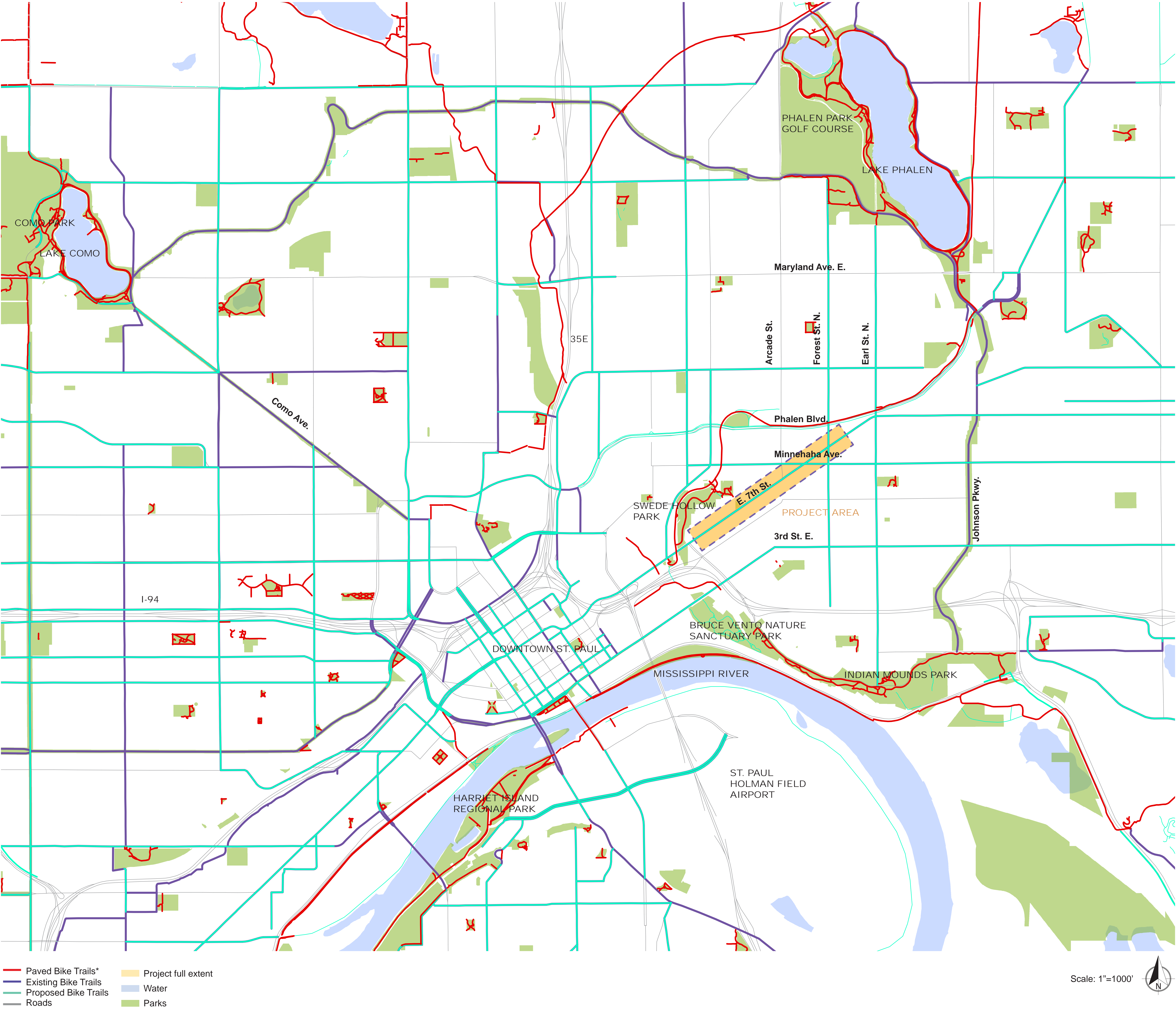


RETHINKING EAST 7th STREET



Looking west towards downtown St. Paul from East 7th Street.

