

# THE NEW WEST 7TH CORRIDOR

A CONCEPT FOR  
DOWNTOWN SAINT PAUL  
TO MALL OF AMERICA



## Community Meetings | April 2025

Russ Stark, Chief Resilience Officer  
City of Saint Paul





## Agenda

- 6:30-6:45 – Welcome
- 6:45-7:05 – Staff presentation
- 7:05-7:45 – Community Q&A
- 7:45-8:00 – Open time

## Meeting Purpose

- Introduce the concept
- Answer questions
- Gather your feedback to help define next steps



# A new, multimodal approach

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





## Shared Goals



Each agency brought goals to the table – many of them shared – that will be best accomplished through an integrated, multimodal project. Goals include:

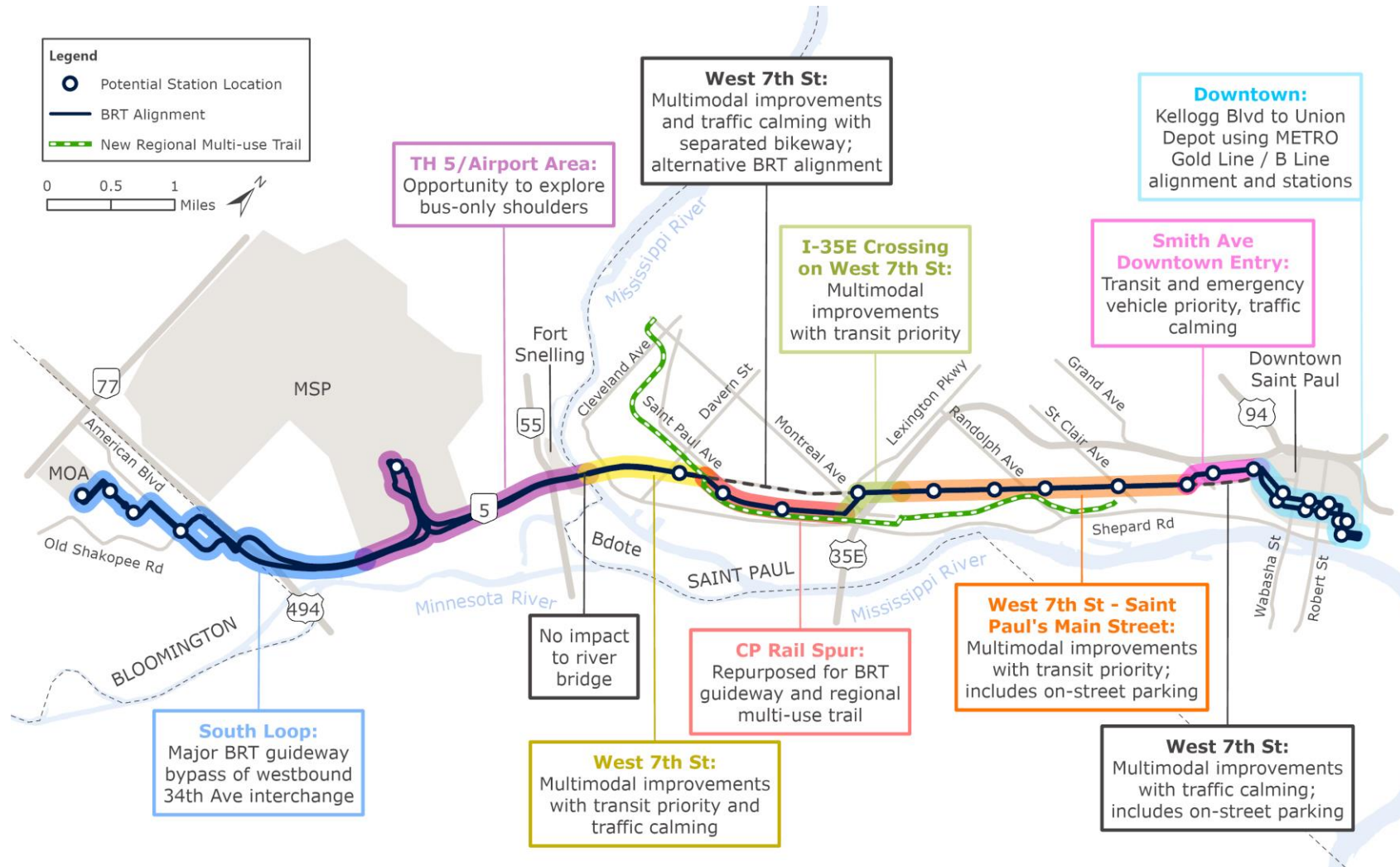
- Make a generational reinvestment in West 7th Street and address ownership for long-term maintenance
- Invest in transit that is fast, reliable, safe, comfortable, and easy to use that connects major destinations and neighborhoods
- Improve safety, calm traffic
- Improve the pedestrian experience by improving multimodal connections for community health and advancing parallel bicycle connections
- Support economic development opportunities and thriving commercial districts
- Improve tree canopy and add green space
- 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





