



The New West 7th Corridor: A Concept for Downtown Saint Paul to Mall of America



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Metro Transit
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DEPARTMENT OF
TRANSPORTATION

A new, multimodal approach

- Builds on years of work led by Ramsey County to achieve shared goals
- Avoids or mitigates known issues
- Creates opportunities to transform the corridor
- Focuses on near-term implementation

A concept that builds on years of work led by Ramsey County to achieve shared goals



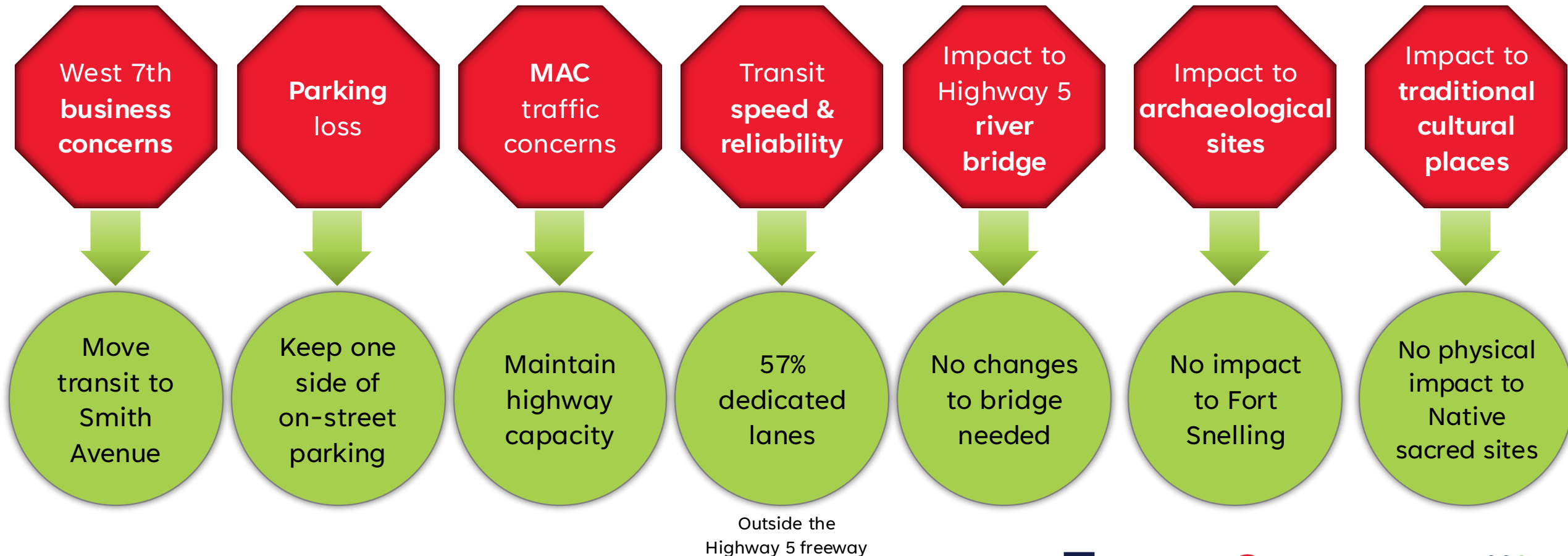
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- Each agency brought goals to the table – many of them shared
- Best accomplished through an integrated, multimodal project

