

# Welcome

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

## Project background and schedule



Project area map (above)

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 reallocation of space for people walking, biking, and driving that included a two-way off street bicycle facility and parking through the corridor.

### 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.

Planning

Design

Construction

Complete

2022-2024

2024-2027

2027 - 2029

2029

*Timeline is subject to change*

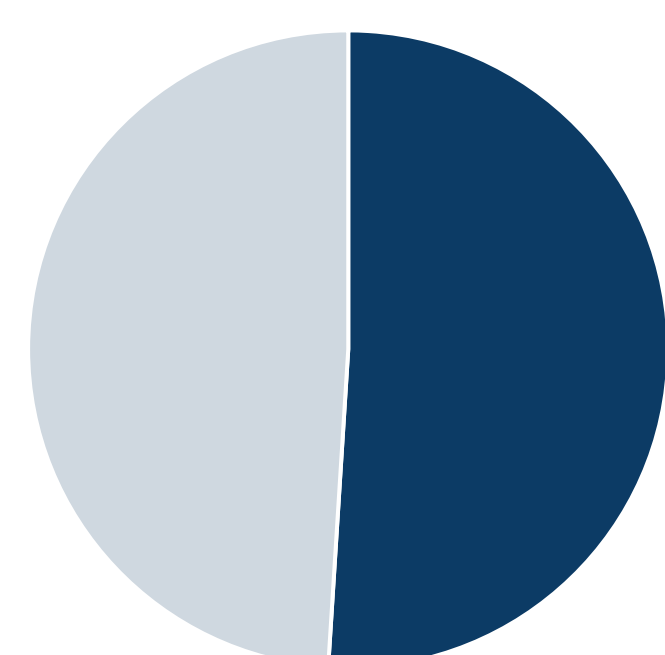


## Phase 1 engagement summary

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.

