

Welcome

**Marshall Street (County Road 23)
open house**

Project background and schedule

Hennepin County is planning to reconstruct Marshall Street (County Road 23) between 3rd Avenue and Lowry Avenue (County Road 153) in Northeast Minneapolis. The county seeks to replace aging infrastructure and improve safety and comfort for people of all ages and abilities walking, biking, rolling and driving along the corridor.

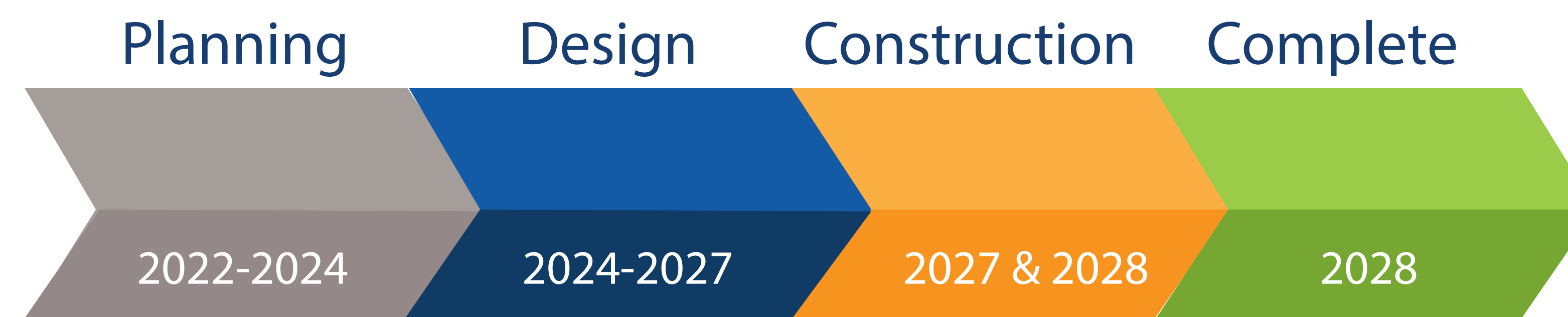
In 2018, Hennepin County conducted a corridor study which resulted in the recommendation of a relocation of space for people walking, biking, and driving that included a two-way off street bicycle facility and parking through the corridor.



Project area map

Project goals

- 1 Create a safe space for all users.
- 2 Plan for accessible, continuous and separated bikeways and sidewalks.
- 3 Develop sustainable parking solutions.
- 4 Improve transit connections.
- 5 Balance need for all modes of transportation.
- 6 Improve access to the river and green spaces.
- 7 Strengthen connections to Marshall Street businesses and destinations.



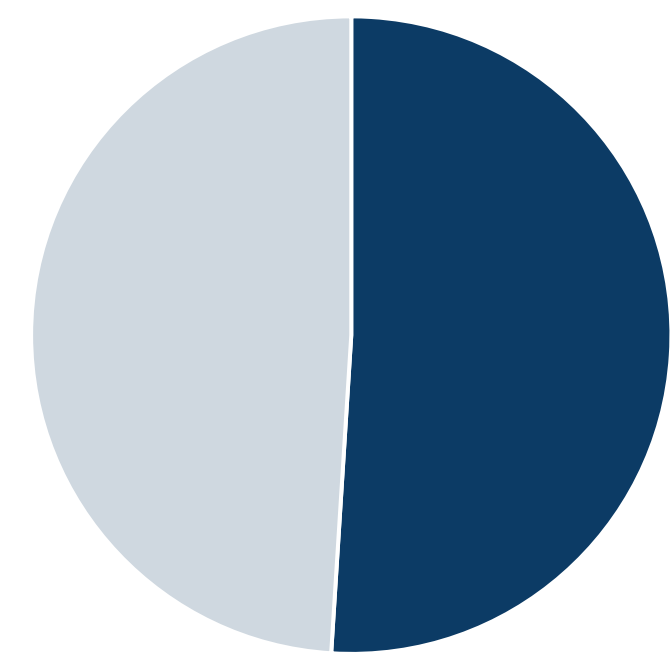
Timeline is subject to change

Phase 1 engagement summary

Phase 1 engagement ran from August 2024 to October 2024. Through in-person events and online engagement, the project team introduced the project to the community and began collecting feedback on current issues and needs, and how residents and local businesses use the corridor.