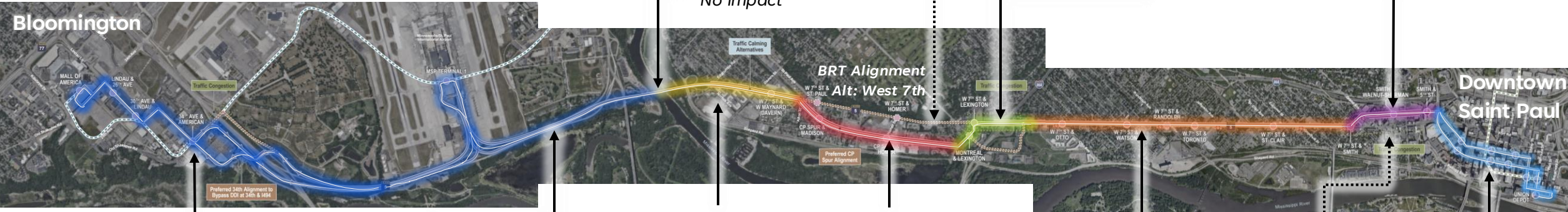
- ✓ **Make a transformative reinvestment in West 7th Street**
- ✓ Invest in transit that is fast, reliable, safe, comfortable, and easy to use
- ✓ Invest in transit that connects major destinations and neighborhoods
- ✓ Improve safety, calm traffic
- ✓ Improve multimodal connections for community health
- ✓ Improve the pedestrian experience
- ✓ Advance parallel bicycle connections
- ✓ Make a generational investment in West 7th Street and address ownership for long-term maintenance
- ✓ Improve tree canopy and add green space
- ✓ Support thriving commercial districts
- ✓ Support economic development opportunities
- ✓ Protect the corridor's natural, cultural, and historic resources
- ✓ Develop a cost-competitive project with local and regional support
- ✓ Reflect community feedback
- ✓ Don't delay – Advance a project in the near term

A concept that avoids or mitigates known issues



Opportunities to transform the corridor: BRT

A fast, frequent & reliable regional BRT line – tailored to localized needs & opportunities: 12.5 miles from Mall of America to Union Depot 21 BRT stations (16 built new with project)



South Loop:
Major BRT guideway bypass of westbound 34th Ave interchange

Highway 5/Airport Area:
Opportunity to explore bus-only shoulders

River Gateway to Saint Paul:
West 7th Street with significant traffic calming and transit priority from River to Alton

CP Rail Spur:
New BRT guideway and trail from Alton to Lexington

West 7th Street – Saint Paul's Main Street:
Transit priority treatments & multimodal improvements from Montreal to Smith

West 7th Street improvements outside of BRT alignment

Downtown:
Kellogg to Union Depot using METRO Gold / B Line alignment

I-35E Crossing:
West 7th Street transit priority treatments & multimodal improvements from Lexington to Montreal

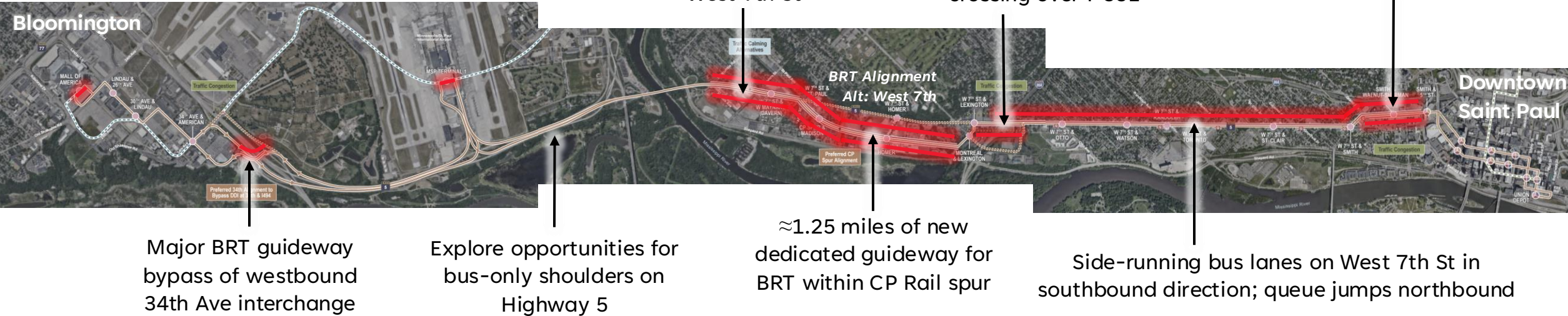
Smith Avenue Downtown Entry:
Smith Ave in both directions west of Kellogg Blvd

West 7th Street improvements outside of BRT alignment

River bridge: No impact

Opportunities to transform the corridor: BRT

An elevated investment in BRT: Widespread Dedicated Transit Lanes
57% dedicated guideway outside of the Highway 5 freeway
36% dedicated guideway overall between Kellogg and MOA