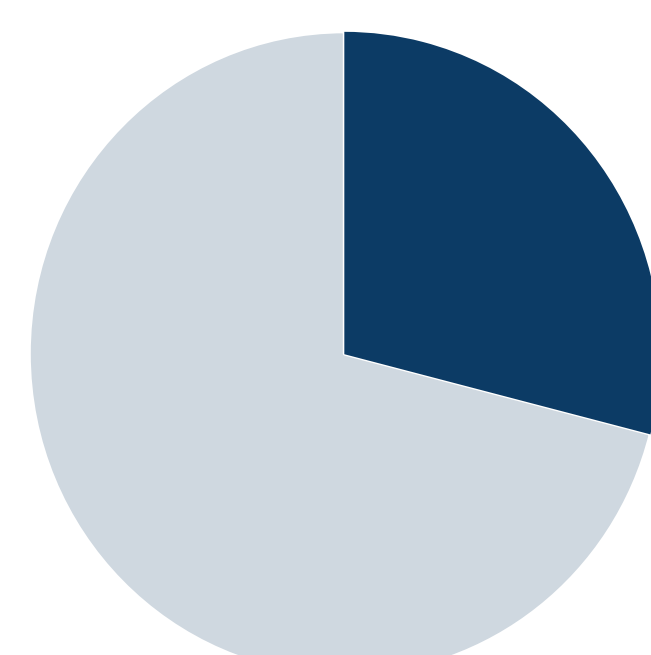
## Top comment themes

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



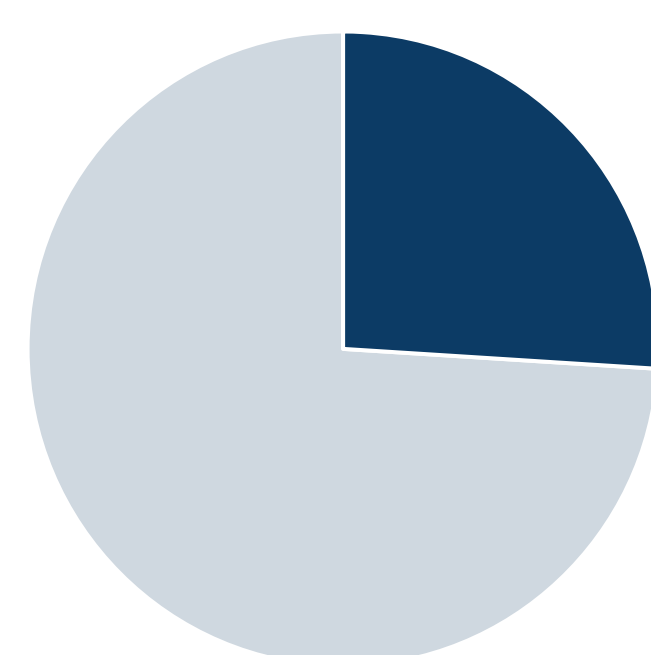
51%

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



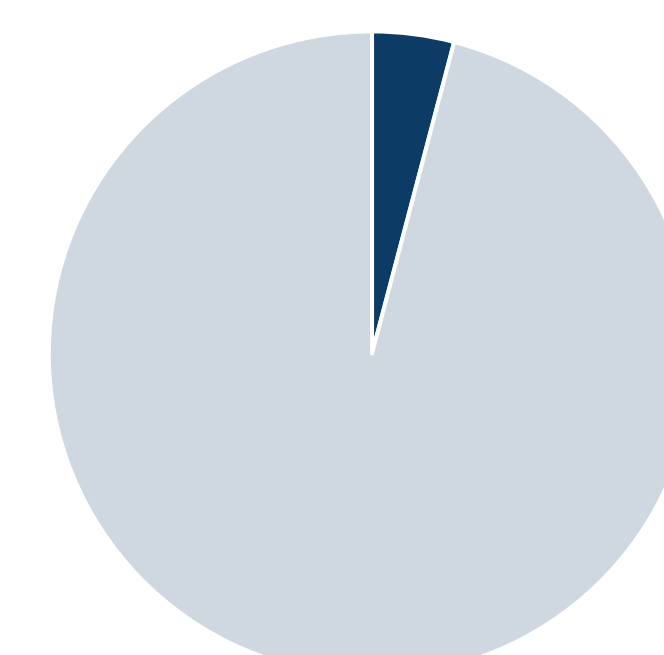
29%

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)



## Phase 2 engagement summary

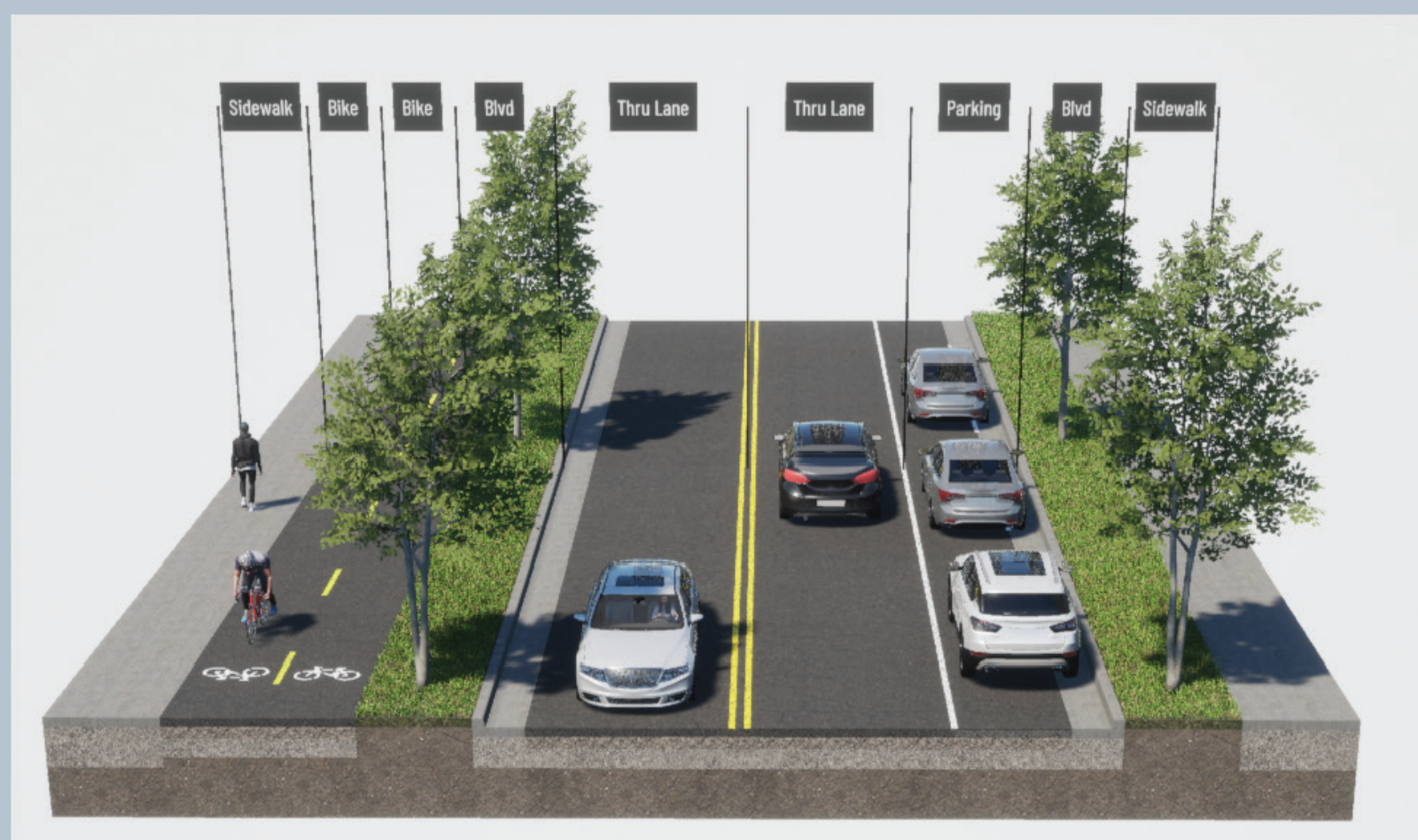
Phase 2 engagement ran from February 2025 to April 2025. Through in-person events and online engagement, community members were shown three concepts for the southern section of Marshall Street (3rd Avenue to 14th Avenue), and three concepts for the northern section of Marshall Street (14th Avenue to Lowry Avenue). They were then asked to share which concept they felt best met their personal needs and the communities needs. Over 250 survey responses and 450 comments were received.

