



..... MARINETTE CITY GOVERNMENT'S 138TH YEAR

**COMMITTEE OF THE WHOLE MEETING
of the
CITY OF MARINETTE, WISCONSIN, COMMON COUNCIL
MARINETTE CITY HALL, COMMON COUNCIL CHAMBERS
1905 HALL AVENUE, MARINETTE, WI 54143
TUESDAY, FEBRUARY 10TH, 2026 at 4:00 p.m.**

- 1) Call to Order of the Marinette Common Council.**
- 2) Pledge of allegiance.**
- 3) Roll call for Marinette Common Council.**
- 4) Discussion regarding Bicycle & Pedestrian Plan (Mead & Hunt).**
- 5) Adjournment by Marinette Common Council.**

Common Council President Dorothy Kowalski, City of Marinette

Requests from individuals with disabilities who need special accommodations to participate in this meeting should be made to the Marinette, Wisconsin City Clerk's Office at 1-715-732-5141 with as much advance notice prior to the meeting as possible.

Cc: Mayor, Steve Genisot (w/encl); City Attorney, Bob Gagan (w/encl); Chief of Police, Jon LaCombe (w/encl); Fire Chief, Jay Heckel (w/encl); Finance Director Jackie Miller (w/encl); Director of Public Works, Brian Miller (w/encl); Common Council Members; Department Heads; Eagle Herald (w/encl); Peshtigo Times (w/encl); Bay Cities Radio (w/encl); City Hall Bulletin Board.

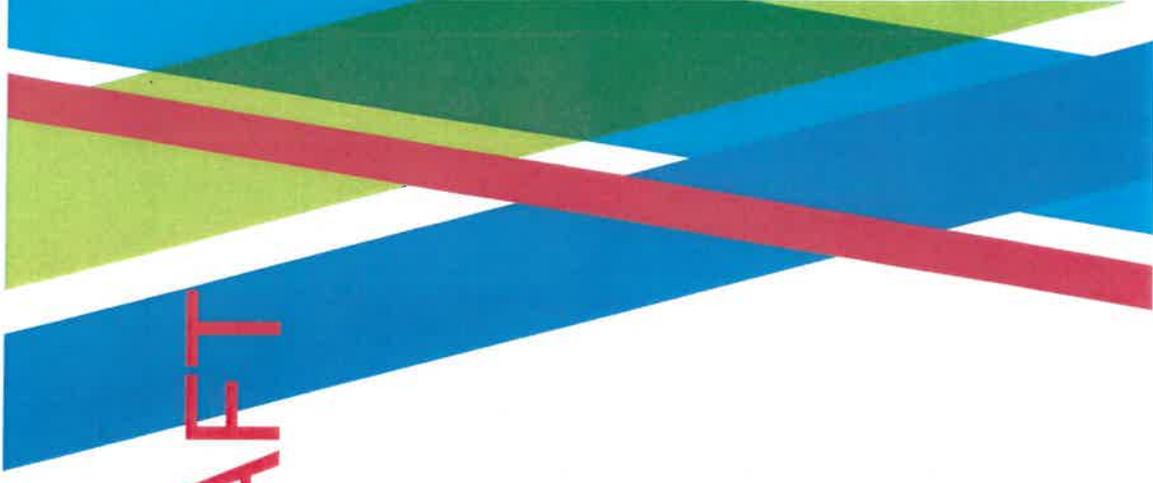


DRAFT

Bicycle and Pedestrian Plan

City of Marinette, WI

January 27, 2026



Who we are?

- Brian Carranza, PLA, AICP - Project Manager
- Molly North, RSP1 - Multimodal Transportation Engineer



Meeting Goals

1. Revisit Project Purpose and Need
2. Summarize Council Survey
3. Existing Conditions Highlights
 - Public Feedback
 - Existing Network
4. Proposed Network Maps
 - Pedestrian Network
 - Bicycle (On-Road) Network
 - Multi-Modal Network
5. Project List
 - Methodology
 - Priority List
6. Next Steps

What is included in a Bicycle and Pedestrian Plan?