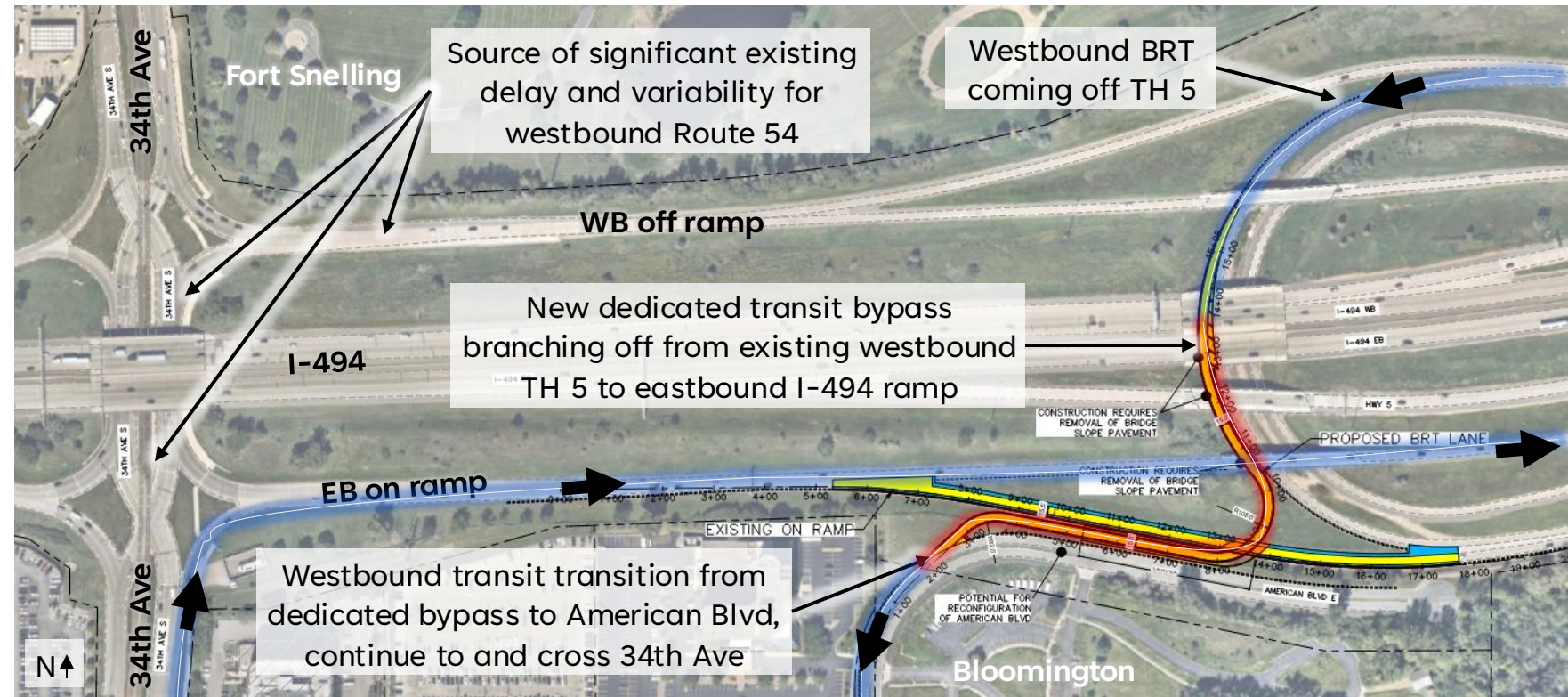


Opportunities to transform the corridor: BRT

An elevated investment in BRT: Dedicated Transit Bypass

Westbound dedicated guideway to bypass 34th Ave diverging diamond interchange

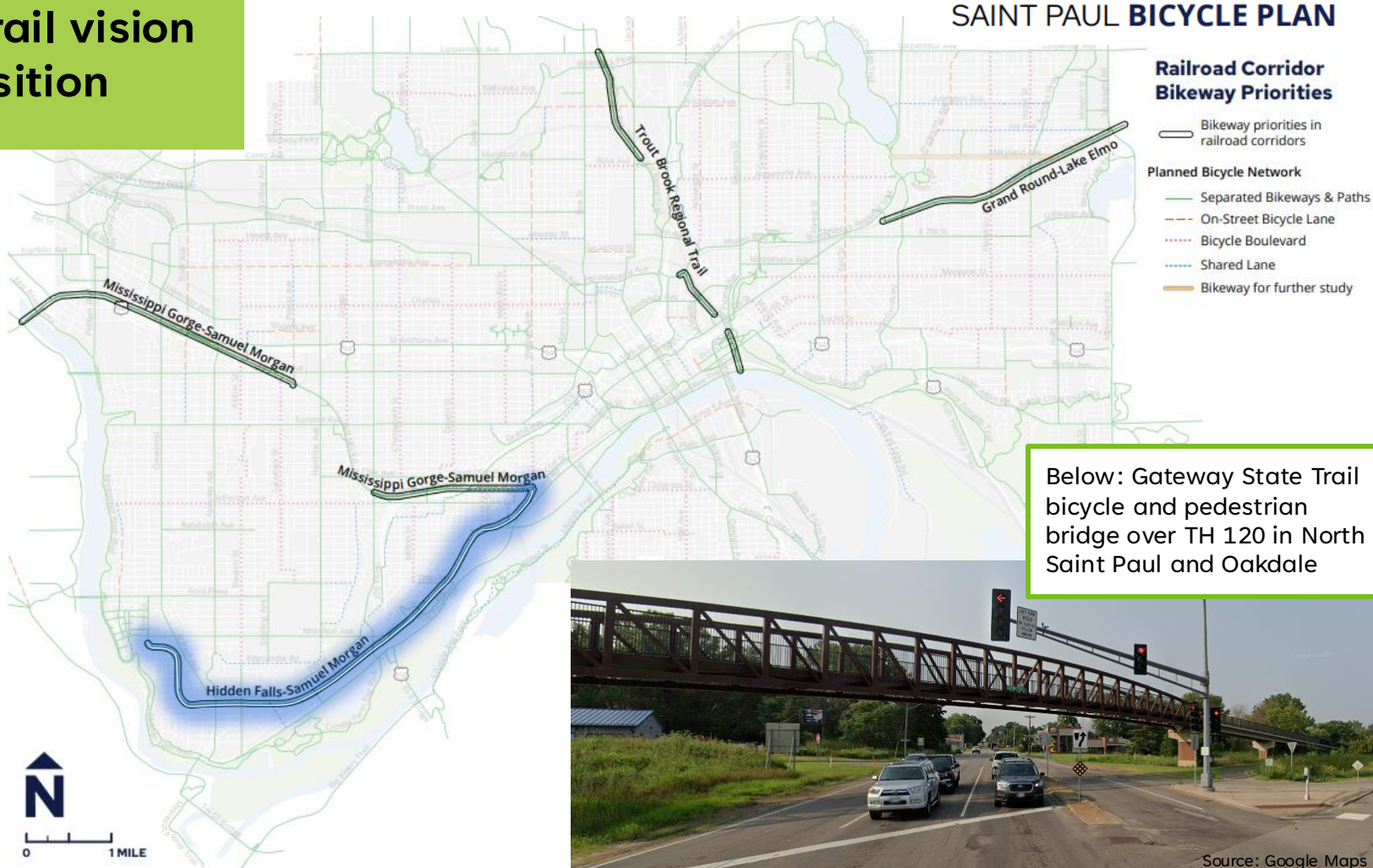
- Improves transit speed and reliability
- Avoids congested 34th Ave interchange
- 34th Ave expected to see increased traffic volumes & Blue Line LRT service in the future



Opportunities to transform the corridor: Trail

Hidden Falls-Samuel Morgan trail vision realized through CP spur acquisition

- 5 miles of new regional trail connecting Highland Bridge and Shepard Road/Randolph Avenue
- Grade separated over Highway 5/ West 7th St

