

Marshall Street reconstruction

Phase I engagement summary

Project background and schedule

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



Timeline is subject to change



View of Marshall Street, looking north between 9th Avenue Northeast and 11th Avenue Northeast

Engagement events

There will be three phases of engagement for this project. The most recent phase, Phase I, ran from August 2024 to October 2024. During this phase the project team used the following methods to introduce the project to the community, gather input on current issues and needs, and understand how residents and local businesses use the corridor:

- 1. In-person engagement:** three neighborhood conversations, one bike-walk audit of the corridor
- 2. Online engagement:** project page, BeHeard Hennepin website (survey & map)
- 3. Business engagement:** door-knocking, business survey
- 4. Neighborhood organization meetings:** informational presentations

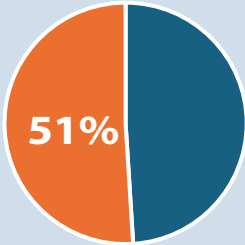


Neighborhood conversation #2 (left), bike-walk audit (right)

Feedback themes and comments

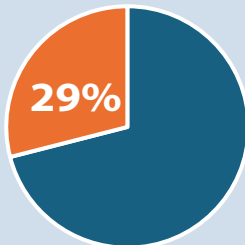
Almost 150 written comments were collected between in-person and online engagement activities while project staff had dozens of conversations at in-person events with community members.

Selected comment themes



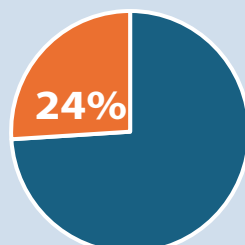
51%
of comments were about bicyclists.

Community members expressed a desire for Marshall Street to be an enjoyable and safe place for biking. There is support for a protected bike lane to be installed throughout the corridor.



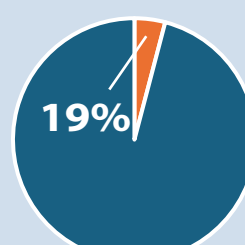
29%
of comments were about pedestrians.

Community members want Marshall Street to be accessible and enjoyable for pedestrians. There is support for more space for pedestrians, larger green barriers between the sidewalk and roadway, and infrastructure to make crossing safer.



24%
of comments were about broader safety issues.

Community members expressed concerns with safety along the corridor, mentioning high vehicular speeds, visibility issues, a lack of safe pedestrian and bike space, and traffic at intersections.



19%
of comments were about parking.

Community members were divided on whether on-street parking should remain along the corridor. Supporters of removing parking cited visibility issues and space for walking/biking. Supporters of preserving parking cited access to businesses and residences.

Other reoccurring themes were traffic calming (16%), a safe crossing at the end of the East River Trail (14%), the enviroment and increased greening (7%). Below is a sample of comments recieved:

"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."

"My vision for Marshall is to provide better access for bikes and pedestrians. As the main road on the east side of the river, there is not great space for bikes and pedestrians"

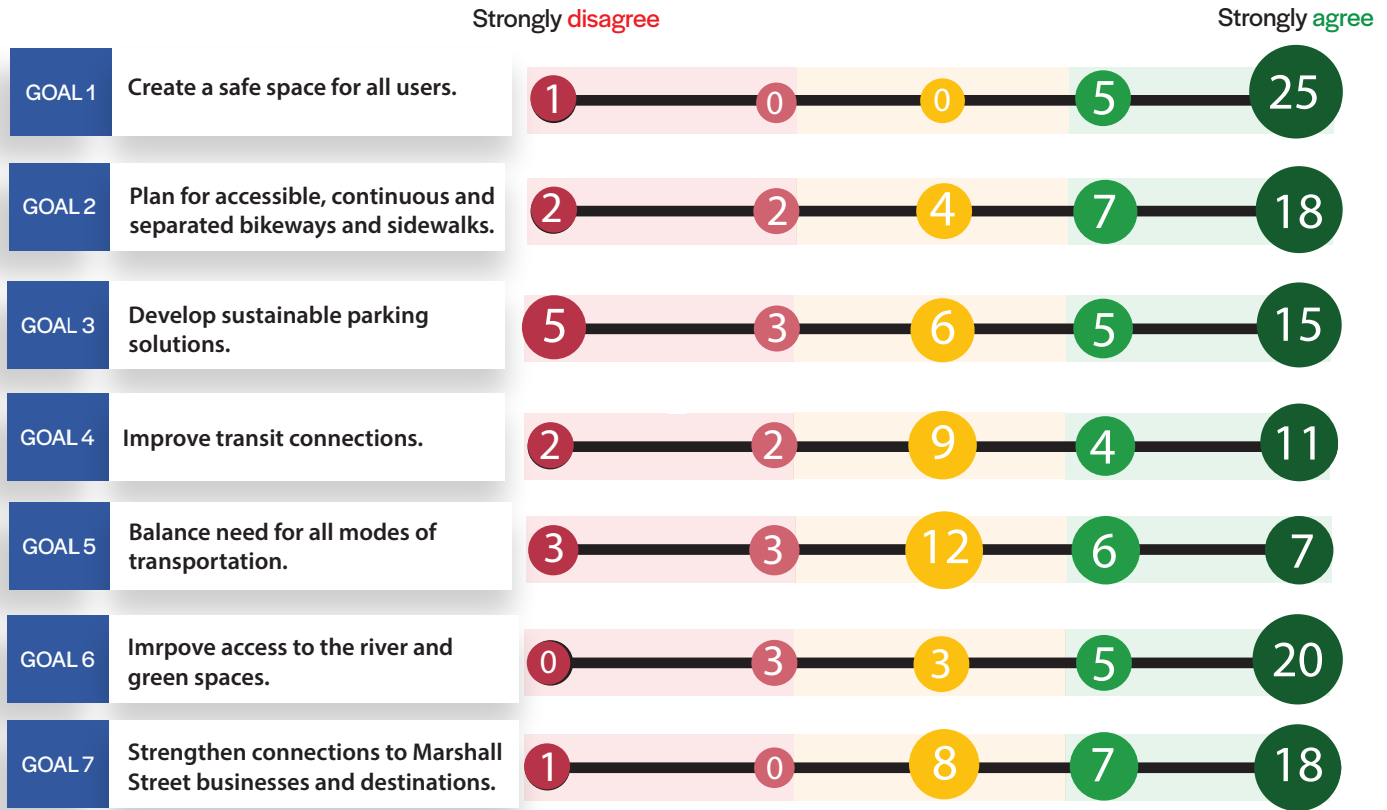
"The sidewalks on the river side of the road here are pretty [inadequate]. I would like to see sidewalk improvements AND maintaining parking for disabled community members."