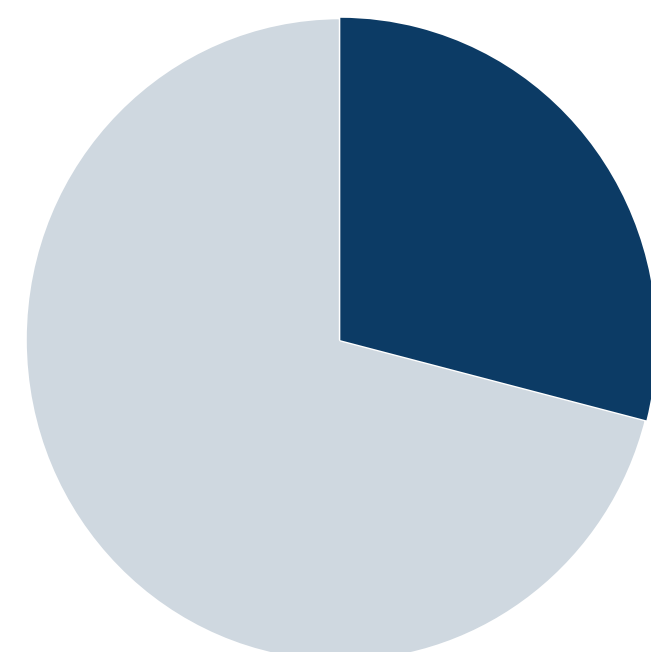
Top comment themes

Almost 150 written comments were collected from in-person and online engagement activities. The top comment themes we heard were:



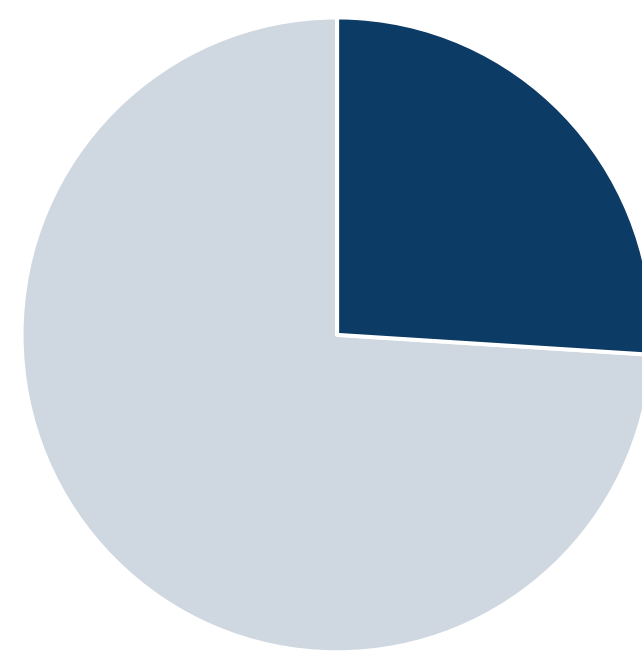
51%

of comments were about bicycling and making biking along Marshall Street safer.



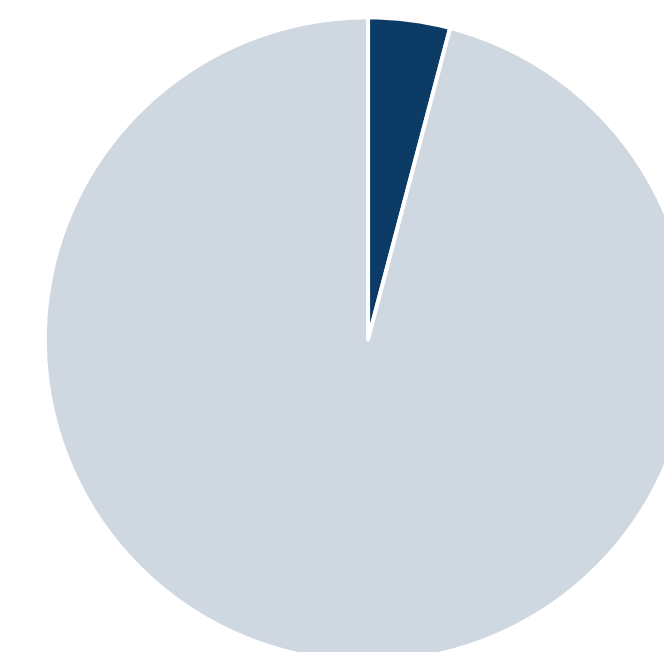
29%

of comments were about pedestrians and making sidewalks and crosswalks larger and safer.



