Chapter 9.0 Transportation

9.1 Introduction

A community's system of roads probably captures the most citizens' attention among all physical structures. The basic objective of a road system is to facilitate the safe and efficient movement of vehicles. Communities depend on the safe and effective movement of people and goods to sustain a functioning economy. Transportation efficiency is a key factor in decisions affecting land use and development.

Physical barriers such as rivers, lakes, swamps and rugged terrain have largely influenced roads and other transportation systems. Therefore, transportation routes were generally established where physical features offered the least resistance.

A summary of the existing transportation facilities in the City, along with a discussion of future transportation facilities and services are also discussed.

9.2 Act 51 Road Systems

Michigan Act 51 of 1951 requires that all counties and incorporated cities and villages establish and maintain road systems under their jurisdiction, as distinct from state jurisdiction. Counties, cities and villages receive approximately 61 percent of the funding allocated through Act 51 for local roads. State highways under the jurisdiction of the Michigan Department of Transportation receive the remaining 39 percent. The roadways in Marquette County fall into one of three general classifications: state trunklines, county roads or city streets. The Michigan Department of Transportation (MDOT) maintains two categories of trunklines that run through the county: US highways and regular "M" state trunklines. Roads are identified by type on Map 9-1.

State Trunkline Highway

The state trunkline system includes state and federal highways that connect communities to other areas within the same county, state and other states. These roadways provide the highest level of traffic mobility for the traveling public. While the highway system carries more than half the total statewide traffic, it is only 9 percent of the Michigan roadway network length. State and federal highways are designated by the prefixes "M", "US" and "I" respectively.

US-41/ M-28 extends in an east/west direction through the City. US-41/M-28 accounts for 2.25 miles of the public road system within the City. There is a total of 4.99 miles of state trunkline highway passing thought the City. The remainder is Business Route 28.

The US-41/M-28 highway corridor is a major east/west route across not only the Upper Peninsula, but the northern United States. In addition, it provides a southern route around Lake Superior for Canadian and American trucking firms and serves as a thoroughfare for those traveling across the Upper Peninsula. Locally, the roadway connects those living in the City to jobs, shopping, education, entertainment and major recreation opportunities in the Ishpeming-Negaunee and Marquette areas. In Michigan, US-41 begins at the City of Menominee and terminates 2.5 miles east of Copper Harbor at the tip of the Keweenaw Peninsula, a distance of 279.22 miles. M-28 is 290 miles in length, the longest state highway in the state of Michigan. The western terminus of M-28 is at US-2 in downtown Wakefield; the eastern terminus is at the intersection of M-129 south of Sault Ste. Marie. The US-41/M-28 roadway changes from two lanes to four lanes at Westwood Drive traveling east from Ely Township. The speed drops from 55 MPH to 45 MPH through the commercial area of Ishpeming. Continuing east, the 45 MPH speed increases to 55 MPH just east of the intersection of North Lake Drive in Ishpeming Township and continues as a four lane highway to Marquette.

From the birth of Business Route M-28 in 1958 until 1999, Business Route M-28 left downtown Ishpeming via Greenwood Street and North Lake Road before ending at US-41 / M-28 west of Ishpeming city in Ishpeming Township. In 1999, this route was turned back to local control, and in exchange Lakeshore Drive was uploaded to MDOT. Business Route M-28 was re-routed to follow Lakeshore Drive out of downtown Ishpeming to its current western terminus at US-41 / M-28 within the City of Ishpeming. M-28 begins at a signalized intersection on US-41/M-28 with Lakeshore Drive and runs south along Lakeshore Drive and east Division Street in Ishpeming. Before reaching downtown, the highway passes Lake Bancroft along Lakeshore Drive. Past downtown, the trunkline follows Ready Street east to the Ishpeming–Negaunee city line.

Act 51 requires that the state transportation department bear all maintenance costs consistent with department standards and specifications for all state highways including those within incorporated communities.

County Road System (Primary and Local)

County roads are classified as either primary or local. Road funding is based on the mileage of each road system. Primary roads facilitate the movement of traffic from areas of smaller population to larger population centers within a county. The primary road system serves as an important supportive road network for the trunkline system. There are no county primary roads in the City; all are considered city major or minor streets.

City Streets

In the City of Ishpeming, city major streets currently constitute approximately 12.124 miles, or 23.6 percent of the public road system within the City. City minor streets account for 32.017 miles of the City's public road system, or 62.3 percent.

