

Marshall Street reconstruction

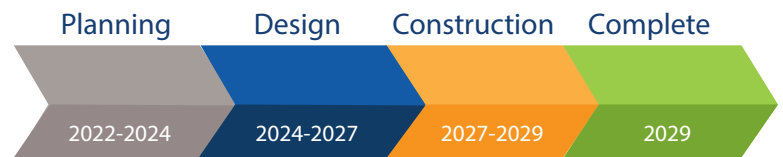
Phase 2 engagement summary

Project background and schedule



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

Hennepin County is planning to reconstruct Marshall Street (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.



Phase 2 engagement

There will be three phases of engagement for this project. The most recent phase, Phase 2, ran from February 2025 to April 2025. During this phase, the project team shared concepts for the corridor and collected feedback on the community's preferences.

The concepts shared during this phase were informed by community engagement from Phase 1, as well as county and city policies. Feedback collected during this phase will be used to help determine the preferred design for the corridor, which will be shared in Phase 3.



Open house #1 at Elsie's (above)

February

*Neighborhood
organization
presentations*

March

*Open houses
Online survey opens*

April

*Pop-up
Online survey closes*

How we got here

During Phase 1 engagement, the community prioritized safer walking and biking, more greenery, safer crossings, and support for business access and parking. These priorities helped to shape the design concepts shared in Phase 2 engagement. This summary highlights the key themes in public feedback received during Phase 2. Images of the concepts, as well as their benefits and trade offs can be found in the Phase 2 Open House materials, available on the Hennepin County project website. The website can be accessed using the QR code or link on page 7 of this summary.

Draft concept feedback

Community members could provide feedback on the concepts by filling out an in-person or online concept survey, leaving comments on the concept layouts at open house events, talking to project staff at in-person events or filling out a comment card. In total, **251 draft concept survey responses were received** and **458 comments** were collected through other engagement formats. **254 of the 456 comments related to the southern section, 200 comments related to the northern section and 4 comments related to the entire corridor.**

Marshall Street reconstruction
County Road 23 in Northeast Minneapolis

Phase 2 draft concepts questionnaire
Southern portion of the corridor (3rd Avenue - Broadway Street)

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

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

Concept 3 (left): two-way off-street library with two-way left-turn lane (one lane parking)

Concept 4 (right): two-way off-street library with two-way left-turn lane (one lane parking)

1. Which of the concepts best meets your personal needs? (check one box)

☐ Concept 1 ☐ Concept 2 ☐ Concept 3

2. Which of the concepts best meets the community's needs? (check one box)

☐ Concept 1 ☐ Concept 2 ☐ Concept 3

3. Rank your priorities throughout this section of the corridor (#1 is highest, #5 is lowest):

☐ Designated bikeway ☐ Shared use path ☐ Two lanes of parking ☐ One lane of parking ☐ Green space with trees

4. What elements of concept 1/2/3 best meet your personal needs? What elements best meet the community's needs?

Northern portion of the corridor (Broadway Street - Lowry Avenue)

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

Concept 2 (right): two-way off-street library (one lane parking)

Concept 3 (left): two-way off-street library (one lane parking)

