck dealership. I've asked before, and we can't change the scope of a rezoning request to include some other properties that we think should be part of it. So, I wouldn't recommend that at this point, but like I said, I think in hindsight it's still an automotive repair business (inaudible) zoning district, but it probably should have been left as general commercial.

D. Fetter posed a question to City Staff. She asked whether, after an area is rezoned in accordance with the Community Master Plan, existing businesses that were legally operating prior to the change can continue under the previous zoning classification until there is a significant change, such as a new use or a transfer of ownership. And, if it was General Commercial before, why did it change to Mixed-Use when the property owners didn't change, and the business didn't change? How did it change to something else?

A. Landers stated:

If it was, it would have been General Business before. General Commercial was a new zoning district. The Planning Commission did a city-wide thing where they...decided what areas might be Mixed-Use, and this was one of the areas that was chosen. And that was just the exercise that was done.

D. Stensaas stated:

I think the logic behind that is if this property were to change to another type of use, you would want it to change to something that's maybe partly residential, partly commercial, or all residential. Those would be compatible uses in that area, rather than a more intense use. But this is basically the continuation of existing uses. I realize you could have some possibly more intense uses in the future with the General Commercial, but as you've said, those uses do exist in this area, so it's not anything that would be drastically different from what's existing.

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D. Fetter stated:

My thought is why couldn't it just stay as it was until it exchanged hands to something else, then (inaudible) changed hands?

A. Landers said that Mixed-Use was a completely new zoning district, and the South Marquette Form-Based Code wasn't a mixed-use code. So, when they were changing these different areas, they were trying to sprinkle more mixed-use [districts] around the city. And this corridor was chosen to be part of it.

D. Fetter stated:

I understand, but I'm concerned about the businesses that are already there that are now going through this process. Why had it changed without any known reason for it, outside of long-term planning?

D. Stensaas stated:

It could have been done better. We could have done better with our rezoning recommendations in that area. That's the bottom line to your question. We could have done better, but we didn't. We did what we did.

S. Lawry stated:

I agree with that. I think we tried to go through, basically parcel by parcel, and try to determine what was the correct zoning, but we also didn't want to create spot zoning by creating alternate zoning districts from one parcel to the next. We tried to make it fit the proposed zoning along the corridors and the neighborhoods. I think that our best try to find the one that we already identified that would best apply to that neighborhood. When you're taking a mixed neighborhood, as Division Street is, as old as it was, and long established, it's hard to find the new zoning district that is just the right one to cover everything.

D. Fetter stated:

My concern is we open up the general commercial, then no longer is it considered spot zoning if somebody in the future wants to also rezone in this area.

D. Stensaas said that this brings up the need to evaluate the spot zoning characteristics related to the request to ensure that approval would not create a spot zone. He said that he handed out another sheet that explains spot zoning a bit better than the item included in the agenda packet, and he referenced the document. He also said that all four characteristics mentioned must be met for the proposal to be considered a spot zone.

A. Wilkinson asked for comments on the four spot zone standards that need to be met [for a rezoning to become an illegal spot zone]: small in size, inconsistent uses, special benefit, and contrary to the Master Plan.

S. Lawry stated:

Even though it says there is no dimensional determination as to what's small in size, I don't feel that three parcels or a whole block and part of the next one constitutes small in this context, so I don't think it meets that one. I don't think it's contrary to our Master Plan in that it says we're supposed to be trying to create a mix of businesses and residences along that street. There are others in the neighborhood that benefit from outdoor storage, that are under different zoning. Other properties could also qualify to rezone if they feel they have a need for outdoor storage, so I don't think it meets all four of these.

J. Guter said he agrees with S. Lawry, that this does not meet all criteria for a spot zone. He said it's a fairly large parcel, a block plus, and it is not inconsistent with the area uses around there, and it seems to meet the intent of the Master Plan and the Future Land Use Plan.

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A. Wilkinson asked if everyone agrees that this does not meet the standards of a spot rezone. He then acknowledged that all members agreed, and asked if anyone wished to make a motion.

It was moved by J. Guter, seconded by S. Lawry, and carried 7-0 that after conducting a public hearing and review of the application and STAFF REPORT/ANALYSIS for 01-REZ-02-26, the Planning Commission finds that the proposed rezoning is consistent with the Community Master Plan and meets the requirements of the Land Development Code, Section 54.1405, and hereby recommends that the City Commission approve 01-REZ-02-26 for the following reasons: 1) the Master Plan and the Future Land Use Plan recognizes that this area has unique properties and provides a lot of flexibility; 2) that the general commercial zoning is included in the Master Plan for this area; 3) that it does not meet the criteria for spot zoning; 4) and that it serves a neighborhood and community need in our community.

CITIZENS WISHING TO ADDRESS THE COMMISSION ON AGENDA ITEMS

Nobody wished to comment.

CITIZENS WISHING TO ADDRESS THE COMMISSION ON NON-AGENDA ITEMS

Nobody wished to comment.

TRAINING

A. Article – No Joke, Improv Helps Build Better Communities, Planning (APA), Winter 2026

A. Wilkinson asked if anyone has thoughts or comments on the article.

D. Fetter said it is a good comparison: how improv helps you think quickly, pay attention to what is being said and who is speaking, before you think about a reply. She said it was eye-opening to see that comparison, because you would think it's something completely different.

A. Wilkinson said he has had times in other communities, in planning meetings or open houses, and a lot of times I'm thinking about what I'm going to say when people are done talking, and realistically, you should shut up and try to focus on what they're saying. He said it was a good read and thanked the staff for including it.

WORK SESSION ON REPORTS/PLANS/ORDINANCES

A. Land Development Code (LDC) Amendments

D. Stensaas handed out the draft material staff has created for amendments to LDC section 54.320, and explained the purpose of the effort, which is to provide further clarity in the text and helpful drawings that show how the boundaries of riparian areas are located and measured, for each of the three types of boundaries that exist – wetlands, waterways, and the shoreline of Lake Superior. He said that the City's hydrology engineer developed the drawings and that she is very familiar with the federal rules around these issues, and that she created the drawings so that it's easy for someone using this part of the code to see what we're referencing in the code and how things are measured. He said they are adding the boundary of the FEMA flood zone to the text of section (E), adding the drawing as Figure 9, and add the word "steep slopes" to the first column of Figure 10, the existing Figure 9, to clarify that those are all steep slopes.

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N. Vermaat said he sees EGLE referenced in the wetland drawing, and asked if a reference to EGLE should be placed in the code text as well.

A. Landers said that she just checked [Article 2] and that EGLE is included in the *wetlands* definition.

COMMISSION and STAFF COMMENTS

J. Guter said that he attended a webinar with staff yesterday, about data centers. He said it was interesting and it talked a lot about what is happening in communities and the issues that we can address, and after going through that these buildings are quite as scary as they're sometimes made out to be. The biggest thing is they are large. The three biggest takeaways I got are that they do impact water usage, they do draw a lot of power, and that noise is a major factor. He said water and electricity are out of our control, but noise is something that we could impact through zoning.

D. Fetter wished everyone a happy Lunar New Year and said that the discussion was good today.

N. Vermaat asked if a recording of the data center webinar is available. A. Landers said that she will test the link that she just got today and would send it to the commission if it opens in the test.

S. Lawry said he would just point out that for the rezoning we recommended tonight, it doesn't mean that everything is fine down there, as they do have to meet the standards of the General Commercial district if it is approved, and they have a lot of steps to do to meet the standards. He also said that after the last meeting he told the Assistant City Engineer that they might consider updates to the street cross sections in the Master Plan, as it occurred to him after looking at the plans for the Wilson St. multi-use path, that we could accommodate more snow storage and more paths around time if we don't always follow the tradition of placing the road centerlines on the center of the right-of-way all the time. And our adopted cross-sections show that convention, but if we are really going to give other modes of transportation their fair share of the right-of-way, we should stop centering everything on automobiles. I understand that staff is going to look into that to see if it is a feasible option, to provide better balance.

A. Wilkinson said that he appreciates everyone's grace tonight and will be glad for Kevin to be back. He also said that, with the storm coming, he wants to mention that the City should try to expand its sidewalk plowing because many people don't venture out of the house after a storm hits.

D. Stensaas said that he hopes that we can circulate the webinar on data centers, and that one takeaway he had is that we don't necessarily want to create a zoning category for just data centers, but instead for high-impact industrial use category to cover a lot of similar uses. He said that staff has a lot of work to do in relation to that. He said good job and thanked everyone.

A. Landers said that, regarding data centers, the first state-level report on them just came out, so we are at the front of line in looking into the related issues.

ADJOURNMENT

Vice-Chair A. Wilkinson adjourned the meeting at 7:15 p.m.

David Stensaas

Prepared by A. Cook, Administrative Assistant (transcription), and D. Stensaas, Planning Commission Staff Liaison (transcription and editing).



CITY OF MARQUETTE
PLANNING AND ZONING
1100 WRIGHT ST
MARQUETTE, MI 49855
(906) 228-0425
www.marquettemi.gov

MEMORANDUM

TO: Planning Commission
FROM: Andrea Landers, Zoning Official
DATE: February 11, 2026
SUBJECT: 01-REZ-02-26 – 1308, 1400, 1402 Division St. (PIN: 0040071, 0040190, 0020840)

The Planning Commission is being asked to make a recommendation to the City Commission regarding a request to rezone the properties located at 1308, 1400, and 1402 Division Street that are zoned **Mixed-Use (M-U)** to be zoned **General Commercial (GC)**.

Please see the attached STAFF REPORT/ANALYSIS for more specific information regarding the application.

RECOMMENDED ACTION:

The Planning Commission should review the application and support information provided in this packet, conduct a public hearing, and determine whether or not the proposed rezoning of the above properties is appropriate and meets Section 54.1405 Zoning Ordinance Amendment Procedures, and make a recommendation to the City Commission.

It is also highly recommended that any motion approving the amended plan include the following or similar language:

After conducting a public hearing and review of the application and STAFF REPORT/ANALYSIS for 01-REZ-02-26, the Planning Commission finds that the proposed rezoning is (consistent / not consistent) with the Community Master Plan and (meets / does not meet) the requirements of the Land Development Code Section 54.1405 and hereby recommends that the City Commission (approve / deny) 01-REZ-02-26 (as presented / for the following reasons / with the following conditions).



STAFF FILE REVIEW/ANALYSIS

Completed by Andrea Landers – Zoning Official
and David Stensaas – City Planner and Zoning Administrator

- Case #:** 01-REZ-02-26
- Date:** February 6, 2026
- Project/Application:** Rezoning request from Mixed-Use (M-U) to be General Commercial (GC).
- Location:** 1308, 1400, 1402 Division St.
- Parcel ID:** 0020840, 0040071, 0040190
- Available Utilities:** Natural Gas, Electricity, City Water, City Sewer, and Garbage Collection.
- Current Zoning:** M-U – Mixed-Use
- Surrounding Zoning:** North: M-U – Mixed-Use
South: MDR – Medium Density Residential
East: M-U – Mixed-Use
West: MDR – Medium Density Residential

Zoning Districts and Standards:

Current Zoning

Section 54.311 M-U, Mixed-Use District

(A) Intent
<p>The M-U district is intended to encourage and facilitate redevelopment by implementing the following mixed- use policies of the Master Plan:</p> <ol style="list-style-type: none"> 1. Locations. The M-U district will be located in many areas of the City, with each area unique based on the character of the area and the objectives of the Master Plan. Therefore, the M-U district may be located along strategic corridors or in a major or minor node, such as crucial neighborhood intersections (for example, corner stores in a residential neighborhood). The M-U district is the recommended zoning district in the following Future Land Uses of the 2015 Master Plan Future Land Use Map: Mixed Use and Neighborhood Commercial. 2. Mix Compatible Land Uses. The M-U district will include areas of the city that are appropriate for many types of residential uses and compatible non-residential uses, including a mix of compatible uses in the same building. Examples of mixed-use buildings include non-residential uses on the lower floors and residential uses on the upper floors. 3. Local Services. The non-residential uses in the M-U district are intended to satisfy the need for basic services of the surrounding residential areas, thus reducing the number of car trips required to these areas. 4. Design. Development must be human-scale through appropriate building location near the street to help create a pedestrian-oriented environment that does not conflict with motorized traffic.

STAFF FILE REVIEW/ANALYSIS

(B) Permitted Principal Uses	(C) Special Land Uses
<ul style="list-style-type: none"> • Accessory Building or Structure • Accessory Use, Non-Single Family Residential Lots • Accessory Use, Single-Family Residential Lots • Adult Foster Care, Family Home • Adult Foster Care, Small Group Home • Child Care Center or Day Care Center • Child or Day Care, Family Home • Child or Day Care, Group Home • Drive-Through Uses • Dwelling, Accessory Unit • Dwelling, Live/Work • Dwelling, Multiple-Family 5+ dwelling units • Dwelling, Quadplex • Dwelling, Single-Family Attached • Dwelling, Single-Family Detached • Dwelling, Triplex • Dwelling, Two-Family (Duplex) • Emergency Services • Farmers' Markets • Food Production, Minor • Foster Family Home • Health Services • Home Occupation • Home Office • Homestays and Vacation Home • Hospice • Indoor Recreation • Manufacturing, Light – Low Impact • Medical Hospital Related Accessory Uses • Medical Hospital Related Office or Uses • Office, Medical • Office, Professional • Outdoor Entertainment and Community Events (Temporary) • Outdoor Food and Non-Alcoholic Beverage Service • Outdoor Recreation • Public or Governmental Building • Religious Institution • Restaurant, Indoor Service • Restaurant with Outdoor Food & Non-Alcoholic Beverage Service • Retail Business, Indoor • Retail Sales and Service Areas, Outdoor Temporary • Service Establishment • Small Wind Energy Systems, Roof-Mounted • Solar Energy Systems, <20kw- Accessory Use • Wholesale Trade Establishment • Veterinary Clinic (Domestic Animals Only) 	<ul style="list-style-type: none"> • Bar • Bed and Breakfast • Bed and Breakfast Inn • Domestic Violence Abuse Shelter • Dwelling, Intentional Community • Foster Family Group Home • Fraternity or Sorority House • Fuel Dispensing Uses, including Service Stations • Halfway House • Homeless Shelter • Hospital • Hospital Hospitality House • Hostel • Hotel or Motel • Manufacturing, Light– Medium Impact • Marihuana Safety Compliance Facility • Nursing Home, Convalescent Home, Extended Care Facility, Assisted Living Facility • Off-street Parking Lot • Outdoor Entertainment and Community Events (Principal or Accessory Use) • Outdoor Alcoholic Beverage Service • Recreational Use, Public • Restaurant with Outdoor Alcoholic Beverage Service • Rooming House • School, Primary or Secondary • School, University • Solar Energy Systems, ≥20kw to 2 MW - Accessory Use • Solar Energy Systems, ≥20kw to 2 MW - Principal Use (Non-residential) • Supportive Housing Facility, Transitional and/or Permanent • Vehicle Repair and Service

Where there is a discrepancy between [Section 54.306](#) and this table, [Section 54.306](#) shall prevail.

STAFF FILE REVIEW/ANALYSIS

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(D) Dimensional Regulations			
Lot, Coverage, and Building Height Standards		Minimum Setbacks	
Min. Lot Area (sq. ft.)	4,800 (C) , (E)	Front Yard (ft.)	0 (E) , (F) , (G)
Min. Lot Width (ft.)	40 (D) , (E)	Side Yard (one) (ft.)	5 (I) , (L) , (N)
Max. Impervious Surface Coverage (%)	(S)	Side Yard (total of 2) (ft.)	13 (I) , (L) , (N)
Max. Building Height of Primary Building (ft.) (Q)	48 (N)	Rear Yard (ft.)	20 (J) , (L) , (N) , (U)
Max. Building Height of Accessory Building	(L)	Required Buffer & Greenbelt	(T)
Max. Building Height (stories)	-		
Where there is a discrepancy between Article 4 and this table, Article 4 shall prevail.			

Section 54.403 Footnotes to Schedule of Regulations

- (C) Minimum Lot Area for Two-Family Dwellings (Duplexes) in the MDR, M-U, TSC, and MFR Districts.** In the MDR, M-U, TSC, and MFR District, the minimum lot area for a two-family dwelling (duplexes) is 6,000 sq. feet.
- (D) Minimum Lot Width for Two-Family Dwellings (Duplexes) in the MDR, M-U, TSC, and MFR Districts.** In the MDR, M-U, TSC, and the MFR District, the minimum lot width for a two-family dwelling (duplex) is 50 feet.
- (E) Minimum Lot Area and Width for Three Family and Four Family Dwellings in the M-U, TSC, and MFR Districts.**
- (1) In the MDR, M-U, TSC, and the MFR District, the minimum lot area for a three-family and four family dwellings is 9,000 sq. feet.
 - (2) In the MDR, M-U, TSC, and the MFR District, the minimum lot width for a three-family and four family dwellings is 75 feet.
- (F) Minimum Front Yard Setback in the M-U and GC Districts.** In the M-U and GC districts, the minimum front yard setback is 0 ft. if there is at least a 10-foot distance between the front lot line and the curb/edge of the street. If there is not at least a 10-foot distance between the front lot line and the curb/edge of the street in these districts, the minimum front yard setback shall be increased accordingly so that the minimum separation distance between a structure and the curb/edge of the street is at least ten (10) feet.
- (G) Maximum Front Yard Parking in the M-U and GC Districts.** Although there are no maximum front yard setbacks in the M-U and GC districts, refer to [Article 9](#) for the maximum allowable parking in the front yard of the M-U ([Section 54.902\(E\)\(3\)](#)) and GC ([Section 54.902\(E\)\(4\)](#)) districts.
- (I) Reduced Side Yard Setbacks in the M-U, CBD, and GC Districts.** In the M-U, CBD, and GC districts the side yards may be eliminated under the following conditions:
- (1) The side walls are of fireproof construction and are wholly without opening.
 - (2) The zoning of the adjacent property is M-U, CBD, GC, Marquette Downtown Waterfront District, or Third Street Corridor District.

(J) Modified Rear Yard Setbacks in the M-U and CBD Districts. In the M-U and CBD districts the required rear yard may be measured from the center of an alley abutting the rear lot line, provided the structure is not located in the alley.

(L) Accessory Buildings and Structures. For accessory buildings and structures, additional requirements for side yard setbacks, rear yard setbacks, and height are in [Section 54.705](#).

(N) Height Exceptions and Increased Setbacks for Principal Buildings in the MFR and M-U Districts. If the subject lot is adjacent to a lot zoned LDR, MDR, C, or CR, any portion of the building higher than 36.5 feet must be setback at least 8 feet from a minimum front yard setback line and at least 10 feet from any other minimum yard setback line. The maximum height allowed is 48 feet.

(Q) Height Exemptions. There shall be no height restriction on chimneys, flagpoles, public monuments, and wireless telecommunications facilities except when they are part of a special land use. Items attached to a building such as chimneys, weather vanes, lightning arrestors, etc. may be exempt as well.

(S) Storm Water Management.

(1) For Single-family and Two-family dwelling units:

(a) **Maximum Impervious Surface Coverage of a Lot in the LDR and MDR Districts, and single-family and two-family dwelling units in other zoning districts:** The maximum impervious surface coverage of a lot in the LDR and MDR Districts, and single-family and two-family uses in all other zoning districts shall be based on the lot areas as follows:

Figure 31. Maximum Impervious Surface Coverage for one and two-family dwelling units

Maximum Impervious Surface Coverage Based on Lot Area
60% of the lot area up to 8,712 sq. ft. (1/5 acre or less);
50% of the area of the lot between 8,713 sq. ft. and 21,780 sq. ft. (1/2 acre);
40% of the area of the lot between 21,781 sq. ft. and 43,560 sq. ft. (1 acre);
30% of the area of the lot over 1 acre

(2) For all uses except Single-family and Two-family dwelling units, please refer to [Section 54.803](#) Storm Water Management.

(3) Rain gutters and downspouts may be required on new/reconstructed buildings to prevent stormwater runoff to adjoining private properties. They shall be installed where the finished grade will slope down from the closest wall of the new/reconstructed building to the adjoining property, with flow from the downspout directed to into the same property (e.g. into a rain barrel, a French drain, or to a transverse conduit leading to a location where stormwater will percolate into the original property).

(T) Landscape Buffer and Greenbelt Requirements. The minimum setbacks vary in accordance with the landscape buffer and greenbelt standards of [Section 54.1003\(D\)](#).

STAFF FILE REVIEW/ANALYSIS

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(U) Corner Lots. Corner lots will have a reduced rear yard setback, to match that of the largest required side yard setback dimension for the zoning district that is necessary to meet the total of two sides requirement for that zoning district. For example, if the total (2-side) side yard setback requirement is 13 feet per [Sec. 54.402](#), and the smallest side yard setback must be at least 5 ft. (as in MDR districts), then the *rear yard dimension for a corner lot* will be the difference between 13 ft. and the calculated dimension for the actual smallest side yard setback – which would be 8 ft. if the smallest side yard setback from the main structure is calculated to be 5 feet (Note: It is important to note that should the existing structure's side yard setback be less than 5 feet, that side yard will still be designated as the minimum setback at 5 feet.)

(V) Height Exceptions and Increased Setbacks for Principal Buildings. For principal buildings, the height may be increased above 31.5 feet to a maximum of 44 feet provided that 0.25 foot for lot widths under 75 feet and 0.50 foot for lot widths 75 feet or greater shall be added to all of the minimum yard setbacks for each 1 foot that the building exceeds 31.5 feet in height.

Section 54.1003 Landscaping Design Requirements

(D) Buffer and Greenbelt Requirements.

- (1) Intent.** It is the intent of this section to provide landscaped buffer yards, or greenbelts, for the purpose of buffering negative impacts of, and conflicts between, different land uses.
- (2) Greenbelt Location Requirements.** All greenbelts will be created in the existing side and/or rear yards of the property where development has been proposed and approved for zoning compliance. When located adjacent to a residential use, park or public multi-use path, the following land uses (per [section 54.306](#)) must provide a landscaped buffer on their property:
 - (a)** *Multiple-Family Residential dwellings with >5 units, Mobile Home Park, Nursing Home and Convalescent Home uses, Extended Care and Assisted Living Facilities.*
 - (b)** *Industrial Uses (except Light Manufacturing – Low Impact uses).*
 - (c)** *Lodging, Commercial, and Retail uses (except the following uses Indoor Retail Business, Child/Day Care Center, and Service Establishments).*
 - (d)** *Public and Quasi-Public Uses and Medical Uses.*
 - (e)** *Other Uses with the exception of Accessory Buildings or Structures, Accessory Use, Non-Single Family Residential Lots, Minor Food Production uses, Small Wind Energy Systems-Roof Mounted, Solar Energy Systems <20Kw-Accessory Use.*
 - (f)** Any twenty-four (24) hour non-residential use of property.

Proposed Zoning

Section 54.313 GC, General Commercial District

(A) Intent
<p>The GC district is intended to provide suitable areas for businesses that cater to both the local and regional market. Uses include offices, retail and wholesale businesses, services, light manufacturing, comparison shopping and land intensive establishments, which may be located so as to utilize a common parking area, or may provide their own parking separately. The GC district also serves as a transition between the urban development character of the CBD and the suburban character of the RC district.</p>

(B) Permitted Principal Uses	(C) Special Land Uses
<ul style="list-style-type: none"> • Accessory Building or Structure • Accessory Use, Non-Single Family Residential Lots • Bar • Child Care Center or Day Care Center • Drive-Through Uses • Emergency Services • Farmers' Markets • Food Production, Minor • Fuel Dispensing Uses, including Service Stations • Health Services • Heavy Vehicle/Equipment Sales, Rental, and Display • Hospice • Hotel or Motel • Indoor Recreation • Light Vehicle/Equipment Sales and Display • Manufacturing, Light – Low Impact • Medical Hospital Related Accessory Uses • Medical Hospital Related Office or Uses • Office, Medical • Office, Professional • Outdoor Alcoholic Beverage Service • Outdoor Entertainment and Community Events (Temporary Use) • Outdoor Food and Non-Alcoholic Beverage Service • Outdoor Recreation • Public or Governmental Building • Religious Institution • Restaurant, Indoor Service • Restaurant with Outdoor Food & Non-Alcoholic Beverage Service • Restaurant with Outdoor Alcoholic Beverage Service • Retail Business, Indoor • Retail Sales and Service Areas, Outdoor Temporary • Service Establishment • Shooting Range, Indoor • Small Wind Energy Systems, Roof-Mounted • Solar Energy Systems, <20kw- Accessory Use • Storage, Open/Outdoor • Vehicle Repair and Service • Veterinary Clinic (Domestic Animals Only) • Wholesale Trade Establishment 	<ul style="list-style-type: none"> • Hospital • Hostel • Manufacturing, Light– Medium Impact • Marihuana Designated Consumption Establishment • Marihuana Educational Research • Marihuana Grower – Class A • Marihuana Grower – Class B • Marihuana Grower – Class C • Marihuana Grower – Excess • Marihuana Microbusiness Class A and Light Manufacturing • Marihuana Processor – Light Manufacturing • Marihuana Retailer • Marihuana Safety Compliance Facility • Marihuana Secure Transporters • Off-street Parking Lot • Outdoor Entertainment and Community Events (Principal & Accessory Use) • Pet Boarding Facility • Recreational Use, Public • Retail Business, Outdoor Permanent • Rooming House • Small Wind Energy Systems, Tower-Mounted • Solar Energy Systems, ≥20kw to 2 MW - Accessory Use • Solar Energy Systems, ≥20kw to 2 MW - Principal Use (Non-residential) • Storage Facility, Self • Storage Facility, Self- Accessory Use • Storage, Indoor • Storage, Indoor – Accessory Use • Warehousing • Wireless Telecommunications Facilities

(D) Dimensional Regulations			
Lot, Coverage, and Building Height Standards		Minimum Setbacks	
Min. Lot Area (sq. ft.)	None	Front Yard (ft.)	0 (F) , (G)
Min. Lot Width (ft.)	24	Side Yard (one) (ft.)	15 (I)
Max. Impervious Surface Coverage (%)	(S)	Side Yard (total of 2) (ft.)	30 (I)
Max. Building Height of Primary Building (ft.) (Q)	40	Rear Yard (ft.)	20 (U)
Max. Building Height of Accessory Building (L)	24	Required Buffer & Greenbelt	(T)
Max. Building Height (stories)	-		

Where there is a discrepancy between [Article 4](#) and this table, [Article 4](#) shall prevail.

54.403 Footnotes to Schedule of Regulations

(F) Minimum Front Yard Setback in the M-U and GC Districts. In the M-U and GC districts, the minimum front yard setback is 0 ft. if there is at least a 10-foot distance between the front lot line and the curb/edge of the street. If there is not at least a 10-foot distance between the front lot line and the curb/edge of the street in these districts, the minimum front yard setback shall be increased accordingly so that the minimum separation distance between a structure and the curb/edge of the street is at least ten (10) feet.

(G) Maximum Front Yard Parking in the M-U and GC Districts. Although there are no maximum front yard setbacks in the M-U and GC districts, refer to [Article 9](#) for the maximum allowable parking in the front yard of the M-U ([Section 54.902\(E\)\(3\)](#)) and GC ([Section 54.902\(E\)\(4\)](#)) districts.

(I) Reduced Side Yard Setbacks in the M-U, CBD, and GC Districts. In the M-U, CBD, and GC districts the side yards may be eliminated under the following conditions:

- (1) The side walls are of fireproof construction and are wholly without opening.
- (2) The zoning of the adjacent property is M-U, CBD, GC, Marquette Downtown Waterfront District, or Third Street Corridor District.

(L) Accessory Buildings and Structures. For accessory buildings and structures, additional requirements for side yard setbacks, rear yard setbacks, and height are in [Section 54.705](#).

(Q) Height Exemptions. There shall be no height restriction on chimneys, flagpoles, public monuments, and wireless telecommunications facilities except when they are part of a special land use. Items attached to a building such as chimneys, weather vanes, lightning arrestors, etc. may be exempt as well.

(S) Storm Water Management.

- (1) For Single-family and Two-family dwelling units:
 - (a) **Maximum Impervious Surface Coverage of a Lot in the LDR and MDR Districts, and single-family and two-family dwelling units in other zoning districts:** The maximum impervious surface coverage of a lot in the LDR and MDR Districts, and single-family and two-family uses in all other zoning districts shall be based on the lot areas as follows:

Figure 31. Maximum Impervious Surface Coverage for one and two-family dwelling units

Maximum Impervious Surface Coverage Based on Lot Area
60% of the lot area up to 8,712 sq. ft. (1/5 acre or less);

50% of the area of the lot between 8,713 sq. ft. and 21,780 sq. ft. (1/2 acre);
40% of the area of the lot between 21,781 sq. ft. and 43,560 sq. ft. (1 acre);
30% of the area of the lot over 1 acre

- (2) For all uses except Single-family and Two-family dwelling units, please refer to [Section 54.803](#) Storm Water Management.
- (3) Rain gutters and downspouts may be required on new/reconstructed buildings to prevent stormwater runoff to adjoining private properties. They shall be installed where the finished grade will slope down from the closest wall of the new/reconstructed building to the adjoining property, with flow from the downspout directed to into the same property (e.g. into a rain barrel, a French drain, or to a transverse conduit leading to a location where stormwater will percolate into the original property).

(T) Landscape Buffer and Greenbelt Requirements. The minimum setbacks vary in accordance with the landscape buffer and greenbelt standards of [Section 54.1003\(D\)](#).

(U) Corner Lots. Corner lots will have a reduced rear yard setback, to match that of the largest required side yard setback dimension for the zoning district that is necessary to meet the total of two sides requirement for that zoning district. For example, if the total (2-side) side yard setback requirement is 13 feet per [Sec. 54.402](#), and the smallest side yard setback must be at least 5 ft. (as in MDR districts), then the *rear yard dimension for a corner lot* will be the difference between 13 ft. and the calculated dimension for the actual smallest side yard setback – which would be 8 ft. if the smallest side yard setback from the main structure is calculated to be 5 feet (Note: It is important to note that should the existing structure's side yard setback be less than 5 feet, that side yard will still be designated as the minimum setback at 5 feet.)

(V) Height Exceptions and Increased Setbacks for Principal Buildings. For principal buildings, the height may be increased above 31.5 feet to a maximum of 44 feet provided that 0.25 foot for lot widths under 75 feet and 0.50 foot for lot widths 75 feet or greater shall be added to all of the minimum yard setbacks for each 1 foot that the building exceeds 31.5 feet in height.

Section 54.1003 Landscaping Design Requirements

(D) Buffer and Greenbelt Requirements.

- (1) **Intent.** It is the intent of this section to provide landscaped buffer yards, or greenbelts, for the purpose of buffering negative impacts of, and conflicts between, different land uses.
- (2) **Greenbelt Location Requirements.** All greenbelts will be created in the existing side and/or rear yards of the property where development has been proposed and approved for zoning compliance. When located adjacent to a residential use, park or public multi-use path, the following land uses (per [section 54.306](#)) must provide a landscaped buffer on their property:
 - (a) *Multiple-Family Residential dwellings with >5 units, Mobile Home Park, Nursing Home and Convalescent Home uses, Extended Care and Assisted Living Facilities.*
 - (b) *Industrial Uses (except Light Manufacturing – Low Impact uses).*

- (c) *Lodging, Commercial, and Retail uses (except the following uses Indoor Retail Business, Child/Day Care Center, and Service Establishments).*
- (d) *Public and Quasi-Public Uses and Medical Uses.*
- (e) *Other Uses with the exception of Accessory Buildings or Structures, Accessory Use, Non-Single Family Residential Lots, Minor Food Production uses, Small Wind Energy Systems-Roof Mounted, Solar Energy Systems <20Kw-Accessory Use.*
- (f) Any twenty-four (24) hour non-residential use of property.

Relationship to Applicable Land Development Code Standards (staff comments in bold text):

Section 54.1405 Zoning Ordinance Amendment Procedures

- (A) Initiation of Amendments. The City Commission, the Planning Commission, or the property owner (including a designated agent of the property owner) may at any time originate a petition to amend or change the zoning district boundaries pursuant to the authority and procedure established by Act 110 of Public Acts of 2006 as amended. Changes in the text of this Ordinance may be proposed by the City Commission, Planning Commission, or any interested person or organization.
- (B) Application for Amendment. Each petition by one (1) or more persons for an amendment shall be submitted to the Zoning Administrator. Documents to support the application may be filed with the Zoning Administrator. A fee, as established by the City Commission shall accompany each petition, except those originated by the Planning Commission or City Commission.

Application accepted.

(C) Amendment Review Procedures.

- (1) Public Hearing. The staff liaison to the Planning Commission shall set a time and date for a public hearing, and the public hearing shall be noticed in accordance with [Section 54.1406](#). The Planning Commission may refuse to schedule a hearing on a petition for rezoning which includes any portion of a site considered for rezoning in the previous six (6) months.

The public hearing before the Planning Commission is scheduled for 6:00 p.m. on Tuesday, February 17, 2026.

- (2) Planning Commission Consideration of the Proposed Amendment. The Planning Commission shall review the proposed amendment, together with any reports and recommendations from staff, consultants, other reviewing agencies, and any public comments. The Planning Commission shall identify and evaluate all factors relevant to the petition, including the appropriate criteria listed in this Section. Following the public hearing, the Planning Commission shall make a recommendation to the City Commission to either approve or deny the petition and report its findings to

the City Commission.

The Planning Commission is being asked to make a recommendation at their meeting on February 17, 2026.

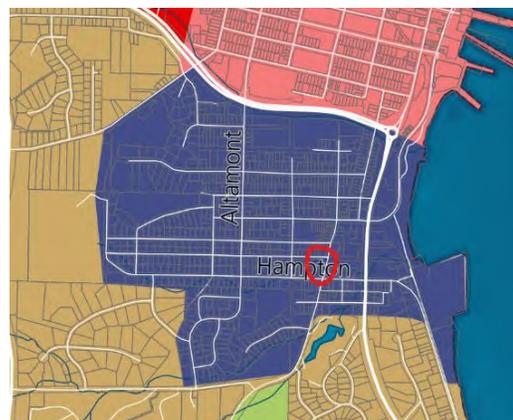
- (3) City Commission Consideration of the Proposed Amendment. The City Commission, upon recommendation from the Planning Commission, shall either schedule a public hearing or deny the petition. This hearing shall be advertised in accordance with [Section 54.1406](#). If determined to be necessary, the City Commission may refer the amendment back to the Planning Commission for further consideration. In the case of an amendment to the Official Zoning Map, the City Commission shall approve or deny the amendment, based upon its consideration of the criteria contained in this Ordinance.

To be determined by the Planning Commission.

- (D) Standards of Review for Amendments. In considering any petition for an amendment to the text of this Ordinance or to the Official Zoning Map, the Planning Commission and City Commission shall consider the following criteria that apply to the application in making findings, recommendations, and a decision. The Planning Commission and City Commission may also take into account other factors or considerations that are applicable to the application but are not listed below.

- (1) Master Plan. Consistency with the recommendations, goals, policies and objectives of the Master Plan and any sub-area plans. If conditions have changed since the Master Plan was adopted, consistency with recent development trends in the area shall be considered.