9.3 National Functional Classification

The National Functional Classification (NFC) is a planning tool developed by the Federal Highway Administration and is used by federal, state and local transportation agencies. Under this system, streets and roads are classified according to their function along a continuum that indicates the greatest mobility/greatest access to property. Roads that provide the greatest mobility are classified as principal arterials. Minor arterials, major collectors, and minor collectors follow in this continuum. Roads classified as local provide the greatest access to property. The placement of roads into these categories is determined by the relationship to traffic patterns, land use, land access needs, and traffic volumes. Roads within the City, according to their classification under this system, are shown on Map 9-2.

The major difference between the NFC system and the County Road system established by Act 51 is that the NFC breaks down a road system into more categories providing a more useful tool for planning purposes. All roads in the NFC categorized as arterials (principal or minor) and collectors (major or minor) are categorized as either state trunklines or primary roads in the County Road system under Act 51.

Principal Arterial

The main function of a principal arterial road is to move traffic over medium to long distances quickly, safely, and efficiently. Often the movement is between regions or major economic centers. In Ishpeming, Division Street (US-41/M-28) is classified as a principal arterial road.

US-41/M-28 is a vital east/west route that runs through the Upper Peninsula. As mentioned previously, it serves as the primary highway for local residents as well as a thoroughfare for those traveling across the Upper Peninsula.

Minor Arterial

Roads within this classification move traffic over medium distances within a community or region in a moderate to quick manner. They distribute traffic between collector roads and principal arterials. For example, within the City, the segment of Lakeshore Drive between North Washington Street and Hematite is classified as an urban minor arterial.

Collector Roads

A collector road provides access between residential neighborhoods and commercial/industrial areas. Its function is to provide a more general service, e.g., area-to-area rather than point-to-point. A collector usually serves medium trip lengths between neighborhoods on moderate to low traffic routes at moderate speeds and distributes traffic between local and arterial roads. Usually, this involves trips from home to places of work, worship, education and where business and commerce are conducted.

Within the City 1st Street from Division to Empire is considered an urban collector, as are portions of 2nd Street, 3rd Street, 4th Street, 7th Street, Bancroft Street, Country Lane and Washington Street.

9.4 Private Roads

Within the City of Ishpeming, there are two areas served by private roads. By one estimate, there are about 0.73 miles of private roads in the City; county wide there is an estimated 353 miles. Private roads within the City consist of Malton Road (0.3 miles) and Apple Ridge Drive (0.43 miles).

Maintenance of private roads (snow plowing, grading, dust control, drainage ditch maintenance, etc.) is the responsibility of property owners along these roads, who usually accomplish these tasks either on their own or through a contract agreement with a private entity. The condition and location of private roads may affect some of the services provided to the residents such as fire protection, garbage collection, and emergency services. Access for fire and emergency vehicles on private roads can be difficult, especially if the roads are badly maintained, narrow, and/or lack enough space for turning around. Upgrading, improving or maintenance of private roads is not the responsibility of the City or the road commission.

9.5 Seasonal Roads

A Seasonal Road System was established in Marquette County by resolution of the Marquette Board of Road Commissioners on November 12, 1990. The County Road Commission has defined a seasonal road as being a county road, or a portion thereof, which, during the months of November through April, has minimal use by motor vehicles, does not provide sole access to a building which is used as a principal residence during the months of November through April, and is not normally maintained or snowplowed by the Marquette County Road Commission during the months of November through April.

9.6 Road and Bridge Condition Evaluation

Roads under the jurisdiction of the Michigan Department of Transportation are evaluated on the basis of pavement condition, ride quality, friction and rutting. Surface conditions are determined by the amount of deterioration such as cracking, faulting, wheel tracking, patching, etc. Determining ride quality is subjective, but is based on the degree of comfort experienced by drivers and passengers.

Future state trunkline system conditions are forecasted using the Pavement Management System data in conjunction with the Road Quality Forecasting System. It is anticipated that the percentage of pavement in poor condition will decrease over the next ten years. Bridge rehabilitation and replacement is scheduled on a "worst first" basis, assuming that funding is available for construction. There are three bridges on City streets in Ishpeming and the bridges are eligible for critical bridge funds. The Carp River Bridge in Ishpeming was built in 1979 and has deck, super-structure and sub-structure ratings of 7. The LS&I Railroad Bridge, at the western City limits, was also built in 1979 and has deck and sub-structure ratings of 7 and a super-structure rating of 8. Neither bridge is currently rated as structurally deficient or functionally obsolete. The third bridge in Ishpeming is located in the Country Village.