REGIONAL CONTEXT



*Bikeway data is from MNDOT 2003-2007

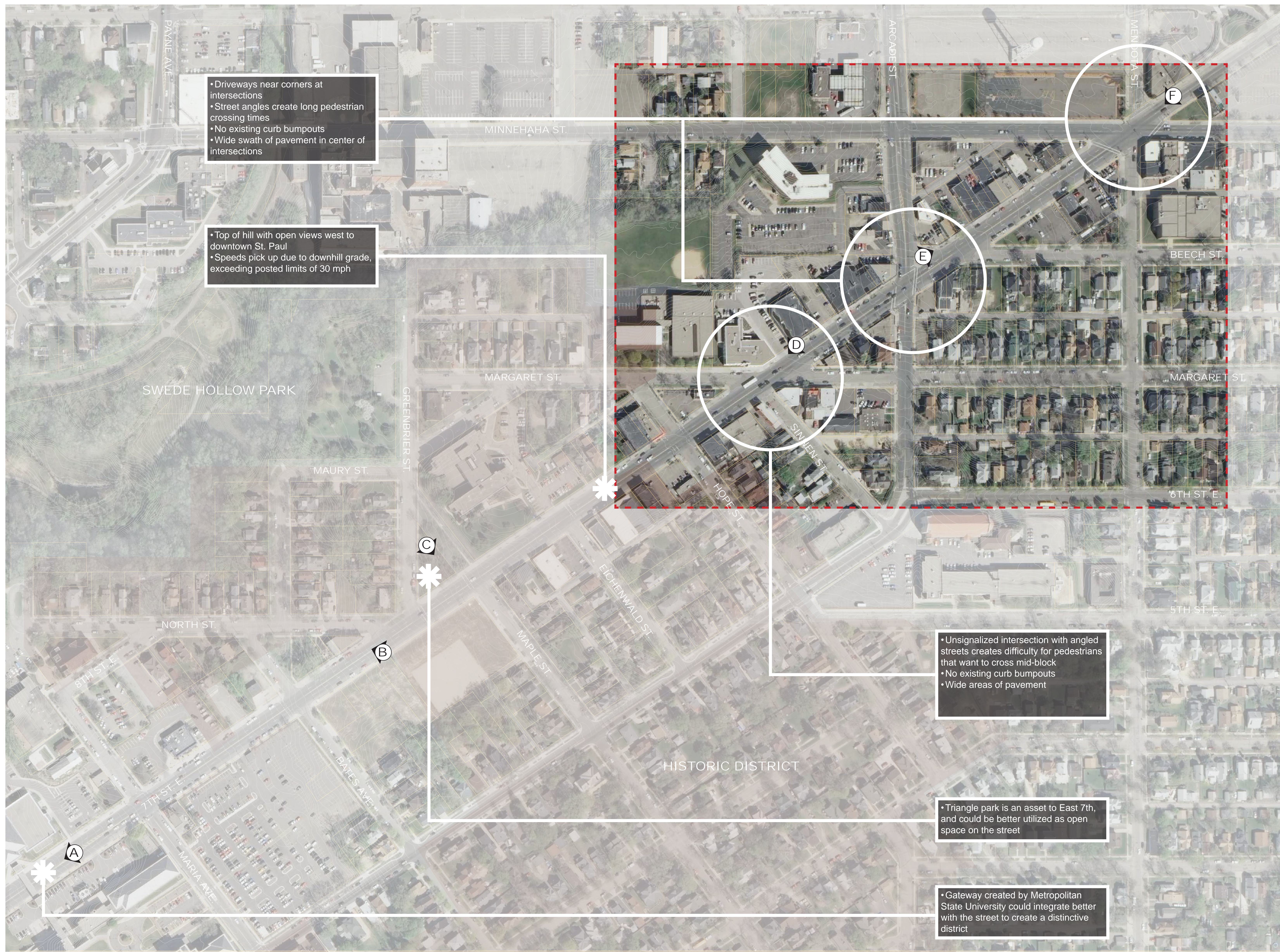


Intersection of East 7th Street and Arcade Street.

VISUAL ANALYSIS: MARIA to MENDOTA

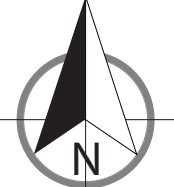
GENERAL OBSERVATIONS:

- Trees are small and tree pits are damaged and in need of repair in many locations
- Pavement is undifferentiated throughout the roadway, making the street appear monotonous and wide. Sidewalks are cracked and in need of repair in many areas, and are often not well-buffered from vehicle traffic
- Pedestrian Crossings are long and at a diagonal at several intersections, creating extended pedestrian crossing times and allowing traffic to encroach into pedestrian space
- **Traffic Speed** includes trucks and buses, is higher than the posted speed limit of 30 mph due to wide roadway and downhill grade, and creates a lot of noise as well as being hazardous to pedestrians and bikers.
- Curb Lines are straight between corners, with no bumpouts from Hope to Mendota
- Driveways near intersections create hazardous turns and unpredictable vehicle behavior at intersection pedestrian crossings
- **Impermeable Surfaces** lead to stormwater runoff, increasing pollutant loads and flooding downstream



Photos were taken during field work conducted by the MDC in October, 2011. Aerial photo is from 2010, retrieved from the Minnesota Geospatial server.

Scale: 1"=100'



The buildings of Metro State form a gateway to East 7th that could meld more into the overall character of the street.