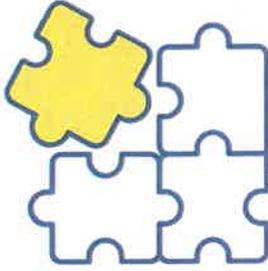
Introduction & Vision

Purpose, guiding principles, alignment with regional goals



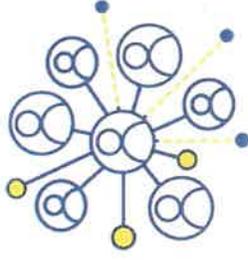
Existing Condition Analysis

Bike/pedestrian networks, existing facility & gap analysis



Community Voices

Views on current conditions and hopes for the future



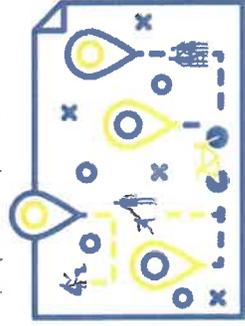
Policy Framework

Complete Streets Policies, education & encouragement



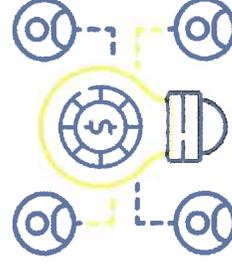
Connecting Marinette

Design principles & best practices, proposed improvements



Action Plan & Funding

Timeline, funding sources, roles, and metrics



Staff & Council Feedback – Key Issues

Key Issues	
Connectivity & Safety	Missing sidewalks, connectivity gaps, unsafe crossings, heavy traffic corridors.
Infrastructure Gaps	Lack of bike lanes, poor signage, narrow/deteriorating sidewalks.
Maintenance Challenges	Snow/ice removal, drainage issues, limited maintenance capacity.
Behavioral & Policy Barriers	E-bike speeding, cyclists ignoring laws, outdated policies/zoning.
Equity Concerns	Entire city underserved; vulnerable groups include children and disabled.
Funding	Limited funding for implementation

Staff & Council Feedback – Opportunities

Opportunities

Funding

Explore TID funding, grants, and public/private partnerships for financial support.

Partnerships

Collaborate with schools, recreation departments, businesses, and neighbors.

Policy Updates

Modernize ordinances, adopt and advertise uniform streets standards.

Infrastructure Expansion

Use upcoming development projects to implement projects.

Community Engagement/ Enforcement

Education campaigns, Safe Routes to School, enforcement initiatives.

Data-Driven Planning

Crash analysis, high-injury network studies, and prioritization tools.

Question 18: What is your vision for biking and walking in Marinette, and what goals/projects should this plan prioritize to achieve over the next 5–10 years?

Aggregate responses:

“Create a safe, connected, and accessible network of sidewalks, bike lanes, and trails that prioritizes safety, comfort, and connectivity to key destinations while leveraging natural assets and community character.”

Existing Pedestrian Network



Existing Bicycle Network



Community Survey & Mapping Tool

- **Community Survey**
 - The survey asks specific questions about safety, connectivity, infrastructure, etc.
 - The survey went live since August and was “open” through October
- **Community Mapping Tool**
 - The mapping tool allows users to place new facility recommendations, identify unsafe intersections on a map in real time!
 - The tool went live since August and was “open” through October

City of Marinette - Interactive Mapping Tool

Marinette
expanding horizons

Guide to Using the Interactive Mapping Tool

Once you are Logged in to the tool right hand side of the screen you will see a LAYER LIST. Shows all layers and allows you to switch them on and off by clicking the checkboxes next to the layer names.

LEGEND: Displays the symbols of each map layer.

How to add a point:

1. Select an icon from the Editor Panel on the right side of the screen.
2. Click on the map where you want to add the feature.
3. Fill in your comment.
4. Click "Create".

Update or delete a feature:

1. Click "Select" from the Editor Panel.
2. Click the icon on the map where you want to update or delete the feature.
3. Update the information as needed.
4. Click "Update" or "Delete".

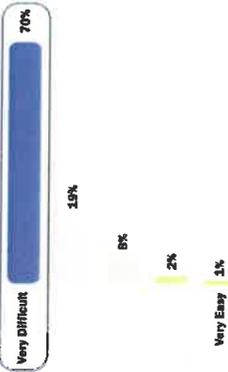
Disclaimer: These comments are viewable by the public. This site is monitored regularly by the City of Marinette. You are not allowed to be abusive, defamatory, or otherwise not be in accord with the city's legislation.