Roads within Ishpeming have been evaluated using the PASER (**PA**vement **S**urface and **E**valuation and **R**ating) system. Survey teams drove all of the roads to inventory surface type, such as concrete, asphalt, gravel and unimproved earth and to evaluate road condition. The survey utilizes such characteristics as surface distress, pavement strength and deflection. Roadways are rated on a scale from one to ten. A rating of "10" indicates the pavement surface is in excellent condition, displaying no visible signs of distress, and having a quality rating of "new construction". A roadway given the rating of "1" represents the poorest roadway condition with visible signs of distress and extensive loss of surface integrity. The road conditions, displayed in Map 9-3, are presented in three levels of asset management:

1. Routine maintenance (ratings of 8-10) Routine maintenance includes actions to be performed on a regular basis. Work activities would not significantly change the surface rating of the road. Some maintenance activities are: placing new aggregate on the existing gravel to replace the original material that has been worn off or the reconditioning of bituminous surfaces with less than 3/4 inch.

2. Capital preventive maintenance (ratings of 5-7) Capital preventive maintenance will preserve the roadway by extending the life of the roadway without changing the original design, function or purpose. Roads

would need repair due to the effects of weather, age and use. Some capital maintenance activities are crack sealing, chip sealing, concrete patch and bituminous overlay.

3. Structural improvements (ratings of 1-4) Structural improvements include activities taken to preserve the structural integrity of an existing roadway or where the safety or structural elements are improved to satisfy current design requirements. Structural improvement activities include reconstruction, resurfacing, gravel surfacing or limited rebuilding to improve grades or improve sight distances.

This information can be used as a tool that will enable the City to set priorities according to the greatest need. The condition of the surface types gravel and unimproved earth can change on a daily basis due to weather or maintenance.

About 25 miles, of paved Ishpeming road segments surveyed were found to have a rating of five or better. In terms of asset management, these segments would be placed into the routine maintenance or the capital preventive maintenance categories. The remaining surface life of road segments falling under these two categories can be prolonged by considering the maintenance techniques previously mentioned. The greatest challenge in implementing such maintenance techniques is convincing the public that investing in the maintenance of "good" roads will ultimately save the City money.

About 26 miles, of road segments fall under the structural improvement category. The following two tables display these segments. According to the PASER system, total reconstruction is most likely needed. These are the roads in the worst condition and more than likely, the most costly to fix properly. Segments of road that have been classified as needing preventive maintenance will soon fall into the structural improvement category if improvements are not made. Tables 9-1 and 9-2 provide an illustration of the PASER Ratings of portions of the City's roads.

Table 9-1
State Trunkline Highway - Asset Management Classification

PASER Rating	Road Name	From Name	To Name	Year of Rating
5	Lakeshore Drive	Lakeshore	Carson Road	2007
6	Lakeshore Drive	Carson Road	W. Empire St.	2007
6	Lakeshore Drive	W. Empire St.	N. Washington St.	2007
6	Lakeshore Drive	N. Washington St.	Hematite	2007
5	North Lake Drive (Ready Street)	Hematite	Superior St.	2008
5	North Lake Drive (Ready Street)	Marquette St.	City/Twp Line	2008
9	US-41	City/Twp Line	US-41	2007
9	US-41	US-41	Country Lane	2007
9	US-41	Country Lane	Dione Street	2007
9	US-41	Dione Street	Cooper Lake	2007

Table 9-2
City Major Streets - Asset Management Classification

PASER Rating	Road Name	From Name	To Name	Year of Rating
5	1st Street	Bank Street	Hematite Drive	2008
6	2nd Street	Division Street	Pearl Street	2008
6	3rd Street	Cleveland	Ely Street	2007
5	4th Street	Division Street	Pearl Street	2008
3	N. 7th Street	Division Street	Cleveland	2008
5	Bancroft Street	Spruce Street	Euclid Street	2007
3	Bank Street	Front Street	Main Street	2008
4	Canda Street	Main Street	Maple Street	2007
6	Cleveland Street	Front Street	Main Street	2008
7	Country Lane	US-41	Carp River Lane	2007
7	Country Road 476	South Pine Street	Saginaw Street	2008
3	County Road 581	City/Twp Line	Washington Street	2008
6	Empire Street	Main Street	Maple Street	2007
6	Euclid Street	Lakeshore Drive	Spruce Street	2007
6	Front Street	Pearl Street	Surface Segment Split	2008
3	Hematite Drive	Division Street	--	2008
4	Lake Street	Division Street	Front Street	2008
6	Lakeshore Drive	Lakeshore Drive	Old Farm	2007
5	Main Street	Division Street	Pearl Street	2008
5	North Lake Drive	Suncliff Drive	Industrial Way	2008
5	Pearl Street	Front Street	Pine Street	2008