The building housing Swede Hollow Cafe and the Community Design Center of Minnesota indicate the historic district of Dayton's Bluff.



From inside Triangle Park looking East towards East 7th Street.



Looking west towards the Mexican Consulate and Dayton's Bluff District 4 Community Council, a potential pedestrian mid-block crossing.



Intersection at Arcade and 7th, looking north towards Minnehaha Avenue from the pedestrian island.



Intersection of East 7th and Mendota, currently under construction.

GENERAL OBSERVATIONS



TREE PITS



PAVEMENT



PEDESTRIAN CROSSINGS



STRAIGHT EDGED CURBS

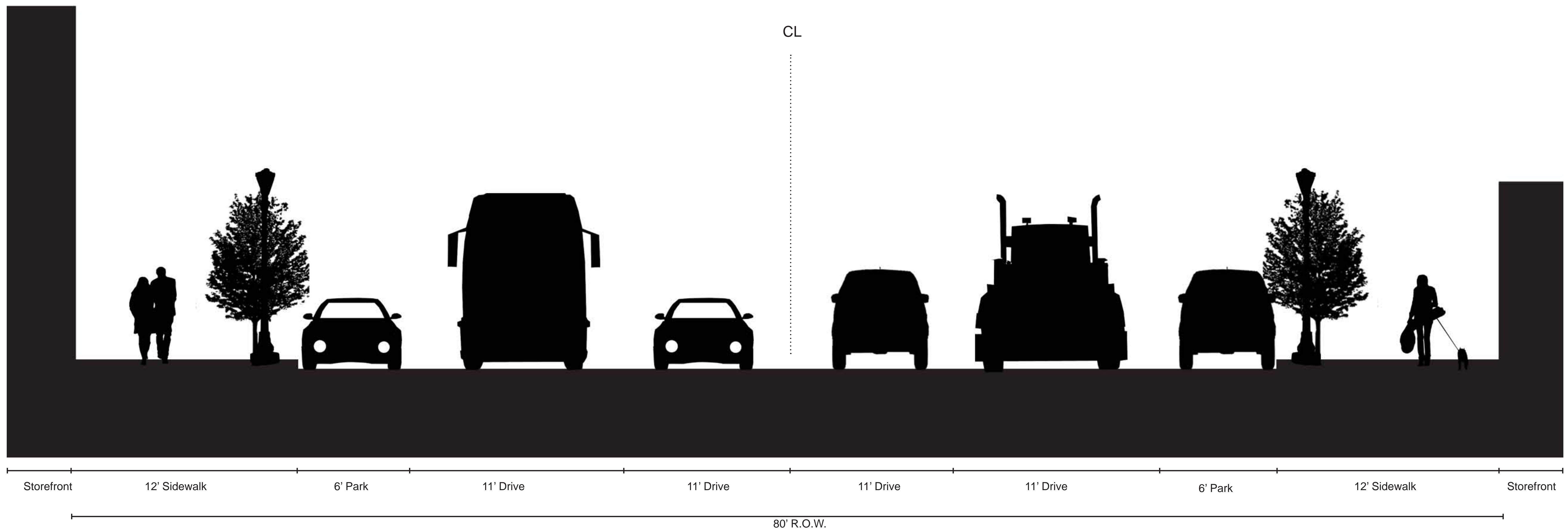
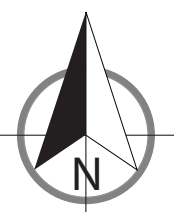


DRIVEWAYS NEAR INTERSECTIONS



Street dimensions are measured in GIS and are approximate. Aerial photo is from 2010, retrieved from the Minnesota Geospatial server.

Scale: 1"=50'