## Community preferred concepts

Below are the concepts the community felt best met their personal needs and the community's needs.



Northern section: two-way off-street bikeway (one lane parking)



Southern section (lower portion): two-way off-street bikeway with two-way left turn lane (one lane of parking)



Southern section (upper portion): two-way off-street bikeway with two-way left turn lane (two lanes of parking)



## Key takeaway from phase 2

Community members strongly preferred 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. There was moderate support for a one-way bikeway and low support for a shared use path, both of which were represented by the other concepts. The importance of having a designated bikeway and green space along Marshall Street was further supported by community feedback shared through comment cards and a street design priorities exercise.



Attendees at open house #1 (above, left) and open house #2 (above, right). Community members provided feedback by filling out a survey, leaving comments cards and talking to project staff.



## Parking study

Parking observations were conducted on weekdays and weekends in September 2024 at varying times throughout the day/evening. Parking utilization rates, along with community feedback, helped to inform how much on-street parking was retained as part of the preferred concept for Marshall Street.



### How much parking is being retained?

- 144 / 245 parking spaces are remaining on Marshall Street between 3rd Avenue and Broadway Avenue.
- 135 / 280 parking spaces are remaining on Marshall Street between Broadway Avenue and Lowry Avenue.
- 415 parking spaces exist within one block of Marshall Street on intersecting local streets. While pedestrian and safety improvements will impact these side streets, very few impacts to these parking spaces are anticipated.