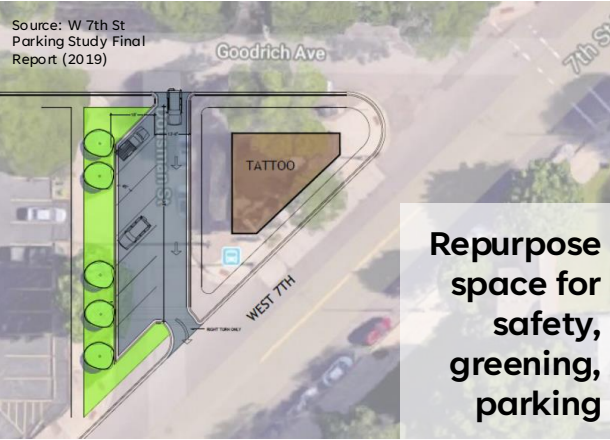
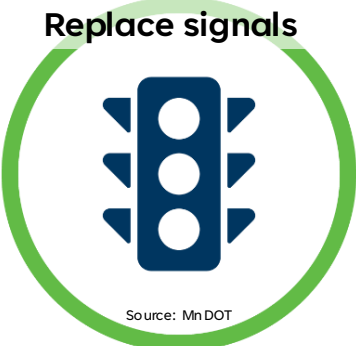
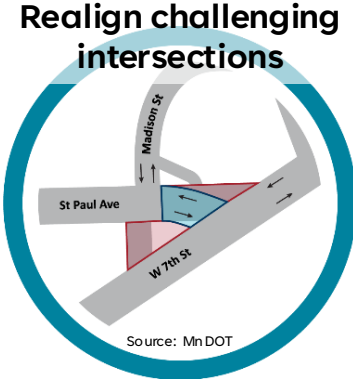
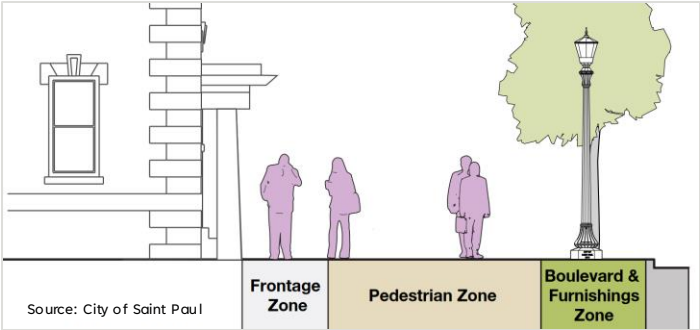
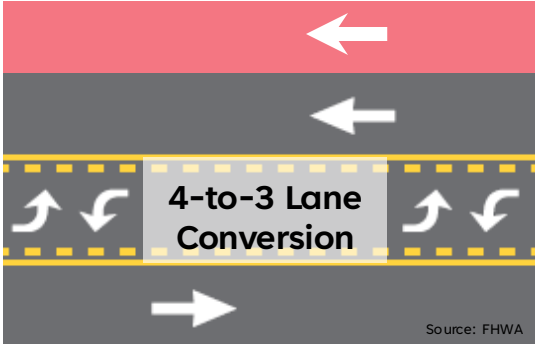


Opportunities to transform the corridor: West 7th

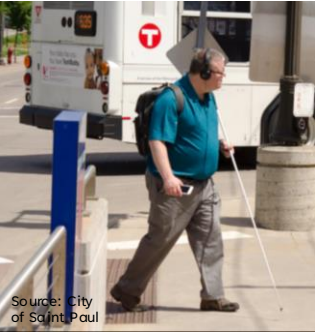
Generational investment in West 7th Street for safety, multimodal improvements & economic development—within and beyond the BRT corridor

Wider sidewalks to support safety, comfort, greening, and neighborhood businesses

Traffic calming
Transit and emergency vehicle priority lanes



Street design & crossings that work for people of all abilities and ages



A concept focused on near-term implementation

**WE ARE
HERE**



schedule is tentative and subject to change



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Cost estimates

- **Total: \$450-550 million**
- Estimates based on preliminary information, building on cost estimation methodology used in previous Riverview process
- Includes approximately 40% contingency



Key dates + broader community conversation

- Three corridor community events
 - April 8th, 6:30-8:00 pm: Highland Park Community Center auditorium
 - April 9th, 12:00-1:00 pm: Virtual
 - April 10th, 5:00-6:30 pm: Palace Community Center multipurpose room
- Attend and share information at meetings hosted by community organizations
- Evaluate following community meetings and stakeholder check-ins to keep project momentum within community

More information & contact



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