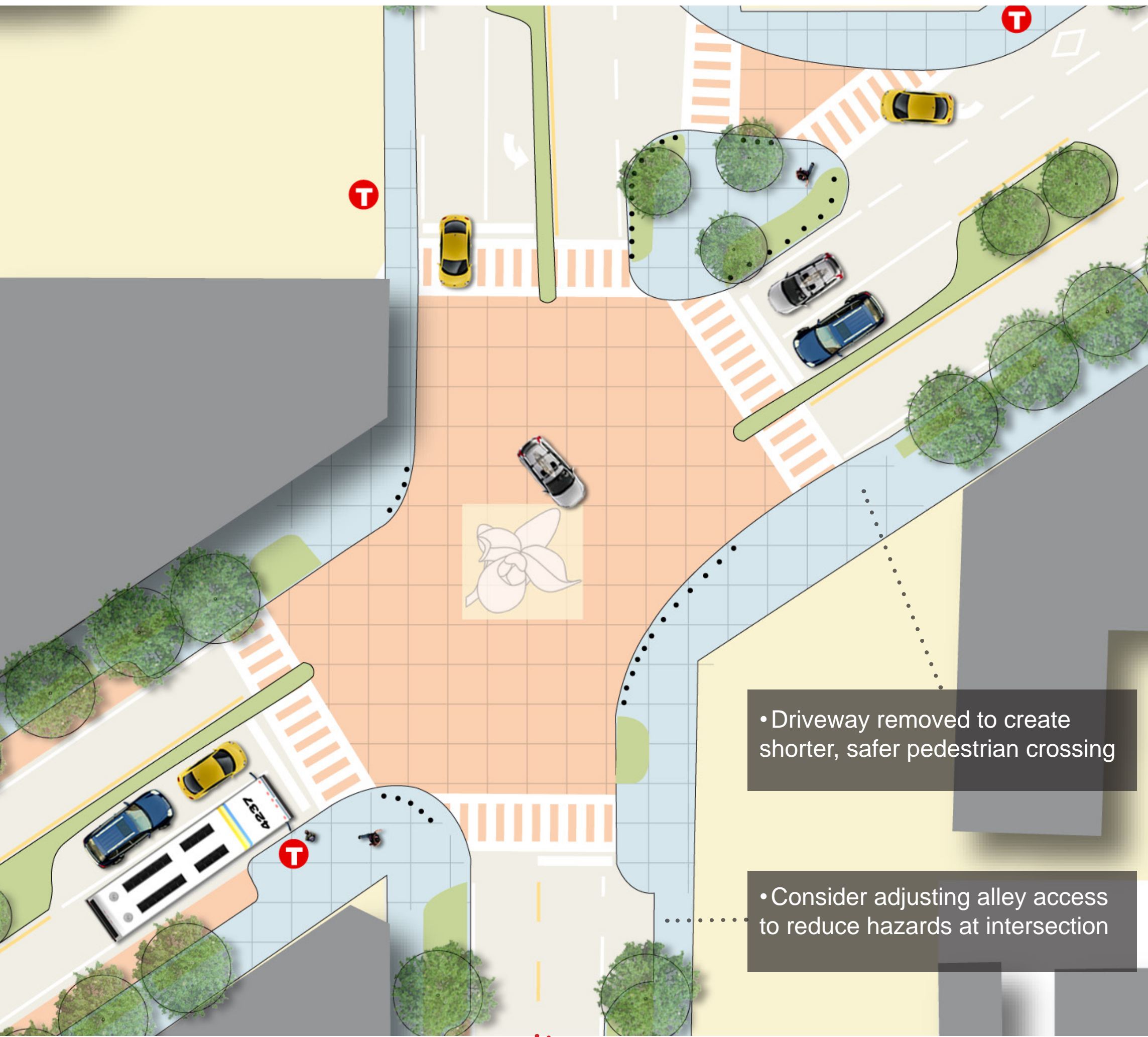


Ⓔ Existing conditions: East 7th Street
1"=2.5'

ALTERNATIVE ONE

MODIFICATIONS

- **One 12' drive lane in each direction with 11' left-turn lanes**
- **8' Curb extensions**
- **Permeable pavers** or other type of material change in parking bays
- **16' median** separates lanes of traffic
- **Pedestrian crossings** at intersections shortened are perpendicular
- **Intersections** are textured and colored
- **Stormwater planters** occupy 4' of curb space
- **Mid-block crossing** at Margaret and East 7th
- **Designated bus lanes** at Hope and East 7th
- **Trees** planted along curb edge throughout the length of the street



Arcade and East 7th Intersection



Scale: 1"=50'