This property is within the *South Marquette Neighborhood* place type on the *Place Types/Land Use Typologies* map in the *Future Land Use Plan* within the Community Master Plan (CMP, adopted in 2024). The General Commercial (GC) zoning classification is one of the “applicable zoning districts” listed for the *South Marquette* typology.



The Future Land Use Plan describes the *South Marquette Neighborhood* and lists its *defining elements* on pages 20-21 of the CMP, recognizing that multiple land uses and housing densities occur here, and that the development scale is small to medium, with a pedestrian-friendly grid street network. It also states that Division St. will have the look and feel of a village main street.

The Future Land Use Plan (FLUP) provides a flexible approach to planning and zoning, rather than a rigid, parcel-by-parcel mandate that transfers from land use recommendations to zoning. Zoning district boundaries are not prescribed by the FLUP, and in this framework, consideration of the overarching vision for the neighborhood and place type is always important in evaluating rezoning proposals.

The Planning Commission must review the FLUP for the *South Marquette Neighborhood* typology, other relevant text of the Community Master Plan, and the attachment titled *Rezoning Considerations for Planning Commissions*, and hold a public hearing for community input before determining whether to recommend approval of the proposed rezoning.

- (2) Intent and Purpose of the Zoning Ordinance. Consistency with the basic intent and purpose of this Zoning Ordinance.

Please see above - "Zoning District and Standards".

- (3) Street System. The capability of the street system to safely and efficiently accommodate the expected traffic generated by uses permitted in the requested zoning district.

Division Street is classified as an "Minor Arterial" per the Community Master Plan (see p.74), therefore vehicular traffic volumes are moderate.

- (4) Utilities and Services. The capacity of the City's utilities and services sufficient to accommodate the uses permitted in the requested district without compromising the health, safety, and welfare of the City.

There are no problems anticipated.

- (5) Changed Conditions Since the Zoning Ordinance Was Adopted or Errors to the Zoning Ordinance. That conditions have changed since the Zoning Ordinance was adopted or there was an error in the Zoning Ordinance that justifies the amendment.

No conditions have changed nor was there an error in the Zoning Ordinance.

- (6) No Exclusionary Zoning. That the amendment will not be expected to result in exclusionary zoning.

The proposal will not result in any substantial changes that would make exclusionary zoning more likely.

- (7) Environmental Features. If a rezoning is requested, compatibility of the site's physical, geological, hydrological and other environmental features with the uses permitted in the proposed zoning district.

The proposed zoning is generally compatible with the site's physical, geological, hydrological, and other environmental features, with the uses permitted in the proposed zoning district.

- (8) Potential Land Uses and Impacts. If a rezoning is requested, compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.

The proposed rezoning would allow all of the possible land uses for a General Commercial zoning district. The Planning Commission must determine the compatibility of the proposal in this location.

- (9) Relationship to Surrounding Zoning Districts and Compliance with the Proposed District. If a rezoning is requested, the boundaries of the requested rezoning district will be reasonable in relationship to surrounding zoning districts, and construction on the site will be able to meet the dimensional regulations for the requested zoning district.

The parcels to the west and south are in Medium Density Residential (MDR) zoning, and the parcels to the east and north are Mixed-Use (M-U).

The Land Development Code requires a buffer between commercial and non-commercial land uses for any new commercial development. These parcels abut a residential use and would be considered "legally non-conforming" due to not meeting the 10-ft. landscape buffer requirements for their outdoor storage and retail use.

The existing structures at 1400 and 1402 Division Street have been in place for many decades and do not meet the side and rear setbacks for the existing MU zoning, which is a legally non-conforming element of the site. This would not change if the request is approved, as the setbacks would not conform within the proposed GC zoning district and would likewise be legally non-conforming.

- (10) Alternative Zoning Districts. If a rezoning is requested, the requested zoning district is considered to be more appropriate from the City's perspective than another zoning district.

To be determined by the Planning Commission. As stated above, the Future Land Use Plan provides guidance for development within each place type, while recognizing that each property is unique and thus offers flexibility for the designation of zoning districts.

- (11) Rezoning Preferable to Text Amendment, Where Appropriate. If a rezoning is requested to allow for a specific use, rezoning the land is considered to be more appropriate than amending the list of permitted or special land uses in the current zoning district to allow the use.

A text amendment to add outdoor storage uses permitted in the M-U zoning district would affect all M-U districts. TBD.

- (12) Isolated or Incompatible Zone Prohibited. If a rezoning is requested, the requested rezoning will not create an isolated or incompatible zone in the neighborhood.

The Planning Commission will need to determine if the proposed zoning would create an isolated or incompatible (see item #8 above) zone.

(E) Notice of Adoption of Amendment. Following adoption of an amendment by the City Commission, one (1) notice of adoption shall be filed with the City Clerk and one (1) notice shall be published in a newspaper of general circulation in the City within fifteen (15) days after adoption, in accordance with the Michigan Zoning Enabling Act, Public Act 110 of 2006, as amended. Amendments shall take effect eight (8) days after publication. A record of all amendments shall be maintained by the City Clerk. A Zoning Map shall be maintained by the City Clerk or his/her designee, which shall identify all map amendments. The required notice of adoption shall include all of the following information:

- (1) In the case of a newly adopted Zoning Ordinance, the following statement: "A zoning ordinance regulating the development and use of land has been adopted by the City of Marquette."
- (2) In the case of an amendment(s) to the existing Zoning Ordinance, either a summary of the regulatory effect of the amendment(s), including the geographic area affected, or the text of the amendment(s).
- (3) The effective date of the ordinance or amendment.

If the proposed zoning amendment is adopted by the City Commission, the requirements of this section will be met.

Additional Comments:

The Planning Commission should consider the applicant's request, the information provided in this analysis, public testimony, and then make a motion to provide a recommendation to the City Commission.

These three parcels were previously regulated under the South MQT Form-Based Code, under which one parcel received approval for a parking lot and outdoor storage area, and the other two parcels had an existing, approved outdoor storage use. In 2019, the South MQT Form-Based Code was replaced with traditional zoning districts, and these parcels were designated as Mixed Use, which made the outdoor storage uses legally non-conforming, as outdoor storage is not a permitted use in the M-U zoning district. In 2025, the property owner constructed a large hangar-type structure that does not comply with the current code.

STAFF FILE REVIEW/ANALYSIS

Page 14 of 14

The owner was unaware that expansion of the non-conforming outdoor storage use, by the placement of storage buildings on 1308 Division St., was not legally allowable. The property owner subsequently met with staff to discuss options for bringing the site into compliance. Applying for rezoning is one available option and, if approved, would bring the site into conformance. If the rezoning request is not approved, alternatives will be discussed with the property owner.

Attachments:

1. Application
2. Area Map
3. Block Map
4. Area Zoning Map
5. Photos
6. Publication Notice
7. Place type map
8. *Rezoning Information for Planning Commissions* document

PRINT

CITY OF MARQUETTE REZONING APPLICATION



0040190 0020840 Parcel ID#: 0040071	CITY STAFF USE	File #: 01-REZ-02-26	Date: 12-22-25
Hearing Date: 2-17-26	Application Deadline (including all support material): 1-20-26		
Receipt #: 537406	Check #: 1006	Received by and date: 12-17-25	

FEE \$1,375 (We can only accept Cash or Check (written to the City of Marquette))

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED, THE REZONING REQUEST WILL NOT BE SCHEDULED FOR A HEARING UNTIL IT HAS BEEN VERIFIED THAT ALL OF THE INFORMATION REQUIRED IS PRESENT AT THE TIME OF THE APPLICATION - NO EXCEPTIONS!

If you have any questions, please call 228-0425 or e-mail alanders@marquettemi.gov. Please refer to www.marquettemi.gov to find the following information:

- o Planning Commission page for filing deadline and meeting schedule
- o Section 54.1405 Zoning Ordinance Amendment Procedures from the Land Development Code

Please review the attached excerpt from the Land Development Code.

APPLICANT CONTACT INFORMATION

PROPERTY OWNER
Name: JJAD RENTALS LLC
Address: 1400 DIVISION ST.
City, State, Zip: MARQUETTE MI 49855
APPLICANTS OR REPRESENTATIVES ARE STRONGLY ENCOURAGED TO BE PRESENT AT THE MEETING

APPLICANT/OWNERS REPRESENTATIVE
Name: DAVID HALLINEN
Address: 425 MEESKE AVE.
City, State, Zip: MARQUETTE MI 49855
APPLICANTS OR REPRESENTATIVES ARE STRONGLY ENCOURAGED TO BE PRESENT AT THE MEETING

PRE-APPLICATION CONFERENCE

It is strongly encouraged that all applicants and their representatives meet with City of Marquette staff prior to submitting an application for a rezoning. A pre-application meeting with staff allows for a preliminary review of the application procedures, project timelines, compliance with the City Master Plan, and other project criteria, and prevents most situations that usually results in a project being postponed.

PHASING OF APPLICATION

Public hearings before the Planning Commission are held on the first meeting of the month only. Applications and support materials must be submitted twenty (20) business days prior to the public hearing date.

The Marquette City Commission is also required to hold a public hearing and take final action on a rezoning request. This usually takes two City Commission meetings, one to schedule the public hearing and one to hold the public hearing.

0040190
0020840

PROPERTY INFORMATION

Property Address: 1400 Division St
1402 Division St
1308 DIVISION ST. Property Identification Number: 0040071

Size of property (frontage / depth / sq. ft. or acres): 1308 - 0.254 AC, 1400 - 0.584 AC, 1402 - 0.531

Surrounding Zoning Districts: North ^{MU} MIXED USE East ^{MU} MIXED USE South ^{MOR} MED. RESIDENTIAL West ^{MOR} MED. RESIDENTIAL

Legal Description:

1308 Division St - CRAIG'S ADD., LOT-8 EXC. THE N. 28' OF THE W. 15' AND ALL OF LOT-9

1400 Division St - LEANDER C PALMER'S RE-PLAT OF LOT 16 OF CRAIG'S ADDITION THE S 30' OF LOT 6 & LOTS 7 THRU 13

1402 Division St - JOHN & WM. BURT'S ADD., LOTS-124 THRU 126

PROPOSAL

Current Zoning District: MIXED USE Proposed Zoning District: GENERAL COMMERCIAL

Please note: If proposing a Rezoning with Conditions, please attach a separate sheet(s) with your proposed Conditional Rezoning Agreement that meets the Land Development Code Section 54.1405(H)(1).

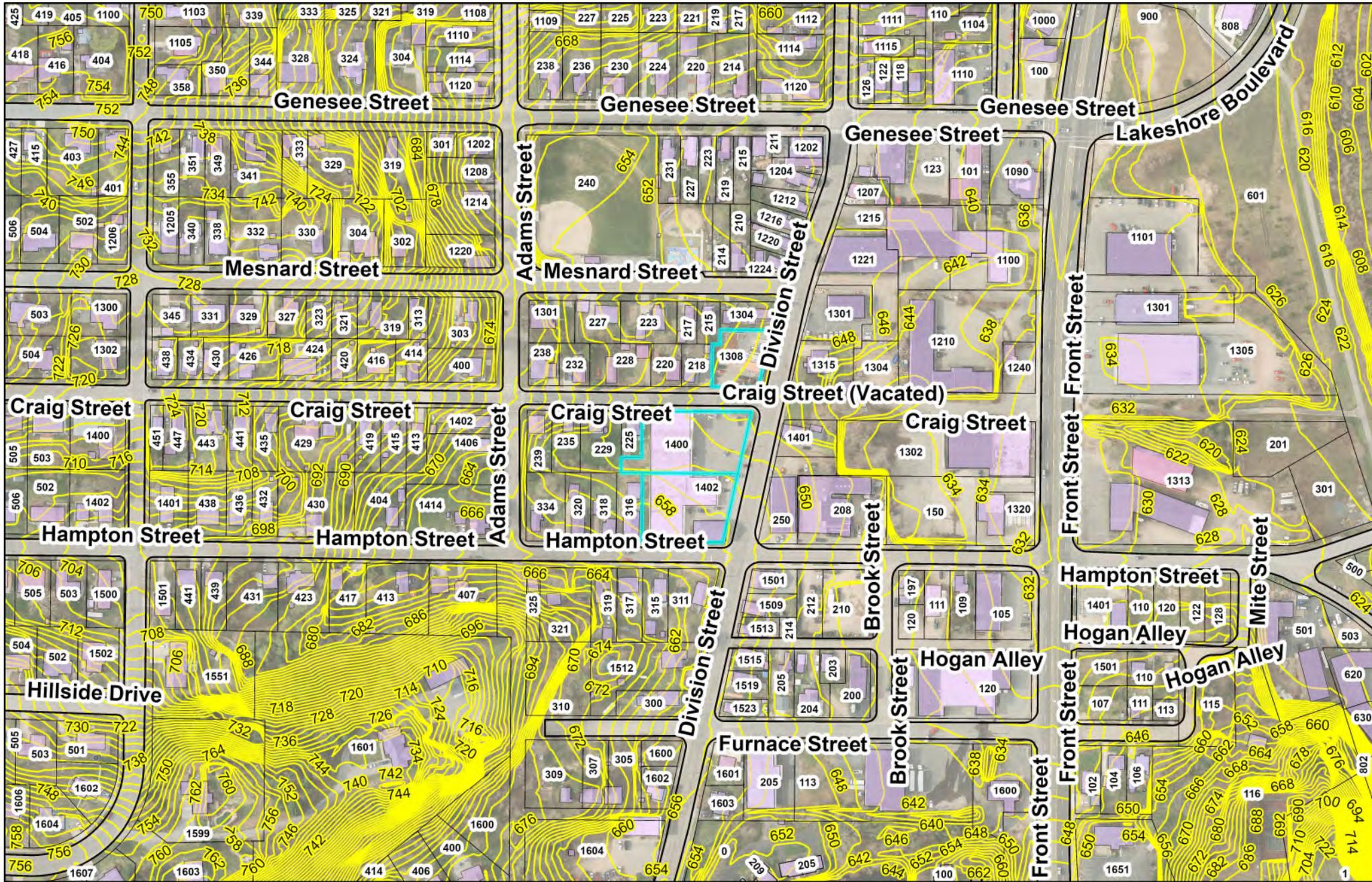
SIGNATURE

I hereby certify the following:

1. I am the legal owner of the property for which this application is being submitted, or I have submitted a written statement by the property owner that allows me to apply on their behalf.
2. I desire to apply for a rezoning of the property indicated in this application with the attachments and the information contained herein is true and accurate to the best of my knowledge.
3. The requested rezoning would not violate any deed restrictions attached the property involved in the request.
4. I have read the attached excerpt and recommended sections of the Land Development Code and understand the necessary requirements that must be completed.
5. I understand that the payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the plan.
6. I acknowledge that this application is not considered filed and complete until all of the required information has been submitted and all required fees have been paid in full. Once my application is deemed complete, I will be assigned a date for a public hearing before the Planning Commission that may not necessarily be the next scheduled meeting due to notification requirements and Planning Commission Bylaws.
7. I acknowledge that this form is not in itself a rezoning but only an application for a rezoning and is valid only with procurement of applicable approvals.
8. I authorize City Staff, and the Planning Commission and City Commission members to inspect the site.

Property Owner Signature: David Hallinen Date: 12/17/25

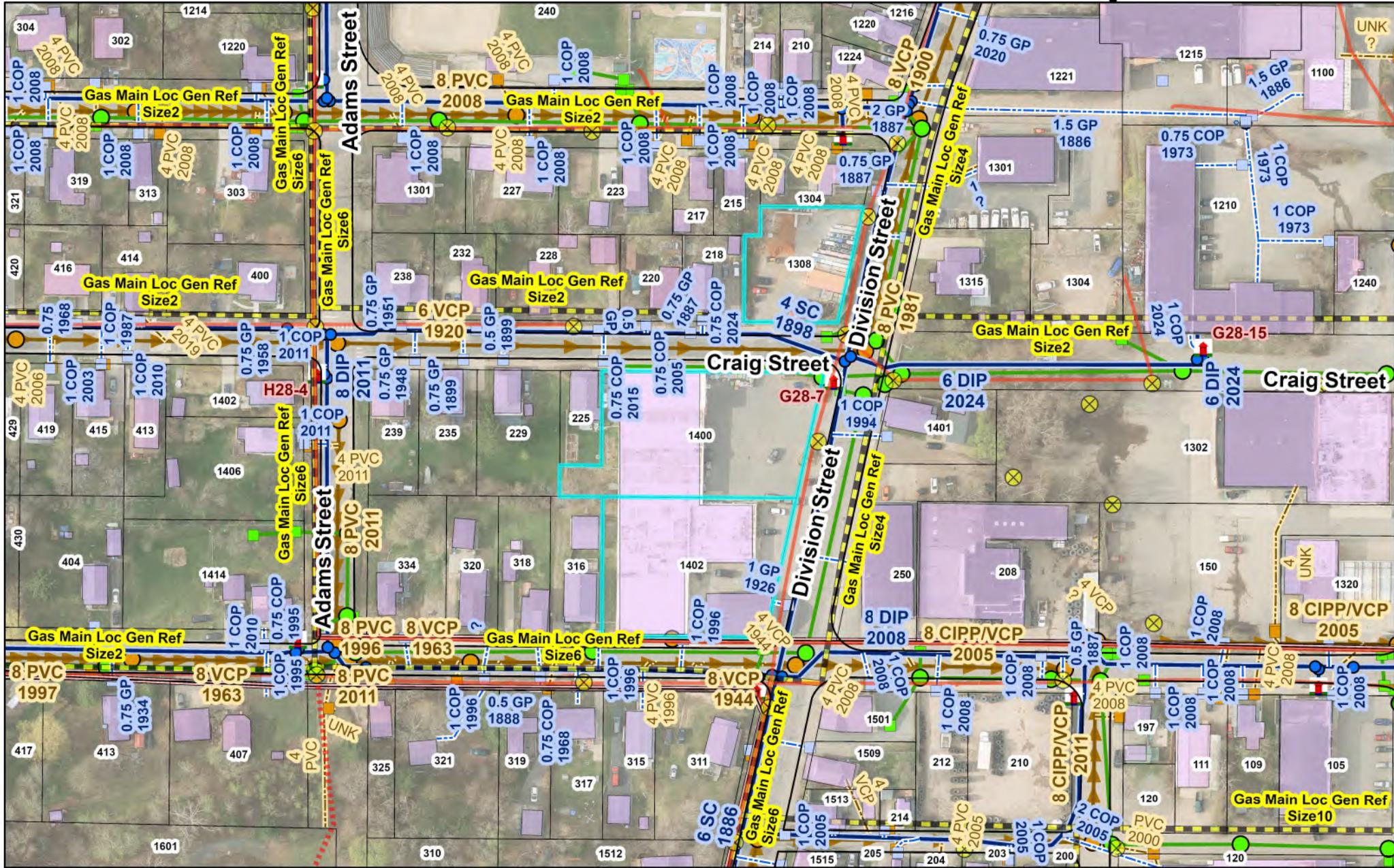
01-REZ-02-26 Area Map




 The information contained on this map is believed to be accurate but accuracy is not guaranteed. Mapping information is a representation of various data sources and is not a substitute for a professional survey. The user assumes all responsibility for the use of the information. The liability for any errors, direct or consequential, from the use of the information.
 City of Marquette, MI
 1 inch equals 250 feet

 Parcels_Address Number Labels
  Building Footprints
  Contours2FT_From_200

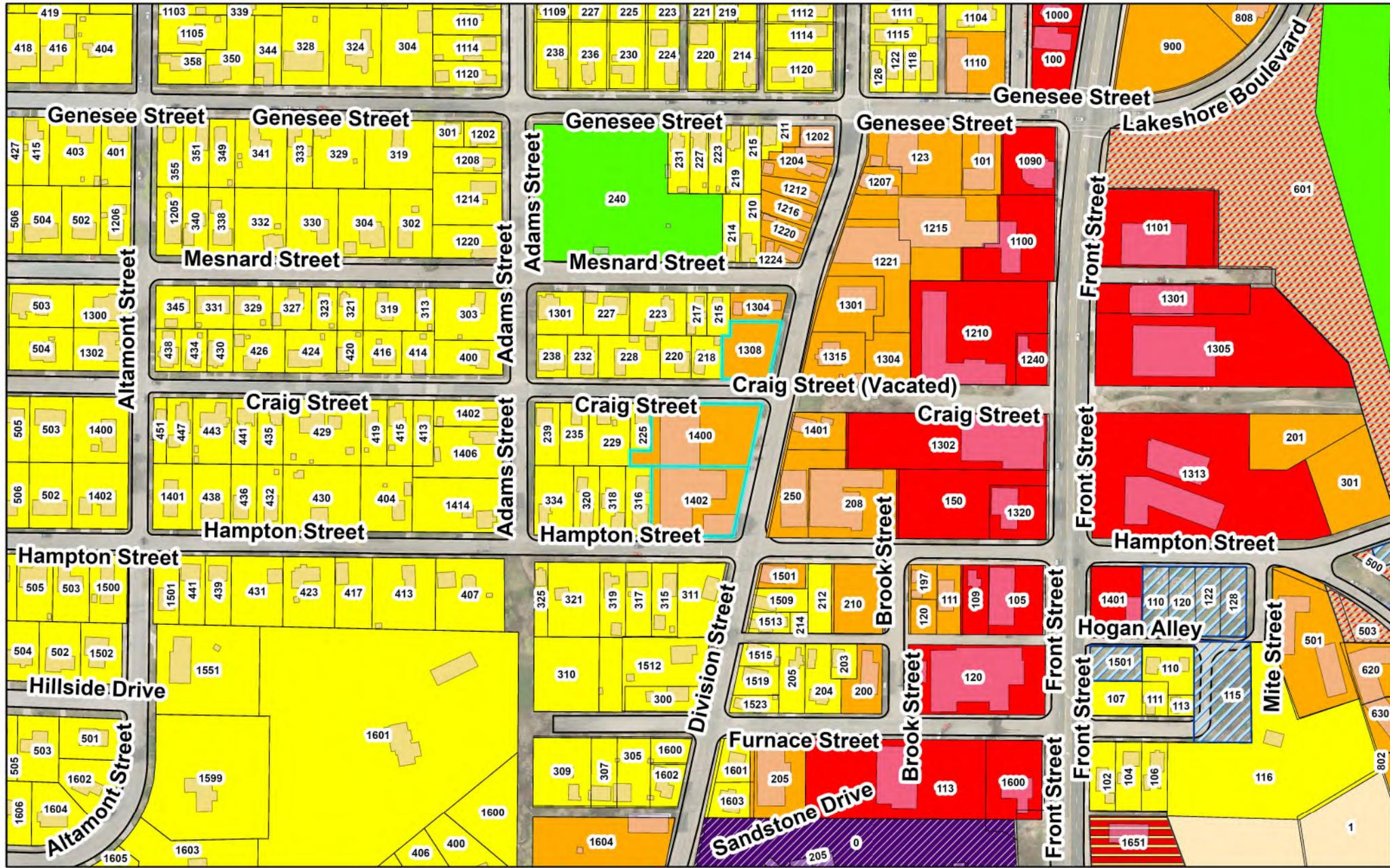
01-REZ-02-26 Block Map




 The information contained on this map is believed to be accurate but accuracy is not guaranteed. Mapping information is a representation of various data sources and is not a substitute for information that would result from an accurate land survey. The information contained herein does not include information that may be obtained by consulting the information sources.
City of Marquette, MI
 1 inch equals 125 feet

- | | | | | | |
|---|--|---|--|--|---|
| <ul style="list-style-type: none"> Parcels_Address Number Labels Building Footprints Streets BLP Streetlights | <ul style="list-style-type: none"> Overhead Underground Natural_Gas_GPMS_Pipe (General Ref) Semco_Gas_Mains_2017 (General Ref) | <ul style="list-style-type: none"> FiberLines Fire Hydrants WaterShutOff Water Valves & Gates Water Lateral Lines | <ul style="list-style-type: none"> Watermains Water Structures Storm Manholes Storm Catch Basins | <ul style="list-style-type: none"> SewerCleanOuts Sewer System Valves Sewer Manholes Sewer Lateral Lines | <ul style="list-style-type: none"> Sewer Pressurized Mains Sewer Gravity Mains EAST NORTH SOUTH |
|---|--|---|--|--|---|

01-REZ-02-26 Zoning Map



City of Marquette, MI
1 inch equals 250 feet

- Parcels_Address Number Labels
- Building Footprints
- Low Density Residential
- Low Density Residential with Conditional Rezoning
- Medium Density Residential
- Multiple Family Residential
- Mobile Home Park
- Central Business District
- General Commercial
- General Commercial with Conditional Rezoning
- Regional Commercial
- Third Street Corridor (FBC*)
- Downtown Marquette Waterfront (FBC*)
- Mixed-Use
- Mixed Use with Conditional Rezoning
- Planned Unit Development
- Industrial/Manufacturing
- Municipal
- Conservation and Recreation
- Civic
- Board of Light & Power
- Streets









Area held by Houthi rebels

CAIRO (AP) — The United Nations food agency is shutting down its operations in the northern, rebel-held part of Yemen, following restrictions imposed by the rebels have escaped their crackdown in recent months, forcibly

Over the last few years, the Houthis have cracked down on the U.N. in their areas of control, detaining dozens of U.N. staffers as well as workers for non-governmental and civil society groups, and staffers of diplomatic missions. The rebels have escaped their crackdown in recent months, forcibly

THE MINING JOURNAL
FRIDAY, JANUARY 30, 2026

GOOD ADVICE

A5

The first lady has said that she got the idea for the documentary after her husband won the 2024 election and that it will give viewers a rare, behind-the-scenes look at her life.

“My new film, ‘Melania,’

She said the film will show what it takes to step into the high-profile role as she juggles being a businessperson, a wife and a mother, as well as the coordinator of her family’s move back to the Execu-



AP photo

First lady Melania Trump signs the book on the floor of the New York Stock Exchange before ringing the opening bell on Wednesday.

Forsyth township zoning board of appeals on February 18, 2026, at 6:00P.M. at the Gwinn Clubhouse, 165 N. Maple Street, Forsyth Township, Marquette County, Michigan.

18-25 Scott & Virginia Nyquist, Parcel Number 52-05-127-028-00, 131 E. Johnson Lake Rd., Gwinn, MI, is requesting a Variance and a Class A designation on a non-conforming lot.

1-26 Sands Plains Properties LLC, Parcel Number 52-05-126-006-00, Rice Lake Road, Gwinn, MI, is requesting a Variance on a conforming lot to allow multi-family housing.

Anyone wishing to give testimony will be given an opportunity to be heard. Written testimony will be accepted at the Forsyth Township Office during regular business hours or by mail (P.O. Box 1360, Gwinn) until the date of the hearing.

This notice is posted in compliance with PA 267 of 1976 as amended (Open Meetings Act), MCLA 41.72a (2) (3) and the Americans with Disabilities Act (ADA).

The Forsyth Township Board will provide necessary reasonable auxiliary aids, and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting, to individuals with disabilities at the meeting or public hearing upon 10 days’ notice to the Township Board.

Crystal Carter
Zoning Administrator

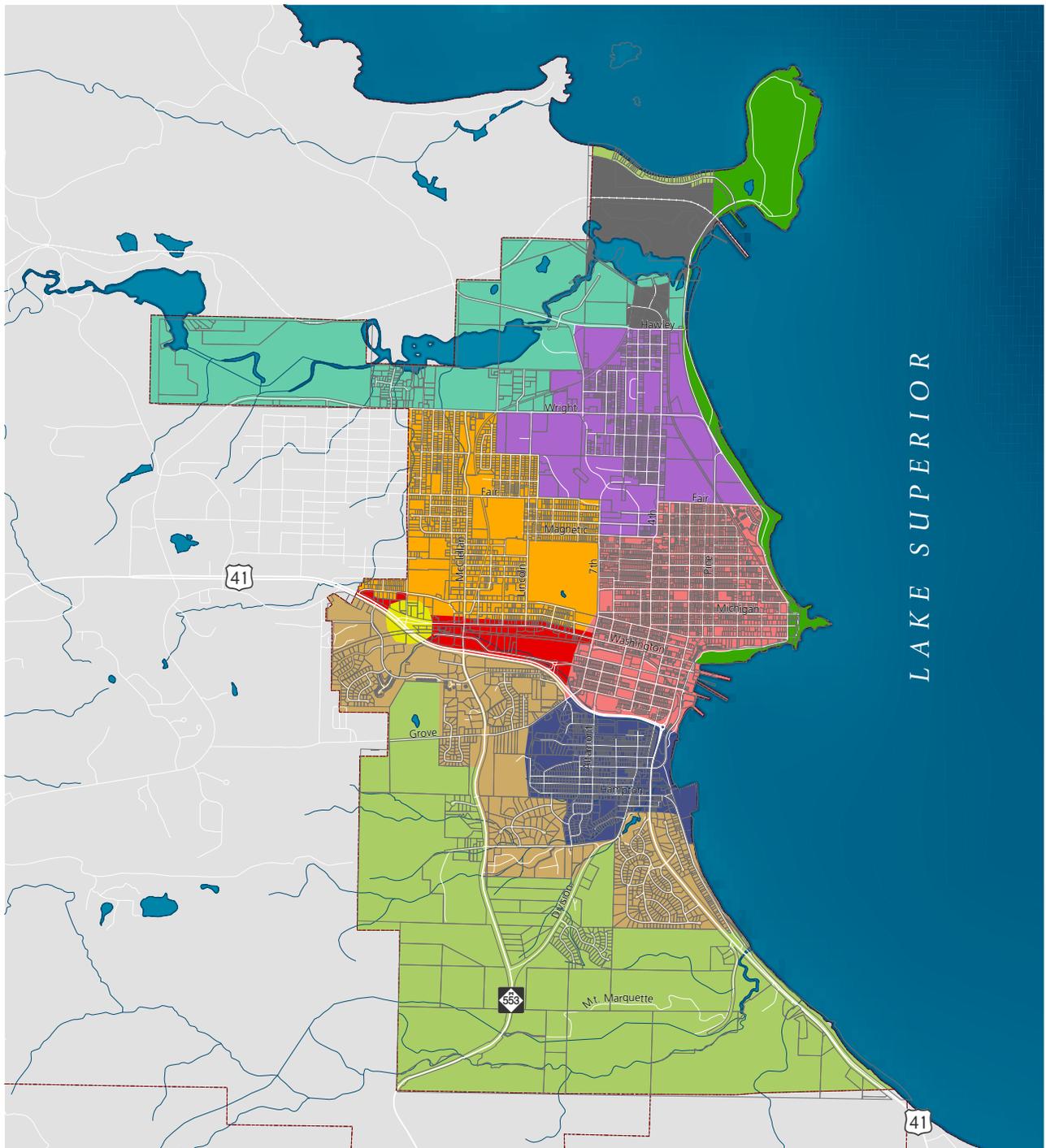
PUBLIC HEARING NOTICE MARQUETTE CITY PLANNING COMMISSION

Notice is hereby given that the Marquette City Planning Commission will hold a public hearing for the following: **01-REZ-02-26 – 1308, 1400, 1402 Division St. (PIN: 0040071, 0040190, 0020840): JJAD Rentals LLC is requesting to rezone the properties located at 1308, 1400, and 1402 Division Street that are zoned Mixed-Use (M-U) to be zoned General Commercial.**

The public hearing for this request will be at 6:00 P.M. on Tuesday, February 17, 2026, in the Commission Chambers at City Hall, 300 W. Baraga Ave. If you wish to comment on this matter you may do so at that time. Written comments may also be submitted to the Community Development Department located at 1100 Wright Street, Marquette, Michigan 49855 or e-mail alanders@marquettemi.gov. Written submissions will be accepted until 12:00 p.m. on February 17, 2026.

Materials pertaining to the request is available for review at the Community Development Department’s office at the Municipal Service Center during 7:30 a.m. to 4:30 p.m., Monday through Friday. Otherwise, you can request to have the materials e-mailed to you by e-mailing alanders@marquettemi.gov. You can also view the Land Development Code on our website at www.marquettemi.gov. If you have a disability and require assistance to participate, please provide advance notice.

Andrea Landers, Zoning Official, 225-8383



Place Types / Land Use Typologies

Sources: Michigan Open Data Portal, City of Marquette



- | | |
|--|---|
| Recreation Corridor | W. Washington St. - W. Baraga Ave Belt |
| Forested Suburban | W. Washington St./Highway Node |
| W. Marquette Neighborhood | University - North Marquette |
| Suburban South Marquette | Industry and Innovation |
| Historic Core | South Marquette |
| Dead River Corridor | |

Rezoning

- The main question that must be answered when considering a rezoning is: *“Is that an appropriate location for that zone?”*
- The proposed use of land is not as important as is the fact that if the land is rezoned, any of the uses permitted in that zone may be established on that land.
- If a specific land use is proposed then an additional question must also be answered: *“Are the uses permitted in the existing zone reasonable?”*
- Failing to follow notice requirements may result in a Court invalidating the amendment.

20

Rezoning Factors to Consider

RE: Question One (previous page)

- Would rezoning be consistent with other zones and land uses in the area?
- Is the proposed rezoning consistent with the trend of development in that area?
- Are uses in the proposed zone equally or better suited to the area than the current uses?
- Is the proposed rezoning consistent with both the policies and uses proposed for that area in the master plan?



21

Rezoning Factors to Consider

RE: Question Two (previous page)

- Is the proposed use compatible with uses in the existing district? If so, would it be more appropriate to amend the text of the ordinance to add the proposed use to the existing district as a use permitted by right, or by special permit, or by planned unit development than to rezone?
- Is another district, different than the one requested, more appropriate in this location?

22

SPOT ZONING



Characteristics

- Typically a single parcel zoned for uses that are quite dissimilar from the zoning of lands around it.
- Typically small in area.
- Typically grants a right to use land that is not enjoyed by similarly situated adjacent parcels.
- Most important, it is typically inconsistent with the future land use plan and the policies of the master plan.

Result

- Typically ruled invalid if challenged in court.

23

ORDINANCE #26-03
AN ORDINANCE TO AMEND MARQUETTE CITY CODE
CHAPTER 54 – ZONING, BY CHANGING THE ZONING
DESIGNATION OF 1308, 1400 and 1402 DIVISION STREET

The City of Marquette Ordains:

SECTION 1. Zoning Designation

The zoning of the property located at 1308, 1400 and 1402 Division Street is hereby changed from Mixed-Use (MU) zoning districts to General Commercial (GC) zoning districts.

SECTION 2. Map Revision.

This change shall be shown on the Marquette City Zoning Map.

SECTION 3. Effective Date.

This ordinance shall take effect ten days after adoption but not before publication.

Paul Schloegel, Mayor

Kyle Whitney, City Clerk

Date Adopted: _____

Date Published: _____

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

New Business **Active Transportation Plan**

BACKGROUND:

The City of Marquette was the recipient of a Rural Development Fund grant from the Michigan Department of Agriculture and Rural Development. The intent of this grant program is to promote the sustainability of land-based industries and support infrastructure that benefits rural communities.