Community Mapping Tool

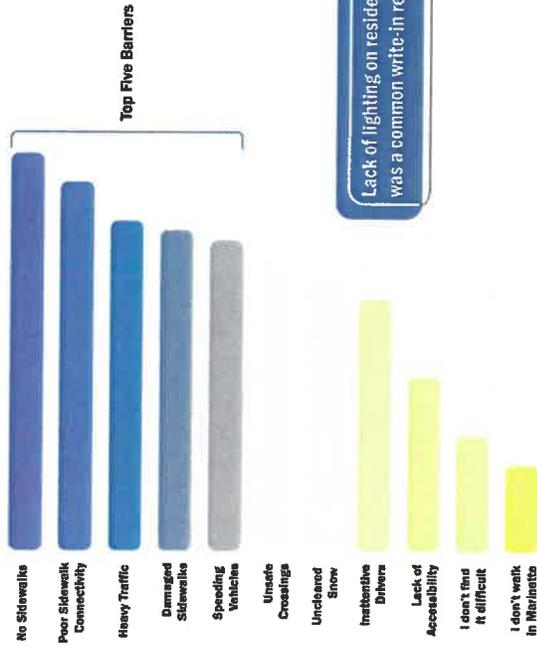
Community Input - Pedestrians

Community Survey: WALKING

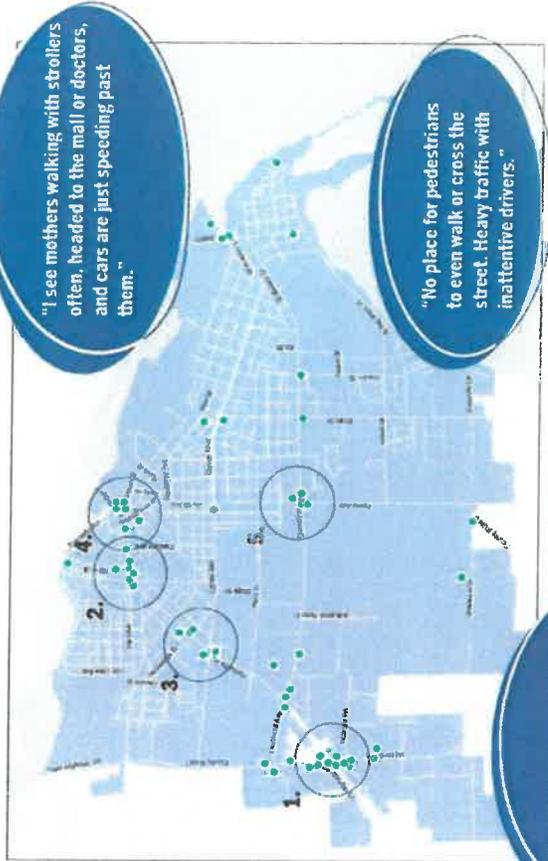
How easy or difficult is it to walk from your neighborhood or workplace to non-residential areas on the west side of Marinette (e.g., Walmart, Pine Tree Mall, Aurora and Bellin Health, etc) using existing pedestrian facilities?



What are the top 5 barriers to walking from your neighborhood or workplace to other parts of the city?



Lack of lighting on residential streets was a common write-in response.



"I see mothers walking with strollers often, headed to the mall or doctors, and cars are just speeding past them."

"No place for pedestrians to even walk or cross the street. Heavy traffic with inattentive drivers."

PROBLEM INTERSECTIONS:

1. Highway 41 & Roosevelt Rd
2. Highway 41 & Hattie St
3. Marinette Ave & Carney Ave
4. Highway 41 & Main St
5. Pierce Ave & Cleveland Ave

"I have almost been hit going through this intersection on foot and (unfortunately) have almost hit someone going through this intersection who was on foot."