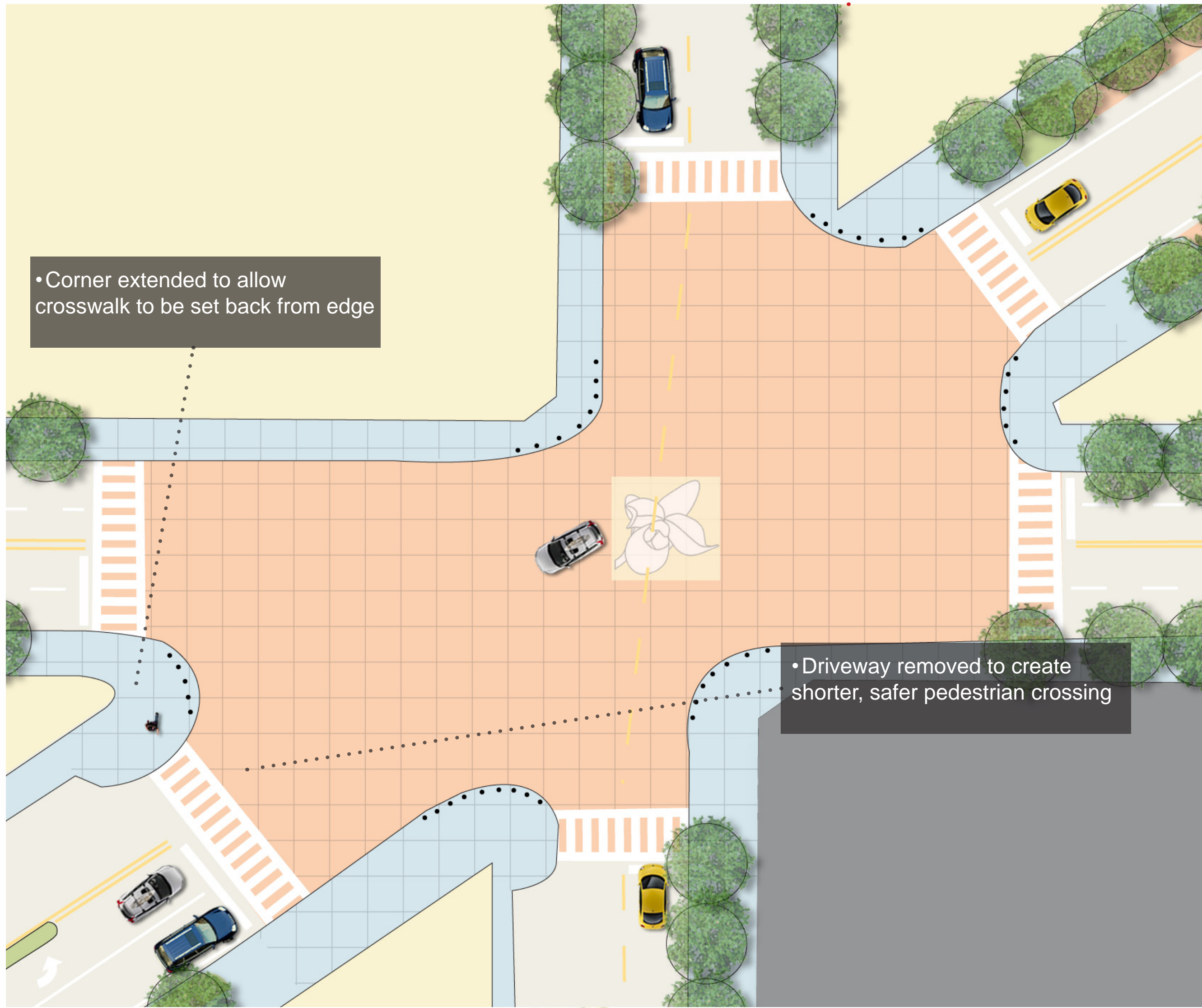


Margaret St.

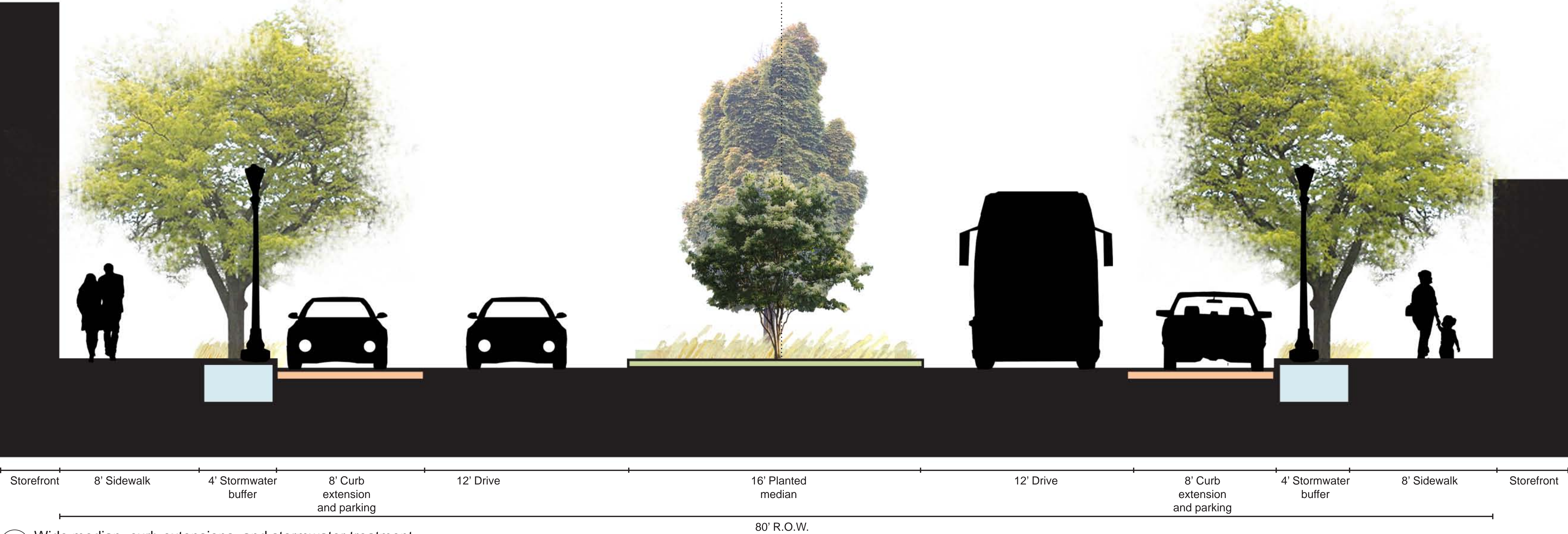
Sinnen St.