The City received the grant to conduct essential planning for active transportation/micromobility infrastructure and selected Toole Design, a leading planning, engineering, and landscape architecture firm specializing in multi-modal transportation, to assist the City in this effort. The need for this planning was underscored by the increased pressure on existing bike paths, resulting from both pedestrians and a significant surge in the usage of e-bikes and various forms of electric micromobility devices. The total contract was for \$59,968 and the grant covered \$41,978 of this amount.

The Active Transportation Plan is meant to provide a comprehensive overview of the existing conditions of the City's active transportation network and suggest recommendations on areas to improve with best practice suggestions for that improvement. This plan gives the City a detailed manual of roadway and path considerations when engaging in Capital Improvement Planning and a firm basis to be competitive for funding opportunities, especially through State and Federal grants, when the opportunities arise and fit into our capital needs. It is important to note that this project provides a manual of recommendations according to planning best practices that align with the standards considered by granting agencies but does not obligate the City to immediate action, a specific design, or a major policy decision.

This plan has undergone extensive internal review from City staff as well as review from the Planning Commission and Traffic/Parking Advisory Committee, in addition to a significant public participation component during the planning process.

FISCAL EFFECT:

The Active Transportation Plan was funded by an MDARD grant and approval of the plan will constitute the final fulfillment of the granting obligations. No further expenditure is required by this action.

RECOMMENDATION:

Adopt the City of Marquette Active Transportation Plan.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- Active Transportation Plan

CITY OF MARQUETTE

ACTIVE TRANSPORTATION PLAN



ACKNOWLEDGEMENTS

City Commission

Paul Schloegel, Mayor
Jermei Ottaway, Mayor ProTem
Sally Davis, Commissioner
Cody Mayer, Commissioner
Jessica Hanley, Commissioner
Michael Larson, Commissioner
Cary Gottlieb, Commissioner

City Administration

Karen Kovacs, City Manager
Sean Hobbins, Deputy City Manager

City Staff

Dennis Stachewicz, Community Development Director
David Stensaas, City Planning and Zoning Administrator
Mikael Kilpela, City Engineer
Ryan Grim, Chief of Police
Scott Cambensy, Director of Public Works
Jon Swenson, Director of Community Services
Tara Laase-McKinney, DDA Director

City Boards and Committees

Planning Commission
Traffic-Parking Advisory Committee

Funding Agencies

Michigan Department of Agriculture & Rural Development
City of Marquette

Project Consultants

TOOLE
DESIGN

DISCLAIMER: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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DISCLAIMER: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.



EXECUTIVE SUMMARY

The City of Marquette Active Transportation Plan (ATP) provides the City with a blueprint for infrastructure development that embraces multimodal travel across an active outdoors focused community. Marquette has grown into a destination for thriving single track trail networks, extensive City multiuse paths, and an interconnection of walking and cycling routes that enhance recreation and transportation in the community. This plan addresses gaps in the existing infrastructure that will close critical gaps for active transportation accessibility and build on the quality of life valued by our residents and visitors alike. The 2024 Community Master Plan identifies certain guiding principles that exemplify concepts within this plan. Notably, the City is charged with “Creat[ing] safe and enjoyable transportation and recreation options year-round” and “Encourag[ing] quality housing at multiples price points and in locations with access to nonmotorized and public transportation”, with both principles clearly identifying sidewalks, trails, roads, foot travel, and bike travel as mediums for accomplishing these goals.

The ATP is meant to be a comprehensive look at the existing conditions of the City's active transportation network with recommendations on areas to improve according to best industry practices. This plan provides the City a detailed manual of roadway and path considerations when engaging in Capital Improvement Planning and a firm basis to be competitive for funding opportunities, especially through State and Federal grants, when the opportunities arise and fit into our capital needs.

Readers will notice that this plan is divided into four chapters: Existing Conditions, Community Engagement, Recommendations, and Implementation.

While the main feature of this plan is the third chapter (Recommendations) the first two provide context and a roadmap on how the consultants, in collaboration with City staff, arrived at these conclusions, with the final chapter giving guidance on future steps for funding, maintenance, and evaluation.

The City of Marquette is already a strong performer by active transportation standards. Existing census data shows that 11 percent of workers in the City walk to work, a number exceeding the state average (2%) and is comparable to East Lansing and Ann Arbor, significant Michigan university cities. Additional critical data shows 53 percent of all trips originating in the City are two miles or less, a critical walking or cycling distance. The City has built a meaningful foundation to work from, including the Holly Greer Multi-Use Path, the Iron Ore Heritage Trail, and connections to the Noquemanon Trail Network, along with extensive sidewalks, bike lanes, and shared routes throughout the urban core. However, gaps in connectivity, challenging crossings at major and minor roadways alike, and the demands of maintaining facilities through significant annual snowfall present ongoing challenges that this plan directly addresses.

A highlight of the planning process used to create this plan was the combination of in person engagement during the two-day Active Transportation Palooza, a series of pop-up events, direct engagement with residents and community partners, and evening workshops spread across the City that directly interacted with 273 residents and visitors, as well as an online survey and interactive web map that garnered over 300 responses. Across all engagement methods, the top barriers to walking and bicycling were consistent: weather, lack of infrastructure, and the speeds and volumes of motor vehicles. Participants envisioned walking and bicycling in Marquette as safe, fun, easy, accessible, and possible year-round.

The recommendations in this plan propose approximately 27 miles of new and improved facilities through multi-use paths, buffered and separated bike lanes, conventional bike lanes, and bicycle boulevards. Pinch points and concerning crossing points have been identified for future investment across the City and a mixture of program and policy recommendations have been included to assist with a multi-faceted implementation of safer community behaviors to accompany the infrastructure recommendations. In addition to this ATP providing the City with a strong basis to apply for project based funding for increased facilities, the plan contains prioritization and funding strategies to assist City staff and community partners with meaningful implementation.

Marquette has invested heavily in the outdoor based values of the community through lakeshore access, stunning City parks, active and walkable commercial areas, and an interconnection of multimodal transportation options. This plan is an investment in the best practices that will support these concepts in a manner that provides safe, connected, and welcoming trails, paths, and streets across the seasons.



CHAPTER 1: EXISTING CONDITIONS

BACKGROUND

The City of Marquette is the county seat of Marquette County and the largest city in the Upper Peninsula of Michigan with a population of 21,079.¹ The city has a total land area of 19.45 square miles, of which 8.06 square miles is water. The city is located on the shores of Lake Superior and is one of the snowiest cities in the U.S., with 196.8 inches of average annual snowfall between 1990 and 2020². As a result, the city is a great tourist destination for its winter recreation options (e.g., winter sports, skiing, and snowboarding) and summer recreation options (e.g., hiking, mountain biking, swimming, fishing, kayaking, canoeing, and other water sports). The city has built and continues to expand its extensive network of walking and bicycling paths to support walkability and recreation for residents and tourists throughout the city. Currently, major multi-use paths include the Lakeshore Boulevard Multi-use Pathway traveling north-south, a central north-south multi-use path providing connection from Tourist Park/Kaufman Sports Complex to the Noquemanon Trail Network (NTN) South Trails, and the Iron Ore Heritage Trail, traveling east-west.

EXISTING WALKING AND BIKING TRENDS

The City of Marquette's size lends itself well to walking and biking, with most areas located no more than three miles from downtown. In urban planning it is typical to assume that most people are willing to walk up to a half mile, and bike up to three miles to reach destinations.

These travel behaviors, combined with the size of Marquette, help explain the 2023 Census Means of Transportation to Work survey results, which show that 11 percent of workers age 16 and older walked to work in 2023 (Figure 1), a value which is much higher than the statewide average (two percent) and comparable to Michigan cities with the highest walk mode shares, such as East Lansing (18 percent), Mount Pleasant (17 percent), and Ann Arbor (13 percent), all of which also have state universities.

Additionally, using mobile location data from Replica to understand the characteristics of all types of trips, the Fall 2023 Mobility Model (Figure 2 shows that on an average weekday in Marquette, 16 percent of trips taken are estimated to be walking trips and two percent are estimated to be biking trips.

Furthermore, according to estimates from Replica, 53 percent of all trips starting in the City of Marquette are two miles long or less (Figure 3) – a distance that can easily be covered by walking and especially by biking.

¹ United States Census Bureau. QuickFacts Marquette city, Michigan. *United States Census Bureau*. www.census.gov/quickfacts/fact/table/marquettcitymichigan/LND110210. Accessed March 10, 2025.

² "These Are America's Snowiest Cities and Towns." *The Weather Channel*. <https://weather.com/storms/winter/news/2024-12-04-americas-snowiest-cities>. Accessed March 12, 2025

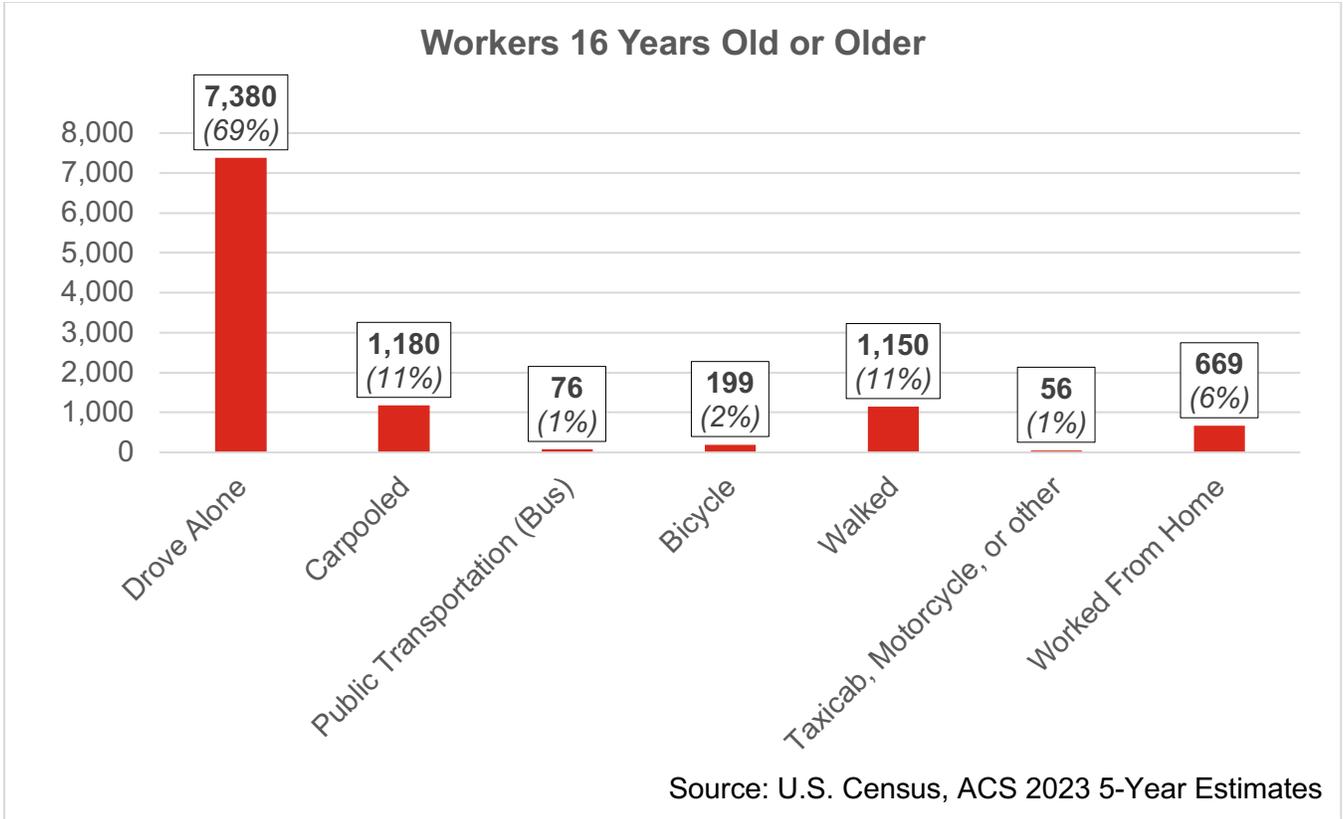


Figure 1. Workers 16 Years or Older, Means of Transportation to Work, 2023

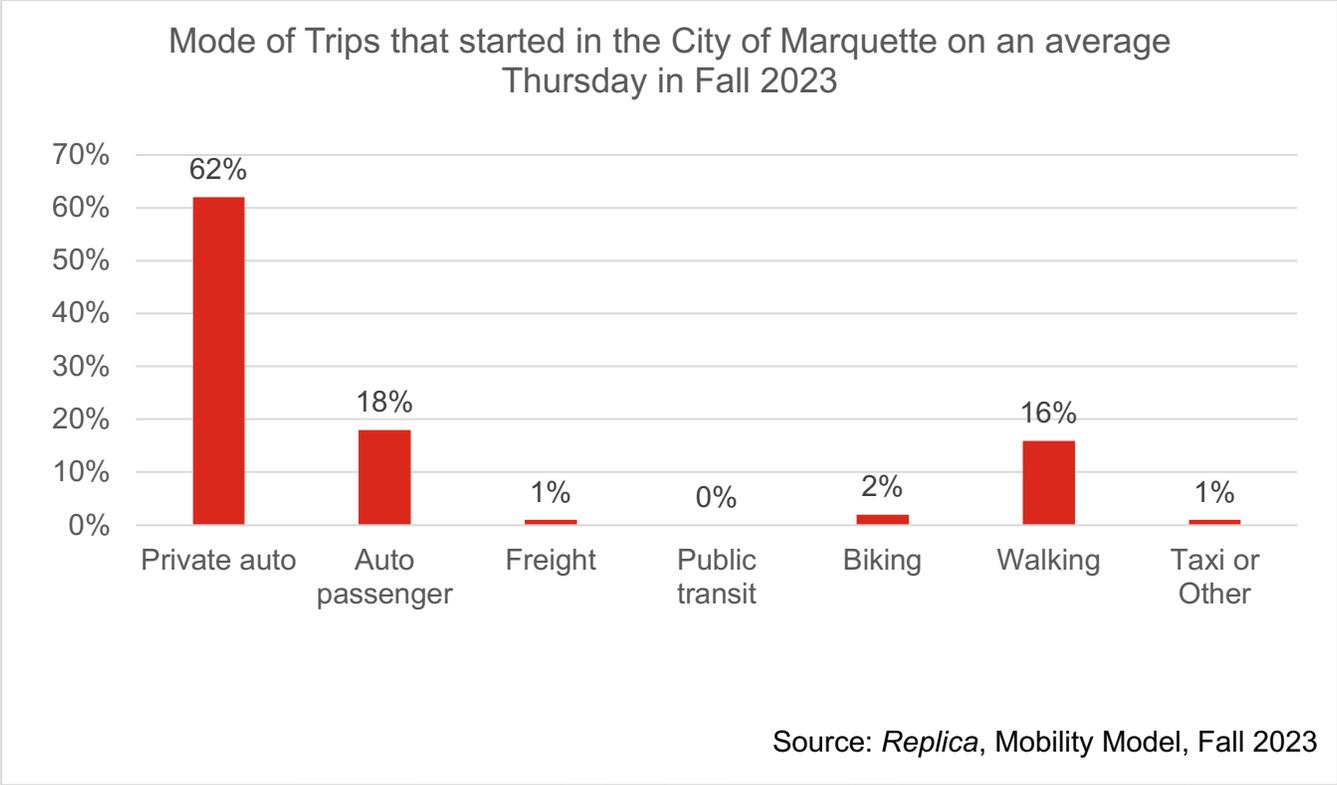


Figure 2. Modeled trip mode for all trips that started in the City of Marquette on an average Thursday in Fall 2023

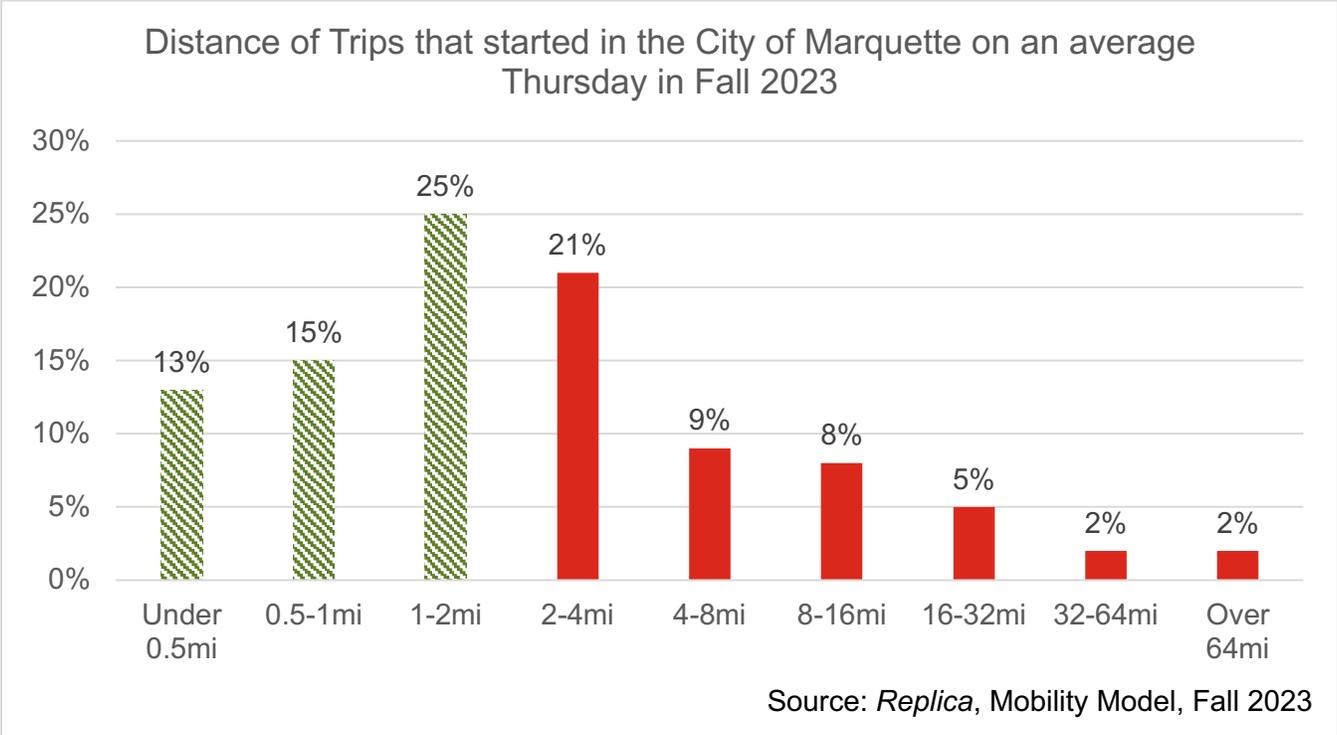


Figure 3. Modeled trip distance for all trips that started in the City of Marquette on an average Thursday in Fall 2023

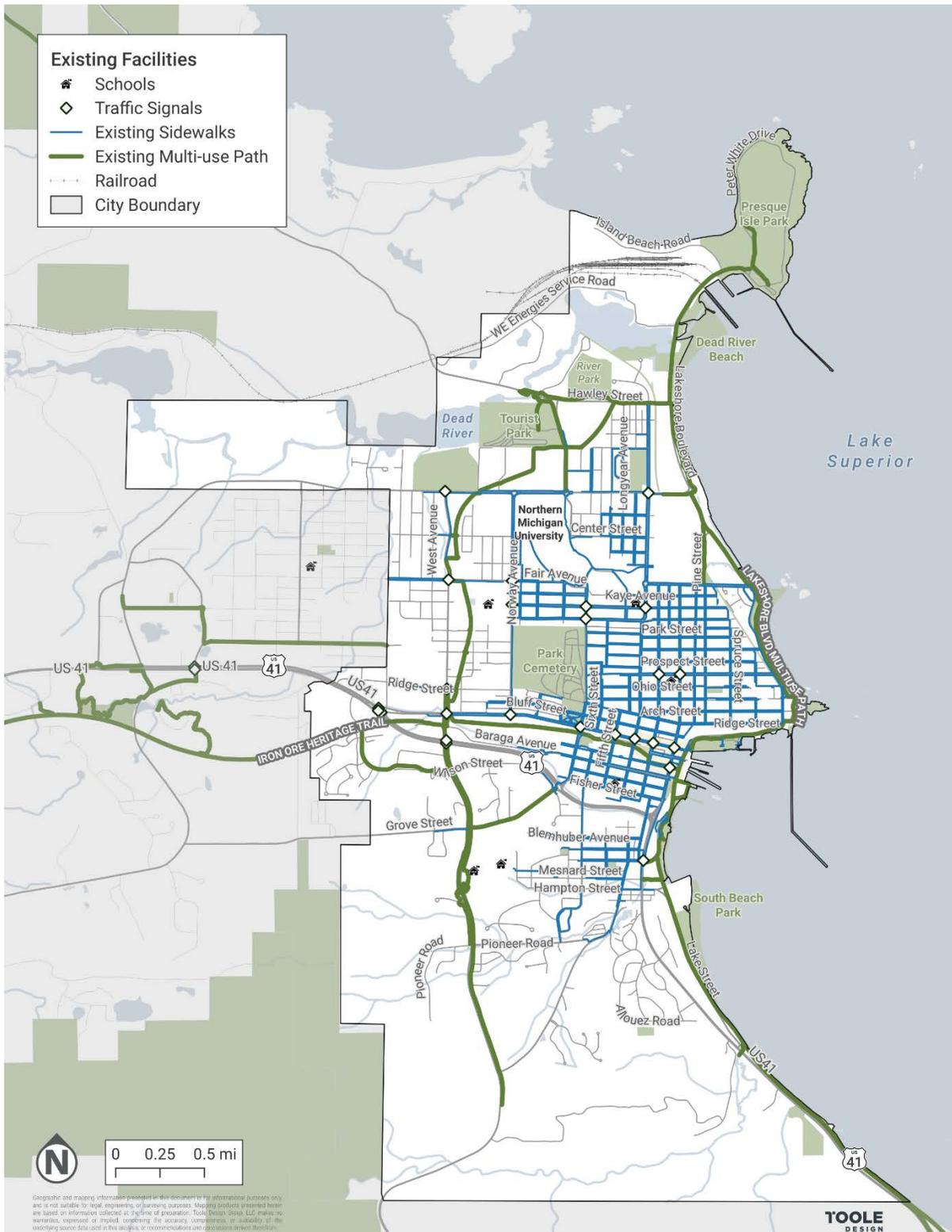
EXISTING ACTIVE TRANSPORTATION NETWORK

As described in the background section, the city has developed a wide range of pedestrian and bicycle infrastructure, including sidewalks, multi-use paths, bike lanes, shared routes, and mountain biking trails. Map 1 illustrates the existing pedestrian network, displaying multi-use paths and sidewalks, while Map 2 presents the broader bicycle network, highlighting Marquette's existing multi-use paths, bike lanes, shared routes, and mountain biking trails.



Image 1: Existing City Multi-Use Path

DRAFT



Map 1: Existing Pedestrian Facilities



Map 2: Existing Bicycle Facilities

EXISTING PLANS, POLICIES, AND PROGRAMS

The project team analyzed existing plans, policies, and programs to understand the structure and existence of these items in the city of Marquette. The reviewed plans, policies, and programs are below along with a bulleted summarization.

City of Marquette Community Master Plan Update – Winter 2023 Engagement Report (2023)

- » The City of Marquette hosted a series of listening activities while developing the City of Marquette's Community Master Plan. The Winter 2023 Engagement Report provides a summary of feedback and themes.
- » Engagement included two public surveys, small group listening sessions (58 stakeholders), and an open house (500+ attendees)
- » Survey summary relating to transportation:
 - In the survey when asked about goals and priorities, 37 percent of respondents selected "Invest in all types of transportation", resulting in a ranking of six out of the twelve options.
 - When asked about winter activities and if they were positive, neutral, negative, or not sure respondents rated snow removal (sidewalk and driveway), walking conditions, and public transportation negatively.
 - When reviewing comments around how the city can make the winter season more livable, several clear themes emerged including snow removal on sidewalks and roads, recreational facilities and programming, and public transportation.
- » Engagement participants stated they generally dislike walking along Wright Street, Washington Street west of Lincoln Avenue, 4th Street, and Altamont Street. When walking in the winter, participants stated they dislike walking in neighborhoods north of downtown, along US-41 south of the traffic circle, and streets bordering NMU campus.
- » Engagement participants stated they generally dislike bicycling on Wright Street, 3rd Street, 4th Street, Washington Street, and Spring Street. When bicycling in the winter, participants stated they dislike bicycling on Wright Street, Center Street, 4th and 3rd Street, Washington Street, and CO-553.
- » Two of the three emerging themes around winter livability were around pedestrian safety:
 - *Clear sidewalks and walking/biking paths of snow to allow for recreation and nonmotorized transportation year-round*
 - *Clear snow banks at intersections to create better visibility and safety*
- » Nearly 90 percent of respondents strongly/agreed with the transportation Guiding Principles:
 - *Encourage quality housing at multiple price points in locations with access to nonmotorized and public transportation.*
 - *Create safe and enjoyable transportation and recreation options year-round.*
 - *Maintain and connect our neighborhoods.*

City of Marquette Community Master Plan – Vision for Marquette (2024)

- » Published in September 2024, the City of Marquette's Community Master Plan – Vision for Marquette provides a plan for the future land use of the city with a number of recommendations and action items.
- » The Plan identifies six guiding principles, with many of them relating to active transportation in some way.
- » *Guiding Principle B: Encourage quality housing, at multiple price points, and in locations with access to nonmotorized and public transportation.* -- The principle recommends encouraging quality housing that is easily accessed by foot, bike, or bus.
- » *Guiding Principle E: Create safe and enjoyable transportation and recreation options year-round.* -- The principle recommends that transportation policies should promote safe, convenient, and enjoyable

connections for all modes of transportation and recreation year-round, including via sidewalk, trail, bus, or car.

- » *Guiding Principle F: Maintain and connect our neighborhoods.* -- The principle recommends that there should be easy access to goods, services, and amenities in the city year-round

City of Marquette Community Master Plan - Supplemental Report (2024)

- » The Supplemental Report to the Community Master Plan provides further information and recommendations for the City of Marquette's environmental resiliency, community facilities, transportation and mobility, housing and neighborhoods, economic development, land use, and community input.
- » The Transportation and Mobility chapter discusses active transportation and recognizes that walkability and trails are an asset to Marquette. For pedestrians, the older parts of town have more connected pedestrian facilities due to the street grid. In newer parts of town the street network is defined by curvilinear streets with occasional cul de sac dead ends, decreasing walkability or efficient walkability/travel times.
- » Current challenges to walking and bicycling identified in the Transportation and Mobility chapter include crossing US-41/M-28 and M-553, a reduction in walkability due to winter conditions, and inadequate snow removal methods.
- » Additionally, Marq-Tran's bus ridership decreased by 87% after the COVID-19 pandemic and has not rebounded as quickly as other countywide transit agencies.

City of Marquette Community Master Plan - City of Marquette Bike Routes (2024)

- » The Bike Routes Map is included in the City of Marquette's Community Master Plan Supplemental Report.
- » Building off existing bicycle facilities, the Bike Route Map recommends a variety of bicycle facilities to improve and expand bicycle access and connectivity.
- » Recommended bicycle facilities include multi-use paths, shared routes, bike lanes, on street bikeways, and bicycle and pedestrian tunnels and bridges.
- » See Map 3 for recommended facilities.

City of Marquette Trails Master Plan (2017)

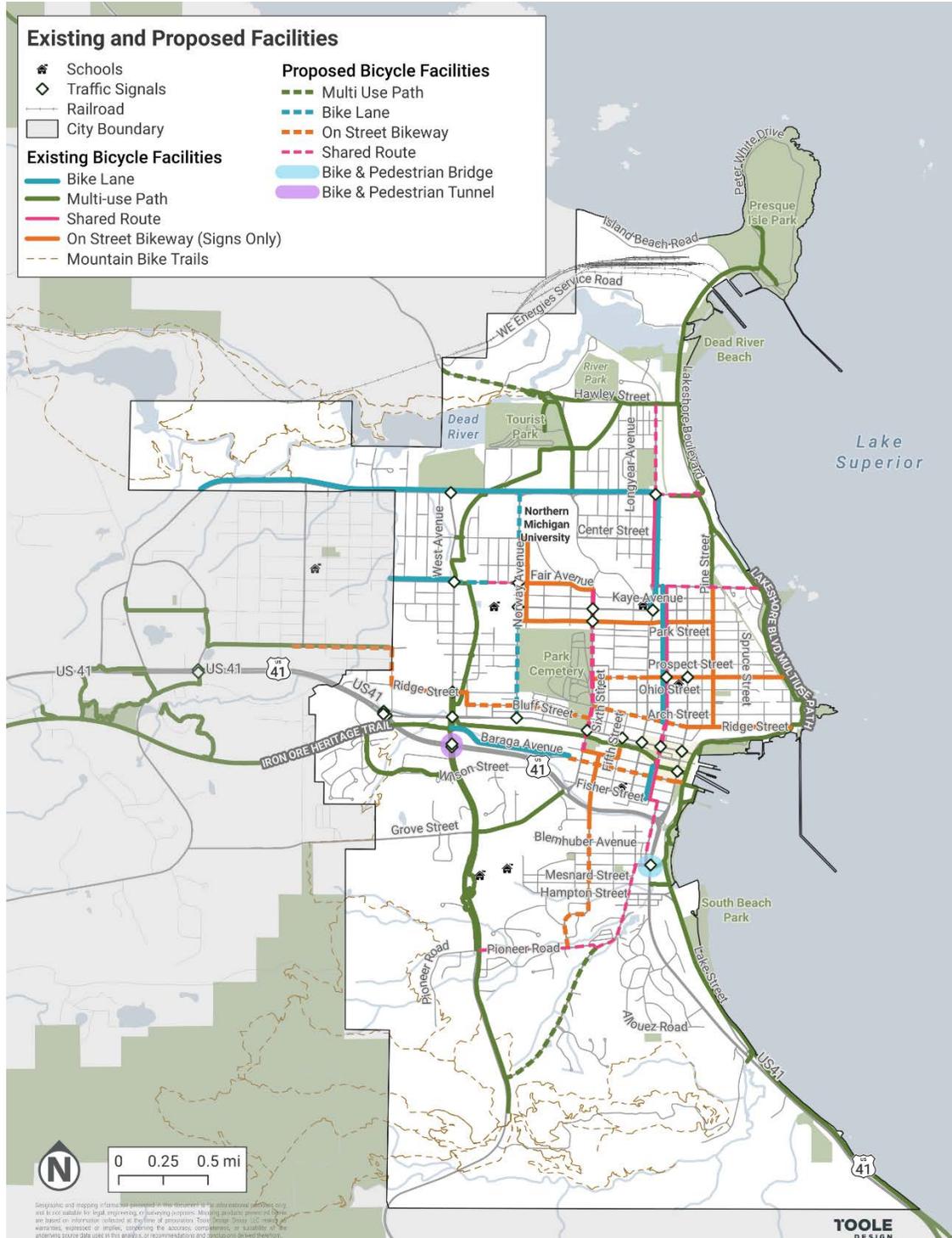
- » Published in 2017, the Marquette Trails Master Plan provides a plan for the future of Marquette's trail systems. Input from stakeholders, trail users, and city departments shaped the planning process.
- » The Plan identified a need for City policy development to guide trail decision-making. City policy recommendations should define and strengthen relationships and partnerships with trail interests and groups.
- » Specific recommendations for trails are identified into broad categories including new trail connections, trailheads, system-wide improvements and enhancements, and motorized trails access improvement considerations.
- » The final chapter of the plan provides recommendations for implementation with a list of actions, projects, prioritization, and potential funding opportunities.

City of Marquette Complete Streets Policy (2011)

- » The City adopted a Complete Streets policy May 9, 2011
- » The purpose of the policy is "to help ensure that every public right-of-way shall be planned, designed, constructed, and maintained such that each resident of the City of Marquette will have transportation options to safely and conveniently travel to their destinations."
- » The policy includes a list of city policies and strategies that support the overall purpose of the policy.

RECOMMENDATIONS FROM PREVIOUS PLANS

The map below shows the most recent proposed bicycle facilities from the 2024 City of Marquette Community Master Plan.



ACTIVE TRANSPORTATION SAFETY ANALYSIS

CRASH DATA OVERVIEW

Crash data used in this analysis were retrieved from the Michigan Traffic Crash Analysis Tool (Mi-CAT), accessed on March 6, 2025. The data include all crashes within the City of Marquette from January 1, 2020, to December 31, 2024. However, this memo and analysis focus on crashes involving pedestrians or bicyclists, also known as vulnerable road users (VRU), with an emphasis on fatal and serious injury (FSI) crashes.

EXPOSURE DATA

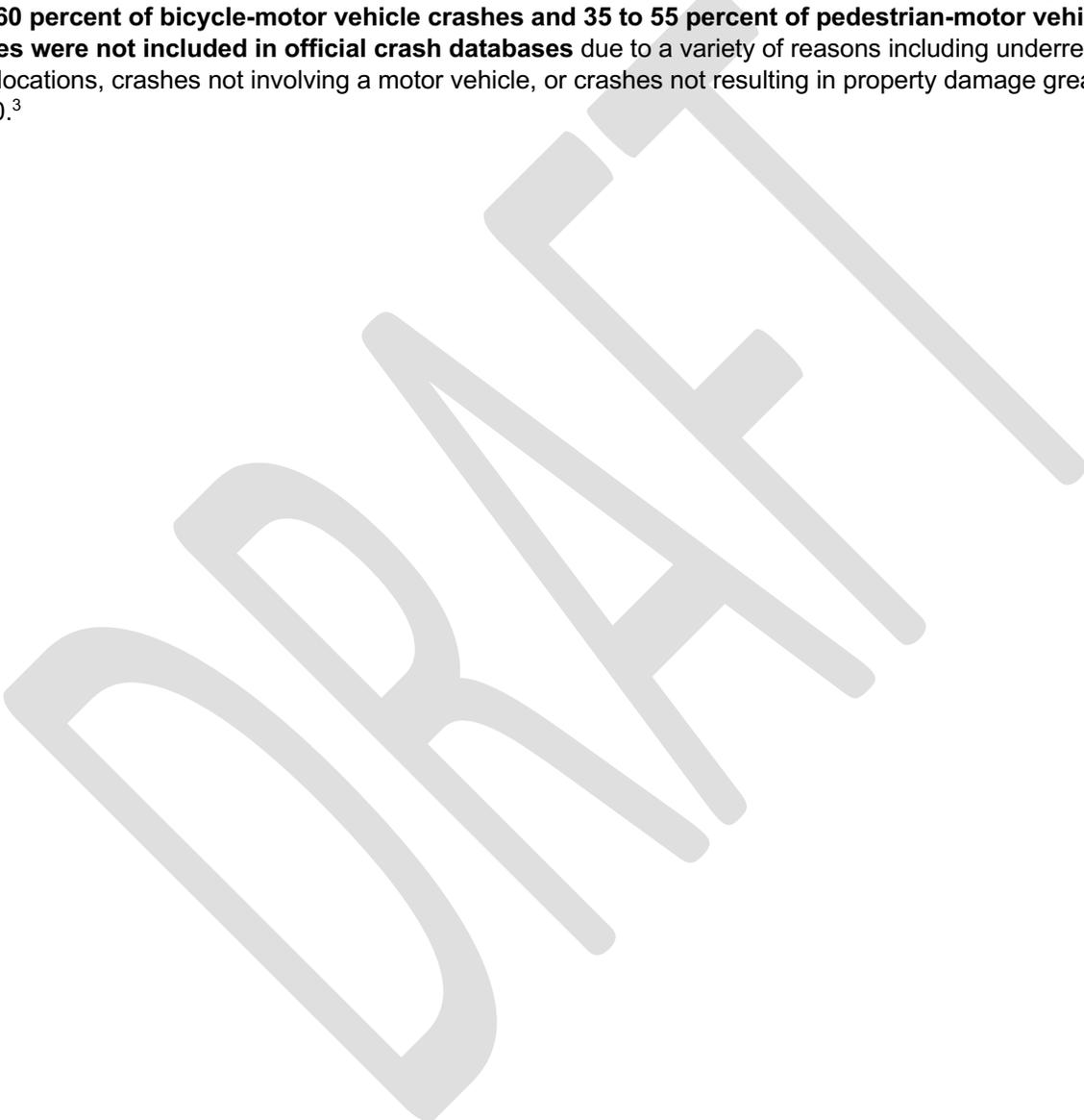
The analyses reported in this memo do not adjust for motor vehicles, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of traffic or pedestrian and bicycle volumes, which is also referred to as exposure.