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

"Would love to be able to use this road to bike and walk to the parks and to St Anthony Main. Would also like to see it slowed down, lots of cars speed in this neighborhood. Would like a raised sidewalk/bike path like in other parts of the city. And lots of trees for shade. Better/safer/more comfortable crossings for pedestrians"

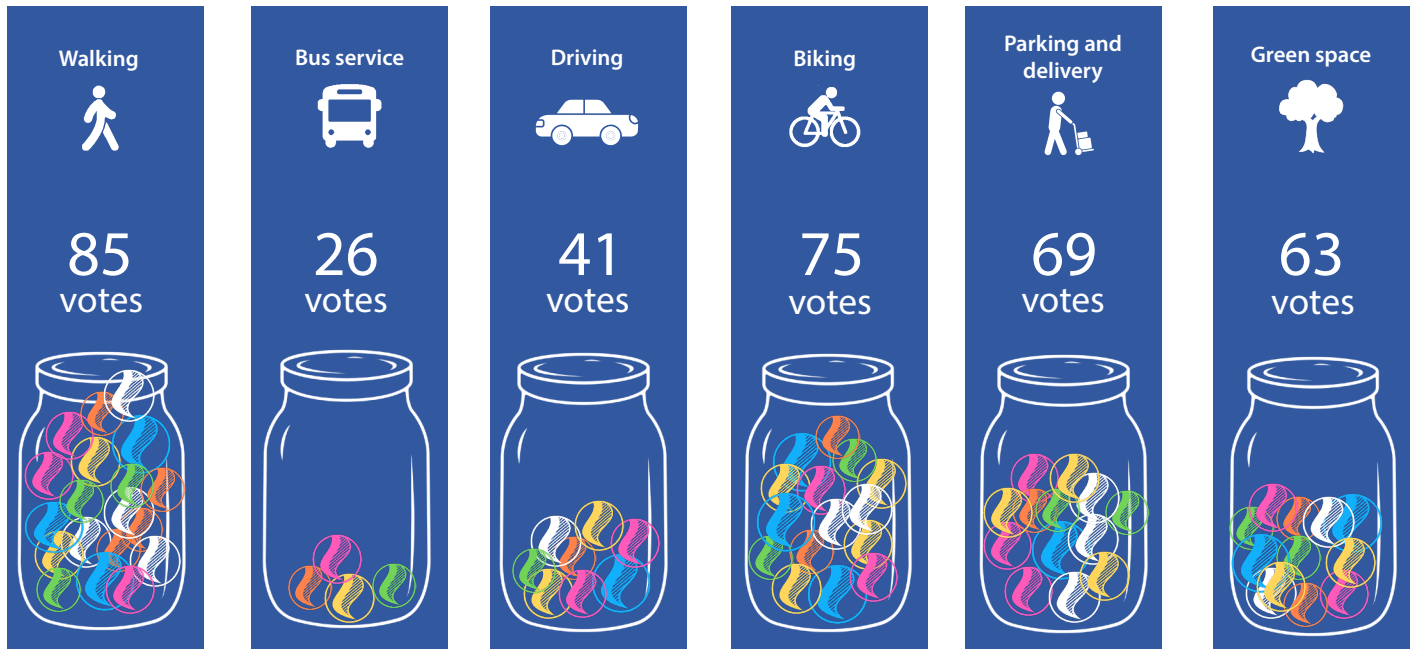
Neighborhood conversation- goal alignment activity results

At each neighborhood conversation, the project goals were shared with community members. Participants were given stickers and instructed to place stickers, indicating how strongly they agreed/disagreed with each project goal. Overall, there was very strong support for goals 1, 2, 6 and 7.