# Opportunities to transform the corridor

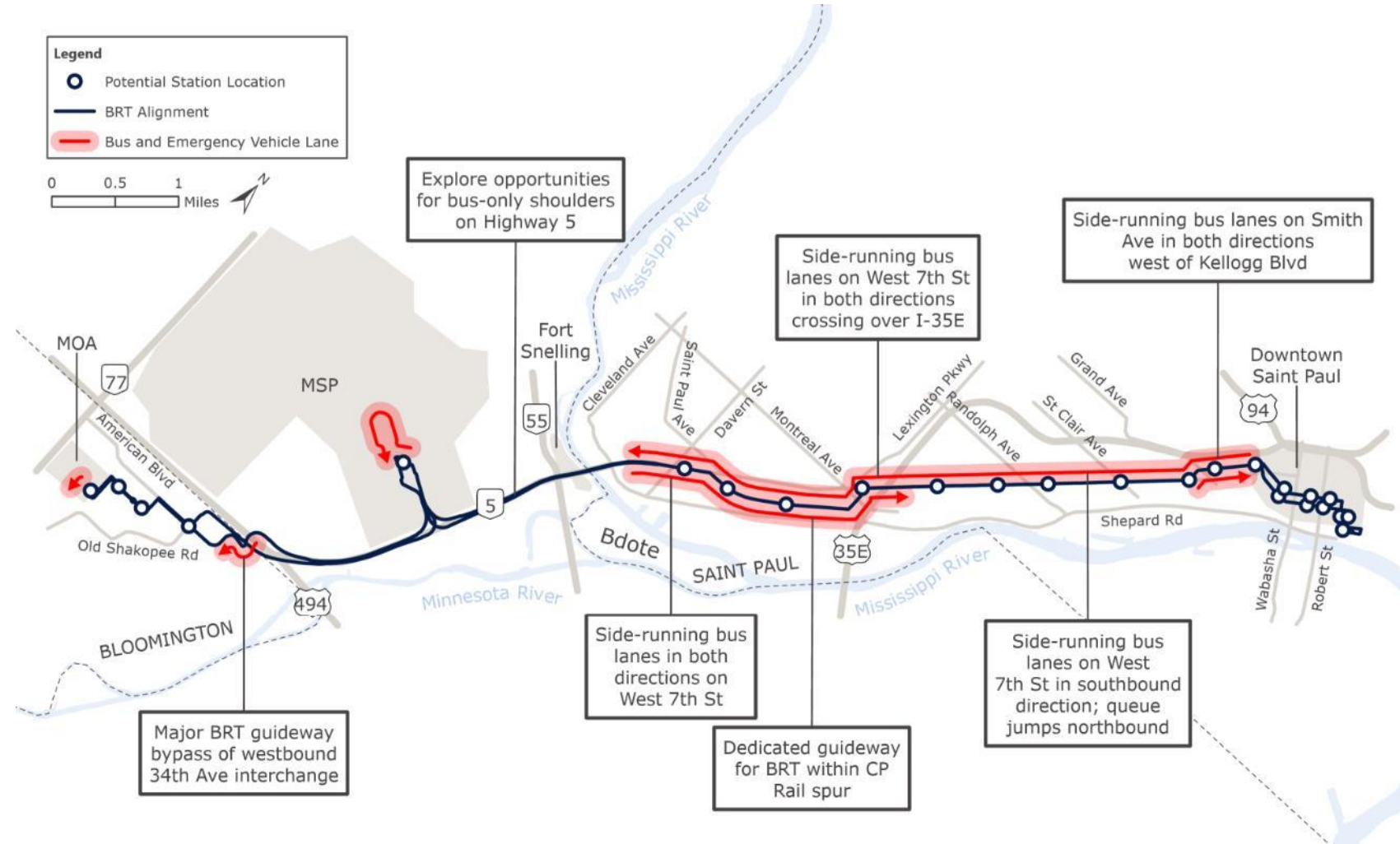
- A fast, frequent, and reliable **BRT line** – tailored to localized needs and opportunities
- Significant **multimodal improvements** along West 7th Street
- New **multi-use trail** and **BRT dedicated guideway** in the CP Rail spur





# Opportunities to transform the corridor: BRT

- **12.5 miles** from Mall of America to Union Depot
- **21 BRT stations** (16 built new with project)
- **57% dedicated guideway** outside of Highway 5 freeway
- **36% dedicated guideway** overall between Kellogg Blvd and Mall of America