As an example, in some communities, pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it indicates that people are more likely to walk in light conditions than in dark conditions, and in fact it could be the case that the exposure rate during dark conditions is higher because there are significantly fewer people out walking and bicycling at night.

OVERALL TRENDS

Between 2020 and 2024, there were a total of 27 crashes involving a motor vehicle and a person walking and 43 crashes involving a motor vehicle and a person bicycling. Of those crashes, one pedestrian crash was fatal, and five pedestrian and three bicyclist crashes resulted in serious incapacitating injuries. No bicyclist crashes resulted in a fatality (see

Table 1). When looking closer at crashes that resulted in an injury versus crashes that resulted in no injury, the disparity is clear that pedestrians and bicyclists are more likely than motorists to suffer some type of injury during a crash. 72 percent of bicycle crashes and 89 percent of pedestrian crashes within the past five years resulted in some level of injury, compared to 10 percent of motor vehicle-only crashes. Only 28 percent of bicycle crashes and 11 percent of pedestrian crashes resulted in no injury. It is also important to note that not all crashes are necessarily accounted for in crash data. In one FHWA study examining one year of statewide crash data and emergency department data in New York, California, and North Carolina, researchers found that **anywhere from 40 to 60 percent of bicycle-motor vehicle crashes and 35 to 55 percent of pedestrian-motor vehicle crashes were not included in official crash databases** due to a variety of reasons including underreporting, crash locations, crashes not involving a motor vehicle, or crashes not resulting in property damage greater than \$1,000.³

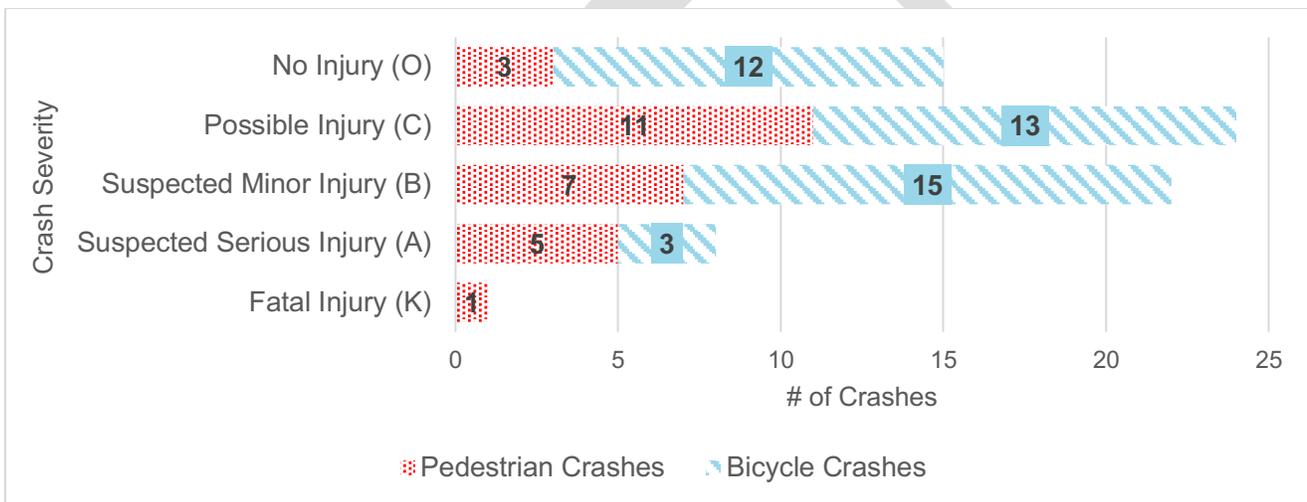


³ Federal Highway Administration. *Injuries to Pedestrians and Bicyclists: An Analysis Based on Hospital Emergency Department Data*. 1999. Accessed November 7, 2024. <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-RD-99-078.pdf>

Table 1: Bicycle and Pedestrian (VRU) Crashes, 2020-2024

Crash Severity	Pedestrian Crashes	Bicycle Crashes	Total VRU Crashes
Fatal Injury (K)	1	0	1
Suspected Serious Injury (A)	5	3	8
Suspected Minor Injury (B)	7	15	22
Possible Injury (C)	11	13	24
No Injury (O)	3	12	15
Total	27	43	70

Table 2: Bicycle and Pedestrian Crashes by Crash Severity, 2020-2024



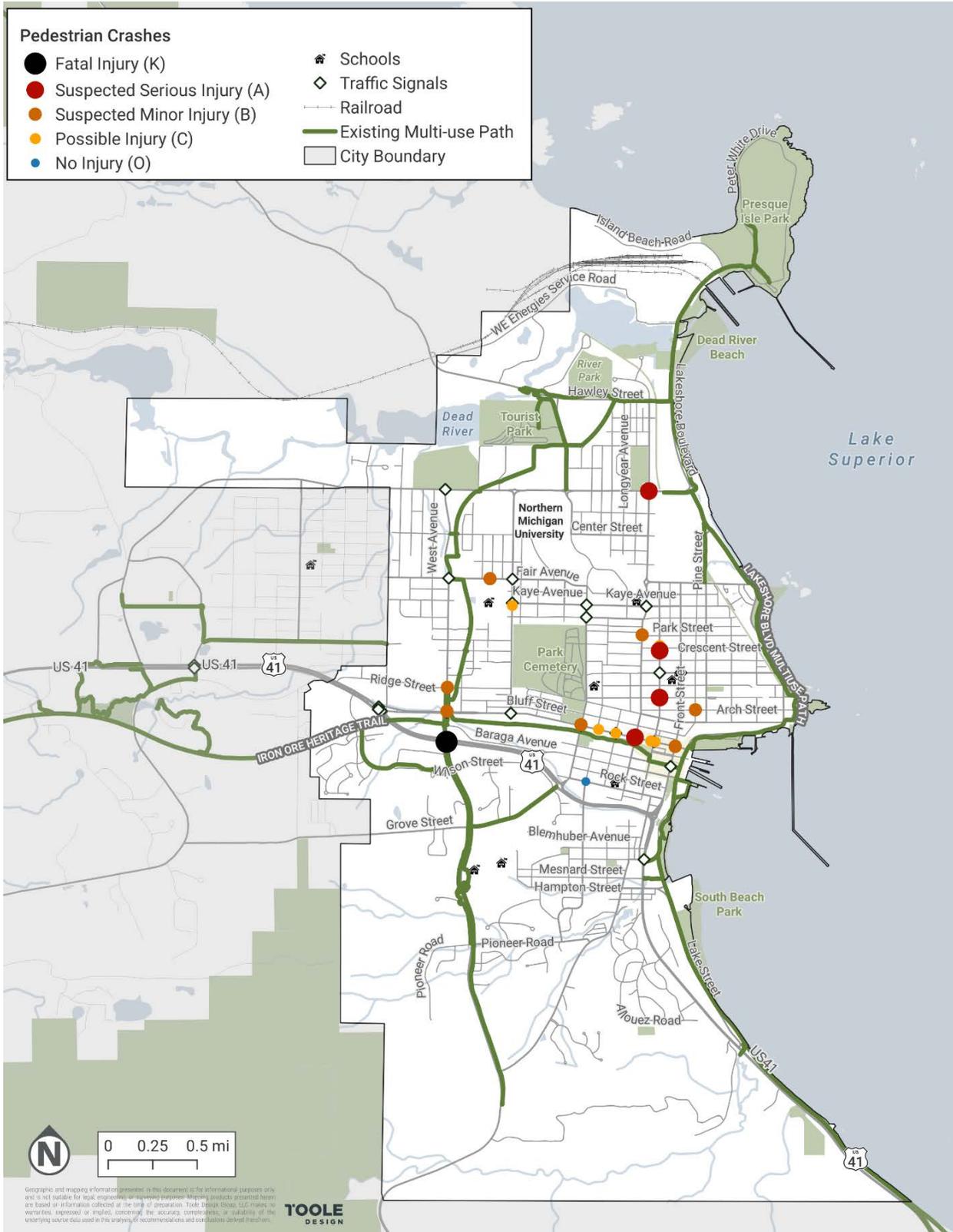
Concentrations of bicycle and pedestrian crashes occurred on a variety of streets, locations, and intersections (see Table 3). See Map 4, Map 5, and Map 6 for a visual representation of where bicycle and pedestrian crashes occurred from 2020 to 2024.

Table 3: Concentrations of Bicyclist and Pedestrian Crashes

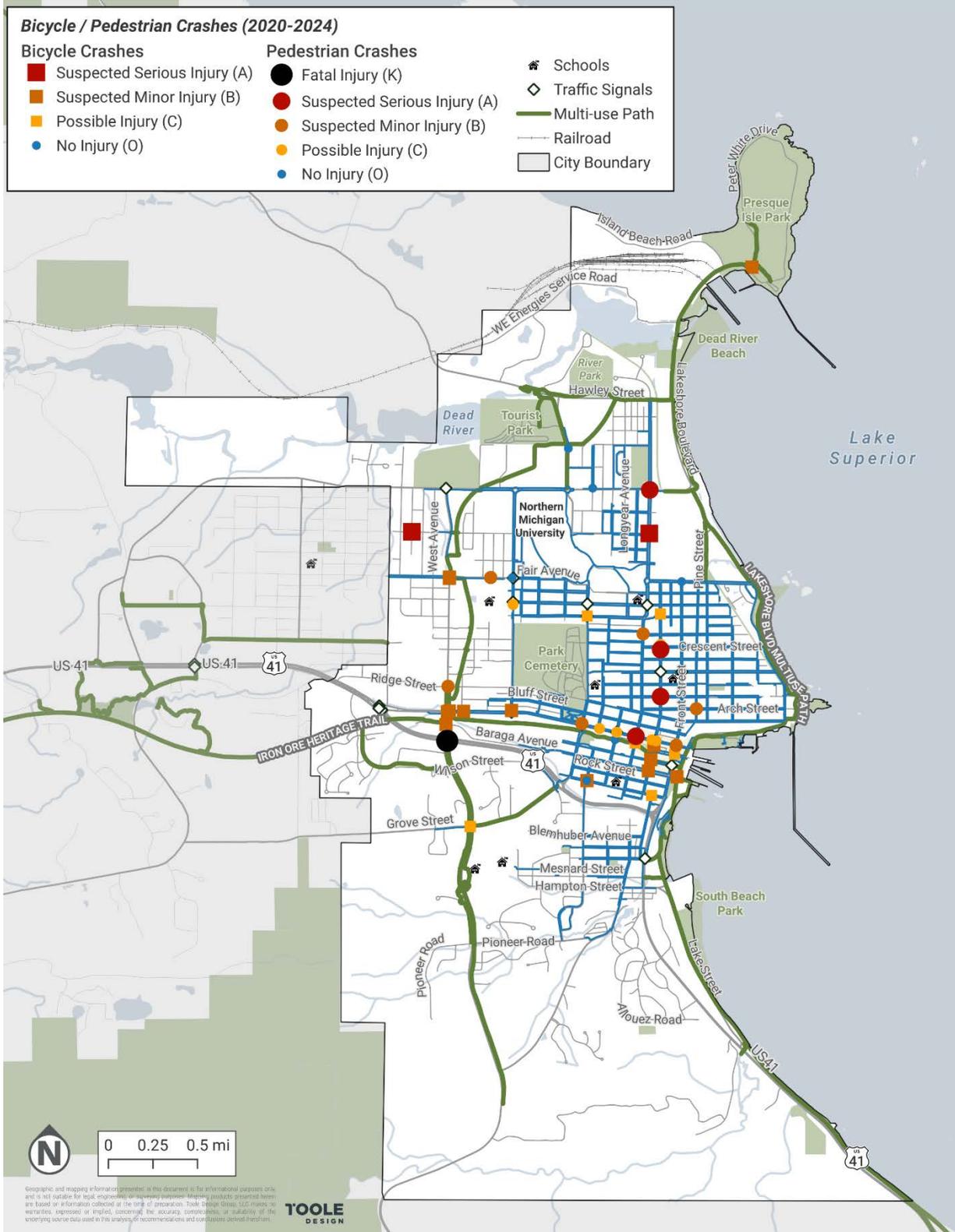
Mode	Concentrations of crashes occurred along streets or within the following areas:	Concentrations of crashes occurred at the following intersections:
Bicyclists	<ul style="list-style-type: none"> » Within/just outside downtown Marquette » 3rd Street » McClellan Avenue 	<ul style="list-style-type: none"> » Baraga Avenue/McClellan Avenue (also the intersection of the north-south trail and Iron Ore Heritage Trail) » Washington Street/McClellan Avenue (also the intersection of the north-south trail and Iron Ore Heritage Trail) » Fair Avenue/McClellan Avenue » Serious injury bicycle crashes occurred at: <ul style="list-style-type: none"> » Center Street/Kimber Avenue » Presque Isle Avenue/Center Street
Pedestrians	<ul style="list-style-type: none"> » Within/just outside downtown Marquette » Washington Street (mainly between 7th Street and Front Street) » McClellan Avenue between Ridge Street and US 41 (mainly at the north-south trail intersections) 	<ul style="list-style-type: none"> » Serious injury pedestrian crashes occurred at: <ul style="list-style-type: none"> » Wright Street/Presque Isle Avenue » 4th Street/Washington Street » Michigan Street/3rd Street » Just south of the Crescent Street/3rd Street intersection » Fatal pedestrian crash occurred at US 41/McClellan Avenue



Map 4: Crashes Involving People Biking



Map 5: Crashes Involving People Walking



Map 6: Crashes Involving People Walking and Biking

SPECIFIC CRASH CHARACTERISTICS

Crashes by Year

Figure 4 shows the number of crashes involving a pedestrian or bicyclist by year in the city of Marquette from 2015 to 2024. Figure 5 shows the number of fatal or serious injury crashes involving a pedestrian or bicyclist by year. There is no apparent trend when reviewing ten years of bicycle and pedestrian crash data. However, crashes involving a bicyclist or pedestrian significantly decreased during the COVID-19 pandemic, from 2019 to 2020. After 2020, crashes involving a bicyclist or pedestrian have trended upward. Fatal and Serious Injury crashes involving a pedestrian or bicyclist are relatively rare, though in total they trended slightly upwards in the last five years, seeming to return to pre-COVID-19 trends.

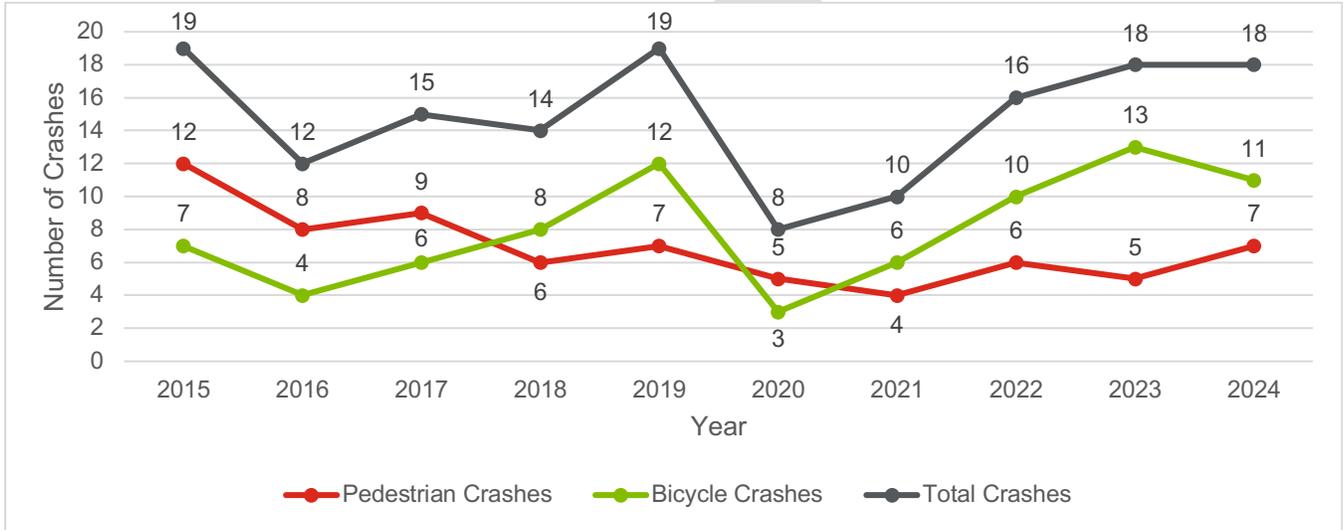


Figure 4: Total Crashes Involving a Pedestrian or Bicyclist by Year, 2020-2024

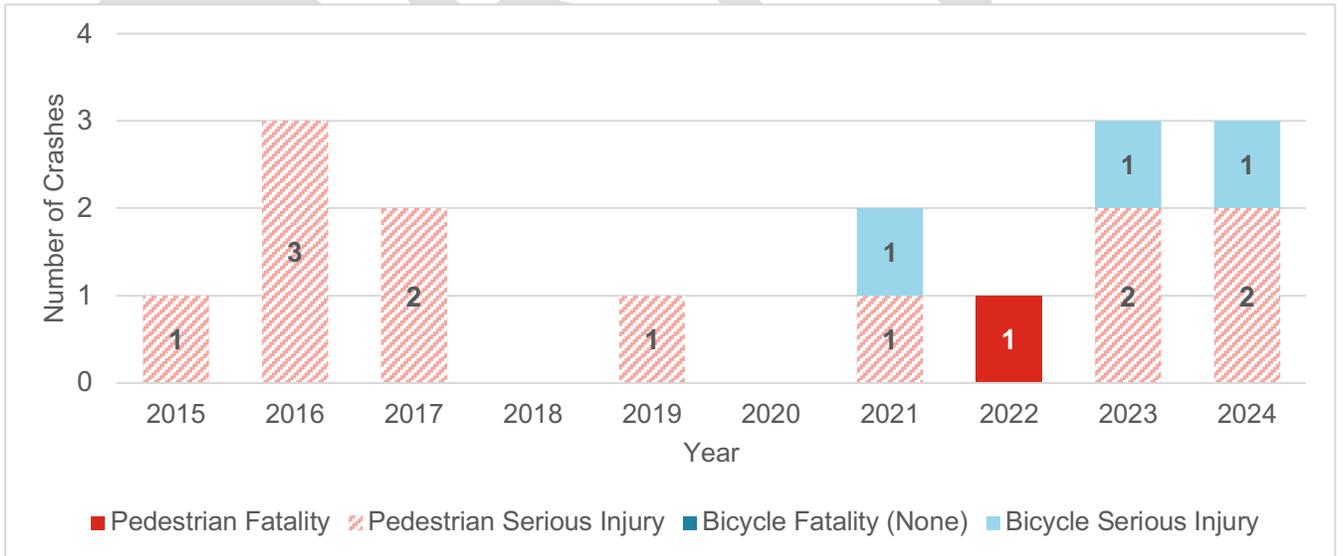


Figure 5: Fatal or Serious Injury Crashes Involving a Pedestrian or Bicyclist by Year, 2020-2024

Crashes by Month

Figure 6 shows the number of crashes involving a pedestrian or bicyclist by month. Overall, crashes involving either a pedestrian or bicyclist are higher in the warmer months — especially bicyclist crashes. Crashes involving a pedestrian are fairly consistent throughout the year, while crashes involving a bicyclist peak between July and September, which is likely the time of year when the highest number of bicyclists are out riding.

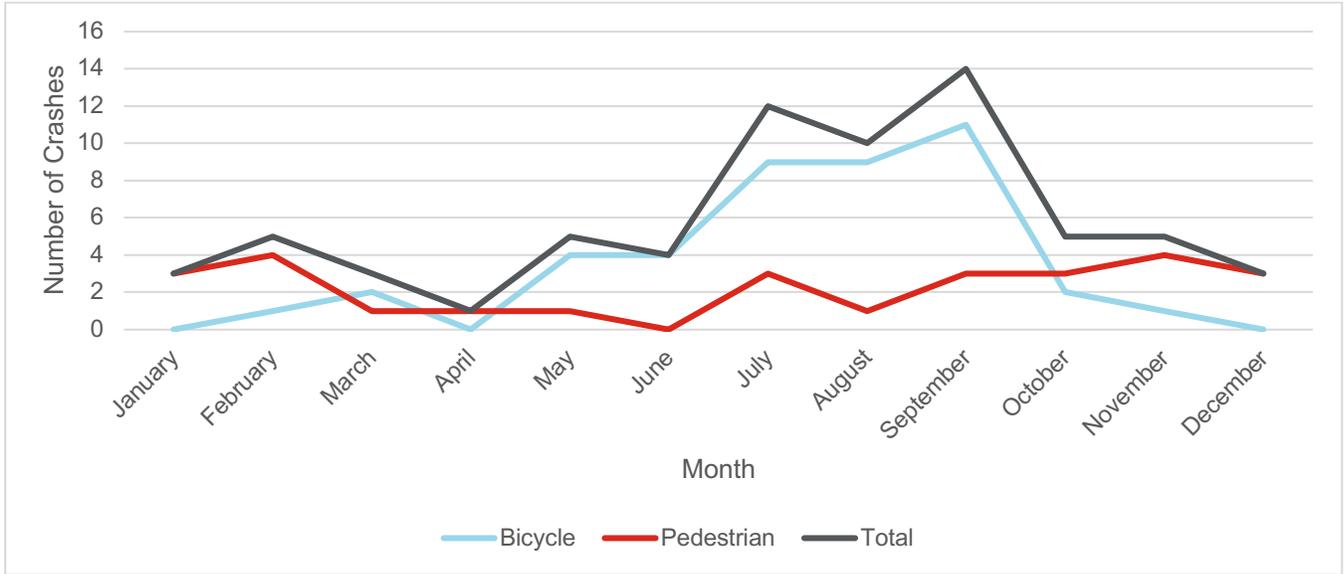


Figure 6: VRU Crashes by Month, 2020-2024

Crashes by Time of Day

Figure 7 shows the number of crashes involving a pedestrian or bicyclist that occurred at different times of the day. Crashes involving a pedestrian or bicyclist tend to be at their highest during the morning commute around 7am, the lunch rush around noon, and the afternoon/evening commute from 3pm-6pm.

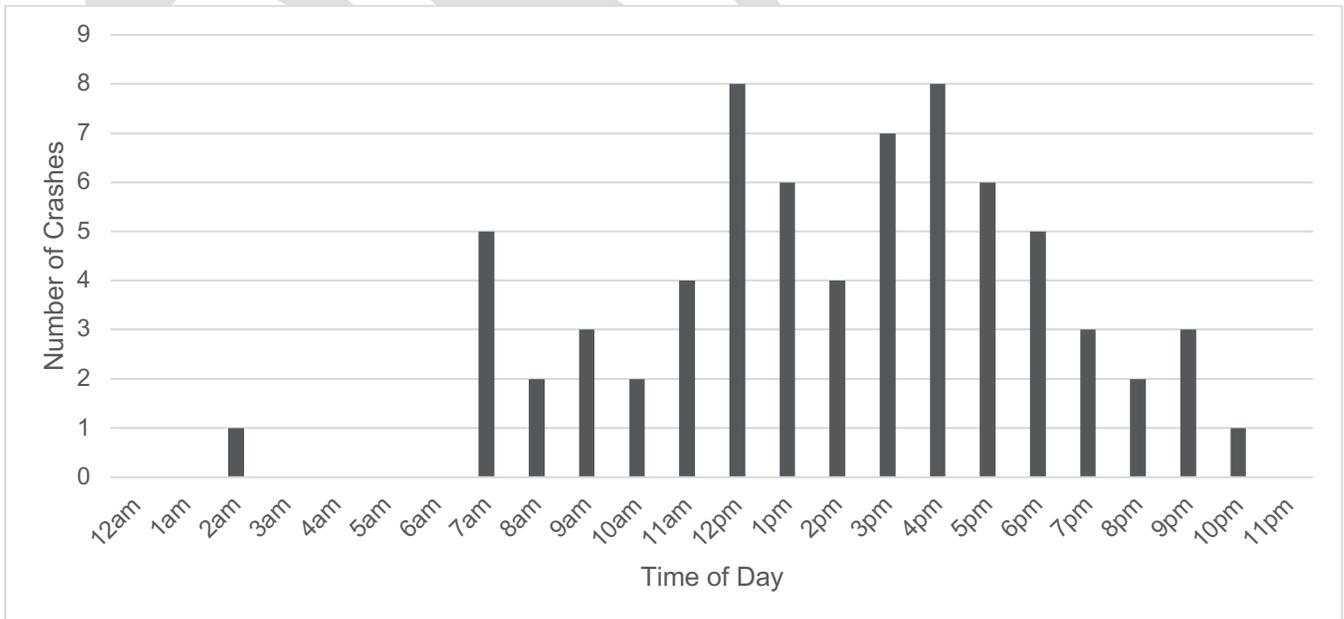


Figure 7: VRU Crashes by Time of Day, 2020-2024

Crash Characteristics

Figure 8 shows the number of crashes involving a pedestrian or bicyclist by the top contributing factor(s) or crash characteristics listed in the crash report. When looking at a variety of contributing factors such as whether alcohol or drugs were involved, speeding, red light running, age, and distracted driving, the top four contributing characteristics for crashes involving a pedestrian or bicyclist were older drivers, younger drivers, hit and run crashes, and red light running.

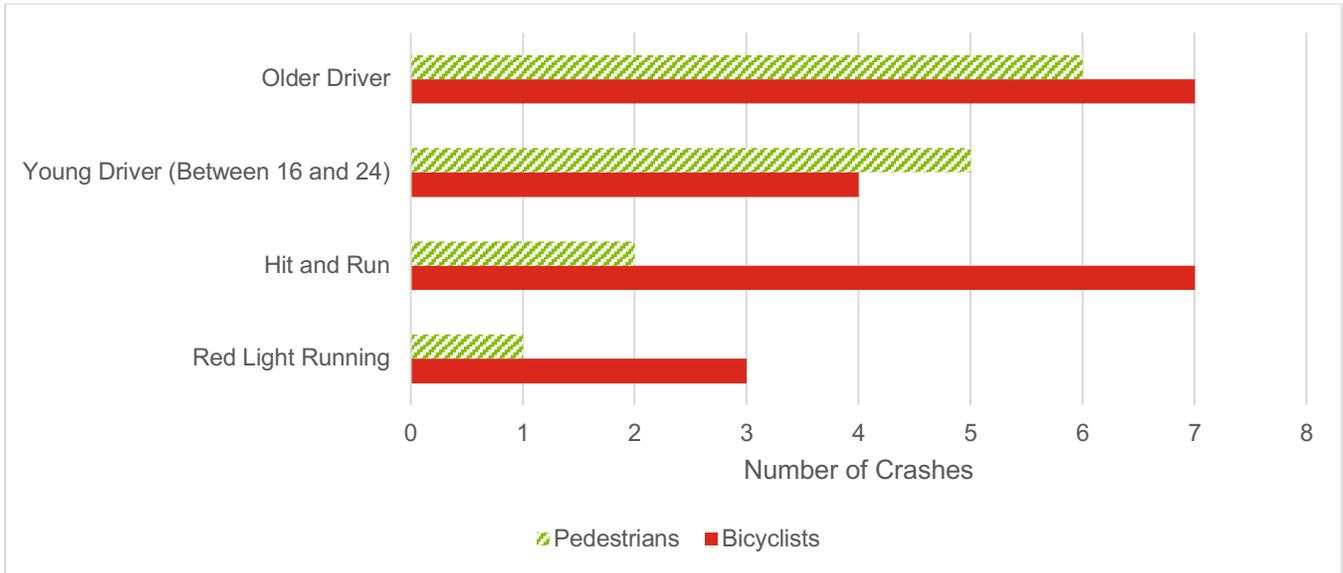


Figure 8: Crashes Involving a Pedestrian or Bicyclist by Contributing Factors and Characteristics, 2020-2024

Figure 9 through Figure 11 show the ages of the people involved in those crashes involving a pedestrian or a bicyclist. The age of bicyclists involved in crashes trends younger than for drivers or pedestrians. There were 12 crashes involving a bicyclist aged 15-19, representing 16 percent of all crashes involving a bicyclist. There were 16 crashes involving pedestrians aged 20-29, representing 46 percent of all crashes involving pedestrians.

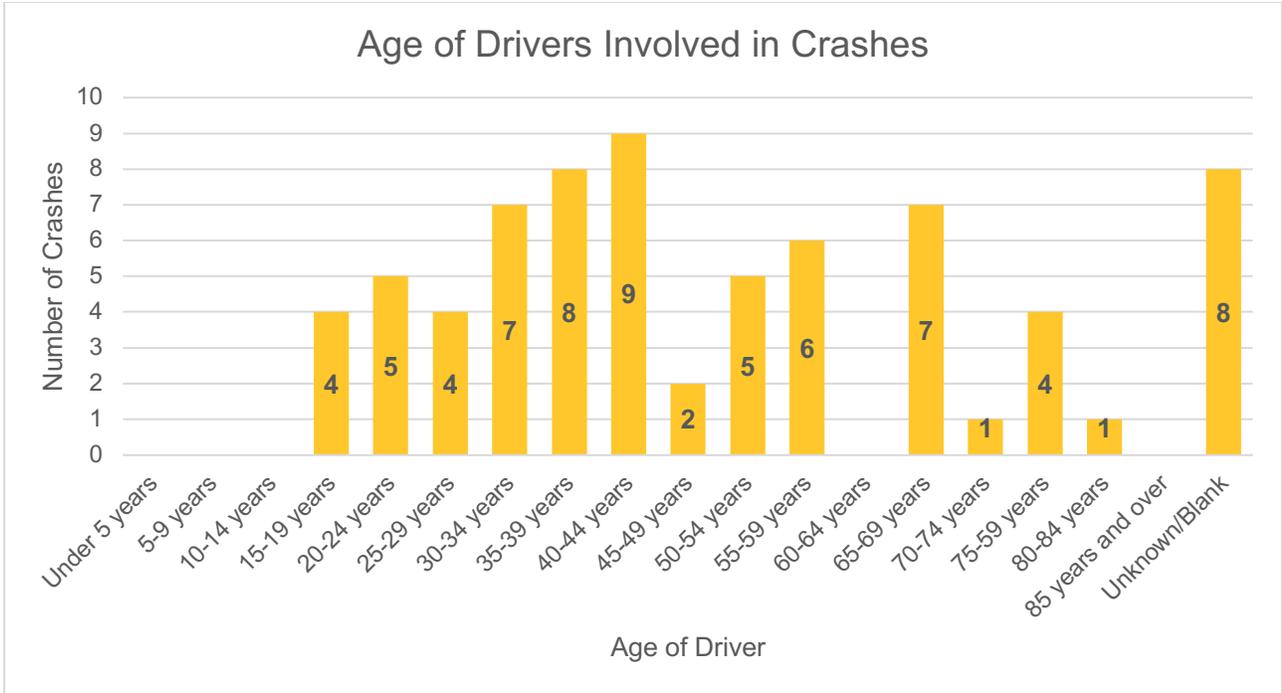


Figure 9. Age of Drivers Involved in Crashes with a Pedestrian or Bicyclist, 2020-2024

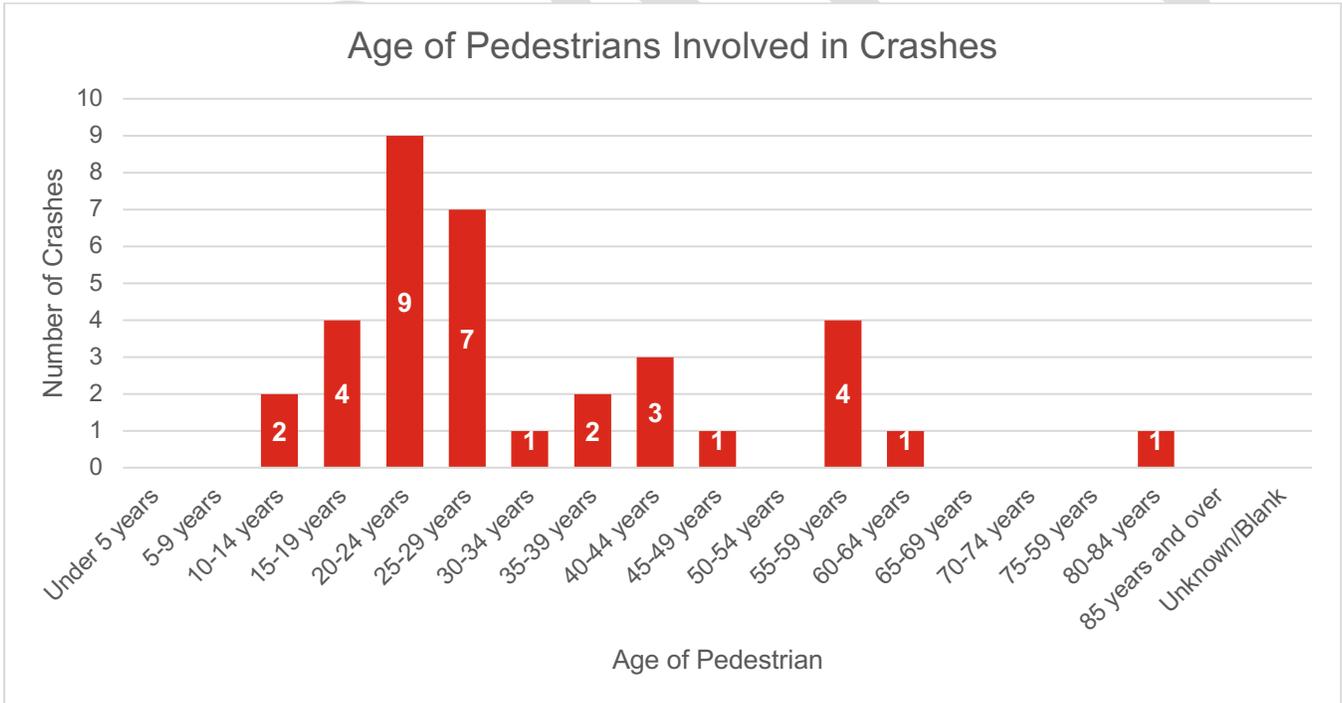


Figure 10. Age of Pedestrians Involved in Crashes, 2020-2024

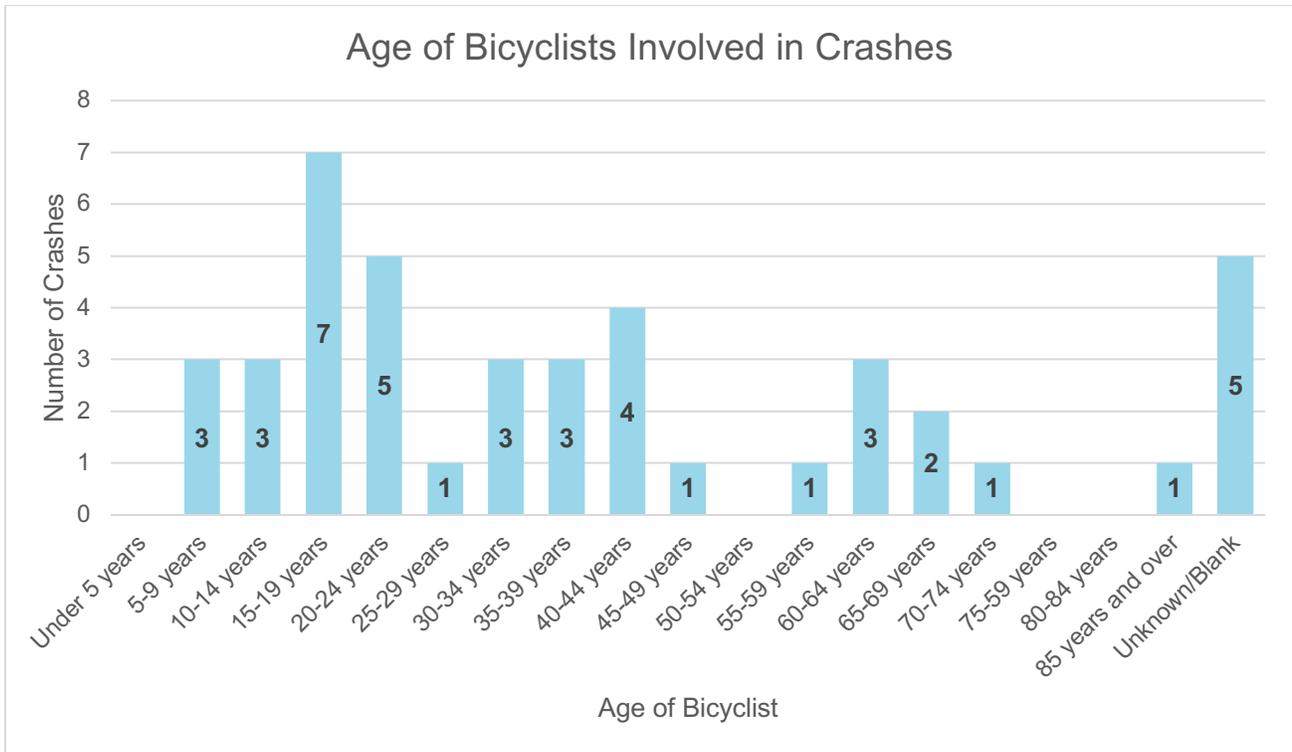


Figure 11. Age of Bicyclists Involved in Crashes, 2020-2024

Weather Conditions (Environmental Characteristics)

Figure 12 shows the number of crashes involving a pedestrian or bicyclist that occurred during different weather conditions. Crashes involving a pedestrian or bicyclist occurred most often during clear conditions. Cloudy and rainy conditions are the second and third most common weather conditions. The one fatal crash involving a pedestrian occurred when the weather conditions were rainy.