Neighborhood conversation- 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. Overall, space for walking was the community's top priority, closely followed by space for biking, parking and green space.



Mapping activity results

People were encouraged to leave comments about existing conditions on a map of the project area, both in-person at the neighborhood conversations and online on the BeHeard website. 106 comments were received.

Comments ranged from existing issues along the corridor (dangerous intersections, poor sidewalk conditions etc.), opportunities along the corridor (areas for green space, bike facilities, lighting etc.) or other general comments related to the corridor (areas with high pedestrian activity, areas with high traffic back-ups etc.). Below is a summary of comments received.



Traffic, speeding and reckless driving at the Lowry Avenue intersection is a concern for many residents. Those who walk and bike in this area wish for better protection and safer crossings.

Comments mention **high vehicular speeds as a concern in this area**. There is **strong support for the bike way**, which currently ends at Broadway Street, to be extended to this portion of the corridor.

Nearly 1/3 of comments were placed in this portion of the corridor. Community members want to see a **safe pedestrian and bicycle crossing** where the East River Trail ends on Marshall Street, along with an extension of the bike path.

The intersection at **Broadway** is described as a **“nightmare”**, with cars speeding from the bridge, difficult left turns and limited visibility. Community members say it is difficult and feels unsafe to cross the street as a pedestrian.

Local attractions bring many pedestrians to this part of the corridor, however **walking in this area is described as feeling unsafe due to speeding cars** and a lack of pedestrian infrastructure. Comments are divided on whether parking should be preserved in this area.

Parked cars and bends in the road create visibility issues in this part of the corridor, which poses safety issues for walkers, bikers and drivers. **There is support for a protected bike lane, safer pedestrian crossings and lower speeds** in this area.

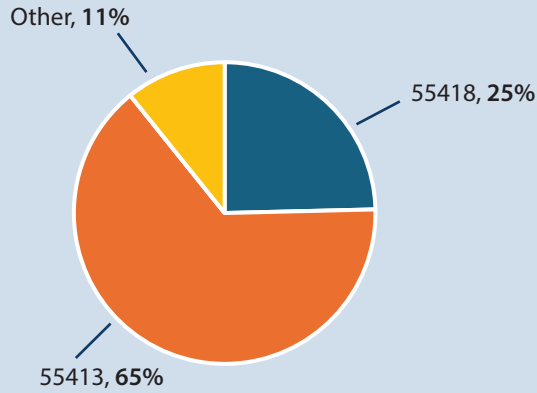
Speeding off the overpass above the railroad bridge is a concern for residents in this area.

Project area

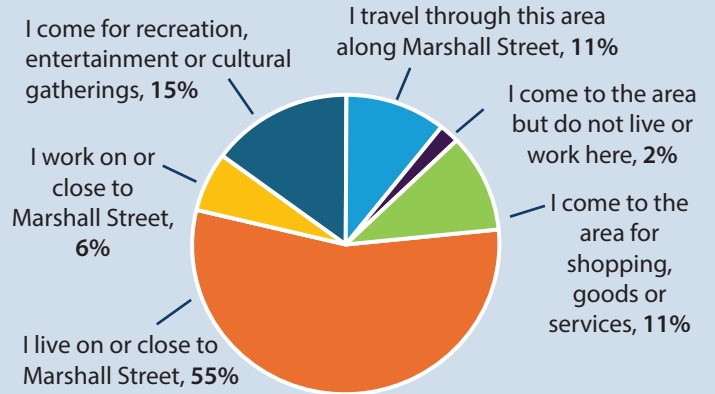
Demographic information

Optional demographic information was collected from attendees at in-person engagement events, as well as online visitors to the BeHeard Hennepin webpage. Demographic information is collected in order to better understand who is being reached by engagement efforts.

Zip code



Relationship to Marshall Street



Next steps

Phase 2 of engagement will begin in 2025. During this phase, the project team will present street design alternatives to the community, in order to collect feedback on preferred design preferences and tradeoffs. The feedback collected during Phase I engagement will be used to inform the design alternatives. There will be opportunities to provide feedback at in-person events, as well as online through the BeHeard Hennepin website.

Sign up for email updates and to be notified about upcoming engagement events at the project website:
hennepin.us/marshallstreetne



Read community members responses to the online engagement activities from Phase I:
beheardhennepin.org/marshall-street-ne-reconstruction



Contact

Kelly Agosto
Project manager
Office: (612) 596-0365
Email: kelly.agosto@hennepin.us

Trey Joiner
Engagement manager
Office: (612) 474-0037
Email: tjoiner@transportationcollaborative.com



Want to learn more? Visit the project website at
hennepin.us/marshallstreetne