1. Which of the concepts best meets your personal needs? (check one box)

☐ Concept 1 ☐ Concept 2 ☐ Concept 3

2. Which of the concepts best meets the community's needs? (check one box)

☐ Concept 1 ☐ Concept 2 ☐ Concept 3

3. Rank your priorities throughout this section of the corridor (#1 is highest, #5 is lowest):

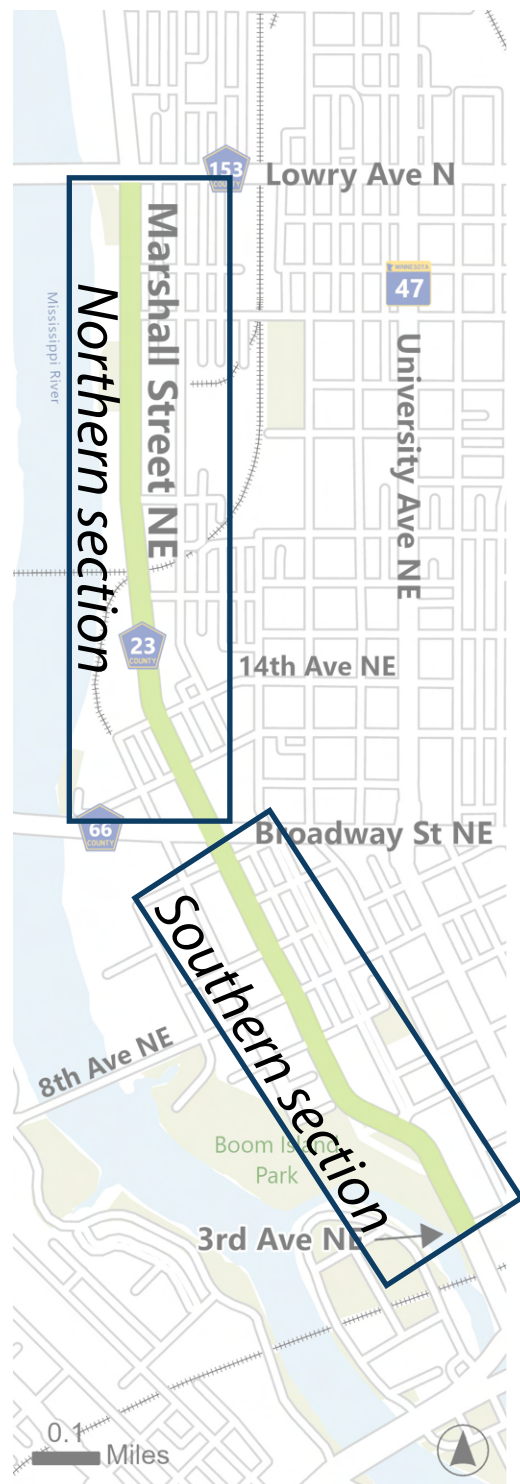
☐ Designated bikeway ☐ Shared use path ☐ Two lanes of parking ☐ One lane of parking ☐ Green space with trees

4. What elements of concept 1/2/3 best meet your personal needs? What elements best meet the community's needs?

Draft concept survey (above)



Open house #2 at Pierre Bottineau Library (above)



Project area map (above)

What you shared: community preferred concepts

The in-person and online concept survey asked which concept best met personal and community needs, and how community members prioritize different street design elements. Below are the combined results from the in-person and online survey.

Southern section of the corridor (3rd Avenue - Broadway Street)

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



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



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)



Community members support for the concepts based on...

Level of support	Personal needs	Community needs
Strong support	Concept 1	Concept 1
Moderate support	Concept 2	Concept 2
Low support	Concept 3	Concept 3

Results above based on total votes per concept.

Community members prioritization of street design elements...

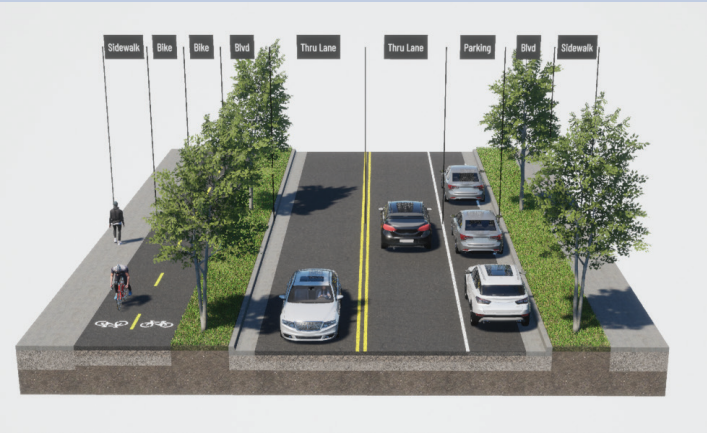
1	Designated bikeway
2	Green space
3	Shared use path
4	Two lanes of parking
5	One lane of parking

Results above based on average ranking.