9.7 Stormwater Runoff

Stormwater runoff consists of rainwater that runs off of land and surfaces like roads and parking lots into a larger body of water. Culverts are one method used to aid surface drainage. A culvert is a conduit used to enclose a flowing body of water. Culverts may be used to allow water to pass underneath a road, railway, or embankment. There are two culverts in the City, one located on Washington Street, the other on Lakeshore. A City-wide surface drainage plan should be developed for control of stormwater runoff and discharge. Language requiring adequate surface drainage could be included in the Zoning Ordinance.

9.8 Road Improvements

The City of Ishpeming has identified roads that are in need of repairs and improvements for the MDOT Small Urban Program as well as for the American Recovery and Reinvestment Plan.

The City has identified 0.095 miles of 7th Street from Division Street to Cleveland Street for reconstruction. The project involves about 500 feet of road reconstruction with HMA pavement, concrete curb and gutter, storm sewer, concrete sidewalk on one side and water main replacement. The City has identified 1.1 miles of South Pine Street from Division Street to Salisbury Street for resurfacing. The project includes resurfacing approximately 1.1 miles of South Pine Street including crushing and shape and resurfacing of 5,300 feet of 32 feet wide roadway with the addition of a 6 foot wide paved shoulder.

The Planning Commission has developed a list of potential transportation projects designed to improve safety and efficiency for Ishpeming residents.

- Pursue discussions with current owners of the Miracle Center for redesign options for the roads in front
- Obtain land, right-of-way or easement on former Mather A property and plan a road extending from Malton Road and extending east and south to connect with an east extension of Hematite Drive
- Establish a service road requirement adjacent to US-41 to eliminate excess driveway openings and avoid traffic congestion
- Provide a snowmobile trail connection from the east/west town trail to the Country Inn
- Extend Hematite Drive east to 7th Street
- Evaluate the feasibility of extending South 1st Street south to Bluff Street
- Extend New York Street to 7th Street
- Extend Old Farm Road north to County Road 573 (this project should be explored with caution)

- Construct an access road to the hill behind Empire Street to improve access to available lots
- Place directional signs along 3rd Street and Lake Shore Drive to better direct traffic to the downtown area. Signs indicating the number of blocks to the business district should be placed at the US-41 entrance to the above streets. Similar signage should also be placed on Business Route M-28.

9.9 Financing

Local Funding

The Marquette County Road Commission each year allocates a certain amount of funds towards improvements to the local road system in each of the communities, primarily using monies from the Michigan Transportation Fund (MTF). The percentage of local road improvement funding allocated to each community varies year to year depending on the financial conditions of the Road Commission. For each local road project, the community is required to pay for 50 percent of the road construction cost, with the County Road Commission paying for the other 50 percent. The Marquette County Road Commission has experienced sharp budget cuts in recent years and has had limited funding to fix local roads.

Michigan Transportation Fund (MTF)

Revenues collected from fuel taxes and motor vehicle registration fees are distributed to county road commissions, cities, and villages by formula through the Michigan Transportation Fund, established under Public Act 51 of 1951. The formula uses factors such as road classification, road mileage, and population to distribute funds accordingly. A percentage of the funding received by each road commission is also set aside for engineering, snow removal, and urban roads. For 2008, the Marquette County Road Commission was allocated a total of $5,545,088 from the Michigan Transportation Fund, compared to $3,780,533 received in 2007, a 46.7 percent increase. The City of Ishpeming received $571,953 from the Michigan Transportation Fund compared to $318,137 received in 2007, a 62.8 percent increase.

Michigan Transportation Economic Development Fund (TEDF)

This program was established in 1987 by the Michigan Legislature. The purpose of the program is to assist with road improvement that attract industry and create and retain jobs in Michigan. The program provides funding to allow the state, local agencies and businesses to work together to meet the often-extensive urgent demands placed upon the transportation system by economic development. There are five separate funding categories, four of which are applicable to Marquette County and the City. Two programs are of a competitive nature and two are a formula allocation to the road commission.