Hope St.

8' Sidewalk with 4' buffer
8' Curb bumpout
12' Drive lane
16' Planted median
12' Drive lane
8' Curb bumpout
8' Sidewalk with 4' stormwater buffer



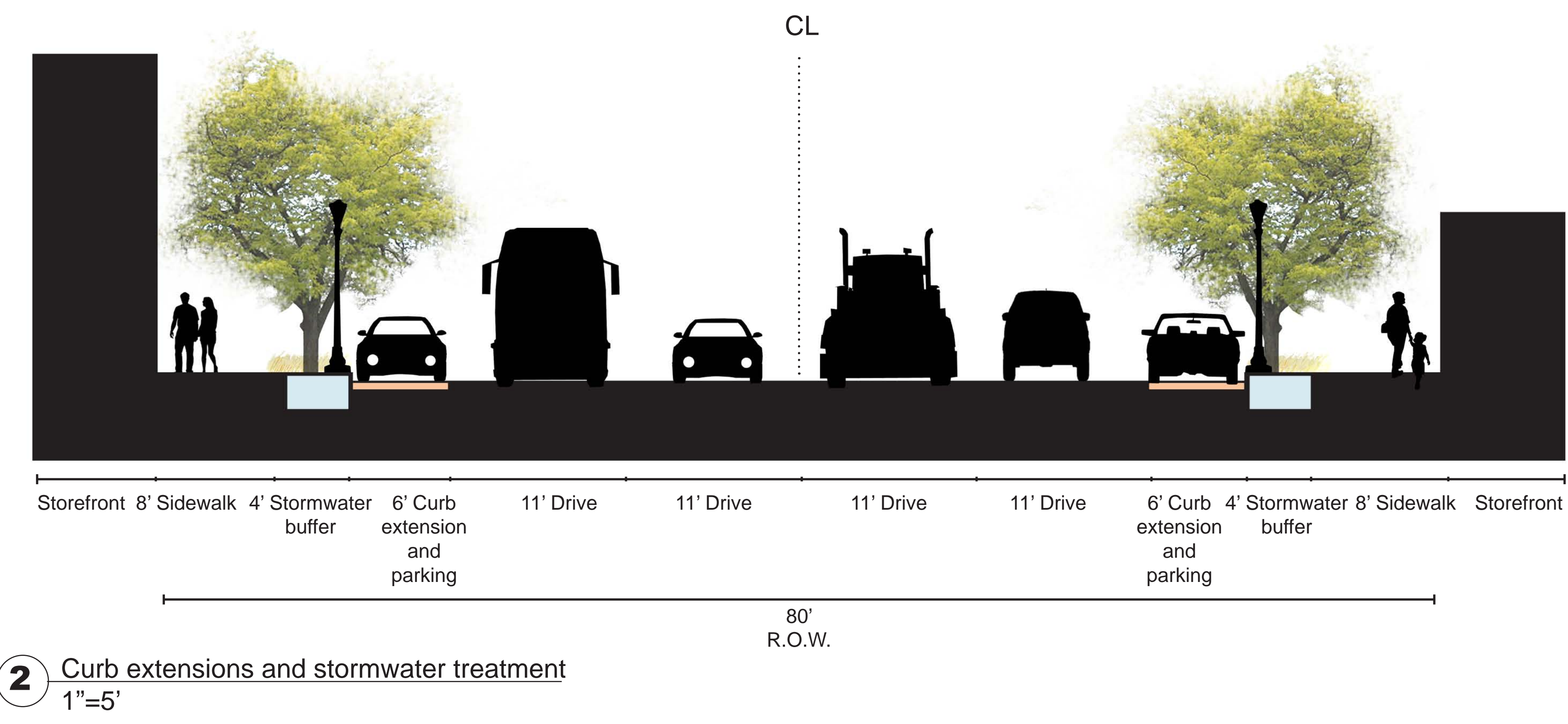
Mendota and East 7th Intersection



1 Wide median, curb extensions, and stormwater treatment
1"=2.5'

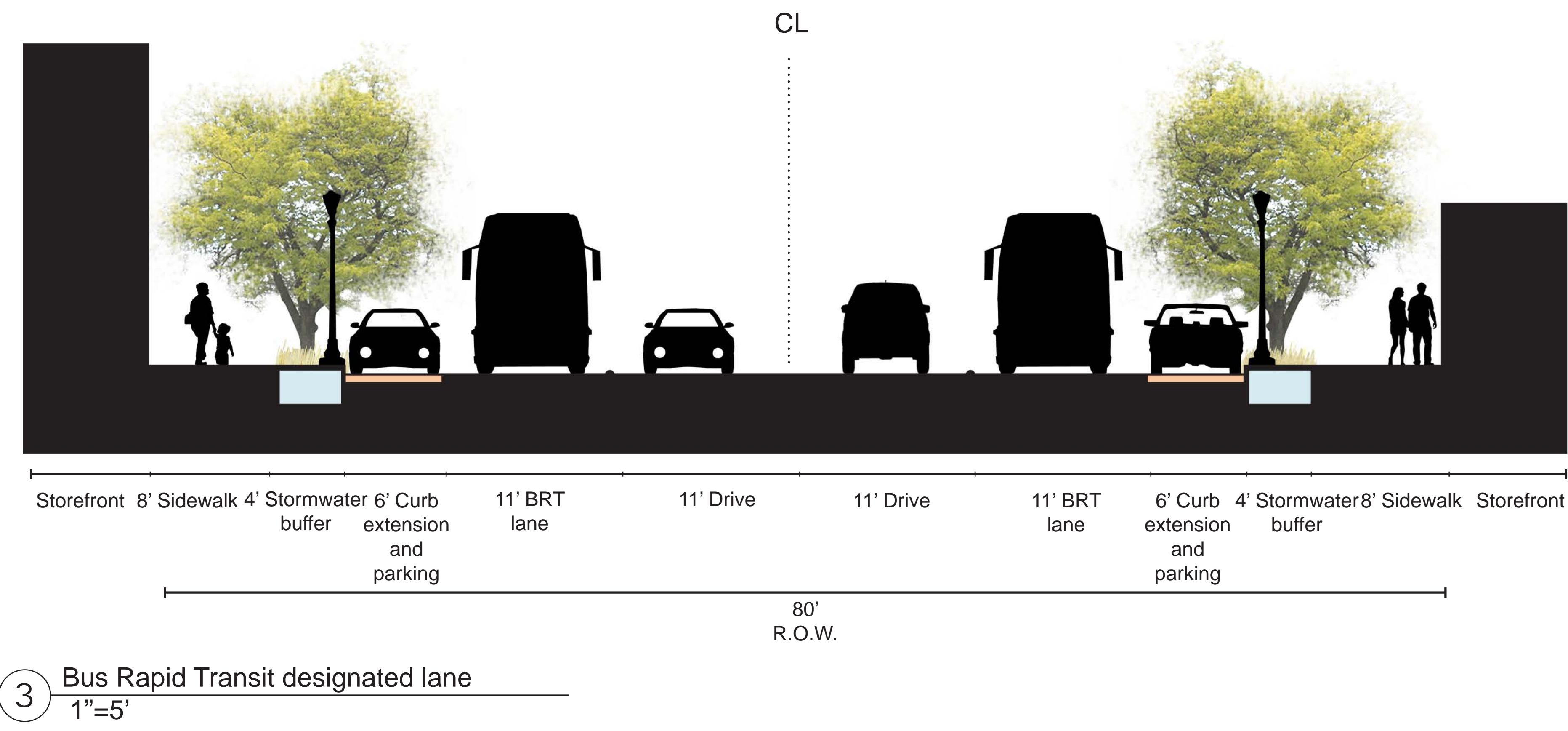
80' R.O.W.

