



**CITY OF MARSHALL  
AGENDA ITEM REPORT  
PI/T COMMITTEE – 02/10/2026**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Tuesday, February 10, 2026
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Review and Discuss US 59 Truck Bypass - Update
<b>Background Information:</b>	<p>This item was brought before the PI/T Committee on 1/13/2026. This memo serves as a follow-up to the prior discussion.</p> <p>City staff had been asked to consider requesting a US 59 truck bypass to route heavy truck traffic around Marshall on MN 23 to CR 33. The request began as a discussion between a Planning Commission member and City Engineer over a year ago. After discussion, City staff brought forward the request to the traffic engineer’s office of MnDOT District 8. City posed the question in spring 2025 of whether it was possible to sign a truck bypass and what that process would look like.</p> <p>The response that City staff received indicated that the MnDOT traffic office did not believe that signing a US 59 truck bypass would significantly reduce truck traffic along the corridor. The shortest truck bypass would add 2.1 miles to the journey, as it would route US 59 traffic around Marshall on MN 23 and then back to US 59 on County Road 33 (see attached map).</p> <p>Further, MnDOT traffic officials were concerned that creating a bypass route could create some confusion with the traveling public as MN 23 carries quite a bit of through truck traffic, and also additional signage at the signalized intersection of MN23/US 59 isn’t desirable. In their view, the signage may cause more disruption and confusion and the benefit just isn’t there due to the route being so much longer and less direct and intuitive.</p> <p>The purpose of discussing this item is to assist in determining the level of interest in this topic amongst City Council members. City staff believes we may have discussed this topic at a past PI/T Committee meeting, but we are not finding record of the discussion in our minutes to verify this.</p> <p>While City staff is sympathetic to the idea that there is too much truck traffic through downtown Marshall, we do understand the response from the MnDOT traffic engineers and their belief that the signing of a truck bypass will likely be ineffective at best, and may cause driver confusion at worst.</p> <p>This item was presented to the PI/T Committee on 01/13/2026. MOTION MADE BY SCHAFER that Committee recommends no action through the MnDOT regarding this item and table for now, SECOND BY ALCORN. ALL VOTED IN FAVOR. THE MOTION PASSED 2:0.</p>

	<p>PI/T Committee did suggest a conversation with MnDOT regarding possibility of signing 25 mph speed limit through downtown and perhaps some signage to encourage the through truck traffic to use the “inside” lanes. City staff did follow-up with this request and received a response from the MnDOT District 8 Traffic Engineer.</p> <p>The traffic office believes that 30 mph is the right speed through Marshall. During busy times of day with a lot of parking, traffic, right turning traffic, and pedestrian activity, operating speeds in the right lanes are closer to 25 mph. Conversely, during off-peak times, operating speeds in the left lanes are likely closer to 35 mph. Overall, 30 mph is a reasonable balance across conditions.</p> <p>Regarding truck lane use signage, the traffic office does not support this for a trunk highway because the MUTCD (federal highway signage guidance) does not have a standard sign for this use. Even if a sign did exist, it would be difficult to justify its use based on impractical enforcement, legitimate need for a truck to use the right lanes, and competing demands for attention in a downtown setting (other signs, signals, vehicles, pedestrians, people exiting parked vehicles, etc).</p>
<b>Fiscal Impact:</b>	None at this time.
<b>Alternative/ Variations:</b>	
<b>Recommendations:</b>	PI/T Committee recommends no action through the MnDOT regarding this item.