24%

of comments were about broad safety issues such as speeding and visibility issues.



19%

of comments were about parking. Half advocated for keeping parking, half for removing parking.

"It is scary to cross this intersection, and I have to do it often with my children. Needs traffic calming like bump outs, crosswalk beacon, etc. Also, a lot of drivers will pass in the shoulder when another car has stopped to let pedestrians cross, creating a very dangerous situation."

"The sidewalks on the river side of the road here are pretty [inadequate]. I would like to see sidewalk improvements AND maintaining parking for disabled community members."

"We must have a protected bikeway for the entire corridor to keep community safe, even at the expense of parking."

Modal priority activity results

At each neighborhood conversation, participants were given 10 marbles and directed to distribute their marbles among six categories which represented modes of travel/how street space could be allocated, according to their own preferences.



Walking (85 votes)



Biking (75 votes)



Parking and delivery (69 votes)



Green space (63 votes)

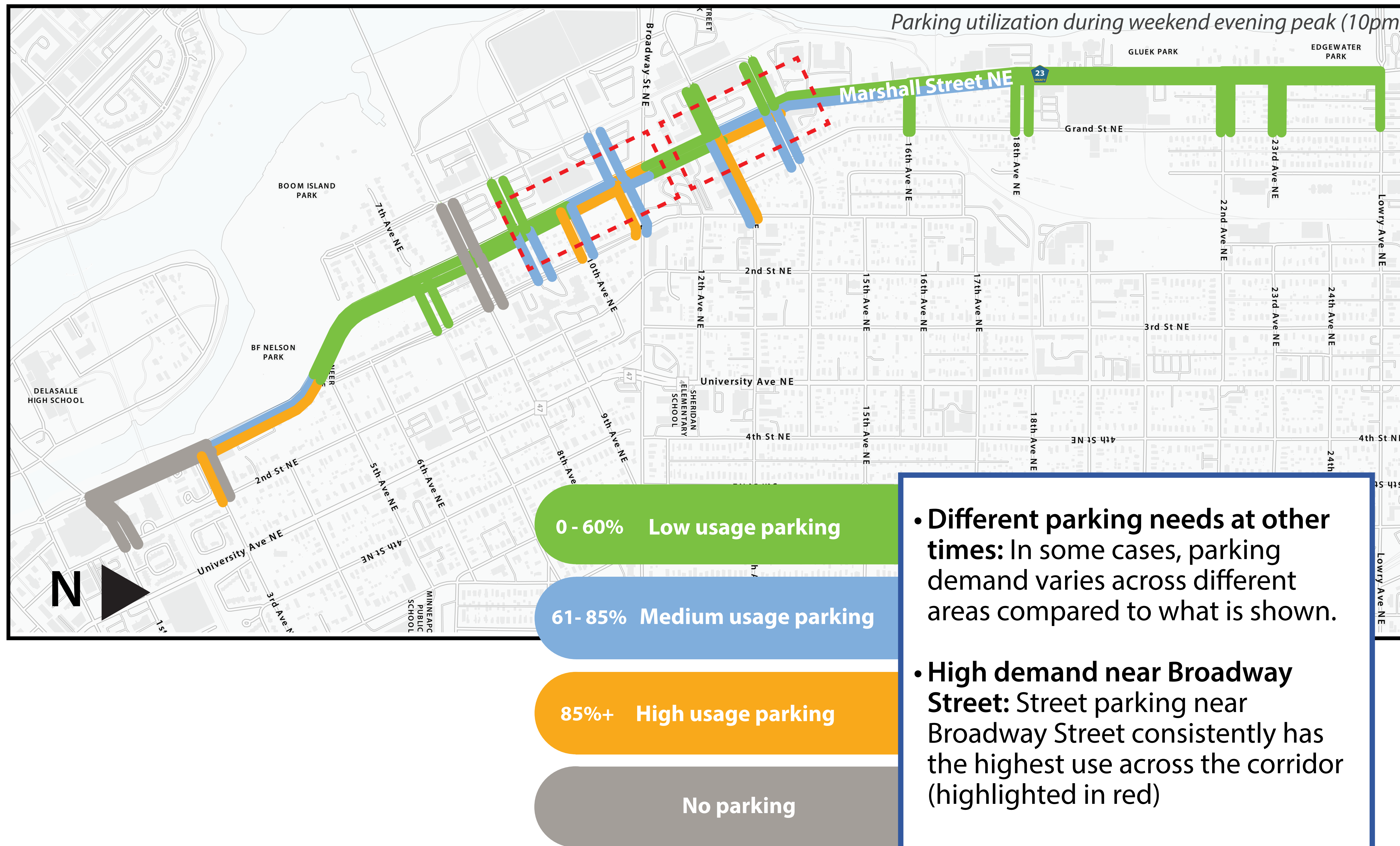


Driving (41 votes)



Bus service (26 votes)

Parking study



Count process

Parking observations were conducted on weekdays and weekends in September at varying times throughout the day/evening.

How much parking is there?

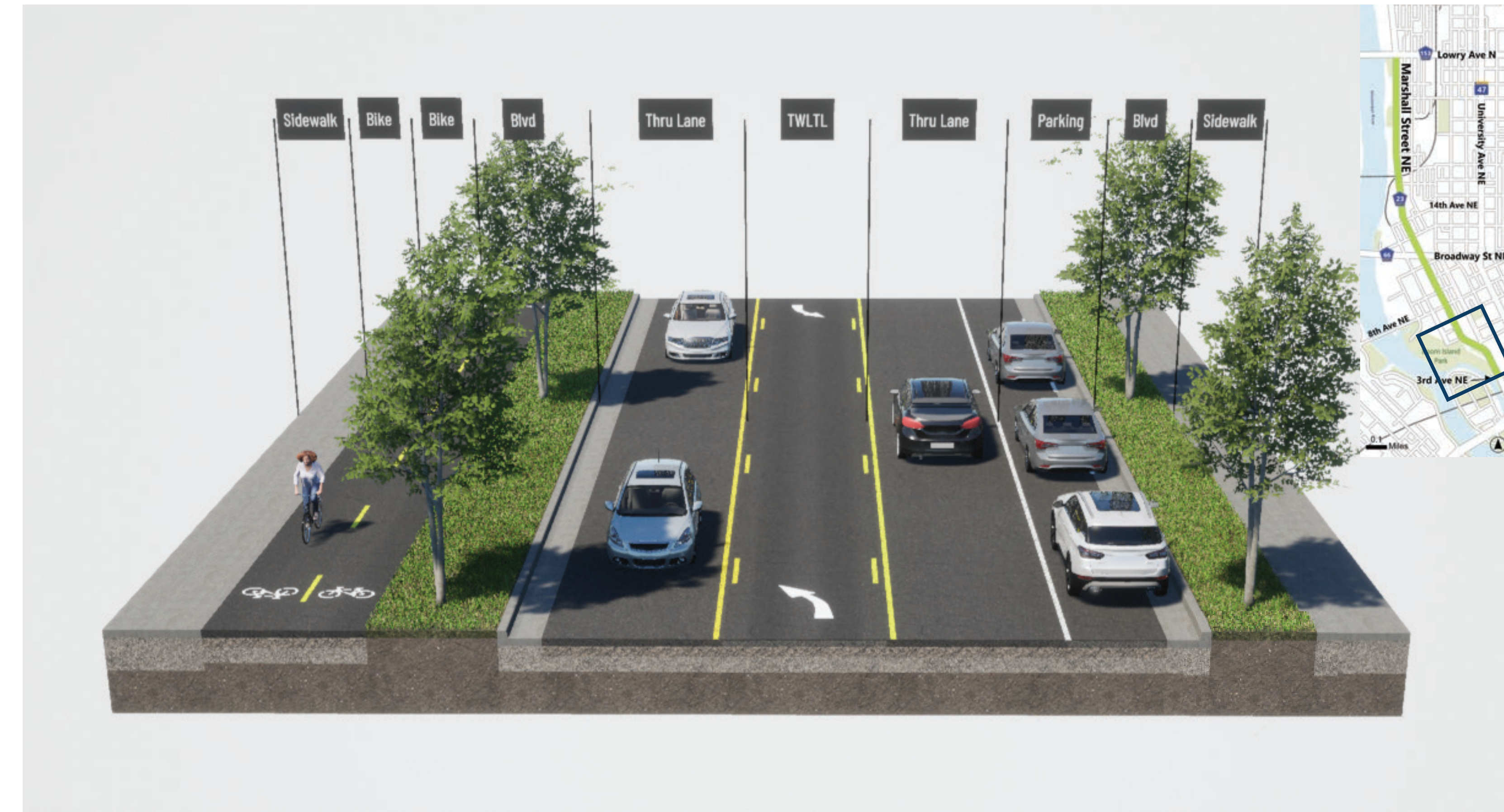
- **665** parking spaces on Marshall Street between Hennepin Avenue and Lowry Avenue
- **415** parking spaces on the side streets within one block of Marshall Street.