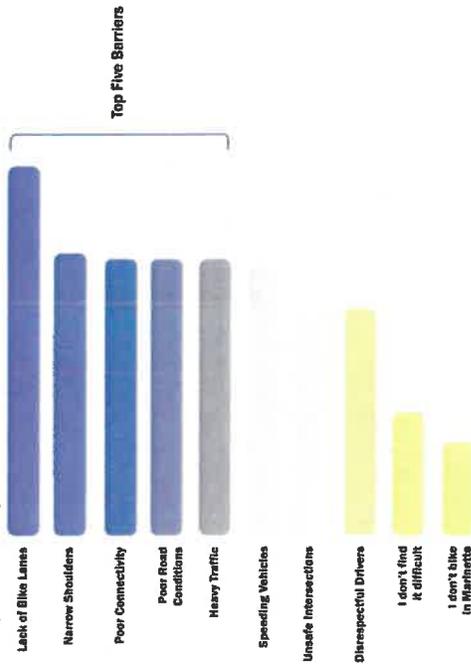
Community Input - Bicycles

Community Survey: BIKING

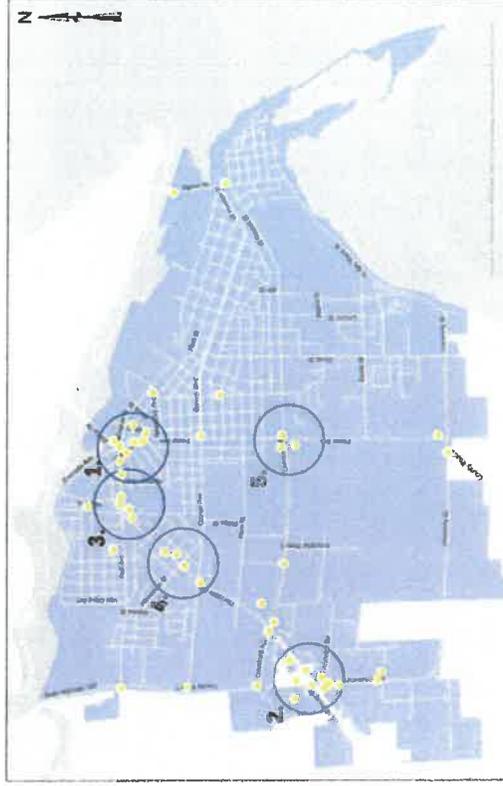
How satisfied are you with bicycle infrastructure in Marinette?



What are the top 5 barriers to walking from your neighborhood or workplace to other parts of the city?



Respondents noted what locations they thought were the most dangerous for bicyclists:

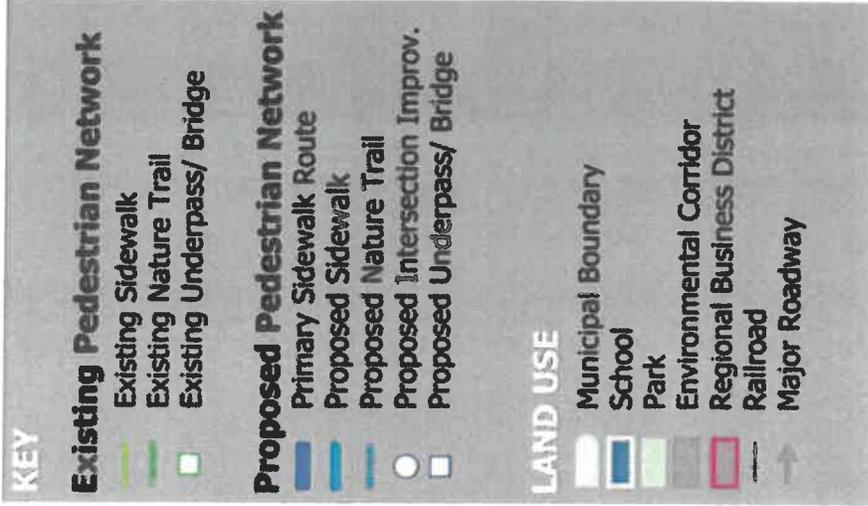


"Heavy traffic, inattentive drivers, lack of lighting at night."

"I have witnessed near accidents here."

"Too much traffic and there's no bike lane so I'll only ride on the sidewalk at this intersection."

Proposed Pedestrian Network Map



- **Primary Sidewalk Route**
 - Existing Streets that align with the 1/4 mile grid, which is the recommended spacing of “ideal” pedestrian network.
 - These routes should be brought to the following standard
 - 5’ wide concrete sidewalk on both sides of street, ADA curb ramps and crosswalks at intersections
- **Proposed Sidewalk**
 - Highlights where proposed sidewalk additions are recommended
- **Proposed Nature Trail**
 - Locations where “unimproved” pedestrian only trails are proposed

Proposed Pedestrian Network



Proposed Bicycle Network Map

KEY

Existing Bicycle Network

- Existing On-Road Facility
- Existing Underpass/ Bridge

Proposed Bicycle Network

- Proposed On-Road Facility
- Proposed Intersection Improv.
- Proposed Underpass/ Bridge

