



Strategic Planning Process Commission Priorities

Issue Title: Advanced Metering Infrastructure

Department: Public Works and Utilities/Engineering

Plan: N/A

Status: Project implementation is currently on hold except for meter replacement.

Staff needs to complete an evaluation of the system that was recommended in 2010, a cost and technology analysis is critical moving forward. Based on the evaluation, detailed implementation strategy plan needs to be presented to City Commission as part of the 2017 budget process.

Issue: Implementation of Advanced Metering Infrastructure (AMI) / Automated Meter Reading (AMR)

Background: The City began studying the benefits and feasibility of implementing AMI / AMR around the turn of the century. At the time, the benefits of the system were recognized but the cost of implementing the system was difficult to pin down because the infrastructure required for a stand-alone system was a variable. The propagation study was not able to conclusively determine the amount of infrastructure required to achieve the necessary reliability of the system.

In early 2010, the Marquette Board of Light and Power (MBLP) presented a power line carrier (PLC) option for AMI that would allow the water meter infrastructure to “talk to” the electric meter infrastructure via radio waves by introducing transceivers to the metering infrastructure for two-way communication. The information would then be carried over the power lines to the MBLP where it could then be transmitted over the City fiber loop as needed. The infrastructure costs under the PLC option could be determined with greater certainty to show the cost benefit of AMI.

On May 10 of 2010, the City Commission approved moving forward with the MBLP option. In addition to the AMI infrastructure, the City would be changing over to electromagnetic meters from the traditional rotating disc positive displacement meters. This was necessary to realize the full benefit of the AMI system, as well as reduced maintenance costs.

Forecast:

- Year One:
 - The MBLP will need to complete the testing phase for the infrastructure to ensure reliable communication.
 - Complete logistics planning with City departments and the MBLP.
 - Develop the full implementation plan of the remaining infrastructure.
 - Fund the implementation plan.

- Year Two:
 - Implement the plan.
 - An estimated cost to implement the plan is currently being determined.



Strategic Planning Process Commission Priorities

Issue Title: Bike Path Maintenance Plan
Department: Public Works and Utilities
Plan: City Master Plan
Status: Not Started

Issue: Heavy Maintenance of the City Bike Path

Background: In the mid-1970s the City of Marquette established the Holly S. Greer Bike Path along Lakeshore Boulevard. Much of the path serves as part of the North Country National Scenic Trail. In addition to bicyclists, the shared-use path is used extensively by walkers, joggers, and inline skating enthusiasts. Today the bike path has grown into an 18-mile network of paved path throughout the City. Other than the natural beauty of the area, the bike path has consistently been considered the number one asset of the community.

The City's bike path requires routine maintenance. Throughout the summer months one operator is assigned to bike path maintenance and inspection at least one day per week. The tasks vary from sweeping to pavement patching, mowing the shoulders, trimming overhanging limbs, and repairing damaged signs. The bike paths are also supplied with trash cans and dispensing stations for dog waste collection bags which are serviced regularly.

In addition to the routine maintenance, the paths have a life span before they must be considered for heavy maintenance or replacement. In the past, it was determined that to maintain the existing system, a reasonable goal is to replace/repair 3000 linear foot per year at \$25 per linear foot for a yearly cost of \$75,000. A reasonable goal for the extension of the City bike path system would be 0.6 miles per year at \$82 per linear foot for a yearly cost of \$216,000 per the City Master Plan (p. 267).

Forecast:

- Year One:
 - Conduct routine maintenance and minor repairs internally by the Department of Public Works.
 - Evaluate the goals through a pathway condition survey. Incorporate these goals into the capital improvement plan.
- Year Two:
 - Fund the capital improvement program to keep pace with the infrastructure's rates of deterioration, useful service life and maintenance needs.
 - \$300,000 is required for capital replacement and \$60,000 for routine maintenance on an annual basis.



Strategic Planning Process Commission Priorities

Issue Title: Recycling

Department: Public Works and Utilities - Solid Waste

Plan: Community Solid Waste Plan

Status: The City continues to promote recycling opportunities for the community.

Issue: Sustainable handling of the City's solid waste stream.

Background: The City of Marquette has been taking action to promote reduce/reuse/recycle efforts throughout the community in an effort to handle solid waste in a sustainable manner. Studies show that approximately 45% of the solid waste stream is recyclable material that can be diverted from the landfill. Recycling promotes the sustainability of the Marquette County Solid Waste Management landfill which will keep tipping fees stable by reducing the need to expand current infrastructure. The City has recently entered into a partnership with the Marquette County Solid Waste Management Authority that promotes recycling in the community and will aid in getting recyclable materials to market.

Forecast:

- Year One:
 - Incorporate recycling into a Community Solid Waste Plan.
 - Continue to promote recycling in the residential sector.
 - Support the expansion of recycling opportunities for the commercial sector.
 - Maximize recycling opportunities in the upcoming solid waste hauling contract.

- Year Two:
 - Continue to provide recycling opportunities for the community.



Strategic Planning Process Commission Priorities

Issue Title: Undeveloped City Right-of-Way
Department: Public Works/Community Development
Plan: None
Status: New

Issue: Develop a plan for retaining or abandoning undeveloped City right-of-way, including policy guidance on how remaining undeveloped right-of-way may be used and what maintenance role the City will play prior to development.

Background: The City contains undeveloped right-of-way that was established as part of plats developed under the Subdivision Control Act. In some cases the City accepted right-of-way by resolution when property was subdivided under the Land Division Act or thru jurisdictional transfer with another public agency.

These right-of-ways have not consistently been dealt with by City Administration and the City Commission. These public right-of-ways have been used for many purposes, some authorized and some not. In some cases these public right-of-ways have been privately developed for private utilities, private drives, private parking areas/lots, private storage, and general assumption as part of their yard for wood piles, barbeques, boat and RV storage, etc.

Consideration must be given for access to adjoining properties, current and future utilities, future development, snow storage, etc.

Forecast:

Year One:

- Identify all undeveloped right-of-way under City jurisdiction.
- Staff to draft a recommendation to the Planning Commission regarding the City's best interests to retain or abandon undeveloped right-of-way on a case by case basis.

Year Two:

- Develop and adopt policy for the undeveloped right-of-way being retained.
- Vacate undeveloped right-of-way no longer in the best interest to the City and update the official City right-of-way map.



Strategic Planning Process Commission Priorities

Issue Title: Winter Maintenance Plan
Department: Public Works and Utilities
Plan: City Master Plan
Status: Ongoing

Issue: Development of a Coordinated Winter Maintenance Plan.

Background: The goal of the Public Works Department is to remove snow and ice from our roadways and sidewalks as rapidly and efficiently as possible while keeping roads open and essential traffic moving. The aim of snow and ice control operations is to return road surfaces to safe winter driving conditions as soon as feasible within the limitations our limited resources and weather conditions. With proper use of storm forecasts, personnel, equipment, and deicing materials, the desired result can usually be attained. However, flexibility is needed to adapt to the variety of circumstances and conditions during a snow or ice storm.

Forecast:

- Year One:
 - Receive public input and explore partnership opportunities (Completed – “Snow Summit”)
 - Define the purpose, policy, considerations and level of service for the Winter Maintenance Plan according to current resources and public expectation
 - Develop alternate strategies and associated costs for implementation
 - If a plan is not put in place the public will continue to have a wide variety of expectations and understanding of winter maintenance operations
- Year Two:
 - Begin implementing the schedule according to the plans, policies and procedures defined in year one