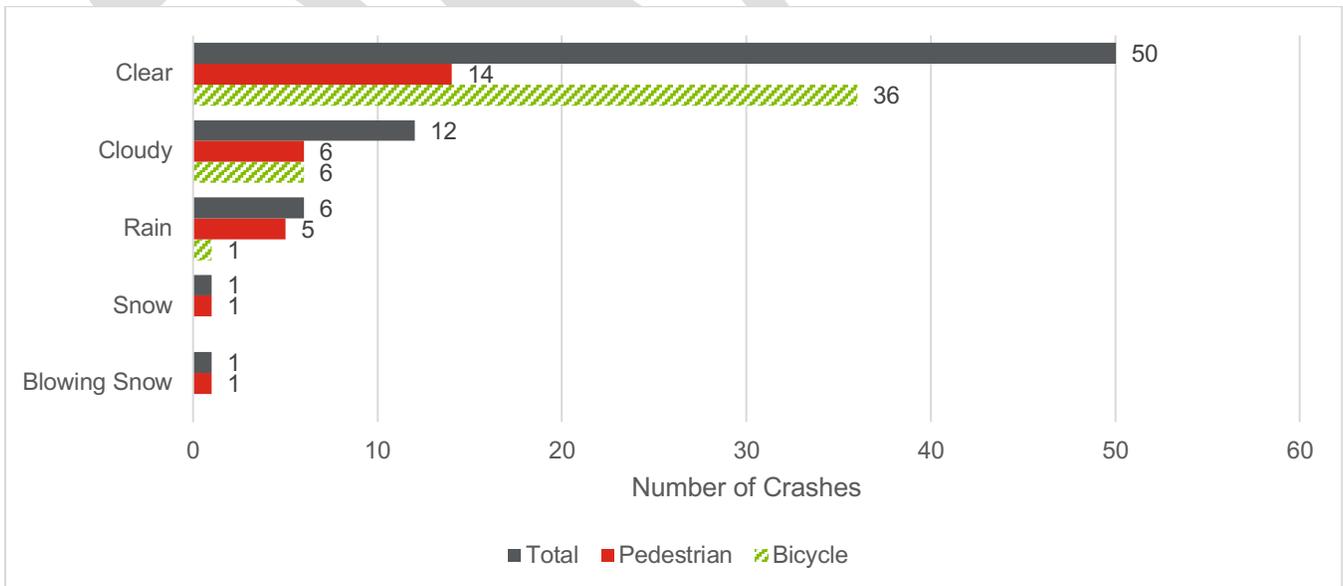


Figure 12: VRU Crashes by Weather Conditions, 2020-2024

Lighting Conditions (Environmental Characteristics)

Figure 13 shows the number of crashes involving a pedestrian or bicyclist occurring during different lighting conditions. Crashes involving a pedestrian or bicyclist occurred most often during daylight and dark but lighted conditions. All crashes involving bicyclists occurred during daylight hours. The one fatal crash involving a pedestrian occurred during dark hours in a lighted area. It is important to note that though a crash may be reported as occurring in a lighted area, this does not necessarily mean there is pedestrian-scale lighting to illuminate sidewalks and pedestrian crosswalks.

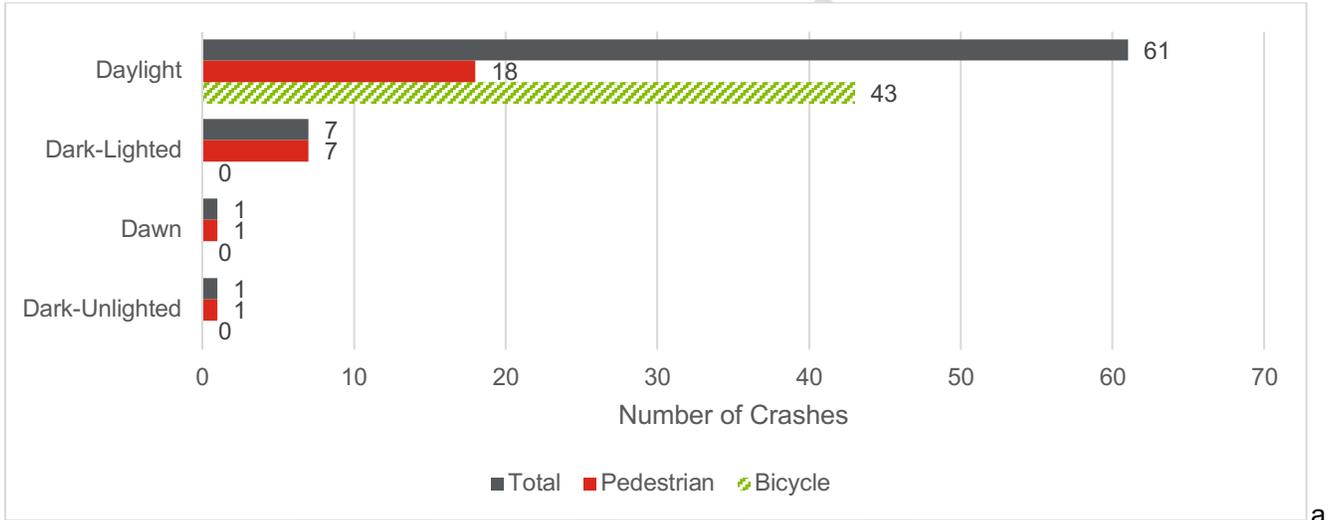


Figure 13: VRU Crashes by Lighting Conditions, 2020-2024

Pavement Surface Conditions (Environmental Characteristics)

Figure 14 shows the number of crashes involving a pedestrian or bicyclist that occurred during different pavement surface conditions. Crashes involving a pedestrian or bicyclist occurred most often during dry conditions, while wet and snowy conditions are the second and third most common pavement surface condition reported. The one fatal crash involving a pedestrian occurred when the pavement surface conditions were icy.

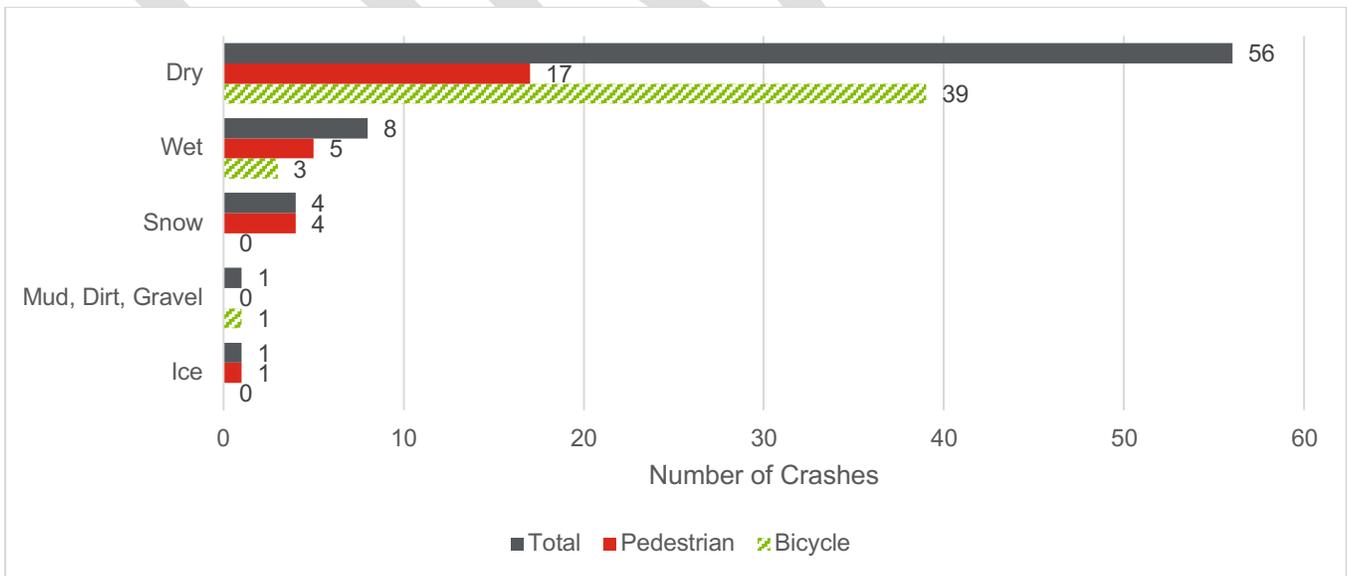


Figure 14: VRU Crashes by Pavement Surface Conditions, 2020-2024

E-BIKE AND E-SCOOTER TRENDS

USAGE

Starting in 2018, e-bike sales and ridership in the United States skyrocketed. According to the US Department of Energy, nationwide e-bike sales increased from 325,000 in 2018 to 1,100,000 in 2022.⁴ In a study from the Physical Activity Council, researchers found that in 2023, 19.4 percent of people in the U.S. who ride a bike reported using a e-bike, which was an increase from 7.8 percent reported in 2021.⁵ This means **on average one in five people biking in the United States are now riding an e-bike**. This rise in e-bikes also means there has been a rapid rise in the total number of people biking in many cities.



Image 2: E-bikes at Bothwell Middle School

E-BIKE AND E-SCOOTER CRASHES

According to a [study](#) performed by the U.S. Consumer Product Safety Commission (CPSC), injuries associated with e-bikes and e-scooter devices have seen an increase of nearly 21 percent in 2022 from 2021. Data, collected from a nationally representative sample of U.S. hospitals, shows that e-bike and e-scooter-related injuries have been increasing approximately 23 percent annually since 2017, and 46 percent of e-bike injuries that occurred from 2017 to 2022 occurred in 2022 alone. E-scooter-related injuries have also seen an increase annually, increasing 22 percent in 2022 from 2021. It is also important to note that both race and age play a role in overrepresentation of e-bike and e-scooter-related injuries. Children aged 14 and younger are overrepresented in e-bike and e-scooter-related injuries, accounting for 36 percent of e-bike and e-scooter-related injuries from 2017 to 2022, even though they only account for 18 percent of the U.S. population. Additionally, non-Hispanic Black consumers account for 29 percent of e-bike and e-scooter-related injuries even though they only make up 13 percent of the U.S. population.⁶

Crash trends showed that the largest percentages of e-bike and e-scooter-related injuries occurred from May through October, and fractures and contusions/abrasions were two of the most common injuries, with the upper and lower limbs, and head and neck being the most common injured body areas.⁶

CONCLUSION

E-bikes are booming in popularity, and this is overall a great trend for communities looking to make bicycling more accessible to a wider group of people that may not be able to bike as far or up steep slopes on a conventional bicycle. This increasing popularity has led to some initial growing pains that can be managed through planning efforts like this Active Transportation Plan. Recommendations for how to address this growth while still encouraging e-bike use are listed in the Program and Policy Recommendations section.

⁴ U.S. Department of Energy. (2023). "FOTW #1321, December 18, 2023: E-Bike Sales in the United States Exceeded One Million in 2022." <https://www.energy.gov/eere/vehicles/articles/fotw-1321-december-18-2023-e-bike-sales-united-states-exceeded-one-million>

⁵ PeopleForBikes. (2024). "Electric Bicycle Market Insights From Industry Experts." <https://www.peopleforbikes.org/news/electric-bicycle-market-insights-2024>

⁶ U.S. Consumer Product Safety Commission. (2023). "E-Scooter and E-Bike Injuries Soar: 2022 Injuries Increased Nearly 21%." <https://www.cpsc.gov/Newsroom/News-Releases/2024/E-Scooter-and-E-Bike-Injuries-Soar-2022-Injuries-Increased-Nearly-21>



CHAPTER 2: COMMUNITY ENGAGEMENT

The project team carried out a variety of public engagement methods to gather meaningful input from residents and better understand their priorities, needs, and preferences related to walking and bicycling within Marquette. The project team implemented three public engagement methods:

- » **Active Transportation Palooza** – Over the course of two days, the project team hosted small pop-ups events throughout the City and two larger public workshops in the evenings to engage a broad spectrum of residents and visitors.
- » **Public Input Webmap** – An interactive online map which allowed community members to provide feedback on existing and proposed bicycle routes, as well as suggest new routes and crossings.
- » **Public Survey** – An online survey which collected broader feedback on perceptions of safety, barriers, and experiences with walking and bicycling within the city.



Image 3: Active Transportation Palooza Pop-up Event at The Commons

The project team engaged with:

273 people in-person across all Active Transportation Palooza events

300 people via the online survey

The three public engagement methods, results, and key takeaways are described in the following sections.

ACTIVE TRANSPORTATION PALOOZA

The Active Transportation Palooza occurred on Wednesday, May 28, and Thursday, May 29, 2025. The Palooza used both quick pop-up activities and more in-depth evening workshops to engage residents and visitors at a variety of locations throughout town (see Table 4 for the Palooza schedule). On Wednesday, pop-up events were held at Marquette Commons along the trail and Bothwell Middle School in front of the school at school dismissal time. Wednesday concluded with an evening workshop at Marquette Commons, once again held along the trail in order to engage people walking and bicycling.

On Thursday, the team hosted three pop-ups throughout the day at Velodrome Coffee, the NTN South Trails Trailhead, and McCarty’s Cove. The Thursday evening workshop event was at Blackrocks Brewery.

These events were designed to be fun, easy to participate in, and create a low-barrier way for people to give feedback around walking and bicycling in the City, without them thinking they needed “expertise.” The project team also carefully selected locations for the pop-up and evening workshop events to reach people who walk and bicycle for recreation and transportation, as well as a demographically representative group, especially families. Summaries of the events and overall input gathered from the public are below.

Table 4: Marquette ATP Palooza Schedule

Wednesday, May 28		
Time	Location	Event Type
9:00am-11:00am	Marquette Commons (Plaza Area)	Pop-Up
2:00pm-3:30pm	Bothwell Middle School	Pop-Up
5:00pm - 7:00pm	Marquette Commons	Evening Workshop

Thursday, May 29		
Time	Location	Event Type
8:30am-10:30am	Velodrome Coffee	Pop-Up
11:30am-1:30pm	NTN South Trails Trailhead	Pop-Up
2:00pm-4:00pm	McCarty's Cove	Pop-Up
5:00pm - 7:00pm	Blackrocks Brewery	Evening Workshop

POP-UP EVENTS

Over the course of the two-day event, the project team interacted with just over 200 participants at five pop-up events across the City.

Pop-up events provided a space for the public to give input in a flexible, easy way and accommodated those with limited time as well as those interested in longer conversations. The pop-up format was intentionally informal and accessible, aiming to lower perceived participation barriers and bring engagement directly to where people live, work, and recreate. Each pop-up event included two activities: a barrier identification activity and a map activity.

Map Activity

The map activity invited participants to provide feedback on the existing and recommended walking and bicycling networks. Participants were specifically asked whether there were any other locations or segments that should be added, or if there were specific places where they felt unsafe when walking or bicycling. They were able to add sticker dots to the map or write a more detailed explanation on sticky notes. Many of the sticky note comments on the map were about e-bike use and etiquette. Participants largely agreed with the existing and recommended network with the addition of a few key network connections and numerous crossing improvement requests. See the recommendations chapter for more detail on the network.



Image 4: Pop-up event at Bothwell Middle School

Barrier Identification Activity

Participants were asked to vote on the following question by adding pom poms to mason jars.

Question: “What are the top three things that prevent you from walking or bicycling on streets in Marquette?”

The top three factors that prevented participants from walking and bicycling on streets in Marquette included weather (56 percent of participants), lack of infrastructure (sidewalks, bicycle lanes, trails, etc.) (37 percent of participants), and high motor vehicle speeds/volumes (36 percent of participants). Notably, nearly 20 percent of participants put a pom-pom in the “other” jar and then told a table staffer an additional concern. Many of these “other” concerns were one again about e-bike use (especially teenagers on e-bikes). Figure 15 shows a full breakdown of responses from this activity.

What prevents you from walking or bicycling in Marquette?

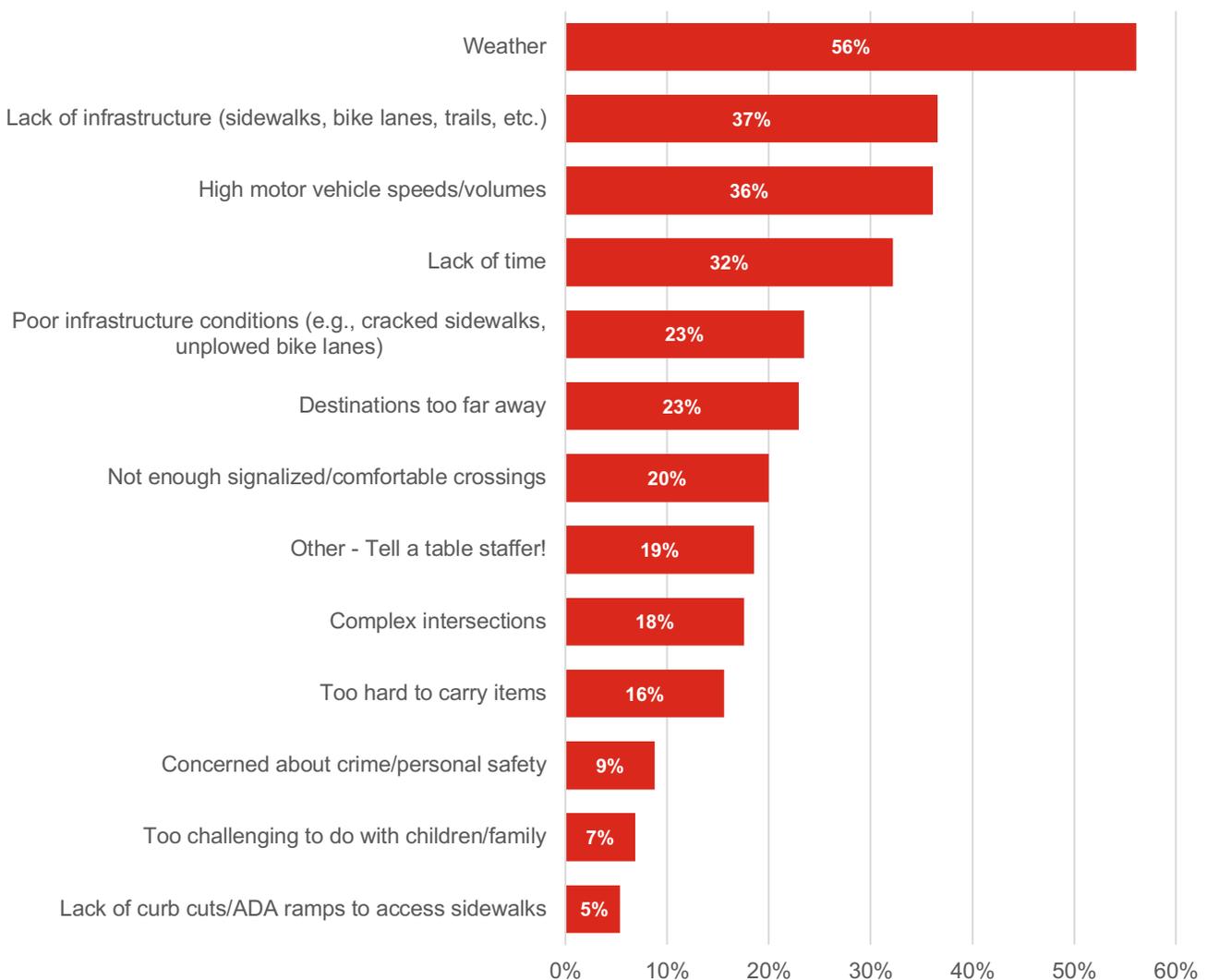


Figure 15: Barriers to walking and bicycling – Pop-ups

WORKSHOP EVENTS

Two public evening workshops were held during the Active Transportation Palooza, one at Marquette Commons along the trail and one at Blackrocks Brewery. Each workshop lasted two hours and featured an open-house format with five interactive stations and a project overview station.

Just under 70 participants attended the evening workshops. For the event at Marquette Commons, most of the participants were trail users, although some had heard about the event through friends, local media, or social media. The participants at the Blackrocks Brewery event were mostly people that were just at the brewery that evening, along with a few individuals that participated in a pop-up during the day and came back (sometimes with friends or family) to give additional feedback.

The event stations and results are summarized below:

Station 1. Project Overview Board

This station provided a high-level overview of the project and how the evening event worked.

Station 2. Mapping Activities

The workshops had two mapping activities. Participants were asked the same questions as the pop-up, to provide feedback on the vision network, intersections, and crossings. Participants placed red stickers on locations they felt were uncomfortable or disagreed with proposed routes, and green stickers to show agreement. Sticky notes were also provided so participants could leave additional details or suggestions. In general, participants were pleased with the proposed network but still added a few key network connections and numerous crossing improvements. See the recommendations chapter for more detail on the network.



Image 5: Mapping activities at Blackrocks Brewery

Station 3. Your Vision for Marquette

Station three asked participants to complete the following sentences:

- » “Walking in Marquette should be...”
- » “Biking in Marquette should be...”

Major themes of these responses focused on walking and bicycling being safe, fun, and easy. Participants also responded that walking and bicycling in Marquette should be accessible, convenient, possible all times of year, courteous, prioritized above any mode of transit, and well maintained.



Image 6: Visioning activities at Blackrocks Brewery and The Commons

Station 4. What type of bicyclist are you?

Station four asked participants to place a Lego piece to describe their comfort level as a bicyclist. The choices included strong and fearless (24 percent of participants), enthusiastic and confident (64 percent of participants), interested but concerned (11 percent of participants), or no way, no how (1 percent of participants) (see Figure 16).

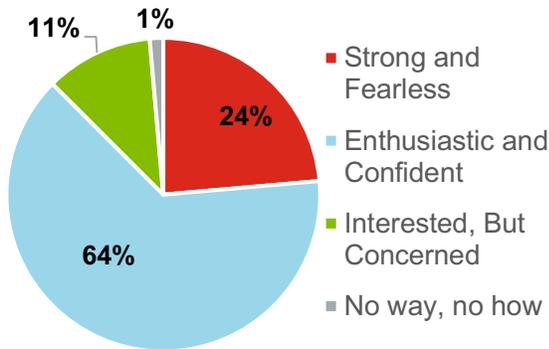


Figure 16: What type of bicyclist are you?



Image 7: Bicyclists Lego Activity at Blackrocks Brewery Workshop

Station 5. Bicycle Facility Tradeoffs

Building different types of bicycle facilities takes different amounts of space, costs different amounts, and sometimes requires trade-offs. At station five, participants were asked to think about these factors to show their preferences for separated bicycle lanes versus multi-use paths (see Figure 17), desire for a citywide network of conventional bicycle lanes or a few strategic separated bicycle lanes or multi-use paths (see Figure 18); and whether they would support converting on-street parking to bicycle lanes (see Figure 19). Overall, participants were in favor of separated bicycle lanes or multi-use paths in strategic locations that replaced parking. As for their preference for multi-use paths or separated bicycle lanes, it was fairly even across the board.



Image 8: Bicycle Facility Tradeoffs Activity at The Commons Workshop

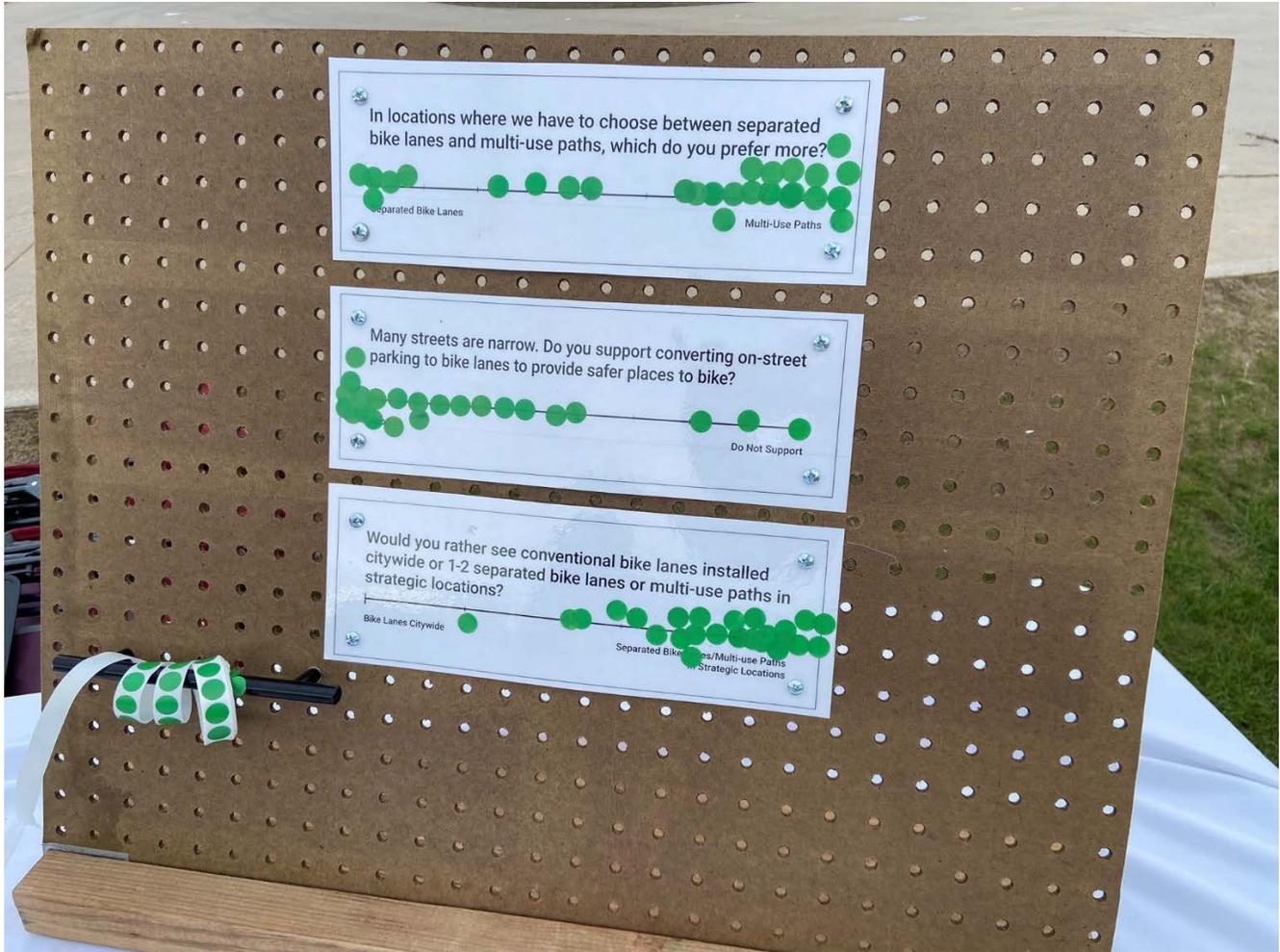


Image 9: Bicycle Facility Tradeoffs Activity at The Commons Workshop

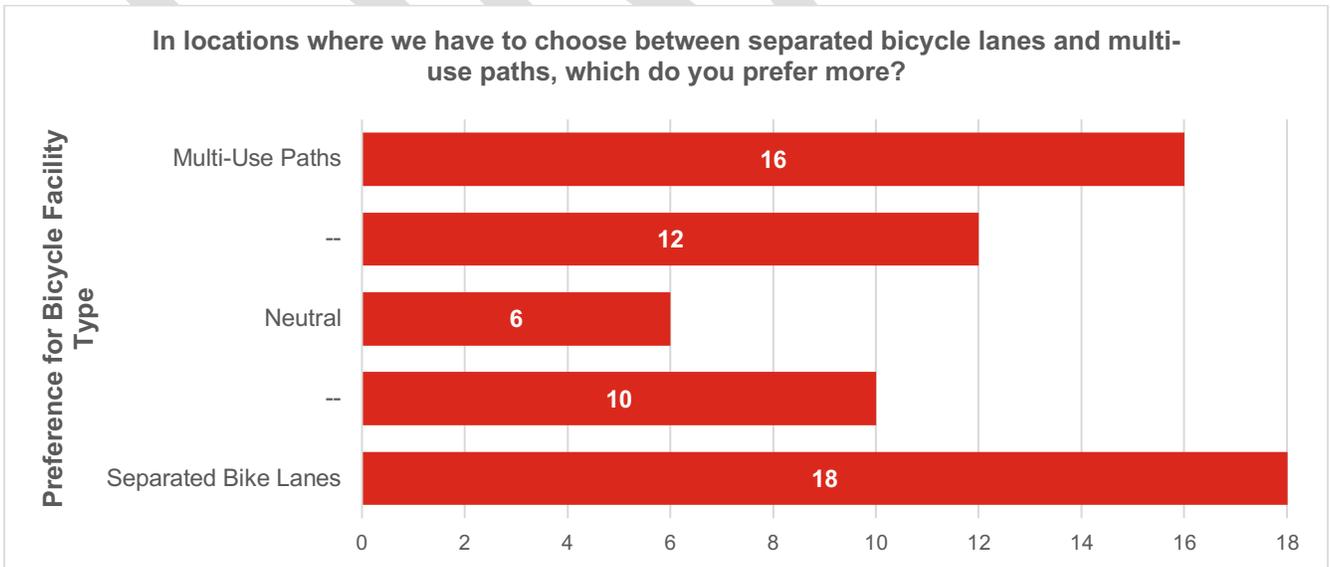


Figure 17: Separated bicycle lanes vs. multi-use paths

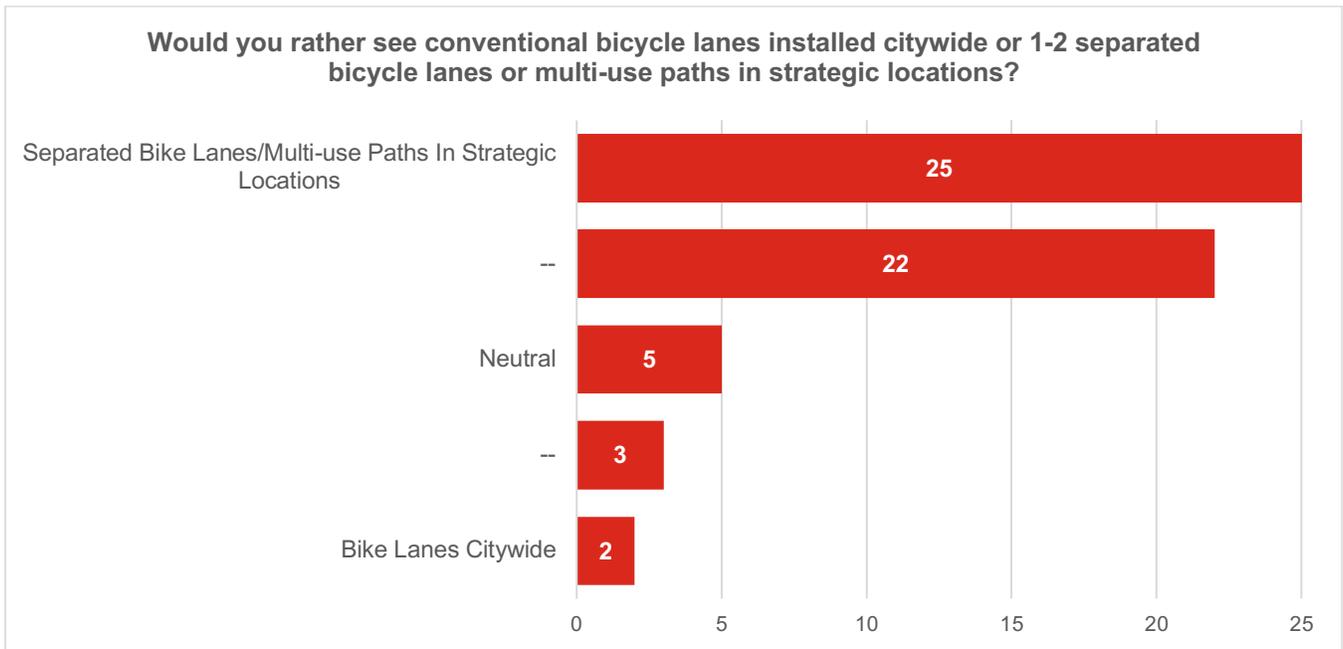


Figure 18: Conventional bicycle lanes citywide vs. separated bicycle lanes/multi-use paths in strategic locations

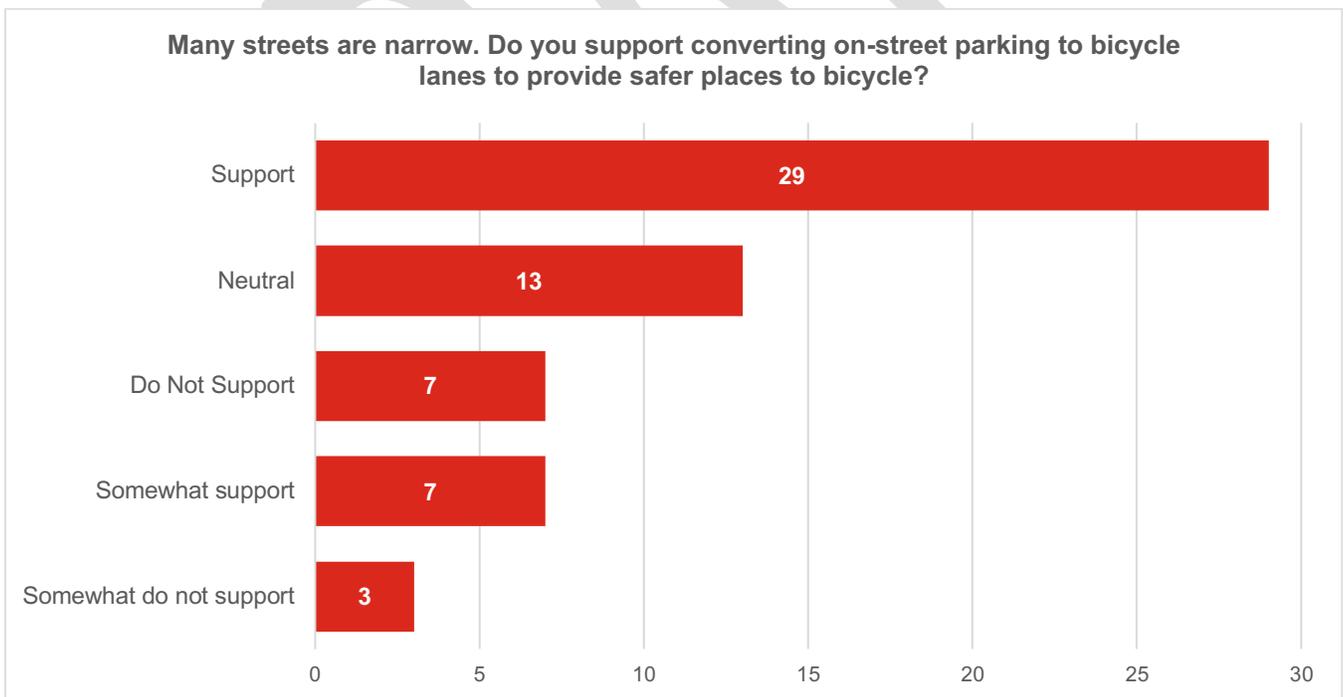


Figure 19: Support for converting on-street parking to bicycle lanes

Station 6. Top Barriers to Walking and Bicycling

The activity at station six was identical to the pop-up activity that the project team did throughout the day. Participants were asked to place pom poms to vote for their top three barriers that prevent them from walking and

bicycling in Marquette (see Figure 20). The top responses were lack of infrastructure, high motor vehicle speeds/volume, and weather, which was similar to the top barriers voted on during the pop-up events.