LAND USE

- Municipal Boundary
- School
- Park
- Environmental Corridor
- Regional Business District
- Railroad
- Major Roadway

- Proposed On-Road Facility
 - Existing Streets that align with the 1/2 mile grid, which is the recommended spacing of "ideal" bicycle network.
- Bicycle Lane
- Protected Bicycle Lane
- Bike Boulevard/ Sharrow

Proposed Bicycle Network



Proposed Multi-Use Network Map

KEY

Existing Multi-Use Network

- Existing Paved Trail
- Existing Underpass/ Bridge

Proposed Multi-Use Network

- Signature Loop/ Route
- Proposed Soft Surface Trail
- Proposed Paved Trail
- Proposed Intersection Improv.
- Proposed Underpass/ Bridge

LAND USE

- Municipal Boundary
- School
- Park
- Environmental Corridor
- Regional Business District
- Railroad
- Major Roadway

- Signature Loop
 - Branded Community Recreational Path
- Proposed Paved Trail
 - Bicycle and Pedestrian Modes
 - Highest comfort/ confidence level
- Proposed Soft Surface Trail
 - Bicycle and Pedestrian Modes
 - Crushed aggregate or soft surface material
- Proposed Underpass/ Bridge
 - Overcomes connectivity barrier (natural, traffic, etc.)

Proposed Multi-Use Network



Proposed Intersection Improvements

- Intersections crossing major roadways that had bicycle and pedestrian network routes
- Improvements are context driven. Planning level descriptions of the scope of work provided in the project list.



Question:

Do you see any critical gaps in the proposed network?

Project List Methodology

Step 1



Reviewed maps for network gaps and safety concerns



Developed separate project lists for Pedestrian, Bicycle (On-Road), and Multi-Use Networks

Total of 54 projects identified
Total of 17 intersections identified

Step 2



Scored projects using a multi-criteria matrix to determine the priority projects for network development



Reviewed the project list to confirm scores accurately reflected what we have learned

Project Priority Screening Criteria

	Safety	Network Connectivity	Access to Key Facilities	Community Support	Serves Users Age 8-80	Serves Marginalized Area
	(Crash data, perceived safety)	(Connects to existing network)	(Schools, parks, hubs)	(Public input / past plan)	(Level of comfort)	(Social Equity Index)
SEGMENT RUBRIC	1=Minor crash history or poor conditions	1=Isolated project	1=No major connections	1=Low support or serves affluent area	1=Low-comfort, limited accessibility	1=Lower concentration of equity concerns
	2=Moderate crash/safety concerns	2=Connects to some existing network	2=Connects/ adjacent to 1 major facility	2=Moderate support or mixed equity value	2=Moderate comfort/access	2=Moderate concentration of equity concerns
	3=High-crash location or significant perceived risk	3=Critical gap filler, key link in routing	3=Connects/adjacent to 2+ schools, parks, downtown hubs	3=Strong support and/or high-need/equity area	3=High-comfort, direct route	3=Higher concentration of equity concerns
INTERSECTION RUBRIC	1=Minor crash history or poor conditions	1=Isolated project	1=> than 0.5 miles of key facilities	1=Low support or serves affluent area	1=Low-comfort, limited accessibility	1=Lower concentration of equity concerns
	2=Moderate crash/safety concerns	2= One segment intersects	2= within 0.5 miles of key facilities	2=Moderate support or mixed equity value	2=Moderate comfort/access	2=Moderate concentration of equity concerns
	3=High-crash location or significant perceived risk	3=Two or more segments intersect	3=Within 0.25 miles of key facilities	3=Strong support and/or high-need/equity area	3=High-comfort, direct route	3=Higher concentration of equity concerns

Priority Project List - Pedestrian

Segment ID	Street Name	Termini	Facility Type	Facility Length	Surface Type	Includes an Intersection Improvement	Description	Score
1p	Primary Sidewalks	Primary network designated on map	Sidewalks, curb ramps, crosswalks	-	Concrete	-	Sidewalks up to standard: both sides, curb ramps, crosswalks, minimum 5-foot wide	18
2p	Edwin St	Shore Dr - W Bay Shore St	Sidewalk or Multi-use path	.5 Mile	Concrete/Asphalt	-	-	16