ALTERNATIVES TWO, THREE, AND FOUR



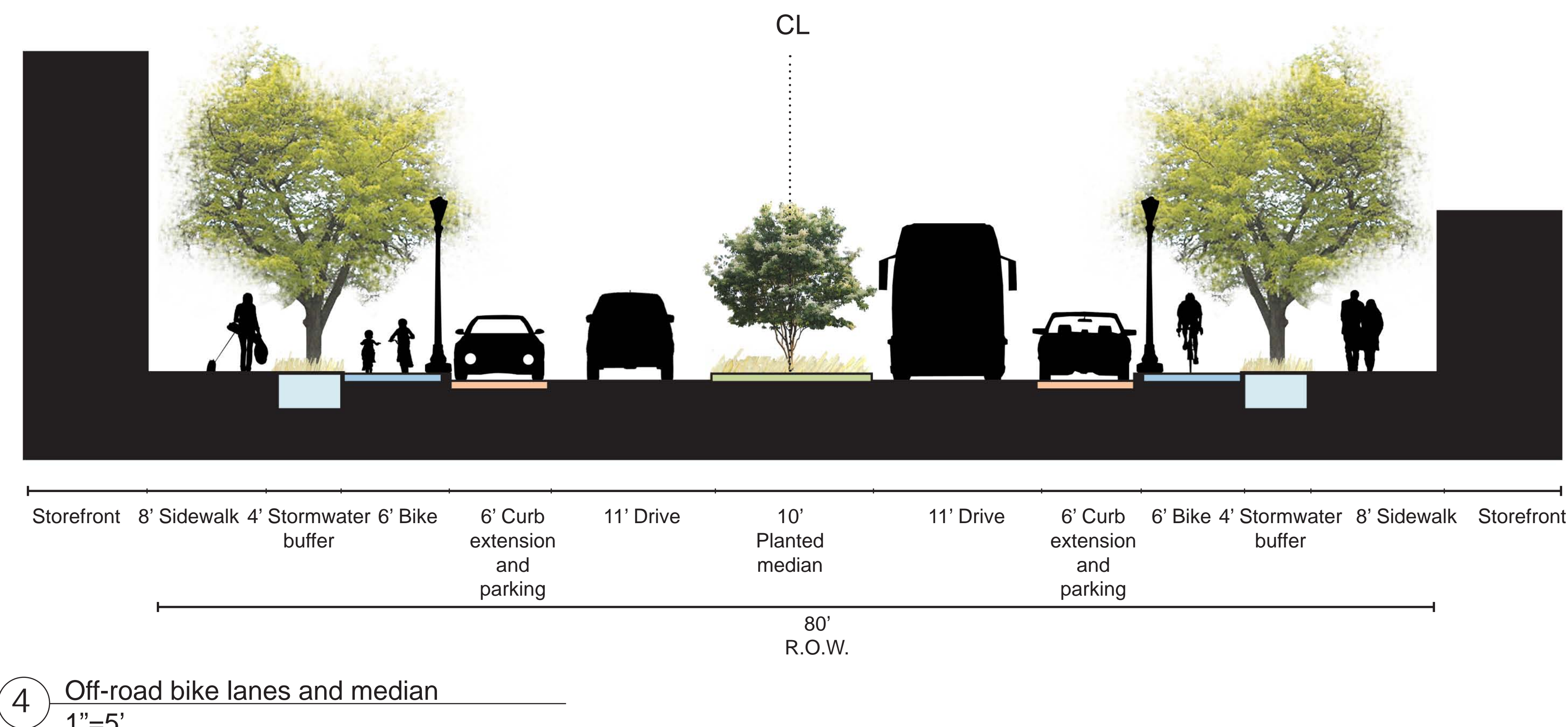
East 7th Street Modifications

- **Drive lanes maintained** to be four 11' lanes in each direction
- **6' Curb extensions**
- **Permeable pavers** or other type of material change in parking bays
- **Pedestrian crossings** at intersections have been shortened and made to be perpendicular to sidewalks
- **Intersections** are textured and colored
- **Stormwater planters** occupy 4' of curb space, collecting and filtering water runoff
- **Mid-block crossing** at Margaret and East 7th allows pedestrians to cross between signalled intersections
- Trees planted along curb edge throughout the length of the street create a permeable, visual edge to the street, buffer pedestrians, and provide canopy



East 7th Street Modifications

- **11' Bus Rapid Transit lanes** in each direction, one 11' drive lane in each direction
- **6' Curb extensions**
- **Permeable pavers** or other type of material change in parking bays
- **Pedestrian crossings** at intersections have been shortened and made to be perpendicular to sidewalks
- **Intersections** are textured and colored
- **Stormwater planters** occupy 4' of curb space, collecting and filtering water runoff
- **Mid-block crossing** at Margaret and East 7th allows pedestrians to cross between signalled intersections
- Trees planted along curb edge throughout the length of the street create a permeable, visual edge to the street, buffer pedestrians, and provide canopy



East 7th Street Modifications

- **11' drive lane in each direction with 10' left turn lanes**
- **6' colored off-road bike lane**
- **6' Curb extensions**
- **10' planted median**
- **Permeable pavers** or other type of material change in parking bays
- **Pedestrian crossings** at intersections have been shortened and made to be perpendicular to sidewalks
- **Intersections** are textured and colored
- **Stormwater planters** occupy 4' of curb space, collecting and filtering water runoff
- **Mid-block crossing** at Margaret and East 7th allows pedestrians to cross between signalled intersections
- Trees planted along curb edge throughout the length of the street create a permeable, visual edge to the street, buffer pedestrians, and provide canopy