Image 10: Barriers activity at the Blackrocks Brewery Workshop

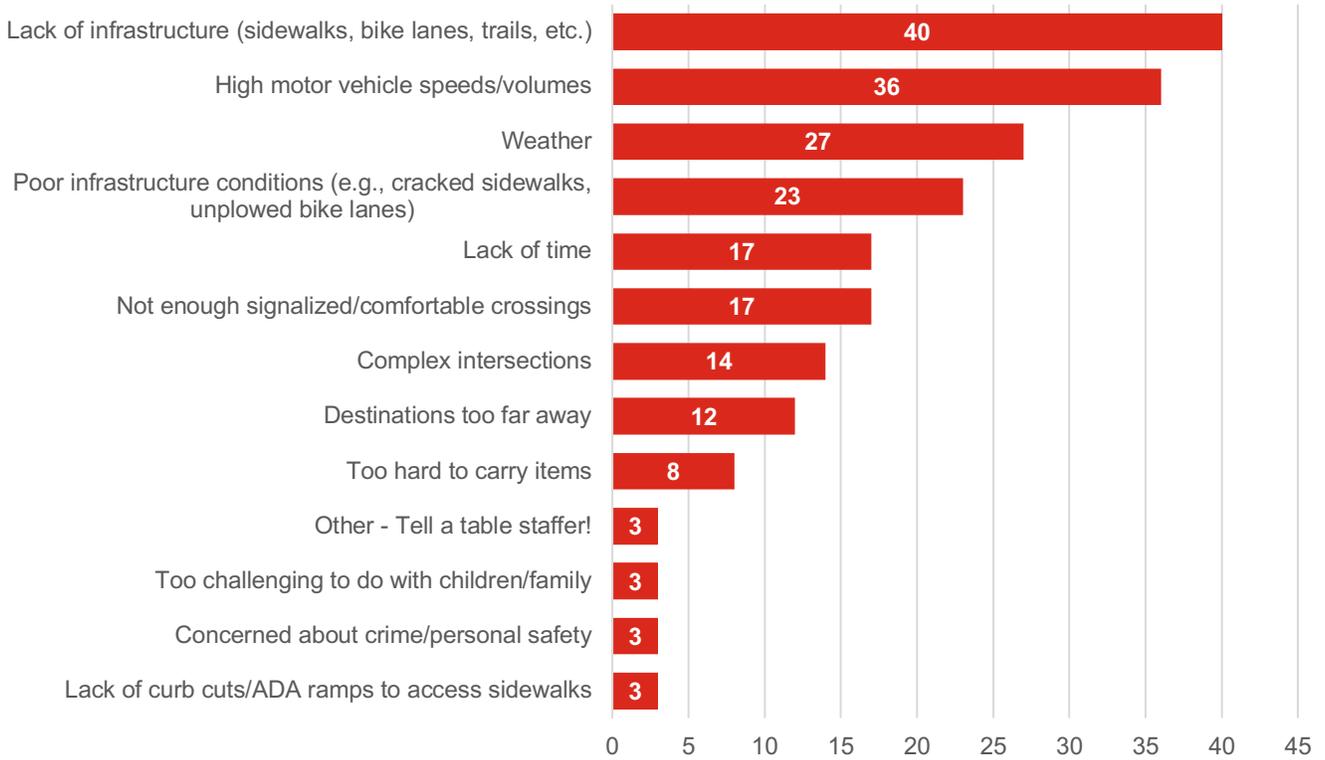


Figure 20: Barriers to walking and bicycling – Workshops

PUBLIC INPUT WEBMAP AND SURVEY

To supplement the in-person engagement, an interactive public input webmap and online survey were developed to gather additional community feedback. The webmap allowed users to review and comment on existing and proposed bicycling routes and crossing improvements and suggest new connections and crossing improvements. The survey collected broader input on perceived safety and barriers to walking and bicycling in Marquette, helping to capture perspectives from residents who maybe couldn't attend the in-person events. The interactive public input webmap and online survey remained open from May 21, 2025 to July 3, 2025. Just under 300 people participated in the survey, while the map received approximately 100 comments. Results from the survey and webmap are summarized below.

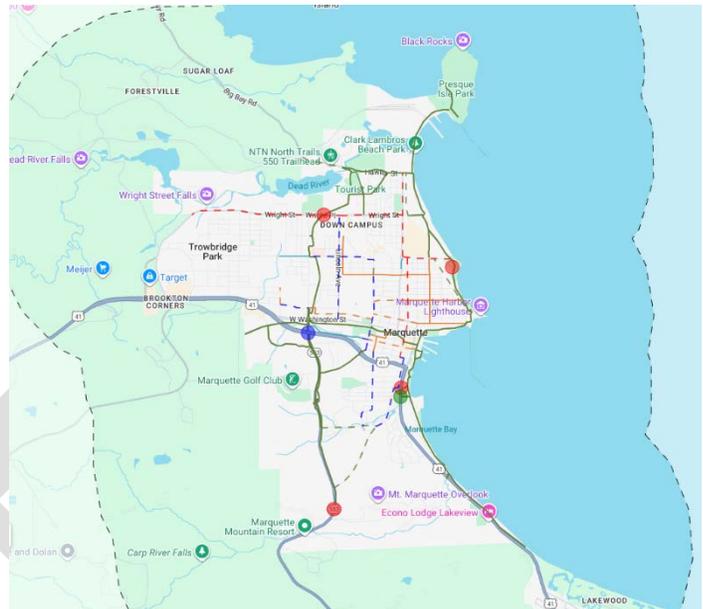


Figure 21: Webmap screenshot

SURVEY SUMMARY

Question 1 – How often do you do the following in Marquette? (Choices - daily, 2-3 times/week, weekly, monthly, rarely, never). The majority of respondents reported walking/rolling daily and bicycling two to three times per week. Most respondents never use an e-bicycle, scooter, e-scooter, or mobility device (see Table 5).

Table 5: Activity

Activity	Daily	2-3 Times a Week	Weekly	Monthly	Rarely	Never	Did not answer
Walking/Rolling	131	77	40	12	4	0	33
Bicycle (non-electric)	48	80	41	25	22	43	38
Electric Bicycle (e-bicycle)	15	38	18	13	18	156	39
Non-electric skate or scooter	5	3	3	8	20	215	43
Electric skate or scooter	5	2	2	4	2	233	49
Use a mobility device (wheelchair, motorized chair)	4	2	0	1	5	244	41

Question 2 – Do you bicycle in the winter? A quarter of respondents are not interested in bicycling in the winter and over a quarter of respondents bicycle recreationally in the winter. Few respondents bicycle for transportation in the winter (see Figure 22).

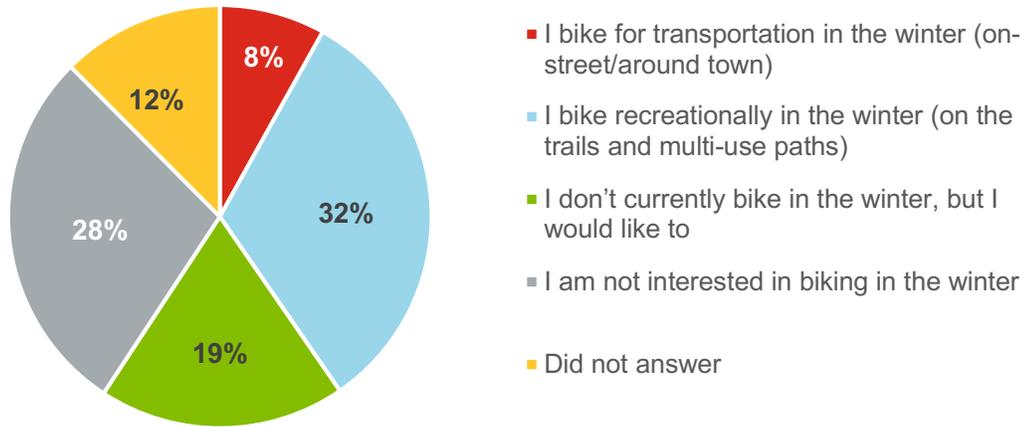


Figure 22: Winter activity

Question 3 – What is your relationship to Marquette? (select all that apply) The majority of respondents live in Marquette and over a third of respondents work in Marquette (see Figure 23).

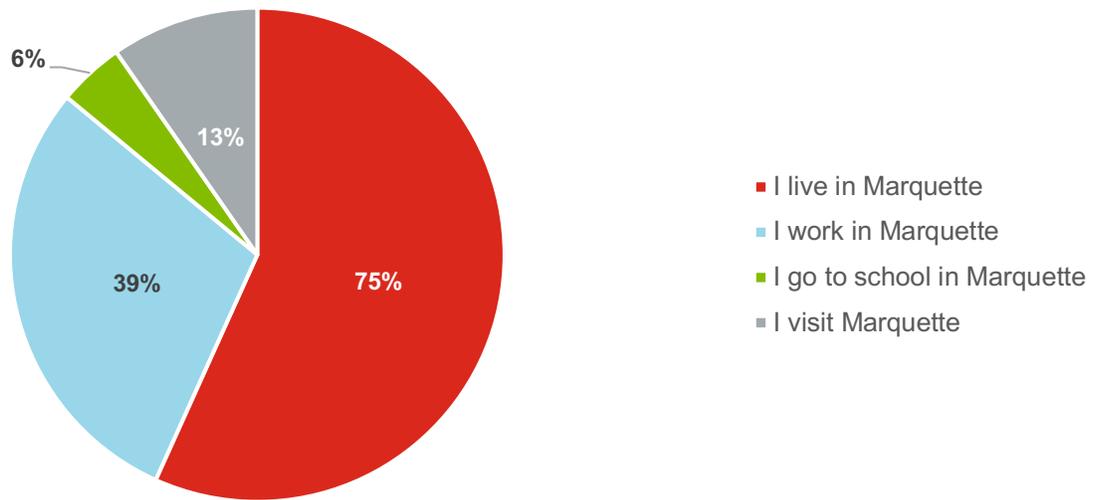


Figure 23: Relationship to Marquette

Demographic Questions (see Figure 24 through Figure 27) – The most common groups of respondents were females, people between the ages of 25 and 44, and white people. Most survey respondents identified as not having a physical disability; however, there were approximately six percent who identified as hard of hearing/deaf or having another type of physical limitation.

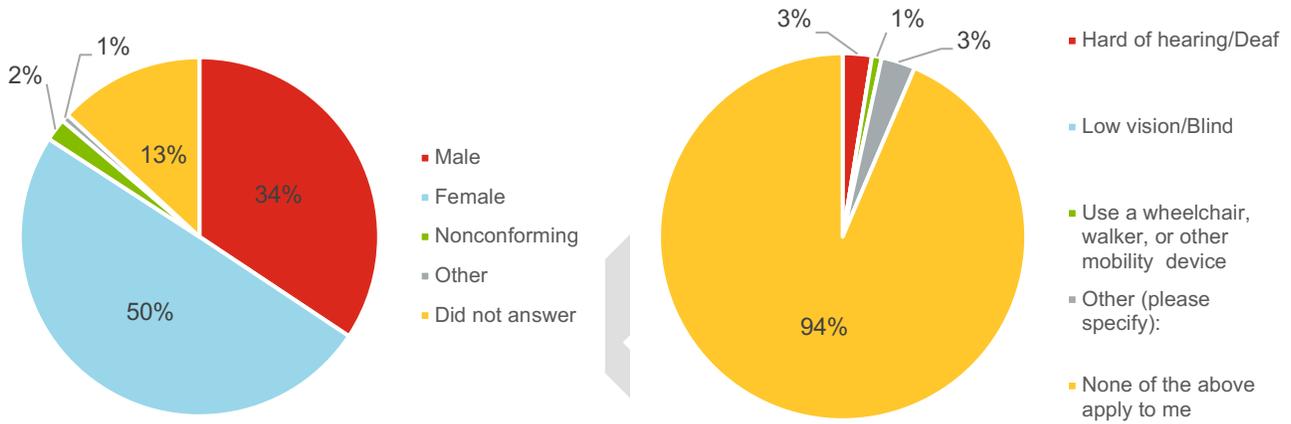


Figure 24: Gender (n=297)

Figure 25: Physical limitations (n=234)

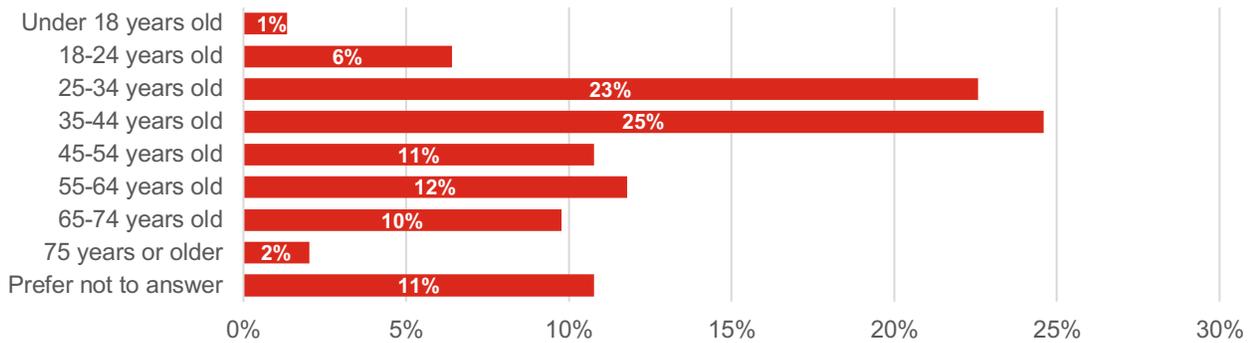


Figure 26: Age (n=297)

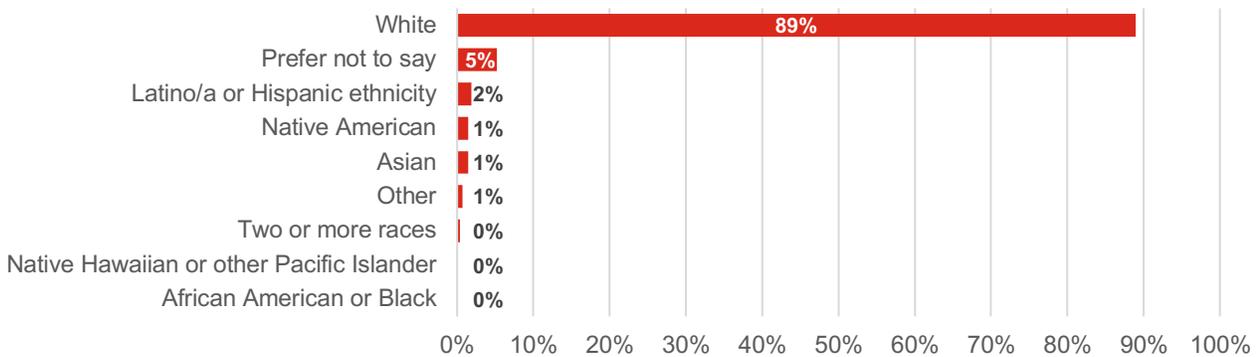


Figure 27: Race/ethnicity (n=271)

WEBMAP SUMMARY

The webmap allowed users to view and provide feedback on the existing and proposed bicycle network, crossing improvements, as well as suggesting new connections and enhancements. Users could also vote to express their support for or disagreement with proposed projects, helping to prioritize community preferences and identify areas of consensus or concern. There were approximately 100 comments made on the webmap. Overall, many users who participated in the voting process supported the network, with fewer than ten percent expressing disagreement with specific segments.

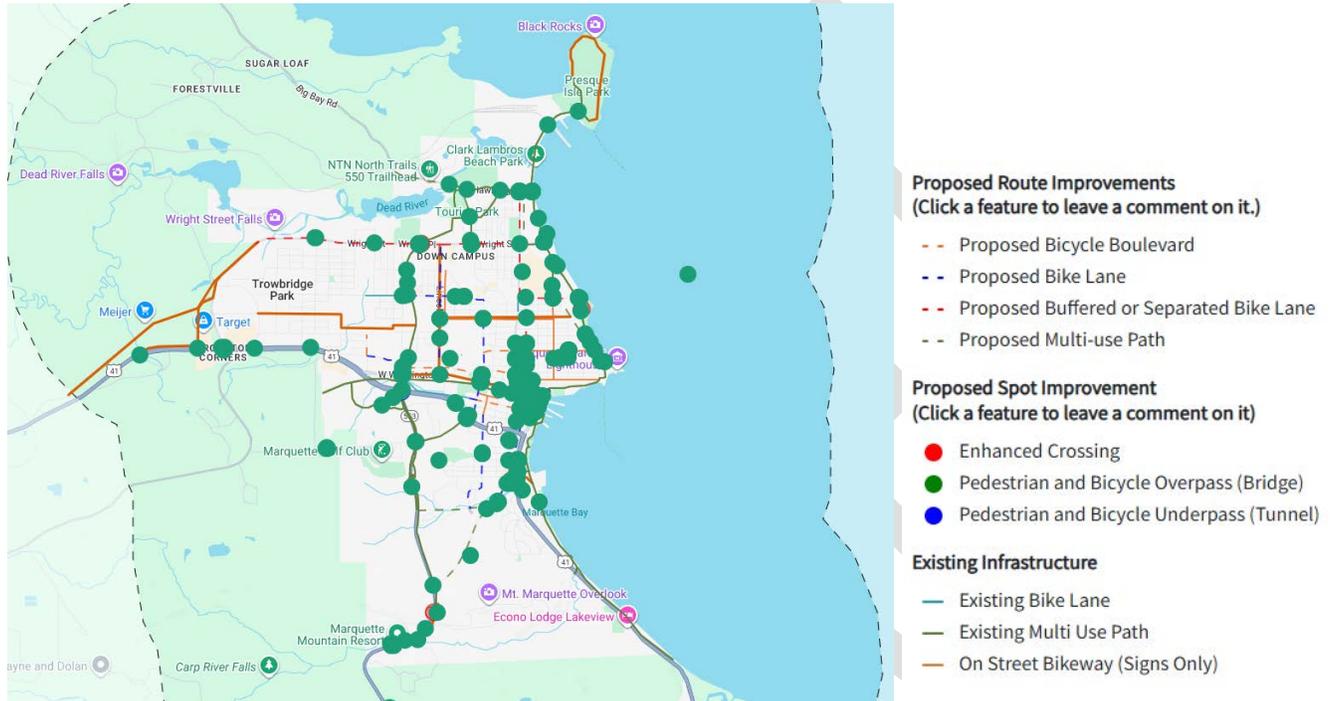


Figure 28: Online webmap screenshot

Top Supported Projects

- » **Third Street** – Proposed Buffered or Separated Bicycle Lane (46 respondents liked the project)
- » **Wright Street** – Proposed Buffered or Separated Bicycle Lane (38 respondents liked the project)
- » **Seventh Street** – Proposed Bicycle Lane (29 respondents liked the project)

Projects with Disagreeing Opinions

- » **Third Street** – Proposed Buffered or Separated Bicycle Lane (46 respondents liked the project and four respondents did not like the project) Respondents expressing disagreement with this project felt like this separation wasn't needed and Third Street is fine the way it is. Additional concerns that were brought up were the loss of parking, high traffic volume, and narrow right-of-way.
- » **Lincoln Avenue** – Proposed Bicycle Lane (17 respondents liked the project and three respondents did not like the project) Concerns mentioned by respondents included not enough room in the right-of-way and maintenance concerns.
- » **Presque Isle Avenue** – Proposed Buffered or Separated Bicycle Lane (19 respondents liked the project and three respondents did not like the project) Respondents expressing disagreement with the project felt like this project wasn't really necessary for numerous reasons. Respondents mentioned that there is a multi-use trail on Lakeshore and the overall street on Presque Isle Avenue is already a low stress street that feels comfortable for both cars and bicyclists.

Crossing Improvements

Users were also able to vote on proposed crossing improvements, suggest new enhancements, and leave comments about crossings they found unsafe or uncomfortable, as well as general feedback. Map 7 displays a heatmap illustrating where the highest concentration of comments occurred. It is important to note that users often used this comment feature to leave broader suggestions (e.g., the need for additional wayfinding signage, vegetation trimming for visibility, or general praise for the project). As a result, not all comments were specifically related to crossing safety, making this dataset slightly imperfect for that purpose. However, the project team reviewed all comments, and most were able to be addressed through infrastructure, policy, or program recommendations.



MOVING FROM ENGAGEMENT TO RECOMMENDATIONS

The project team reviewed all comments from participants who attended the Active Transportation Palooza, completed the survey, or contributed to the webmap; the proposed pedestrian and bicycle networks were updated based on this feedback. In addition, the team developed a set of policy and program recommendations to support walking and bicycling in Marquette.



Image 11: Lakefront Multi-Use Path



CHAPTER 3: RECOMMENDATIONS

This plan makes recommendations that promote and support active transportation through a combination of infrastructure projects, policies, and programs. Infrastructure recommendations refer to trail or multi-use path projects and street projects that will change how roadways are configured to provide space for all users. Policy and program recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase its use through engagement, education, encouragement, and evaluation.

INFRASTRUCTURE PROJECTS

The final proposed network is based on the existing conditions analysis and public input. The goals of these infrastructure recommendations are to address safety and accessibility issues of the existing network, provide connections to important destinations, fill sidewalk and trail gaps, and create a connected, comprehensive active transportation network.

The proposed bicycle network features a mix of facilities, with the greatest mileage dedicated to multi-use paths (just under eight miles). The plan also recommends just under six miles of buffered or separated bike lanes, a similar mileage of conventional bike lanes, and nearly four miles of bicycle boulevards. Smaller segments are identified for further study or innovative treatments, including a future transportation study along Washington Street, a corridor with high multimodal activity. Additional elements include just under a mile of soft surface trail and roughly a tenth of a mile of open streets, where vehicular traffic would be periodically restricted to prioritize people walking and biking. See Figure 29 for a visual on network mileage.

Several recommended bicycle projects are located along state-maintained corridors and would require coordination with the Michigan Department of Transportation (MDOT). Implementation of these projects may depend on MDOT approval, design standards, and scheduling, which could affect project timelines and feasibility. Early and ongoing coordination with MDOT is recommended to identify opportunities for alignment with state programs and to advance priority projects.

Table 6 provides detailed information on all proposed bicycle facilities, including facility type, street name, project extents, lengths, and any applicable notes. Map 8 shows the proposed bicycle network, with each map ID corresponding directly to the project IDs listed in Table 6.

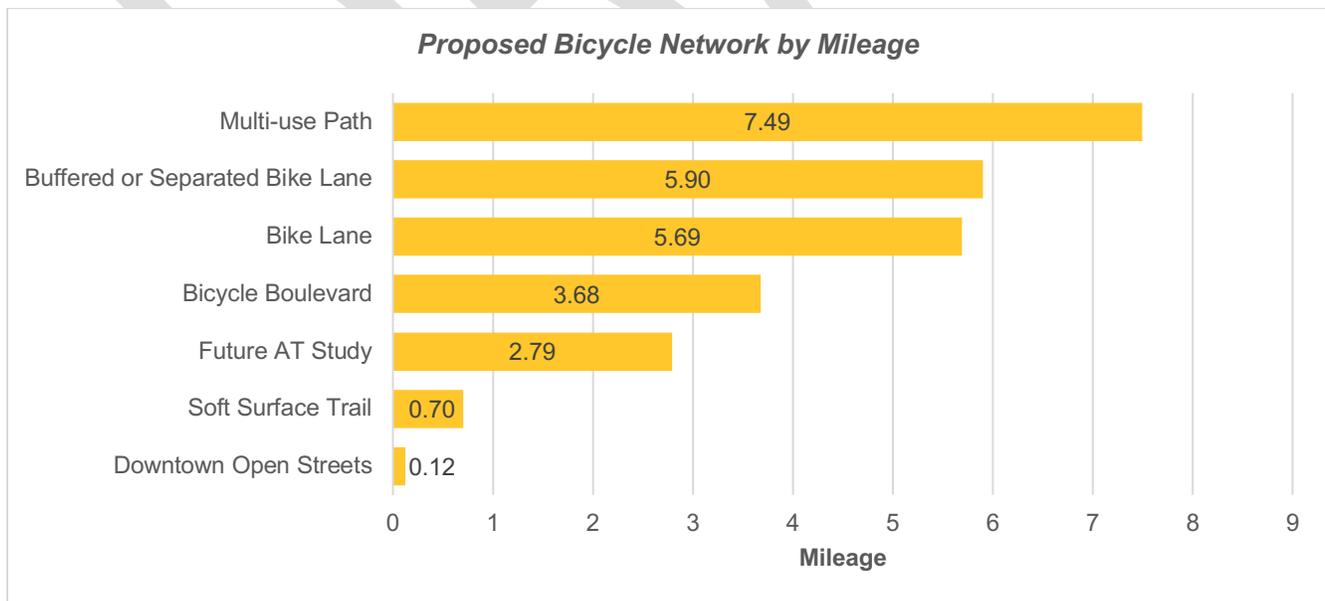


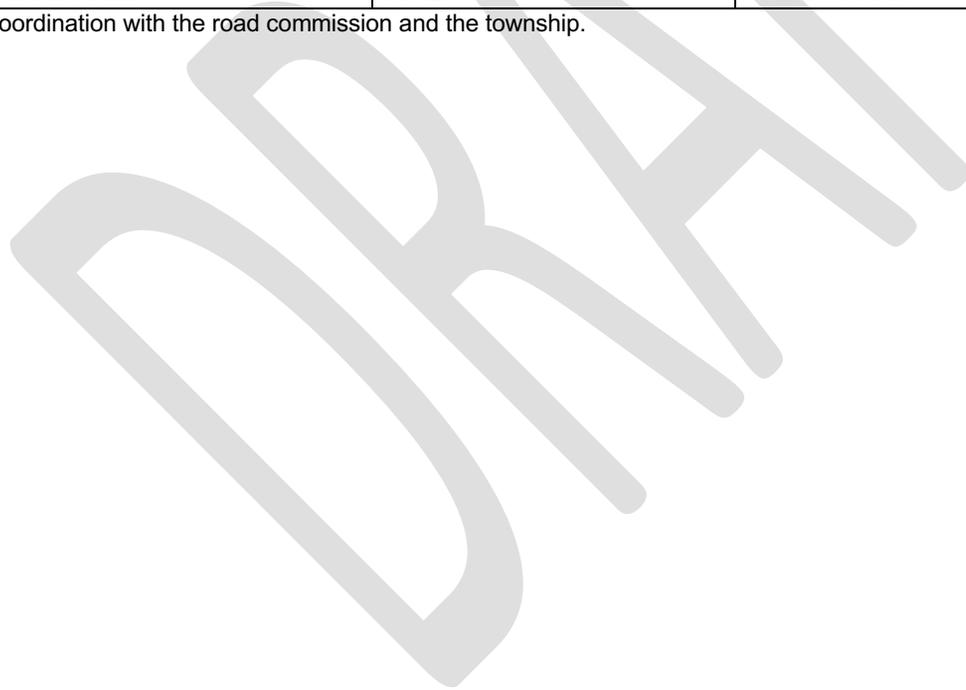
Figure 29: Proposed Bicycle Network by Mileage

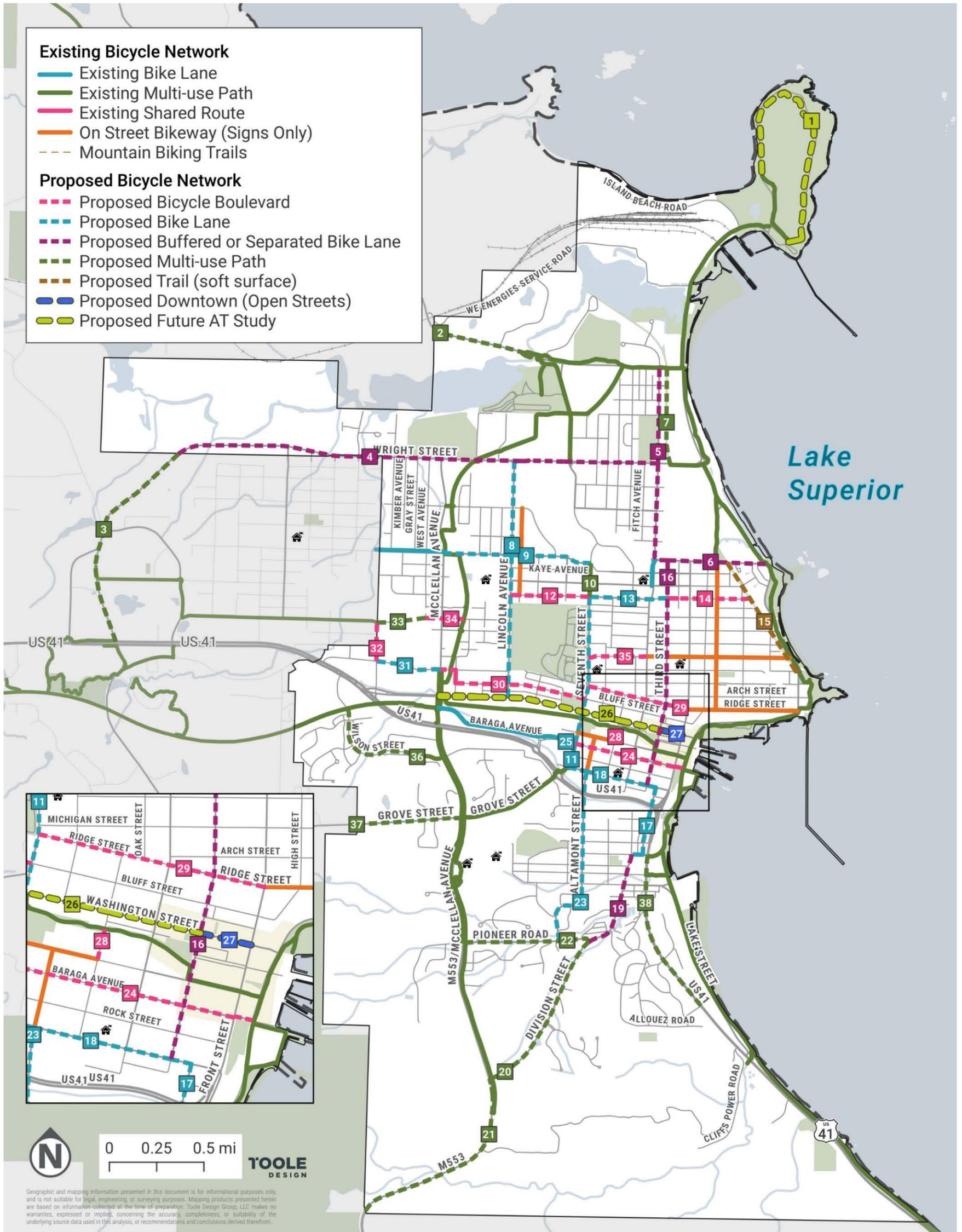
Table 6: Proposed Bicycle Network

ID	Facility Type	Street Name	Start	End	Length (mi)
1	Proposed Future AT Study	Peter White Drive	Existing Multi-use Path	Existing Multi-use Path	1.41
2	Proposed Multi-use Path	County Road 550	City Boundary	Existing Multi-use Path	0.51
3*	Proposed Multi-use Path	County Road 492	City Boundary/Wright Street	US 41	1.19
4	Proposed Buffered or Separated Bike Lane	Wright Street	City Boundary	Presque Isle Avenue	2.55
5	Proposed Buffered or Separated Bike Lane	Presque Isle Avenue	Hawley Street	Fair Avenue	1.01
6	Proposed Buffered or Separated Bike Lane	Fair Avenue	Presque Isle Avenue	Lakeshore Boulevard	0.58
7	Proposed Multi-use Path	Proposed Multi-use Path	Hawley Street	Wright Street	0.53
8	Proposed Bike Lane	Lincoln Avenue	Wright Street	Washington Street	1.26
9	Proposed Bike Lane	Fair Avenue	McClellan Avenue	Seventh Street	0.79
10	Proposed Multi-use Path	Seventh Street	Fair Avenue	Magnetic Street	0.18
11	Proposed Bike Lane	Seventh Street	Magnetic Street	Fisher Street	0.93
12	Proposed Bicycle Boulevard	Magnetic Street	Lincoln Avenue	Seventh Street	0.42
13	Proposed Bike Lane	Magnetic Street	Seventh Street	Third Street	0.41
14	Proposed Bicycle Boulevard	Magnetic Street	Third Street	Proposed Multi-use Path	0.49
15	Proposed Trail (soft surface)	Proposed Trail	Fair Avenue	Lakeshore Boulevard	0.70
16	Proposed Buffered or Separated Bike Lane	Third Street	Fair Avenue	Fisher Street	1.20
17	Proposed Bike Lane	Champion Street	Third Street	Division Street	0.42
18	Proposed Bike Lane	Fisher Street	Seventh Street	Champion Street	0.47
19	Proposed Buffered or Separated Bike Lane	Division Street	Genesee Street	Pioneer Road	0.55
20	Proposed Multi-use Path	Division Street	Pioneer Road	M553	0.92
21	Proposed Multi-use Path	M553	Division Street	City Boundary	1.17
22	Proposed Multi-use Path	Pioneer Road	M553	Division Street	0.67
23	Proposed Bike Lane	Altamont Street	Fisher Street	Pioneer Road	1.00
24	Proposed Bicycle Boulevard	Baraga Avenue	Seventh Street	Lakeshore Boulevard	0.58
25	Proposed Bike Lane	Baraga Avenue	Existing Bike Lane	Seventh Street	0.07
26	Proposed Future AT Study	Washington Street	McClellan Avenue	Third Street	1.38
27	Proposed Downtown (Open Streets)	Washington Street	Third Street	Front Street	0.12
28	Proposed Bicycle Boulevard	Fifth Street	Spring Street	Trail	0.07
29	Proposed Bicycle Boulevard	Ridge Street	Seventh Street	Front Street	0.54

ID	Facility Type	Street Name	Start	End	Length (mi)
30	Proposed Bicycle Boulevard	Rublein Street	Bluff Street	Ridge Street	0.07
30	Proposed Bicycle Boulevard	Bluff Street	Rublein Street	Seventh Street	0.70
30	Proposed Bicycle Boulevard	Ridge Street	McClellan Avenue	Rublein Street	0.08
31	Proposed Bike Lane	Ridge Street	Meeske Avenue	McClellan Avenue	0.34
32	Proposed Bicycle Boulevard	Meeske Avenue	Proposed Multi-use Path	Ridge Street	0.21
33	Proposed Multi-use Path	Werner Street/ Proposed Multi-use Path	Meeske Avenue	Cleveland Avenue	0.26
34	Proposed Bicycle Boulevard	Cleveland Avenue	Proposed Multi-use Path	Existing Multi-use Path	0.20
35	Proposed Bicycle Boulevard	Hewitt Avenue	Seventh Street	Fourth Street	0.31
36	Proposed Multi-use Path	Wilson Street	Iron Ore Heritage Trail	Existing Multi-use Path	0.61
37	Proposed Multi-use Path	Grove Street	City Boundary	M553	0.56
38	Proposed Multi-use Path	US41	Genesee Street	Tonti Road	0.89

* Project would require coordination with the road commission and the township.