Priority Project List - Bicycle

Segment ID	Street Name	Termini	Facility Type	Facility Length	Surface Type	Includes an Intersection Improvement	Description	Score
4b	Owena St and Van Cleve Ave	Owena St. (Carney Ave - STH64/Hall Ave) and Van Cleve Ave (STH 64/Hall Ave - Riverside Ave)	On-Road Facility	0.8 Miles	-	STH 64/Hall Ave intersection with Owena St/Van Cleve Ave	Pavement Marking & Signage, Intersection Improvements	16
9b	Stephenson St, Ella Ct, Hattie St (3 legs)	Wisconsin St - Sherman St, Madison Ave, Wisconsin St	On-Road Facility	0.75 Miles	-	US 41 & Stephenson St	Pavement Marking & Signage	16
17b	Pierce Ave	State St - Main St	On-Road Facility	0.65 Miles	-	Cleveland Ave & Pierce Ave	Pavement Marking & Signage, Intersection Improvements	18
21b	Shore Dr	University Dr - Main St	On-Road Facility	1.5 miles	-	Cleveland Ave & Shore Dr	Pavement Marking & Signage, Intersection Improvements Enhance sidewalk on one side to accommodate two-way bike travel (Pierce to Shore Dr); On-road or multi-use path (Shore Dr to West Bay Shore)	16
22b	Edwin St	Pierce Ave - W Bay Shore St	Protected Bike Lane	1.0 Miles	-			16

Priority Project List – Multi-Use

Segment ID	Street Name	Termini	Facility Type	Facility Length	Surface Type	Includes an Intersection Improvement	Description	Score
6m	Wells St and Egner St - or parallel	Main St - Riverside Ave (US 41 Underpass)	On-Road Facility/Multi-Use Path/Underpass/Boardwalk	0.25 Miles	Concrete/Asphalt		Pavement Marking & Signage, Multi-Use Path, Underpass, Boardwalk	18
8m	Menominee River Trail	8th St - Ogden St, + 1 Block Connection to 1st Street	Multi-Use Path	0.75 Miles	-	Multi-Use Path Crossing at Ogden St	Multi-Use Path, Signage, Intersection Improvements	16
13m	Pierce Ave	Edwin St - Cleveland Ave	Expand Sidewalk to Multi-Use Path	0.5 Miles	Concrete/Asphalt		Expansion of existing Sidewalk to Multi-Use Path, Signage	16
14m	Pierce Ave	University Dr - Edwin St	Multi-Use Path	0.5 Miles	Concrete/Asphalt		Multi-Use Path, Signage	16
16m	Woleske Rd	Industrial Pkwy - Pierce Ave	Multi-Use Path	0.7 Miles	Concrete/Asphalt		Multi-Use Path, Signage	17
21m	Soft surface trails	Inside environmental corridor and Johnson/Tyco property	Hiking Trail Improvements	7-10 Miles	Crushed Aggregate boardwalk		Signage, unpaved multi-use path	16

Priority Project List - Intersections

Segment ID	Street Name	Potential Improvements	Score
F	US 41 & Hattie St	Decrease corner radii; enhance pedestrian crossings with directional ADA curb ramps, high visibility crosswalks and median refuges; evaluate signal timing for bike/ped safety and crossing times; add bike safety improvements such as bike boxes; enhance street lighting for visibility	18
G	US 41 & Stephenson St	Decrease corner radii; enhance pedestrian crossings with directional ADA curb ramps, high visibility crosswalks and median refuges (narrow lanes); evaluate signal timing for bike/ped safety and crossing times; add bike safety improvements such as bike boxes; enhance street lighting for visibility	17
K	Cleveland Ave & Pierce Ave	Decrease corner radii/bulb outs; enhance pedestrian crossings with directional curb ramps and high visibility crosswalks; add bike safety improvements such as bike boxes; enhance street lighting for visibility	18
M	Cleveland Ave & 6th St	Enhance pedestrian crossings with bulb outs, directional ADA curb ramps and high visibility crosswalks; enhance street lighting for visibility	17

Question:

Do you see any critical projects missing? Or projects you felt should be in the prioritized list?



NEXT STEPS

- 1. Incorporate City Council Feedback**
- 2. Finalize Bicycle and Pedestrian Plan**
- 3. Seek City Council Approval of Bicycle and Pedestrian Plan**