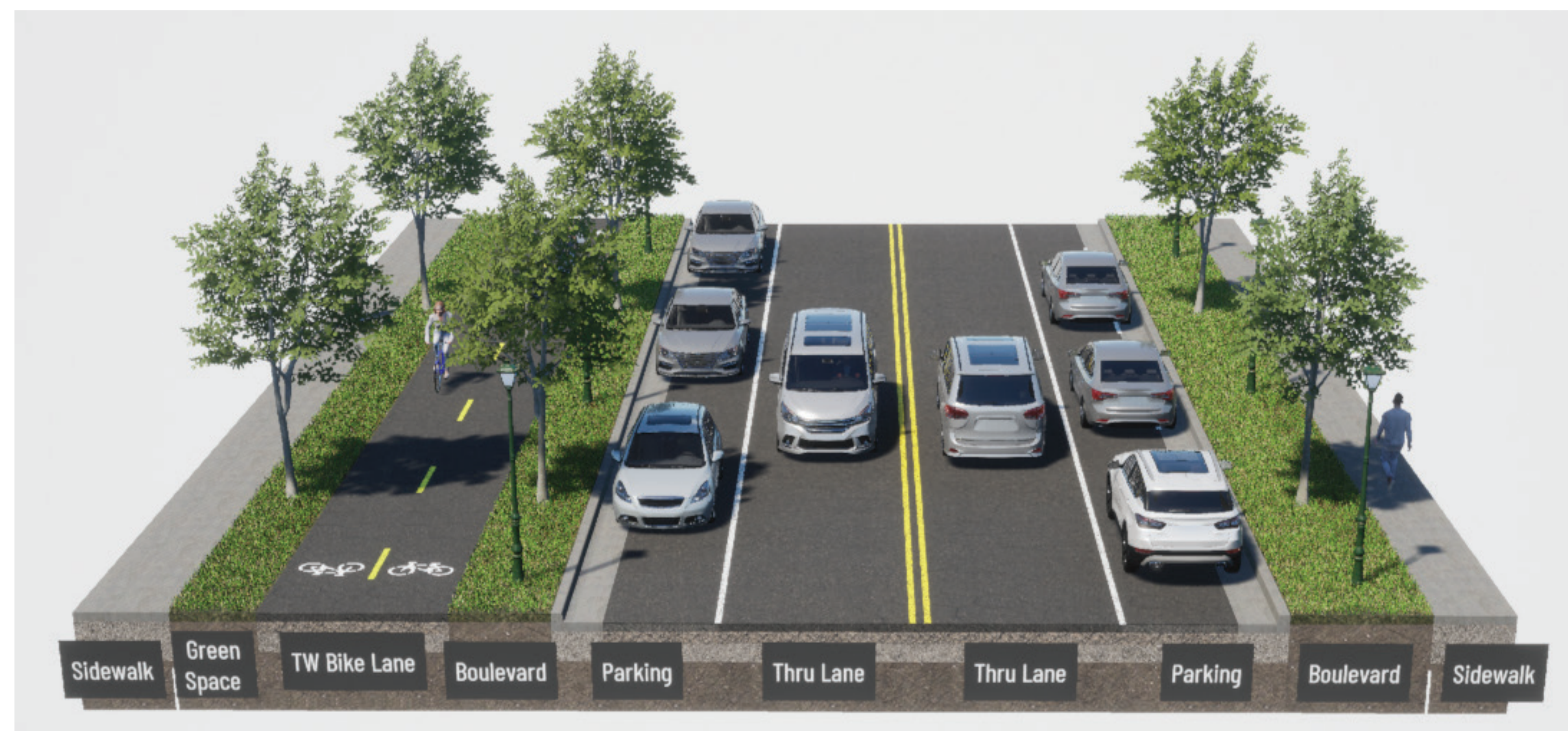


## Selected Alternatives

**Northern segment (14th Avenue to Lowry Avenue): two-way off-street bikeway with alternating one lane of parking**



**Southern segment (3rd Avenue to 14th Avenue): two-way off-street bikeway with two lanes of parking**



## Design enhancements

Community feedback helped to shape the vision of a future Marshall Street which will include the following enhancements...



Two-way off-street bikeway along the west side of Marshall Street



Prioritization of on-street parking (in lieu of a center left turn lane) in the southern segment near businesses



Raised crossings and bump outs at intersections throughout the corridor



Wide boulevards to support the growth of new trees, which will provide shade, greening and traffic calming effects



Protected crossing for walkers and bikers at 3rd Avenue



Closed medians at 11th Avenue and 14th Avenue, improving traffic safety



Green space (where feasible) in between the bikeway and sidewalk



Transit coming to Marshall Street (Route 872)



# Why change the intersection at 5th Avenue?

Vehicle traffic volumes at the 5th Avenue intersection are low and do not meet the volumes required for the traffic light to be retained. Removing the traffic light will improve traffic flow along Marshall Street, as well as reduce traffic delays on 5th Avenue so drivers don't need to sit at an unwarranted red light.

While approximately 230 vehicles a day use 5th Avenue, almost as many walkers, bikers and rollers cross Marshall Street at this location to reach B.F. Nelson Park, the East River Trail, and other nearby destinations. With the addition of a two-way bikeway along Marshall Street, this number is surely to increase.

During Phase 1 and 2 engagement, community members noted that while this intersection is a convenient crossing point, it can feel challenging due to vehicle speeds and limited visibility.