Map 8: Proposed Bicycle Network

BICYCLE FACILITIES

The recommended bicycle facility type for each project listed in this Active Transportation Plan is based on the National Association of City Transportation Officials (NACTO) [Designing for All Ages and Abilities Guidance](#). This guidance recommends motor vehicle speed, volume, number of lanes, and operational considerations to determine which bicycle facility type is most appropriate for a candidate street. As these projects move to implementation, the specific facility type may change, but the ultimate goal of the bicycle network will remain to design for all ages and abilities (see Table 7).

Table 7: Bicycle Facility Guidance by Roadway Context

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Separated Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Separated Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Separated Bicycle Lane
	≤ 3,000 – 6,000			Separated Bicycle Lane
	Greater than 6,000			
	Any	Multiple lanes per direction		
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Separated Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Separated Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Separated Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High Pedestrian Volume	Bike Path with Separated Walkway or Separated Bicycle Lane
			Low Pedestrian Volume	Shared-Use Path or Separated Bicycle Lane

NOTES:

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30-mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

BICYCLE BOULEVARD

Bicycle boulevards are local streets re-designed to give bicyclists priority. Local streets are already the lowest volume and lowest speed streets in any city. Bicycle boulevards take advantage of this and take local streets one step further by calming traffic if necessary and providing low-stress crossings at major streets. They are used on low-traffic side streets (fewer than 2,000 vehicles per day), usually with traffic calming to reduce travel speeds to between 10 and 25 mph. Traffic calming may include speed humps, traffic circles, chicanes, or neckdowns. Bicycle boulevards typically connect residential neighborhoods to higher volume streets. At existing two-way stop intersections with other local streets, the stop signs may be “flipped” to stop cross-street traffic, allowing bicyclists to stop less frequently. At major street crossings more significant infrastructure is required such as medians and/or traffic signals or beacons.



Image 12: Traffic Circle at the intersection of two local streets along a bike boulevard in La Crosse, WI

CONVENTIONAL BIKE LANE

Conventional bike lanes (not buffered or protected/separated) are an on-street bicycle facility designated by striping, signing, and pavement markings. Bike lanes are separated from travel lanes by solid white lines. Bike lanes reduce the need for people riding bicycles and people driving cars to negotiate for space on the roadway. Bike lanes are typically used on streets with moderate traffic volumes (1,500 to 3,000 vehicles per day) and low speeds (20 to 30 mph typical speeds).



Image 13: Conventional Bike Lane in Traverse City, MI

BUFFERED BIKE LANE

Buffered bike lanes are a conventional bike lane with an additional striped buffer area between the bike lane and motor vehicle travel lane that is typically 2-4 feet wide. The painted buffer area increases lateral separation between bicyclists and passing motor vehicles and parked car doors. Buffered bike lanes are typically used on streets with moderate traffic volumes (1,500 to 6,000 vehicles per day) and low speeds (20 to 30 mph typical speeds). Buffered bike lanes are typically used on streets with excess width but without high enough vehicle speeds or volumes to warrant physical separation.



Image 14: Buffered Bike Lane in Seattle, WA

SEPARATED BIKE LANE

A separated bike lane, protected bike lane or cycle track is an exclusive bikeway that has elements of a separated path and on-road bike lane. A separate sidewalk is provided for pedestrians. Protected bike lanes may be one-way or two-way configuration. Separated bike lanes can provide a low-stress bicycling environment along busier corridors (greater than 6,000 vehicles per day or speeds above 30 mph).



Image 15: Separated Bike Lane with Flex Posts in Denver, CO



Image 16: Two-Way Separated Bike Lane in Ann Arbor, MI

MULTI-USE PATH

Multi-use paths or trails are bicycle facilities physically separated from traffic but intended for shared use by a variety of users, including pedestrians, bicyclists, and joggers. Major street crossings may have signals, crossing beacons, refuge islands, or bridges and underpasses. Multi-use paths can provide a low-stress bicycling environment along busier corridors (greater than 6,000 vehicles per day or speeds above 30 mph).



Image 17: Multi-use path in Marquette, MI

SIDEWALKS AND CURB RAMPS

To make walking a comfortable, convenient, and safe travel option for people of all ages and abilities, the City of Marquette seeks to provide a comprehensive and accessible sidewalk network with accessible curb ramps at all crossing locations. Most streets in the city currently have sidewalks but some neighborhoods further from downtown do not have sidewalks. As funds permit, the city will continue to build out the sidewalk network.



Image 18: Typical Sidewalk along 3rd Street

Curb ramps provide smooth transitions from sidewalks to streets at intersections and crossings which serve people using wheelchairs. Curb ramps also make it easier for older people and people using strollers to cross the street. Most locations that have sidewalks in the city also have curb ramps at intersections. A curb ramp inventory was completed in 2022. The inventory helps the city determine where to install additional curb ramps.



Image 19: Curb ramps at an intersection corner

CROSSING TREATMENTS

A critical component to creating a safe, accessible, and comprehensive pedestrian and bicycle network for people of all ages and abilities is improving street crossings. This plan includes a suite of “spot improvements” primarily at intersections, designed to make it safer and more comfortable for people walking and biking to cross busy streets. Most of these are recommended as “enhanced crossings” with two additional recommendations for grade-separated crossings (tunnels or bridges).

Several recommended crossing treatment projects, similar to bicycle facility projects discussed earlier, are located along state-maintained corridors and would require coordination with the MDOT. Their implementation may depend on MDOT approval, design standards, and scheduling, which could affect project timelines and feasibility. Continued coordination with MDOT is recommended to identify opportunities for alignment with state programs and to advance priority projects.

In total, 29 spot improvements are proposed and described in detail in Table 8, which outlines the type of improvement, intersecting streets, and details about the potential enhancement. Map 9 maps these proposed improvements, with each map ID corresponding directly to the project IDs listed in Table 8.

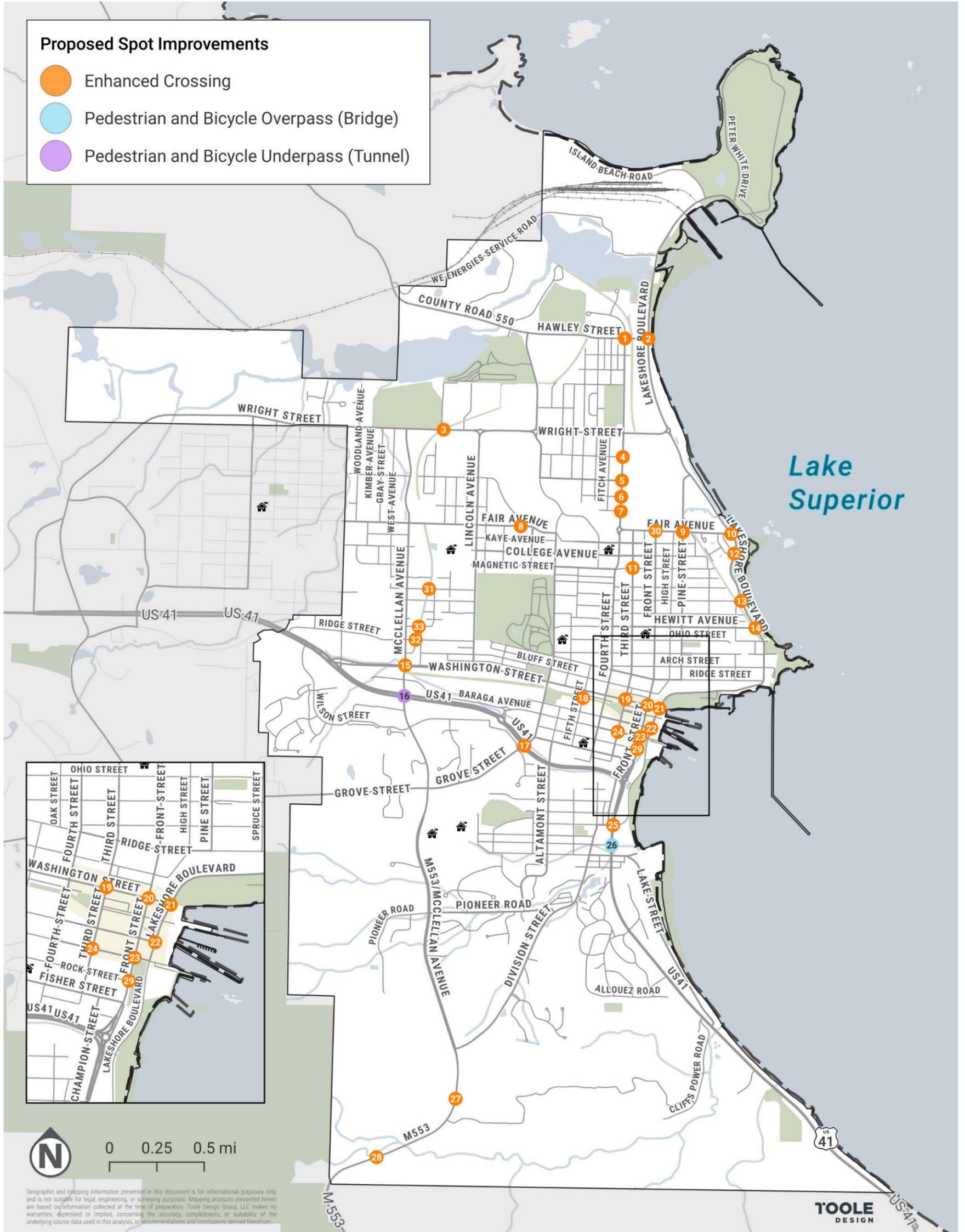
Table 8: Proposed Spot Improvements

ID	Type	Street 1	Street 2	Street 3	Potential Enhancement
1	Enhanced Crossing	Presque Isle Avenue	Hawley Street		Crossing treatment + design elements
2	Enhanced Crossing	Hawley Street	Lakeshore Boulevard		Crossing treatment + design elements
3	Enhanced Crossing	Wright Street	Trail		Crossing treatment + design elements
4	Enhanced Crossing	Norwood Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study
5	Enhanced Crossing	Center Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study
6	Enhanced Crossing	Summit Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study
7	Enhanced Crossing	Waldo Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study
8	Enhanced Crossing	Fair Avenue	Elizabeth Harden Drive		Crossing treatment + design elements
9	Enhanced Crossing	Fair Avenue	Pine Street		Protected intersection, trail signage
10	Enhanced Crossing	Fair Avenue	Lakeshore Boulevard		Crossing treatment + design elements
11	Enhanced Crossing	Third Street	Magnetic Street		Crossing treatment + design elements
12	Enhanced Crossing	Lakeshore Boulevard	Picnic Rocks		Crossing treatment + design elements
13	Enhanced Crossing	Crescent Street	Lakeshore Boulevard		Crossing treatment + design elements

ID	Type	Street 1	Street 2	Street 3	Potential Enhancement
14	Enhanced Crossing	Hewitt Avenue	Lakeshore Boulevard		Crossing treatment + design elements
15	Enhanced Crossing	Washington Street	McClellan Avenue		Protected intersection and wayfinding signage
16	Pedestrian and Bicyclist Underpass (Tunnel)	US41	M553/McClellan Avenue		Planned pedestrian and bicyclist underpass tunnel
17	Enhanced Crossing	US41	Grove Street/Seventh Street	Roundabout	Crossing study to improve pedestrian and bicycle safety (potential improvements could include RRFBs, potentially advanced RRFBs, dual roundabouts)
18	Enhanced Crossing	Iron Ore Trail	Fifth Street		Leading Pedestrian Interval
19	Enhanced Crossing	Washington Street	Third Street		Crossing treatment + design elements
20	Enhanced Crossing	Washington Street	Front Street		Leading Pedestrian Interval + design elements
21	Enhanced Crossing	Washington Street	Lakeshore Boulevard		Crossing treatment + design elements
22	Enhanced Crossing	Spring Street	Lakeshore Boulevard		Crossing treatment, design elements, signage, and narrowing along Spring Street
23	Enhanced Crossing	Baraga Avenue	Front Street		Median refuge island, crossing treatment, + design elements
24	Enhanced Crossing	Baraga Avenue	Third Street		Crossing treatment + design elements
25	Enhanced Crossing	Genesee/Front Street (US41)	Lakeshore Boulevard		HAWK (High-Intensity Activated Crosswalk) Signal
26	Pedestrian and Bicyclist Overpass (Bridge)	Craig Street	Trail Spur @ Highway/S Front Street		Planned pedestrian and bicyclist overpass bridge
27	Enhanced Crossing	M553	MTB Trail		Crossing treatment + design elements for MTB Trail crossing
28	Enhanced Crossing	M553	Marquette Mountain Resort/Parking		Crossing treatment + design elements for Marquette Mountain Resort
29	Enhanced Crossing	Rock Street	Front Street		Crossing treatment + design elements
30	Enhanced Crossing	Fair Avenue	Front Street		Crosswalk, along with a curb cut on the north side of Fair Avenue (sidewalks on the north side of Fair Avenue are plowed during the winter)
31	Enhanced Crossing	Cleveland Avenue	Multi-use Path		Crossing treatment + design elements

ID	Type	Street 1	Street 2	Street 3	Potential Enhancement
32	Enhanced Crossing	Ridge Street	Multi-use Path		Crossing treatment + design elements
33	Enhanced Crossing	Grant Avenue	Multi-use Path		Crossing treatment + design elements

DRAFT



Map 9: Proposed Spot Improvements

Specific treatments for each enhanced crossing recommendation should follow guidance from the U.S. Department of Transportation [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#). This guidance recommends a specific set of countermeasures depending on the existing street characteristics, as shown in Figure 30 below.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>					<ol style="list-style-type: none"> 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)** 				

Figure 30. Guidelines for pedestrian crossing treatments at uncontrolled crossing locations. Source: USDOT Guide for Improving Safety at Uncontrolled Crossing Locations

This plan identifies nine potential treatments to improve pedestrian safety and comfort: standard crosswalk design, raised crosswalks, advance yield here to pedestrians signs, in-street pedestrian crossing signs, curb extensions, pedestrian refuge islands, rectangular rapid-flashing beacons, road diets, and pedestrian hybrid beacons. Each of these treatments is described in greater detail below.

STANDARD CROSSWALK DESIGN

- **High visibility crosswalk markings** include ladder, continental-style, or bar-pair striping designs.
- **Parking restrictions on the crosswalk approach** refer to restricting parking within 20 feet of the driver's approach to the crosswalk to improve sightlines between people driving and pedestrians on the sidewalk waiting to cross.
- **Adequate nighttime lighting levels** refer to lighting that specifically covers the crosswalk and 10 to 15 feet of space in advance of the crosswalk on both sides of the street.
- **Crossing warning signs** refer to MUTCD W11-2 Pedestrian Crossing Warning sign or S1-1 School Advance Crossing sign.



Image 20: Marked Continental-style Crosswalk, 3rd Street

RAISED CROSSWALK

Raised crossings are designed in a similar manner to speed humps/tables but provide a crossing along a wider flat top. The crossing can be either at sidewalk level or modified to be three to five inches high to address drainage challenges. Raised crossings improve driver yielding compliance.



Image 21: Example Raised Crossing

ADVANCE YIELD HERE TO PEDESTRIANS SIGN AND YIELD LINE

Advance Yield Here To Pedestrians signs and yield lines can be provided in advance of crosswalks to remind drivers where to stop to yield to a crossing pedestrian. The MUTCD provides more guidance on this topic in section 2B.19 *Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)*.



Image 22: Example Stop Here for Pedestrians Sign and Advance Stop Line, Ann Arbor, MI

IN-STREET PEDESTRIAN CROSSING SIGN

In-street pedestrian crossing signs are small signs placed along centerlines or lane lines at marked crosswalks. Where considered for implementation, in-street pedestrian crossing signs should use compliant wording (e.g., “Local Law: Yield to Pedestrians Within Crosswalk”) and be coordinated with MDOT. More information is available in the adopted Michigan Uniform Traffic Code and the in MUTCD Section 2B.20 *In-Street and Overhead Pedestrian and Trail Crossing Signs (R1-6 and R1-9 Series)*.



Image 23: Example in-street pedestrian crossing sign

CURB EXTENSION

A curb extension or bumpout is an extension of the sidewalk area into the street, typically using the full width of an on-street parking lane. Curb extensions shorten the pedestrian crossing distance and improve sightlines between people driving and people walking waiting to cross the street.



Image 24: Example curb extension

PEDESTRIAN REFUGE ISLAND

A pedestrian refuge island is a median that has a cut-through for pedestrians or bicyclists at a crossing location. This allows people walking and biking to cross in two stages, only needing to negotiate one direction of car traffic at a time, with a refuge in between. The minimum width for an accessible refuge island is six feet, though 10 feet is needed to accommodate a bicycle with a trailer. Typically refuge islands can be installed where there is already a center turn lane, which provides enough space to include a full 10-foot-wide refuge.



Image 25: Example pedestrian median refuge island

RECTANGULAR RAPID-FLASHING BEACON (RRFB)

RRFBs are pedestrian or bicyclist-activated bright, irregularly flashing LEDs mounted with pedestrian crossing signs at uncontrolled crossings. RRFBs make a crosswalk more visible to people driving and alert drivers that a person is trying to cross. They can be solar powered or hard-wired. RRFBs can increase driver yielding to pedestrians at uncontrolled crossings by up to 98%⁷ compared to locations without RRFBs.



Image 26: Example RRFBs, Ann Arbor, MI

⁷ USDOT Federal Highway Administration, Proven Safety Countermeasures: Rectangular Rapid Flashing Beacons. <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

ROAD DIET

A road diet reconfigures the roadway to replace motor vehicle travel lanes. Most commonly, road diets change an existing 4-lane roadway where there are two through lanes in each direction to a three-lane roadway where there is one through lane in each direction and a center turn lane. This type of treatment can generally be installed on streets with traffic volumes of up to 25,000 motor vehicles per day. Road diets can be accomplished through re-striping alone, and provide the benefits of shortened pedestrian crossings, in some cases the addition of new bike lanes, and better organized motor vehicle turning movements which typically have safety benefits.

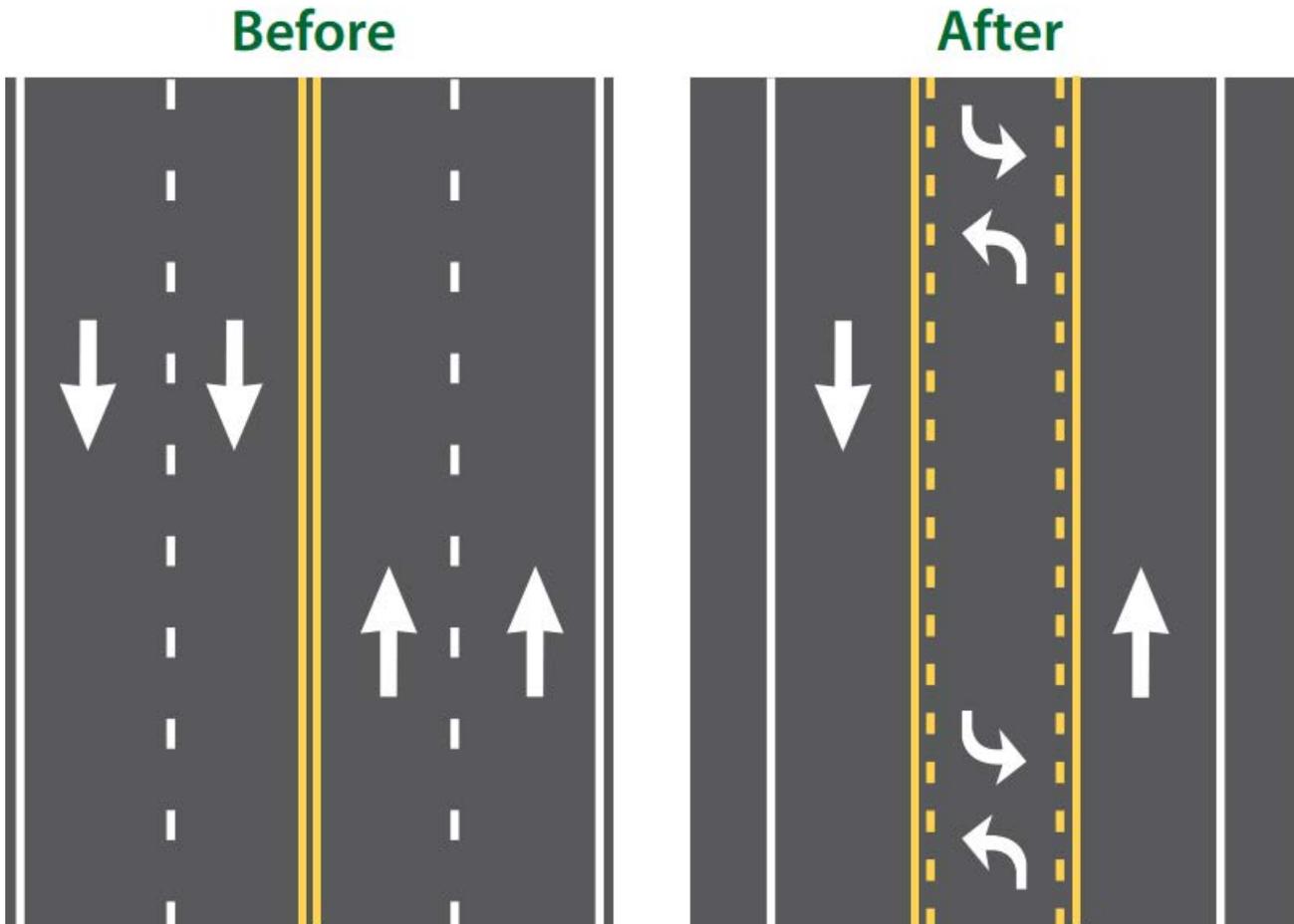


Figure 31. Typical "4-to-3" road diet. Source: USDOT Road Diet Informational Guide

PEDESTRIAN HYBRID BEACON (PHB)

PHBs are pushbutton activated beacon-controlled crossings that provide a protected walk phase for pedestrians and/or bicyclists. They are like a traffic signal but have a different layout and flashing pattern. The beacons remain dark until a pedestrian or bicyclist activates them via a pushbutton. When a pedestrian presses the push button, the beacon turns yellow and then red to give people walking, rolling, and biking the right-of-way. They are sometimes also called High Intensity Activated Crosswalks (HAWKs).



Image 27: Example Pedestrian Hybrid Beacon

PROGRAM AND POLICY RECOMMENDATIONS

Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. But without programs and policies in place to support active transportation, infrastructure projects can only go so far. A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety by establishing a culture of walking and biking and creating a friendly regulatory and political environment for active transportation.

Programs and policies can typically be implemented relatively quickly and inexpensively. Programs can be easily scaled to reach a wide audience, such as elementary school students, transit riders, or business owners or tailored to specific groups, such as drivers speeding in school zones. Individual programs can increase walking and bicycling in specific circumstances and locations but should be coordinated with policy development to ensure lasting change.

The following tables describe specific recommended programs and policies, including a brief description, the responsible party, potential implementation partners, anticipated timeframe, and current status. These recommendations are organized into three categories: Infrastructure-Focused (see Table 9), Safety-Focused (see Table 10), and encouragement (see Table 11).

Table 9: Infrastructure-Focused Programs and Policies

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Signage	Develop and expand existing wayfinding systems and signed routes. Signage should include wayfinding, trail etiquette and rules of the trail, including specifications for e-bikes.	City of Marquette		Medium-term	New and Ongoing
Bicycle Network and Amenities Materials	Create materials and maps that educate, promote, and support walking and bicycling within Marquette (e.g., bike maps indicating routes, bike parking, bicycle friendly businesses). Create and update online wayfinding materials, such as the Google Maps bicycle network.	City of Marquette	Marquette County	Long-term	New

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Multi-Use Paths Enhancements	Stripe and when possible, widen multi-use paths to create safer interactions between pedestrians, bicyclists, and e-bicyclists and continue the encouragement of walking and bicycling. The AASHTO Guide for the Development of Bicycle Facilities recommends a shared use path width of 10-20' where pedestrians and bicyclists will be sharing the space and recommends creating separate walking and bicycling paths when pedestrian are 30% or more of the users. ⁸	City of Marquette		Short-term/ Long-term	New
Allocate extra width for e-bikes when designing bike lanes and trails	Design bikeways wide enough for all users to ride comfortably and for faster riders to pass slower riders comfortably. Typical bikes need 4-5 feet width of riding space, while cargo bikes or large e-bikes need 6.5-7.5 feet. A typical bike needs 3 feet of additional space to pass, and an extra-large bike needs 5 feet of additional space to pass. This means typical bikes need only 7 feet of space to pass one another in the same direction, while extra-large bikes need 12.5 feet of space to pass. ⁹ This is a significant shift from how bike lanes and trails have historically been designed, with only 5-6 feet of width per direction of travel. Designing future bike lanes and trails wider to accommodate a growing number of bicyclists with different types of bicycles will ensure all people feel more comfortable. In the meantime, striping centerlines on existing multi-use paths with high volumes of people walking and biking could help organize the limited existing space.	City of Marquette		Medium-term	New

⁸ AASHTO, "Guide for the Development of Bicycle Facilities." (2024). Section 6.4. Path Width Considerations. Retrieved from: <https://store.transportation.org/item/collectiondetail/267>

⁹ NACTO, "Designing For Small Things With Wheels." (2023). Pages 9-17. Retrieved from: https://nacto.org/wp-content/uploads/Part-II-Citation-8_-_Designing-for-Small-Things-With-Wheels.pdf

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Design intersections to include safe spaces for all types of bicyclists	Intersections should have enough space for bicyclists to wait, turn, and shift lanes. Protected intersections can separate bikeway users from drivers, promoting safety. With the rise of e-bikes and larger cargo bikes and bikes with trailers, this additional space is especially important at intersections, where most conflicts occur.	City of Marquette		Medium-term	New
Demonstration Projects	Look for opportunities to build temporary demonstration projects to support permanent infrastructure changes and educate residents on potential infrastructure.	City of Marquette	Marquette Area Public Schools	Short-term	New
Enhanced Lighting	Identify areas with poor, broken, or missing street lighting to create safer walking and bicycling conditions.	City of Marquette		Long-term	New
Bicycle-Friendly Businesses	Encourage businesses to become “bicycle-friendly” by providing incentives to customers who arrive by bicycle like bicycle parking, repair stations, bicycle events, or discounts to people who bicycle. Marquette's program could include a sign for businesses to display.	City of Marquette	Local businesses	Short-term	New
Active Transportation Funding	Coordinate funding for pedestrian and bicycle facilities across departments as appropriate. Pursue federal, state, and regional grants and funding. Pursuing funding appropriately will also help ensure maintenance/public works doesn't feel overwhelmed by an increase in the bicycle network.	City of Marquette	Marquette County	Short-term	Ongoing
City Maintenance Practices	Review and update city maintenance practices for walking and bicycling facilities and infrastructure (e.g., street sweeping and snow plowing bike lanes, trails, and sidewalks; public art upkeep and maintenance; signage upkeep and maintenance). Maintenance practices that could be reviewed and updated include routine maintenance and snow removal. Coordinate with regional partners for regional trails.	City of Marquette	Marquette County	Medium-term	New

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Bicycle Racks	Install bike racks near destinations and along key bicycle routes.	City of Marquette	Local Businesses	Medium-term	New
Infrastructure that Supports People with Disabilities	Implement or upgrade infrastructure to be accessible and support people with disabilities (e.g., audible pedestrian signals, tactical curb cuts, bicycle racks for trikes and adaptive bicycles).	City of Marquette		Medium-term	New



Table 10: Safety-Focused Programs and Policies

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Comprehensive Safety Action Plan	Advocate and be a part of the development of a Comprehensive Safety Action Plan to promote safe roadway practices for all. This could be city, county, or regionally led.	City of Marquette	Marquette County	Long-term	New
Speed Management	Identify streets with speeding issues and consider traffic calming devices, stricter speed limits, road right sizing, and other measures as appropriate.	City of Marquette	Marquette County	Medium-term	New
Policies and Guidelines	Create and update policies and guidelines that support walking and bicycling (i.e., Complete Streets Policy, ADA Transition Plan, Winter Maintenance Plan). Update existing policies and guidelines to reflect the current, best practices for traffic safety and active transportation such as Bike Parking Guidelines, Rules and Regulations of Electric Transportation Devices, design standards, land use, development review, and 85th percentile speed-setting, etc.	City of Marquette	Marquette County	Short-term	New
Safe Routes to School Programming	Look for opportunities to improve safety around schools and teach students about pedestrian and bicycle safety. Potential programs include Safety Towns, bike rodeos, bike buses, bike to school day, walk to school day. Operational programs and policies include encouraging safe arrival and dismissal operations and training for staff specifically on safe walking and bicycling.	City of Marquette	Marquette Area Public Schools	Long-term	New

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Collaborate with schools to develop e-bike permitting and education standards	Schools are key touchpoints for introducing safe e-bike practices to student riders and are a direct way to ensure students have access to e-bike classes and educational resources. Schools could tie permission to park a student's bike at the school to a bike safety training class, presentation, and/or assessment. This approach ensures that students are introduced to safe riding practices before they start to ride an e-bike regularly to school. Additional "refresher" courses may also be taught throughout the school year as instructional time allows.	City of Marquette	Marquette Area Public Schools	Short-term	New
Develop targeted e-bike safety campaign messaging materials	Many communities have developed e-bike specific safety campaign materials targeted at youth, parents, and seniors. A few examples of campaigns across the U.S. include: <ul style="list-style-type: none"> • Children's Hospital of Orange County E-Bike Safety Tips • American Academy of Pediatrics E-Bike Safety • Marin County E-Bikes: What Parents Should Know • California Highway Patrol E-Bike Safety Training 	City of Marquette	Marquette Area Public Schools	Short-term	New
Equip retailers with customer-facing materials that provide information on safe riding and maintenance of e-bikes	Retailers are often the first point of contact for new e-bike riders, and they can serve a critical role in providing safety education. The City could equip retailers with flyers or small cards that provide simple information about riding e-bikes safely in Marquette on the streets and multi-use paths, including a summary of the ordinances dealing with e-bikes on the multi-use paths and City streets.	City of Marquette	Local Bike Shops	Short-term	New

Table 11: Encouragement-Focused Programs and Policies

Program/Policy	Description	Responsible Party	Key Partners	Timeframe	Status
Open Streets	Develop a toolkit for a program that opens streets to people walking and bicycling by temporarily closing access to motorists. Open Streets events allow communities to gain another perspective of how streets can be used for active modes and encourage people to walk and bicycle.	City of Marquette		Medium-term	New
Bike Share Program	Establish a Bike Share Program to allow those who might not own a bicycle to have access to bicycles.	Non-Profits, Local Businesses	YMCA, Library, City of Marquette	Medium-term	New
Free or low-cost bicycles and gear	Work with local businesses, non-profits, and charities to provide refurbished, free, or affordable bicycles, e-bicycles, cargo bicycles, and trikes or other adaptive devices. Giveaway and donation events should foster a culture of safe riding practices by including high-quality locks, lights, baskets or panniers, and helmets.	Non-Profits, Local Businesses	City of Marquette	Short-term	New



PROJECT PRIORITIZATION

The infrastructure project recommendations are conceptual routes, meant to show the potential of a comprehensive active transportation system in Marquette. The recommendations are planning level and do not consider potential constraints. Funding, land use, property rights, terrain, and other project specific factors may make certain recommendations less practicable than others. Project prioritization uses measurable data to understand which projects are the most important to start developing first.