Draft concepts- south section of the corridor (3rd Avenue - Broadway Street)

Concept 1 (upper) : two-way off-street bikeway with two way left turn lane (two lane parking)



Concept 1 (lower) : two-way off-street bikeway with two way left turn lane (one lane parking)



Benefits

- Separation between pedestrians and bicycles
- Provides pedestrian and two-way bicycle connectivity to parks and river
- Better utilization of parking based on corridor parking study
- Fewer bicycle turning conflicts

Tradeoff

- Not enough room for boulevard trees on both sides of the street and two lanes of parking
- Provides direct bicycle access to one side of the street
- Increased complexity at intersections

Draft concepts- south section of the corridor (3rd Avenue - Broadway Street)

Concept 2: one-way off street bikeway with two way left turn lane (two lane parking)



Concept 3: shared use path with two way left turn lane (two lane parking)



Benefits

- Separation between pedestrians and bicycles
- Provides direct bicycle access to both sides of the street
- More consistent with existing roadway operations and driver expectations
- Additional on-street parking

Tradeoffs

- Not enough room for boulevard trees on both sides of the street and two lanes of parking
- Additional intersection crossings for bicyclists to travel on the correct side of the street (in the direction of vehicle traffic)
- Safety concerns for all users as there are more intersection crossings along east side

Benefits

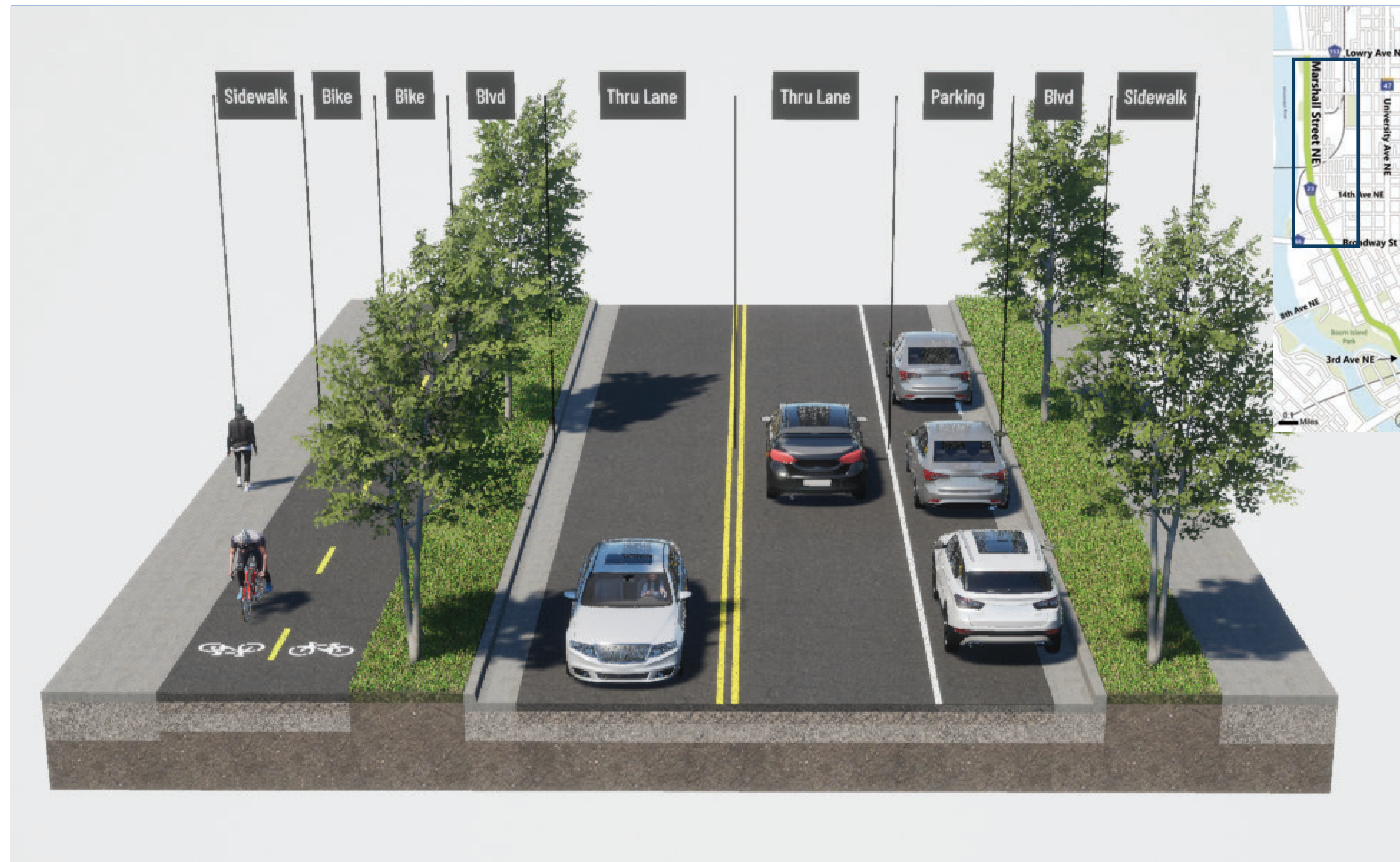
- Larger boulevard for trees and green space
- Provides pedestrian and two-way bicycle connectivity to parks and river
- Additional on-street parking