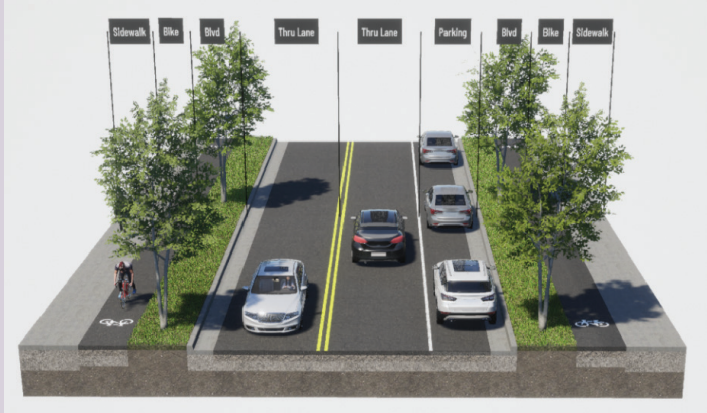
Key takeaway: Community members strongly prefer a corridor design that has a two-way off-street bikeway, designated pedestrian space, greenery and a mix of one and two lanes of parking (concept 1). There is moderate support for a one-way bikeway (concept 2) and low support for a shared use path (concept 3). The importance of having a designated bikeway and green space along this section of Marshall Street is further supported by the street element prioritization exercise.

Northern section of the corridor (Broadway Street - Lowry Avenue)

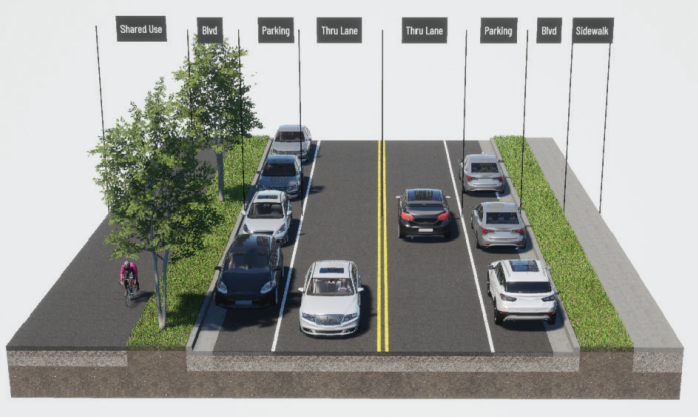
Concept 1: two-way off-street bikeway (one lane parking)



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



Concept 3: shared use path (two lane parking)



Community members support for the concepts based on...

Level of support	Personal needs	Community needs
Strong support	Concept 1	Concept 1
Moderate support	Concept 3	Concept 3
Low support	Concept 2	Concept 2

Results above based on total votes per concept.

Community members prioritization of street design elements...

1	Designated bikeway
2	Green space
3	Shared use path
4	One lane of parking
5	Two lanes of parking

Results above based on average ranking.

Key takeaway: Community members prefer a corridor design that has a two-way off-street bikeway, designated pedestrian space, greenery and one lane of parking (concept 1). There is moderate support for a shared use path (concept 3) and low support for a one-way bikeway (concept 2). The importance of having a designated bikeway and green space along this section of Marshall Street is further supported by the street element prioritization exercise.

What you shared: comments

In addition to answering the survey questions, community members could provide feedback on the draft concepts by leaving a comment on the survey, on the concept layout maps and on comment cards. In total **458 comments** were received, many mentioning multiple themes such as bikeways and parking. Below is a **summary of the top four themes most commonly mentioned.**

Bikeway

240 comments mentioned support for a designated bikeway (either a two-way or one-way facility).

"Marshall has great opportunities to be a N/S bike corridor into downtown. I would use a separated bikeway everyday."

"Having the bikes on the same side and on the river side would make a lot of sense since we have so many parks in this area."

"The corridor has plenty of space for dedicated bike lanes. No reason to settle for a shared use path."

Pedestrian comfort

172 comments mentioned support for designated pedestrian space, making crossing the street safer and narrowing the roadway.

"Pedestrian sidewalks should be maintained as separate from the bike paths."

"I would love to see a crosswalk at Marshall and 18th crossing to the path that runs along the river."

"Narrowing the street will also help people slow down on this road which is really important."

Parking

192 comments mentioned parking. 119 were in favor of retaining existing parking, 73 were in favor of removing some existing parking.

"There needs to be 2 lanes of parking to support the neighborhood."