Category A: Economic development road projects: Road projects related to target industry development and redevelopment opportunities. Eligible projects are those that address a transportation need that is critical to an economic development project in one of the following target industries: manufacturing, high technology research, agriculture/food research, forestry, mining, tourism and office centers. This is a statewide competitive grant program.

Category D: Secondary all-season road system: Road improvements in rural counties to create an all-season road network. These funds can only be used for construction; right-of-way acquisition and engineering are not eligible costs. This is a formula based program that benefits the Marquette County Road Commission.

Category E: Forest roads: Construction or reconstruction of roads essential to the development of commercial forests in Michigan. Eligible recipients are county road commission in each county in which a national lakeshore or national park is located or in which 34 percent or more of the land is commercial forestland. This is a formula based program that benefits the Marquette County Road Commission.

Category F: Cities in rural counties: Road and street improvements within Small Urban Areas designed to create continuity with the established all-season road network. The road improvement project must be to a federal-aid road (arterial or a major or minor collector). This is a statewide competitive grant program.

Federal assistance

Federal assistance is supported mainly through motor fuel taxes. Construction and repair costs associated with state trunk line systems are generated from these taxes. The Intermodal Surface Transportation Efficiency Act of 1991, and its reauthorization as the Transportation Equity Act for the 21st Century (TEA-21), has resulted in allocation changes that have benefited Michigan. Under the concept of "intermodalism," transportation planning is supposed to engender cooperation among the different transportation modes that interconnect at shared hubs, or intermodals.

9.10 US-41/M-28 Corridor and Access Management Plan

As the number of vehicles on a roadway increases, turning onto or off of the roadway becomes more difficult. At the same time, as the traffic level increases, frontage along the road becomes more desirable for development. Often, such development occurs with little, if any, attention to how entrances and exits will affect traffic movement and

safety. Congestion created by strips of roadside commercial land uses is one of the most objectionable impacts of development. Businesses naturally located on the most accessible land, but the many driveways they require, and the congested intersections they create, impede travel to all locations. Road users, landowners and businesses then suffer from reduced accessibility.

Access management consolidates driveways, provides better vehicle and pedestrian circulation and otherwise reduces the impact of roadside land use on the efficiency of the road system. It requires a good relationship among road agencies, local, government and property owners to develop an access management plan and possibly adopt an overlay zoning district or add access management provisions to the existing zoning ordinance. This approach has yielded success for some communities.

A corridor and access management plan has been prepared for the US-41/M-28 corridor extending from the western-most border of Ely Township to the junction of US-41 and M-28 in Chocolay Township, a distance of about 28 miles. This highway segment runs through three cities and five townships, including the City of Ishpeming. US-41/M-28 speed limit is set at 55 MPH at the junction of North Lake Road in Ishpeming and continues as a four lane road. The speed limit changes to 45 MPH at Second Street east through the remainder of the City of Ishpeming to the City's eastern border.

The April 2004 report was prepared by the Planning and Zoning Center, Inc. under contract to the Michigan Department of Transportation. The study was the result of nearly three years of meetings and discussion with local officials and other project partners. As a result of this project, local government officials along the route have agreed to periodically meet to review proposed site plans along the corridor.

A number of recommendations are presented in the report for corridor improvements, including limit the number of driveways, lot requirements, aesthetics, landscaping, signage, lighting and clear view triangles. Specific recommended improvements have been identified for each of the local units in the study area. There were fifteen issues identified within the City of Ishpeming. The biggest issue is improving the intersection at Lakeshore Drive. It was recommended that internal linkages within Country Village should be improved to encourage left out at the light at Lakeshore, instead of at three driveways. Permitting right-turns only out of the shopping plaza for west-bound traffic could be considered. Internal improvements would better connect parking lots and improve traffic flow. The turning radius of the existing driveways should be improved to "T." Signage and pavement markings could be improved within the plaza to orient drivers to utilize the Lakeshore Drive exit. Eventually, Carp River Road should be linked to Lakeshore Drive to provide alternative access.