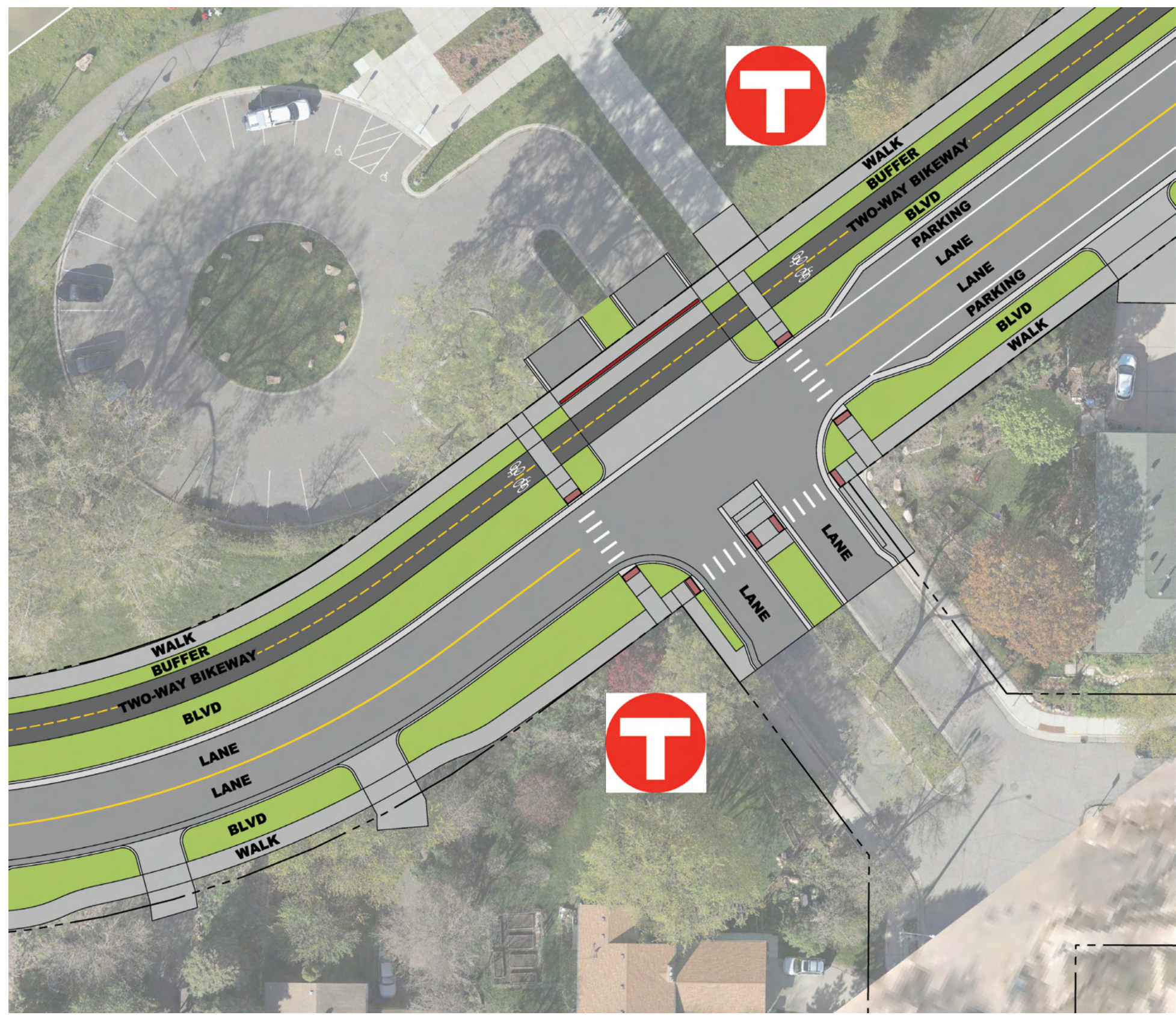
To address these concerns, the county is evaluating two design alternatives intended to improve safety and comfort for people walking, biking, rolling, and driving through the area.