"I never see enough parked cars to justify two lanes of parking."

"The stretch from 11th to 14th Ave is the one part where I could see two parking lanes being justified. North of Broken Clock the parking lanes are usually pretty empty."

Greening

71 comments mentioned support for green space.

"Maximizing green space will benefit the community, bring in more visitors, and help foster a more vibrant neighborhood."

"Trees are so important for adding shade to roads which lowers temperatures dramatically, and they also calm traffic, and make a neighborhood more livable."

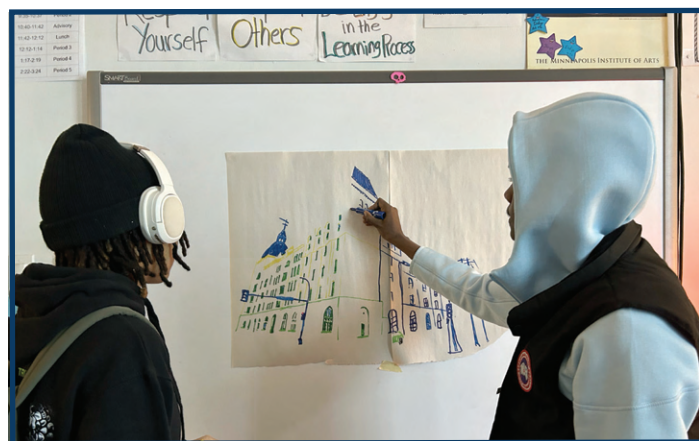
"Trees would benefit everyone"

Artist based engagement

In celebration of Northeast's artist community, and in an effort to connect with a young and diverse audience, the project team partnered with local artist, Witt Siasoco, to design engagement materials which encourage respondents to engage with the project in a creative manner.

Siasoco began his work with students at Menlo Park Academy and Edison High School during Phase 1 engagement. During this time, students were asked how they interact with Marshall Street and what they think the future of the street should be.

Siasoco worked with the students to sketch images of iconic landmarks along Marshall Street. These landmarks, as well as images of the students, were then developed into yard signs and a mural promoting the project. The yard signs were placed along the corridor at the start of Phase 2 engagement.



Students drawing the Historic Grain Belt Brewery (above)

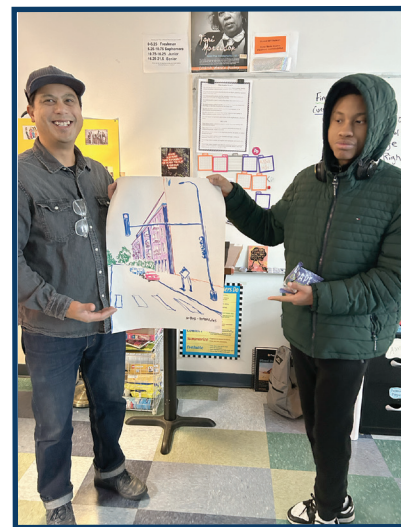


Students posing for the yard signs and mural (above)

Yard signs were also made available for community members to take home at the Phase 2 engagement open houses. At both open house events, community members had the opportunity to be a part of the mural promoting the project, by posing for a photo. The mural was hung up at the Pierre Bottineau Library in early May 2025.

A second mural will be going up in fall 2026. Community paint sessions for this mural will be held during Phase 3 engagement.

More information on these events can be found on the project website: hennepin.us/marshallstreetne.



Images from left to right (above): mural at Pierre Bottineau Library, yard sign at the intersection of Marshall Street and 8th Avenue, Siasoco and a student posing with a roadway sketch.

Next steps

Feedback received during Phase 2 engagement will be used (along with county and city policies, feasibility, technical design and maintenance) to help inform the preferred design concept for Marshall Street, which will be shared in Phase 3. Phase 3 engagement is expected to begin in fall 2025. There will be in-person and online opportunities to view the preferred concept and provide final comments. You can sign up for email updates and learn more about the project at the website link at the bottom of this page.

Opportunities for engagement during Phase 3 can be found on the project website:

hennepin.us/marshallstreetne



Open house #1 at Elsie's (above, left), open house #2 at Pierre Bottineau Library (above, right)

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