PRIORITIZATION METHODOLOGY

As with most municipalities, the City of Marquette has a limited amount of funding to build bicycle and pedestrian infrastructure. Because of this, it is important that the projects providing the most benefit be prioritized over others. The prioritization method is a data-driven process that uses source GIS datasets to score and rank projects based on conditions in their relative locations. This prioritization method was developed based on public input. The weight of each prioritization metric is shown in Table 12 below. Projects for both linear (bicycle network) and points (spot improvements) were sorted into buckets (high, medium, and low). High-priority projects scored high based on the prioritization metrics and would provide the most benefit for the community, while lower priority projects might be implemented if the opportunity arises but will likely not be pursued in the short term.

Table 12: Weighted Data-Driven Prioritization

Metric	Weight
Connections to existing bikeways	10
Connections to neighboring communities	10
Projects that connect neighborhoods to Downtown and NMU	15
Connections to priority underserved neighborhoods	15
Connections to schools, libraries, healthcare, and grocery stores	10
Projects that cross barriers such as waterways, highways, and railroads	15
Projects that address high severe crash locations	15
Public engagement priorities	10
Total	100

Prioritization – Linear Projects

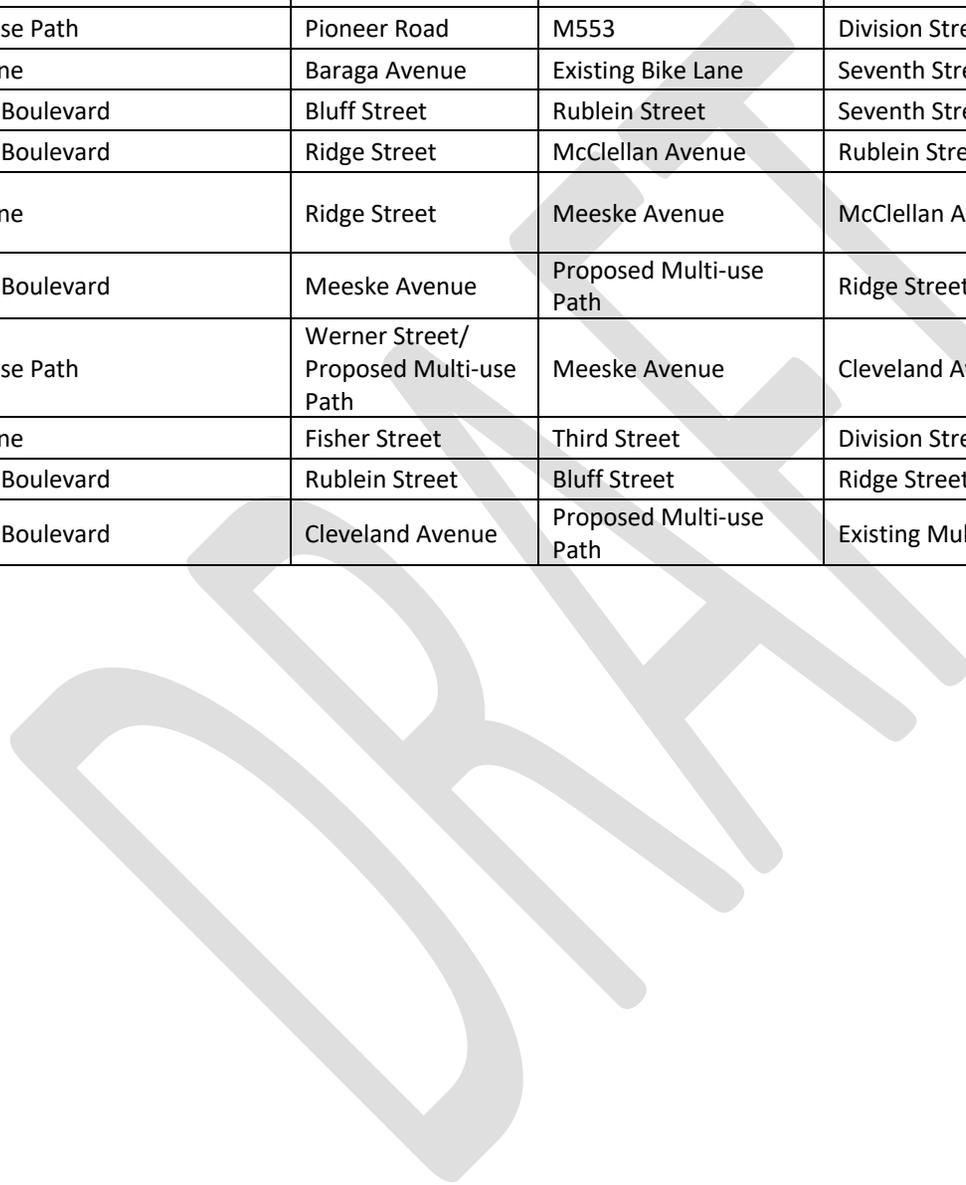
Map 10 shows the prioritized bicycle network and Table 13 displays the same project details as Table 6, but with each project's assigned with a priority level and ranking. High priority projects include projects along Wright Street, Presque Isle Avenue, Third Street, M553, and Washington Street. These corridors are identified as multimodal streets, serving multiple destinations or as roadways with higher speeds and no existing bicycle facilities.

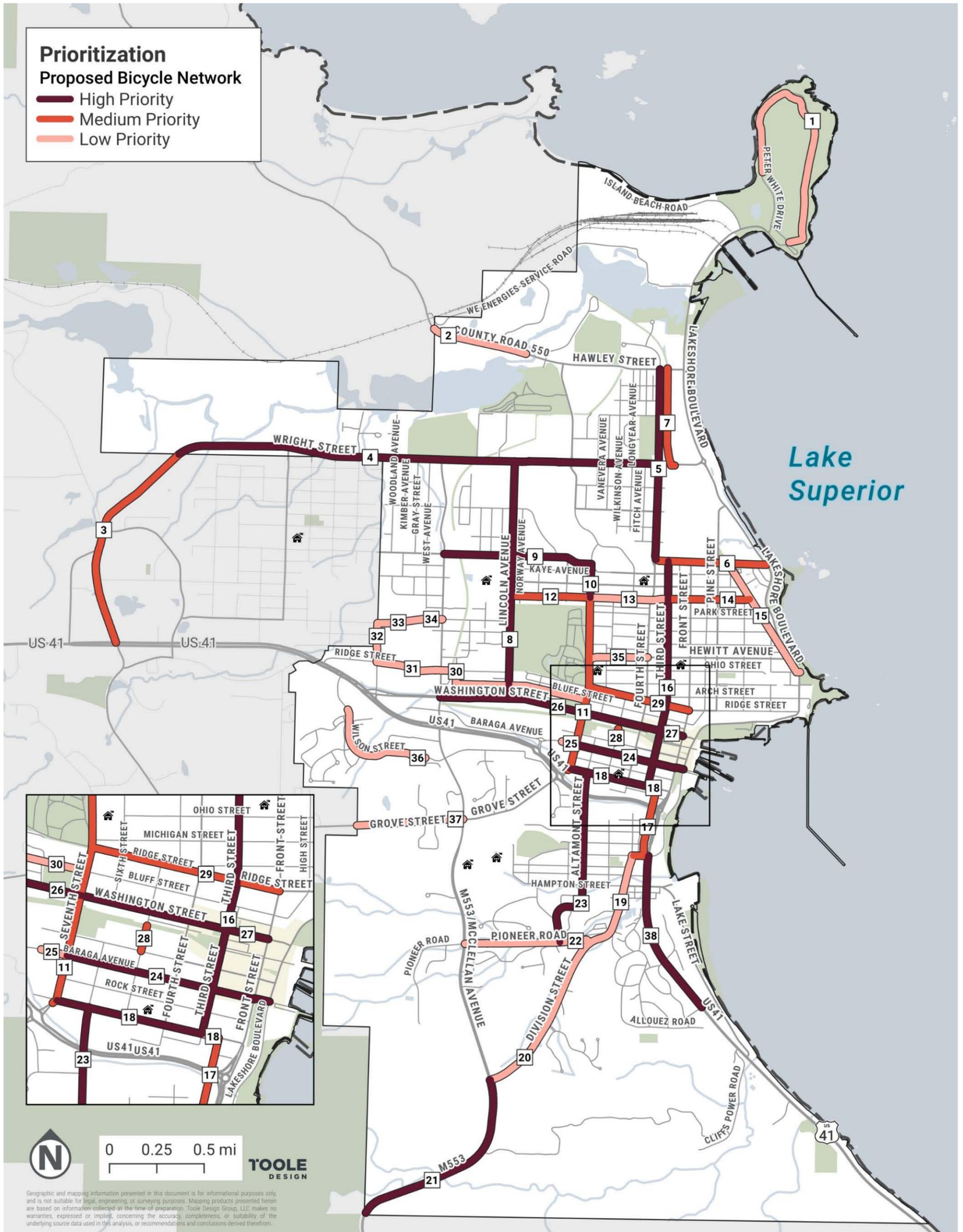
A minor adjustment was made to project ID 18, which appears in two parts in the prioritization Table 13 but only one part in Table 6. The segment from Seventh Street to Third Street was added late in the review process at the City's request to improve network connectivity. Because this portion was added after the main analysis and because the segment from Third Street to Division had already been included in the initial recommended network, the two parts received different priority rankings.

Table 13: Prioritization - Proposed Bicycle Network

ID	Facility Type	Street Name	Start	End	Rank	Priority
4	Proposed Buffered or Separated Bike Lane	Wright Street	City Boundary	Presque Isle Avenue	1	High
5	Proposed Buffered or Separated Bike Lane	Presque Isle Avenue	Hawley Street	Fair Avenue	2	High
16	Proposed Buffered or Separated Bike Lane	Third Street	Fair Avenue	Fisher Street	2	High
21	Proposed Multi-use Path	M553	Division Street	City Boundary	2	High
26	Proposed Future AT Study	Washington Street	McClellan Avenue	Third Street	2	High
38	Proposed Multi-use Path	US41	Genesee Street	Tonti Road	7	High
9	Proposed Bike Lane	Fair Avenue	McClellan Avenue	Seventh Street	8	High
18	Proposed Bike Lane	Fisher Street	Seventh Street	Third Street	8	High
24	Proposed Bicycle Boulevard	Baraga Avenue	Seventh Street	Lakeshore Boulevard	8	High
23	Proposed Bike Lane	Altamont Street	Fisher Street	Pioneer Road	11	High
8	Proposed Bike Lane	Lincoln Avenue	Wright Street	Washington Street	12	Medium
10	Proposed Multi-use Path	Seventh Street	Fair Avenue	Magnetic Street	12	Medium
27	Proposed Downtown (Open Streets)	Washington Street	Third Street	Front Street	12	Medium
3	Proposed Multi-use Path	County Road 492	City Boundary/Wright Street	US 41	16	Medium
6	Proposed Buffered or Separated Bike Lane	Fair Avenue	Presque Isle Avenue	Lakeshore Boulevard	16	Medium
11	Proposed Bike Lane	Seventh Street	Magnetic Street	Fisher Street	16	Medium
12	Proposed Bicycle Boulevard	Magnetic Street	Lincoln Avenue	Seventh Street	16	Medium
14	Proposed Bicycle Boulevard	Magnetic Street	Third Street	Proposed Multi-use Path	16	Medium
28	Proposed Bicycle Boulevard	Fifth Street	Spring Street	Trail	16	Medium
29	Proposed Bicycle Boulevard	Ridge Street	Seventh Street	Front Street	16	Medium
7	Proposed Multi-use Path	Proposed Multi-use Path	Hawley Street	Wright Street	23	Medium
17	Proposed Bike Lane	Champion Street	Third Street	Division Street	23	Medium
2	Proposed Multi-use Path	County Road 550	City Boundary	Existing Multi-use Path	25	Low
13	Proposed Bike Lane	Magnetic Street	Seventh Street	Third Street	25	Low
15	Proposed Trail (soft surface)	Proposed Trail	Fair Avenue	Lakeshore Boulevard	25	Low
35	Proposed Bicycle Boulevard	Hewitt Avenue	Seventh Street	Fourth Street	25	Low
36	Proposed Multi-use Path	Wilson Street	Iron Ore Heritage Trail	Existing Multi-use Path	25	Low
37	Proposed Multi-use Path	Grove Street	City Boundary	M553	25	Low
1	Proposed Future AT Study	Peter White Drive	Existing Multi-use Path	Existing Multi-use Path	34	Low

19	Proposed Buffered or Separated Bike Lane	Division Street	Genesee Street	Pioneer Road	34	Low
20	Proposed Multi-use Path	Division Street	Pioneer Road	M553	34	Low
22	Proposed Multi-use Path	Pioneer Road	M553	Division Street	34	Low
25	Proposed Bike Lane	Baraga Avenue	Existing Bike Lane	Seventh Street	34	Low
30	Proposed Bicycle Boulevard	Bluff Street	Rublein Street	Seventh Street	34	Low
30	Proposed Bicycle Boulevard	Ridge Street	McClellan Avenue	Rublein Street	34	Low
31	Proposed Bike Lane	Ridge Street	Meeske Avenue	McClellan Avenue	34	Low
32	Proposed Bicycle Boulevard	Meeske Avenue	Proposed Multi-use Path	Ridge Street	34	Low
33	Proposed Multi-use Path	Werner Street/ Proposed Multi-use Path	Meeske Avenue	Cleveland Avenue	34	Low
18	Proposed Bike Lane	Fisher Street	Third Street	Division Street	44	Low
30	Proposed Bicycle Boulevard	Rublein Street	Bluff Street	Ridge Street	44	Low
34	Proposed Bicycle Boulevard	Cleveland Avenue	Proposed Multi-use Path	Existing Multi-use Path	44	Low





Map 10: Prioritization - Proposed Bicycle Network

Prioritization – Spot Improvement Projects

Spot improvements, also known as “points” were prioritized using the same weighted metrics outlined in “Table 12: Weighted Data-Driven Prioritization”. Table 14 and Map 11 presents the prioritization of the proposed spot improvements. Again, “Table 14: Prioritization – Proposed Spot Improvements” provides the same project details as shown in “Table 8: Proposed Spot Improvements” but with each improvement assigned with a priority level and ranking. High priority spot improvements are concentrated mainly in Downtown Marquette, and one high priority spot improvement is located at the major intersection and trail crossing along M553 and US 41. These locations most likely rise to the top because they serve as critical multimodal hubs, carry higher speeds and volumes, or represent challenging crossings where people walking and biking face increased conflict potential.

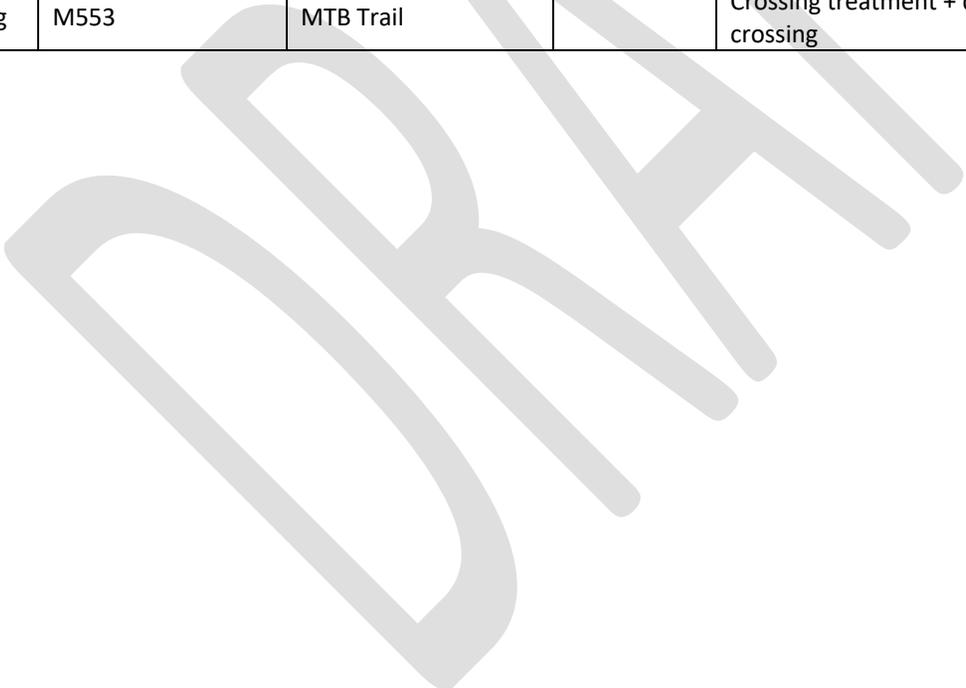
Overall, the distribution reflects the greatest safety needs and the most significant barriers to connectivity, while medium and lower priority improvements address important but more localized pedestrian and bicycle crossing needs throughout the rest of the city.

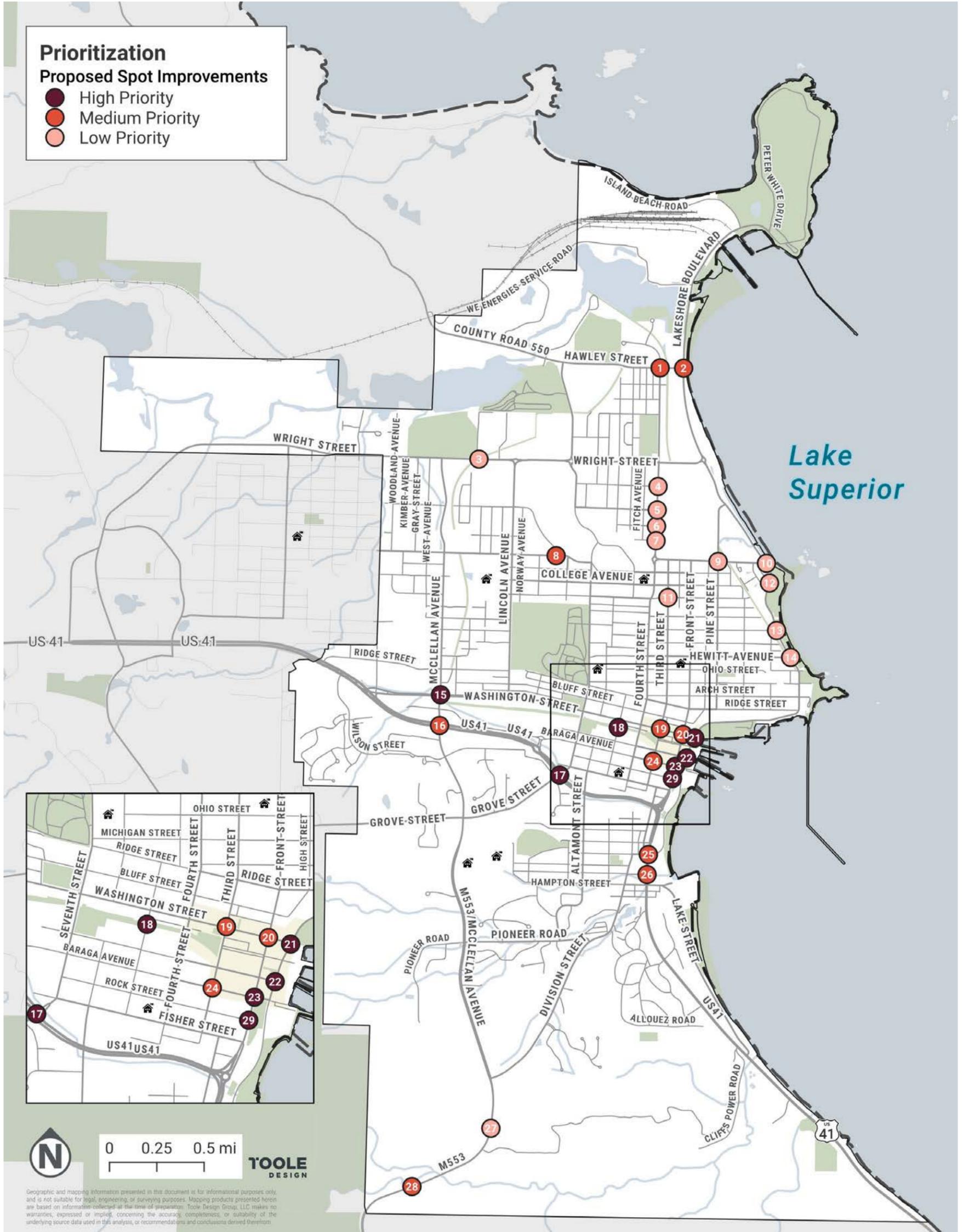
Note, four spot improvements (Projects 30-33) were not able to be ranked due to being added after the prioritization process.

Table 14: Prioritization – Proposed Spot Improvements

ID	Type	Street 1	Street 2	Street 3	Potential Enhancement	Rank	Priority
29	Enhanced Crossing	Rock Street	Front Street		Crossing treatment + design elements	1	High
15	Enhanced Crossing	Washington Street	McClellan Avenue		Protected intersection and wayfinding signage	2	High
17	Enhanced Crossing	US41	Grove Street/Seventh Street	Roundabout	Crossing study to improve pedestrian and bicycle safety (potential improvements could include RRFBs, potentially advanced RRFBs, dual roundabouts)	2	High
18	Enhanced Crossing	Iron Ore Trail	Fifth Street		Leading Pedestrian Interval	2	High
21	Enhanced Crossing	Washington Street	Lakeshore Boulevard		Crossing treatment + design elements	5	High
22	Enhanced Crossing	Spring Street	Lakeshore Boulevard		Crossing treatment, design elements, signage, and narrowing along Spring Street	5	High
23	Enhanced Crossing	Baraga Avenue	Front Street		Median refugee island, crossing treatment, + design elements	5	High
16	Pedestrian and Bicyclist Underpass (Tunnel)	US41	M553/McClellan Avenue		Planned pedestrian and bicyclist underpass tunnel	8	Medium
19	Enhanced Crossing	Washington Street	Third Street		Crossing treatment + design elements	8	Medium
1	Enhanced Crossing	Presque Isle Avenue	Hawley Street		Crossing treatment + design elements	10	Medium
2	Enhanced Crossing	Hawley Street	Lakeshore Boulevard		Crossing treatment + design elements	10	Medium
20	Enhanced Crossing	Washington Street	Front Street		Leading Pedestrian Interval + design elements	10	Medium
25	Enhanced Crossing	Genesee/Front Street (US41)	Lakeshore Boulevard		HAWK (High-Intensity Activated Crosswalk) Signal	10	Medium
26	Pedestrian and Bicyclist Overpass (Bridge)	Craig Street	Trail Spur @ Highway/S Front Street		Planned pedestrian and bicyclist overpass bridge	10	Medium
28	Enhanced Crossing	M553	Marquette Mountain Resort/Parking		Crossing treatment + design elements for Marquette Mountain Resort	15	Medium
8	Enhanced Crossing	Fair Avenue	Elizabeth Harden Drive		Crossing treatment + design elements	16	Medium
24	Enhanced Crossing	Baraga Avenue	Third Street		Crossing treatment + design elements	16	Medium
4	Enhanced Crossing	Norwood Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study	18	Low

ID	Type	Street 1	Street 2	Street 3	Potential Enhancement	Rank	Priority
9	Enhanced Crossing	Fair Avenue	Pine Street		Protected intersection, trail signage	18	Low
10	Enhanced Crossing	Fair Avenue	Lakeshore Boulevard		Crossing treatment + design elements	18	Low
12	Enhanced Crossing	Lakeshore Boulevard	Picnic Rocks		Crossing treatment + design elements	18	Low
13	Enhanced Crossing	Crescent Street	Lakeshore Boulevard		Crossing treatment + design elements	18	Low
14	Enhanced Crossing	Hewitt Avenue	Lakeshore Boulevard		Crossing treatment + design elements	18	Low
6	Enhanced Crossing	Summit Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study	24	Low
3	Enhanced Crossing	Wright Street	Trail		Crossing treatment + design elements	25	Low
11	Enhanced Crossing	Third Street	Magnetic Street		Crossing treatment + design elements	25	Low
5	Enhanced Crossing	Center Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study	27	Low
7	Enhanced Crossing	Waldo Street	Presque Isle Avenue		Crossing treatment + design elements based on NMU ped study	28	Low
27	Enhanced Crossing	M553	MTB Trail		Crossing treatment + design elements for MTB Trail crossing	29	Low





Map 11: Prioritization – Proposed Spot Improvements



CHAPTER 4: IMPLEMENTATION

Implementing the recommended projects, programs, and policies in this plan will require collaboration across City departments, MDOT, surrounding jurisdictions, and with external stakeholders. To support this process, this implementation chapter outlines potential funding sources, maintenance considerations, and a process for ongoing monitoring and evaluation of progress.

FUNDING SOURCES

Several state and federal funding sources can be used to supplement local funding sources to build out the active transportation network and fund related programming efforts. Table 15 lists the primary funding sources for active transportation projects in Michigan; click on the name of each funding source to access web pages with further information.

Table 15. Primary Active Transportation Funds in Michigan

Funding Source	Distributed by	Eligible Project Examples	Eligible Project Sponsor
Transportation Alternatives	MDOT	Bicycle & pedestrian facilities Safe routes for non-drivers Conversion & use of abandoned railroad facilities Overlooks & viewing areas	City of Marquette
Safe Routes to School	MDOT	Infrastructure Non-Infrastructure School Travel Plan assistance	Local governments (infrastructure) Local governments, school or health district, or non-profit (non-infrastructure)
Highway Safety Improvement Program	MDOT	Signalization Turn lanes Pavement markings Traffic signals Pedestrian signals/crosswalks Bike lanes Road diets	Local governments
Community Development Block Grants (CDBG)	HUD	ADA Accessibility Projects Neighborhood Revitalization Sidewalk Replacement Projects	City of Marquette
Additional Federal Grant Programs	U.S. Department of Transportation	USDOT grant programs change frequently, however, the link in the funding source column includes a detailed table explaining which facilities are eligible under each USDOT grant program	Municipalities Tribal governments Counties

MAINTENANCE CONSIDERATIONS

The long-term performance of bicycle and pedestrian networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining bicycle and pedestrian facilities is critical to ensuring those facilities are accessible, safe, and functional.

FREQUENCY

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as signage updates or replacements, are performed as needed, while other tasks such as snow removal are seasonal (see Table 16). Creating a winter maintenance approach is important to encourage year-round travel by walking and biking. One key component of this approach should be identifying priority routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in [Toole Design's Winter Maintenance Resource Guide](#).

Table 16: Maintenance Activity Frequency

Frequency	Facility Type	Maintenance Activity
As Needed	Multi-use paths	Tree/brush clearing and mowing
		Replace/repair trail support amenities (parking lots, benches, restrooms, etc.)
		Map/signage updates
		Trash removal/litter clean-up
		Repair flood damage: silt clean-up, culvert clean-out, etc.
	Patching/minor regrading	
As Needed	Multi-use paths/ Separated Bike Lanes / Bike lanes	Sweeping
	Sidewalks	Concrete panel replacement/Shaving of trip hazards
Seasonal	All	Snow and Ice control
	Multi-use paths	Planting/pruning/beautification
		Culvert/drainage cleaning and repair Installation/removal of seasonal signage
Yearly	Multi-use paths/ Sidewalks	Evaluate support services to determine need for repair/replacement Perform walk audits to assess ADA compliance of facilities
	Separated Bike Lanes / Bike lanes	Surface evaluation to determine need for patching/regrading/re-stripping of bicycle facilities
5-year	Multi-use paths	Repaint or repair trash receptacles, benches, signs, and other trail amenities, if necessary
		Rejuvenate asphalt multi-use paths
10-year	Multi-use paths	Resurface/regrade/re-stripe multi-use paths
20-year	Multi-use paths/ Sidewalks	Assess and replace/reconstruct multi-use paths/ sidewalks

PLAN FOR MAINTENANCE

Creating a strong maintenance program begins in the design phase. The agency that will eventually own the completed project should collaborate with partners to determine the infrastructure placement, final design, and life cycle maintenance cost. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

COORDINATION & RESPONSIBILITY BETWEEN AGENCIES

Many jurisdictions struggle with confusion around which entity – city, village, township, county, or state – is responsible for the maintenance of trails and other active transportation facilities. Frequently there is no documentation showing who is responsible for maintenance of existing facilities, which can prolong unsafe conditions for trail users. Coordination between government agencies is key for effective maintenance programs. Intergovernmental agreements (IGAs) are used to codify the roles and responsibilities of each agency regarding ongoing maintenance. For example, a local government may agree to conduct plowing, mowing, and other maintenance activities on trails in its jurisdiction that were built by another agency. Clarifying who is responsible for maintenance costs and operations ensures that maintenance problems are resolved in a timely manner.

MAINTENANCE ACTIVITIES

Different facility types require different types of strategies to be maintained. Table 17 breaks down maintenance activities and strategies for each by facility type.

Table 17: Maintenance Strategy Recommendations

Facility Type	Maintenance Activity	Strategy
<i>Multi-use paths/ Separated Bike Lanes</i>	Pavement Preservation	Develop and implement a comprehensive pavement management system for the multi-use path network.
	Snow and Ice Control	Design shared-use paths to accommodate existing maintenance vehicles, pavement design should support emergency vehicles.
	Drainage Cleaning/Repairs	Clear debris from all drainage devices to keep drainage features functioning as intended and minimize trail erosion and environmental damage.
		Check and repair any damage to trails due to drainage issues.
	Sweeping	Implement a routine sweeping schedule to clear shared-use paths of debris.
		Provide trail etiquette guidance and trash receptacles to reduce the need for sweeping.
	Vegetation Management	Implement a routine vegetation management schedule to ensure user safety.
		Trim or remove diseased and hazardous trees along trails.
		Preserve and protect vegetation that is colorful and varied, screens adjacent land uses, provides wildlife habitats, and contains prairie, wetland and woodland remnants.
	ADA Requirements	Conduct walk and bike audits to assess accessibility of new, proposed, and existing shared-use paths.
Ensure that ADA compliance is incorporated into the design process for new facilities.		
	Pavement Markings	Explore approaches to routinely inspect pavement markings for bicycle infrastructure and replace as needed.

Facility Type	Maintenance Activity	Strategy
<i>Paved Shoulders/ Bike Lanes</i>		Consider preformed thermoplastic or polymer tape on priority bikeways (identified in this Plan) adjacent to high-volume motor vehicle routes (preformed thermoplastic or polymer tape are more durable than paint and requires less maintenance).
	Snow and Ice Control	Clear all signed or marked shoulder bicycle facilities after snowfall on all state-owned facilities that do not have a maintenance agreement with a local governmental unit in place.
	Sweeping	Implement a routine sweeping schedule to clear high-volume routes of debris.
<i>Bicycle Boulevards</i>	Sign Replacement	Repair or replace damaged or missing signs as soon as possible.
<i>Sidewalks</i>	Pavement Preservation and Repair	Conduct routine inspections of high-volume sidewalks and apply temporary measures to maintain functionality (patching, shaving, leveling/grouting).
		Consider using public agency staff or hiring contractors for sidewalk repairs, rather than placing responsibility on property owner (property owner can still be financially responsible).
	Snow and Ice Control	Educate the public about sidewalk snow clearance.
		Require sidewalk snow clearance to a width of five feet on all sidewalks.
		Establish required timeframes for snow removal.
	Implement snow and ice clearing assistance programs for select populations.	

ONGOING MONITORING AND EVALUATION

Measuring the performance of active transportation networks is essential to ongoing success. Bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of and investment in multimodal infrastructure. As recommendations are implemented, the City of Marquette must be able to measure whether these investments are paying active transportation dividends (i.e. more people walking and bicycling). An affirmative answer reinforces this Plan’s legitimacy and provides evidence that future investments will also yield positive results. The performance measures in Table 18 will help chart progress towards making walking and bicycling safe, connected, and comfortable. The City of Marquette should establish baseline targets and revisit these metrics as new plans and priorities occur. Data on these measures should be documented and published for public review annually. A robust performance measures program includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility.

Table 18: Performance Measures

Goal	Performance Measure	Timeline (how often is data collected/updated)	Responsibility (who will collect the data)
<i>Reduce crashes</i>	Annual number of crashes involving bicycles and pedestrians	Annually	City Engineering - MDOT’s Mi-CAT tool
<i>Increase the total number of miles of facilities</i>	Linear feet of sidewalks, shared use paths, and bike lanes constructed/ Maintained	Annually	City Engineering - City project data
<i>Complete half of ATP goals in ten years</i>	Number of projects completed that incorporated ATP projects/Goals	Annually	City Engineering - City project data
<i>Complete majority of ATP goals in twenty years</i>	Percentage of projects completed from Active Transportation Plan and ADA Transition Plan	Annually	City Engineering - City project data
<i>Increase funding to complete plan in twenty years</i>	Amount of funding received for ATP projects	Annually	City Engineering - City project data
<i>Increase share of work commute trips using modes other than signal occupancy vehicle.</i>	Percent of work commute trips using modes other than signal occupancy vehicle.	Annually	City Planning – Census Data

City of Marquette, MI

300 West Baraga Avenue
Marquette, MI 49855

Agenda Date: 3/19/2026

New Business
Congressionally Directed Spending Request

BACKGROUND:

The City has been encouraged to submit potential projects or items through the Fiscal Year 2027 Congressionally Directed Spending (CDS) request process. The CDS request, if approved, would provide for “earmarked” funding from the Federal budget for qualified high-impact projects in a local unit of government. Projects must meet specific criteria defined in the applicable categories for the 2027 year.

Several critical-need projects have been identified as suitable for CDS requests and are listed in the attached document.

FISCAL EFFECT:

None.

RECOMMENDATION:

Direct the City Manager to submit the requests identified for Fiscal Year 2027 Congressional Directed Spending with the appropriate Federal Legislative Office.

ALTERNATIVES:

As determined by the Commission.

ATTACHMENTS:

Description

- Marquette CDS Project List Fiscal Year 2027

Projects eligible for Congressionally Directed Spending 2027 Program:

1. Marquette City Fire Department Aerial Platform (ladder) Truck
2. City of Marquette Joint First Responder Training Facility
3. Lower Harbor Bulkhead Replacement Engineering and Structural Analysis
4. Services for Independent Living Older Adults