**Which do you prefer?** Let us know by leaving a comment or voting for your preferred alternative.



## 5th Avenue intersection alternatives

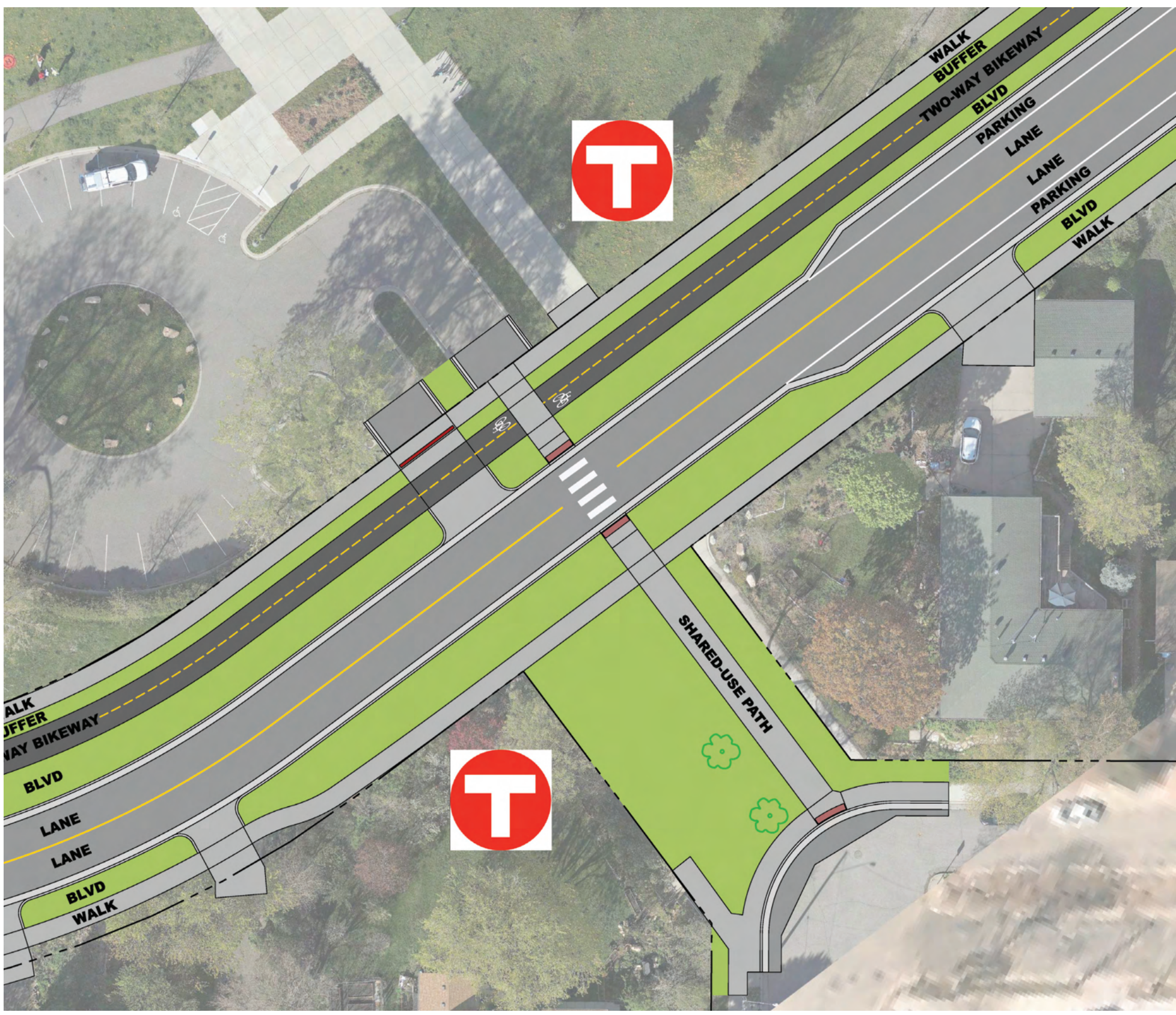
### Alternative 1: connected 5th Avenue



#### Benefits

- Vehicle access to Marshall Street from 5th Avenue preserved
- Pedestrian and bicycle access to Marshall Street from 5th Avenue preserved
- Potential for an enhanced crosswalk across Marshall Street (Rectangular Rapid Flashing Beacon)

### Alternative 2: closed 5th Avenue



#### Benefits

- Pedestrian and bicycle access to Marshall Street from 5th Avenue preserved
- Potential for an enhanced crosswalk across Marshall Street (Rectangular Rapid Flashing Beacon)
- Improved sight lines for drivers, walkers and bikers
- More green space
- Reduce big event traffic and vehicle cut-throughs in the neighborhood
- Reduced conflicts between vehicles and people who walk/bike



Optional demographic questions

Please tells 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



# Help paint the Marshall Street Mural