9.11 Public Transportation

The Marquette County Transit Authority (Marq-Tran) operates throughout Marquette County every day of the week. Marquette County Transit Authority (MARQ-TRAN) was created in 1985 through the consolidation of three public transit systems within Marquette County. There are several fixed routes, including a fixed route from Ishpeming to Marquette. Marq-Tran also offers door to door service in the Ishpeming-Negaunee area and the greater Marquette area. All buses are lift equipped and accessible to persons with disabilities. In Ishpeming, the bus stop is located at the Ishpeming Senior Center for the fixed route between Ishpeming/Negaunee/Marquette. Thirty-five total vehicles served over 292,000 passengers in 2007.

9.12 Intercity Transportation

Indian Trails provides daily inter-community bus service within Marquette County. The local ticket agent is at the Marq-Tran office, located at 1325 Commerce Drive in Marquette. The north-south route runs along US 41 from Calumet to Milwaukee and Chicago. Southbound service is offered late night, while northbound service is available in the early morning.

9.13 Rail Service

The only active rail line, a single track, located in the City is owned and maintained by the Canadian National (CN) Railroad. The Lake Superior and Ishpeming Railroad (a division within Cliffs Natural Resource) works with the CN Railroad to deliver pellets from the Empire and Tilden mines to the ore dock in Escanaba.

9.14 Air Transportation

The Marquette County Airport operations moved from its location in Negaunee Township to the former K.I. Sawyer Air Force Base in September 1999. The new location has added time and distance to those in the City of Ishpeming wanting to use the airport.

It is one of six airports in the U.P.; it is the only U.P. airport that has an operating air traffic control tower. Sawyer International Airport is classified as a "primary, non-hub, commercial airport" facility. Primary airports have more than 10,000 enplanements within a year. The current facility maintains a main runway, which is 12,369 feet in length, and a 12,369 by 150 feet parallel taxiway and is capable of handling jet aircraft. Currently, charter air service is not available at Sawyer International. Charter air service is available at other airports in the Upper Peninsula.

A total of 56,212 passenger enplanements (departures/boardings) were recorded in 2008 at Sawyer International Airport. The 2008 rate is a decrease of 11,305 from the previous year, a 16.7 percent decrease. Other U.P. airports also saw passenger

decreases as well, with the largest decrease reported at the Gogebic County Airport in Ironwood with a 55 percent decrease. During the last three years (2006- 2008) among the U.P. airports, most of the airports in the Upper Peninsula experienced a dramatic decrease in total passenger enplanements, with the exception of Chippewa County Airport.

Table 9-3
Total Passenger Enplanements, UP Airports, 2006-2008

Airport	2008	2007	2006	% Change 2006-2008
Sawyer International-Marquette	56,212	67,517	67,417	-16.6%
Delta County-Escanaba	4,697	8,504	9,201	-49.0%
Houghton County Memorial-Houghton/Hancock	25,424	27,104	27,750	-8.4%
Ford -Iron Mountain/Kingsford	3,990	6,412	7,777	-49.0%
Gogebic County-Ironwood	1,487	2,995	3,334	-55.4%
Chippewa County-Sault Ste. Marie	13,145	13,526	13,316	-1.3%

Source: Michigan Department of Transportation, Bureau of Transportation Planning, Intermodal Section, 2009.

While passenger levels are higher than other Upper Peninsula airports, the amount of cargo and freight handled at Sawyer International is significantly less than those of the other airports, with the exception of Chippewa County International. In 2008, Sawyer International Airport handled 42,153 pounds of cargo and packaged freight. Ford Airport has consistently handled most of the freight within the Upper Peninsula.

Table 9-4
Total Air Cargo, Upper Peninsula Airports, 2006-2008

	Total Air Cargo Carried, In Pounds			
Airport	2008	2007	2006	% Change 2006-2008
Sawyer International-Marquette	42,153	41,624	32,678	+29.0%
Delta County-Escanaba	1,090,021	1,100,361	1,122,461	-2.9%
Houghton County Memorial-Houghton/Hancock	977,928	942,045	1,039,890	-6.0%
Ford -Iron Mountain/Kingsford	1,307,707	1,188,877	1,557,597	-16.0%
Gogebic County-Ironwood	414,941	440,342	431,015	-3.7%
Chippewa County-Sault Ste. Marie	2,226	1,776	3,062	-27.3%

Source: Michigan Department of Transportation, Bureau of Transportation Planning, Intermodal Section, 2009.

A portion of the former airport in Negaunee Township has been sold to a private developer, which may be developed as a mix of commercial, industrial and residential uses. The Keweenaw Bay Indian Community, who has plans to relocate their Harvey gaming operations to the property, has purchased the remaining portion.