Tradeoffs

- No separation between pedestrians and bicycles on shared use path
- Shared use path along business entryways and frontage zones
- Provides direct bicycle access to one side of the street

Draft concepts- north section of the corridor (Broadway Street - Lowry Avenue)

Concept 1: two-way off-street bikeway (one lane parking)



Concept 2: one-way off-street bikeway (one lane parking)



Benefits

- Separation between pedestrians and bicycles
- Provides pedestrian and two-way bicycle connectivity to parks and river
- Dedicated non-motorized user corridor
- Fewer bicycle turning conflicts

Tradeoffs

- One lane of on-street parking
- Provides direct bicycle access to one side of the street
- Increased complexity at intersections

Benefits

- Separation between pedestrians and bicycles
- Provides direct bicycle access to both sides of the street
- More consistent with existing roadway operations and driver expectations

Tradeoffs

- One lane of on-street parking
- Additional intersection crossings for bicyclists to travel on the correct side of the street (in the direction of vehicle traffic)
- Safety concerns for all users as there are more intersection crossings along east side

Draft concepts- north section of the corridor (Broadway Street - Lowry Avenue)

Concept 3: shared use path (two lane parking)



Benefits

- Additional on-street parking
- Traffic calming where parking is fully utilized
- Potential for additional green space in areas where two on-street parking lanes are not needed

Tradeoffs

- No separation between pedestrians and bicycles on shared use path
- Shared use path along business entryways and frontage zones
- Provides direct bicycle access to one side of the street

Optional demographic questions

Please tell us who you are

By understanding who we are reaching through engagement, we can better adjust our approach to reach a broader audience.

How would you describe your race and/or ethnicity?

American Indian; Native American

African-American; African; Black, and/or African descent or the African diaspora

White/Caucasia

Alaskan Native; Native Hawaiian;

Asian/Pacific American; Asian/Pacific Islander (API)

Latino/a/x/Hispanic

More than one or not listed here

What is your gender identity?

Male

Non-binary

Female

Prefer to self-describe

What is your zip code?

55418

55413

55414

OTHER

What is your relationship to Marshall Street? (choose all that apply)

Live on or close by Marshall Street

Work on or close by Marshall Street

I come for recreation, entertainment, or

I come to the area for shopping, goods or services

I come to the area but do not live or work there

I frequently travel through this area along this corridor