9.15 Non-motorized Transportation Facilities

In recent years, the construction of non-motorized facilities has increased in response to public interest. Walking and bicycling are among the top five individual exercise activities according to a national survey[1] (walking is number one). Alternate modes of transportation are encouraged and made safer by facilities such as bike lanes and walking paths.

Ten (10) percent of each state's Surface Transportation Program (STP) funding is set aside for transportation enhancement projects. The Transportation Enhancement Program is designed to strengthen cultural, aesthetic and environmental aspects of the transportation system. One category of funding for Enhancement Program is non-motorized facilities. Funding is available for bicycle and pedestrian facilities, preservation of abandoned railway corridors and pedestrian and bicycle safety and educational activities.

Sidewalks have served to connect residents to their neighborhoods, schools, stores and workplaces for as long as they have been around. In the absence of sidewalks, people will either drive to where they need to go or use the street as they would a sidewalk. Sidewalks are pedestrian transportation corridors. The recommended standard for requiring sidewalks is where lot sizes are 10,000 square feet and smaller.

Sidewalks are found in most of the older residential subdivisions of the City. Some streets have sidewalks while other streets do not. The existing sidewalks are in poor condition. Newer subdivisions and the outlying areas do not have sidewalks. The City does not have a sidewalk replacement plan or schedule. At the property owner's request, sidewalks may be replaced on a 50/50 cost share basis.

The US-41/M-28 Comprehensive Corridor and Access Management Plan prepared by the Planning and Zoning Center for the Michigan Department of Transportation noted there are no pedestrian crosswalks on US-41/M-28 because of the lack of sidewalks. The plan indicates that pedestrian crossings are important to the City, especially at Second Street but there are currently no sidewalks in place. A pedestrian tunnel would be a preferred option but the cost would be high, an overhead pedestrian crossing may be viable. The plan recommends that the City consider a plan that links pedestrian, bike, transit and landscaping accessibility improvements for the US-41/M-28 corridor.

The Lake Superior Community Partnership is continuing to work on the Iron Ore Heritage Trail to preserve the mining heritage of Marquette County. Bicyclists, runners,

[1] National Sporting Goods Association, Sports Participation in 1998

hikers, walkers, cross-country skiers, snowshoers and snowmobilers will be able to use the route. From its western end in Republic, the Heritage Trail will eventually run 48 miles to its eastern terminus at Kawbawgam Road in Chocolay Township. The trail would traverse through Ishpeming, Negaunee, and Marquette and pass near many historic mining sites, some of which contain well-preserved structures. The trail will provide enhanced recreation to locals and tourists allowing them to view historic and scenic attractions; historic markers will also be placed along the route. The Heritage Trail will incorporate portions of the original "Plank Road", built in the 1850s to haul ore by oxen cart from Ishpeming to Marquette before construction of the railroads. The portion of the trail between Negaunee and Ishpeming was completed in 2008. The City of Ishpeming received Michigan DNR Recreation Grant funding for the construction of 2.2 miles of the trail in the City limits from the Brownstone Buildings to Winthrop Junction.

9.16 Issues and Opportunities

- **The ability of the Marquette County Road Commission to keep up with maintenance and construction needs on the county road system has decreased in recent years. If additional funding cannot be secured, the Road Commission may defer maintenance, and the condition of many roads will continue to deteriorate.**

- The City Council and the Planning Commission should continue to work with the Road Commission and MDOT to ensure that transportation deficiencies are not impediments to investment in the City.

- The City should continue to identify local road improvement projects and work with the Marquette County Road Commission to schedule these projects as local and road commission funds become available.

- An access management plan has been drafted for the US41/M-28 corridor in Marquette County. A number of recommendations are presented in the plan. The opportunity exists to work with MDOT in implementing the recommendations in order to reduce crashes, improve safety and prolong the life of the road network.

- The aging of the local population could result in future needs for additional transportation services for the elderly and/or disabled.

- Intracounty bus service is available through Marq-Tran. Marq-Tran offers both fixed routes and door-to-door service within the City. Daily intercity

transportation is available locally.

- **Some of the sidewalks are in poor condition; there are no plans to replace the aging sidewalks. The opportunity exists for the Planning Commission to identify and work with the City Council in instituting a sidewalk program for suitable areas.**

- **The Planning Commission should develop a City-wide surface drainage plan for control of storm water runoff and discharge.**