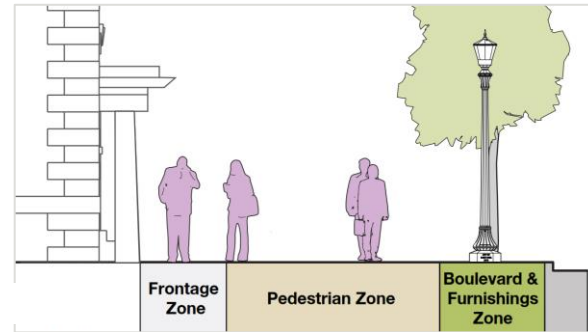




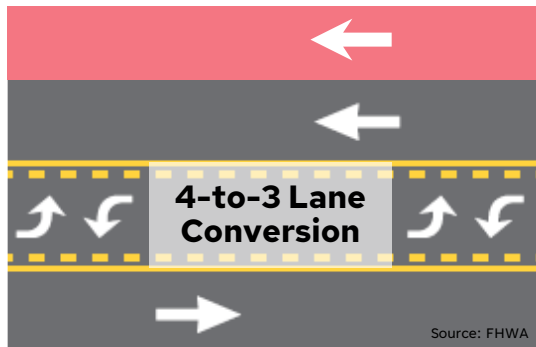
# Opportunities to transform the corridor: West 7th improvements

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

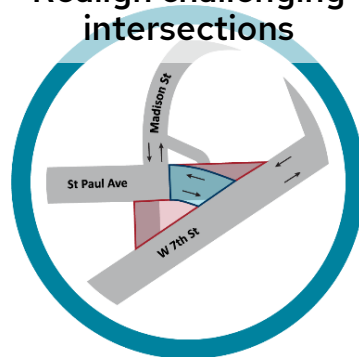
Current sidewalk widths maintained to support safety, comfort, greening, lighting & neighborhood businesses



Traffic calming  
Transit & emergency vehicle priority lanes



Realign challenging intersections



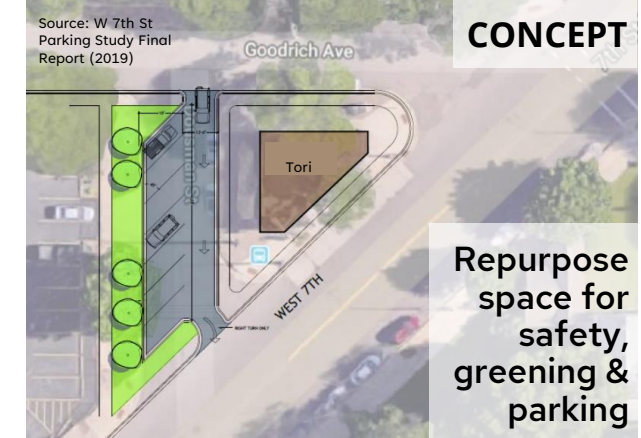
Replace signals



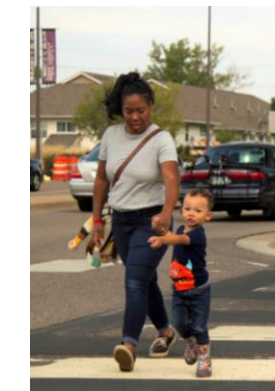
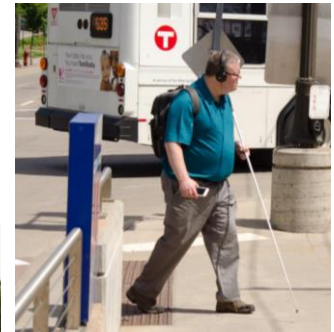
Curb extensions, greening & street trees



Address poor pavement & sidewalk conditions



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



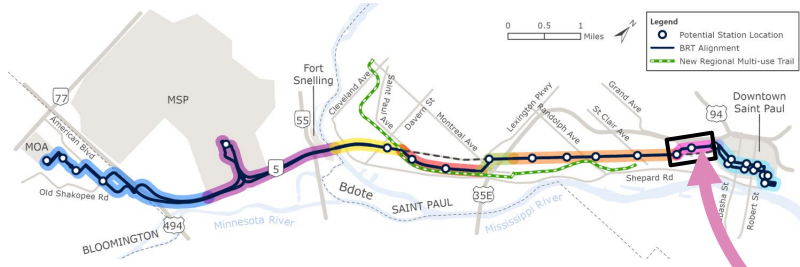
Source: The accessible icon project

Retain half of existing on-street parking to support businesses





# Opportunities to transform the corridor: Smith Avenue

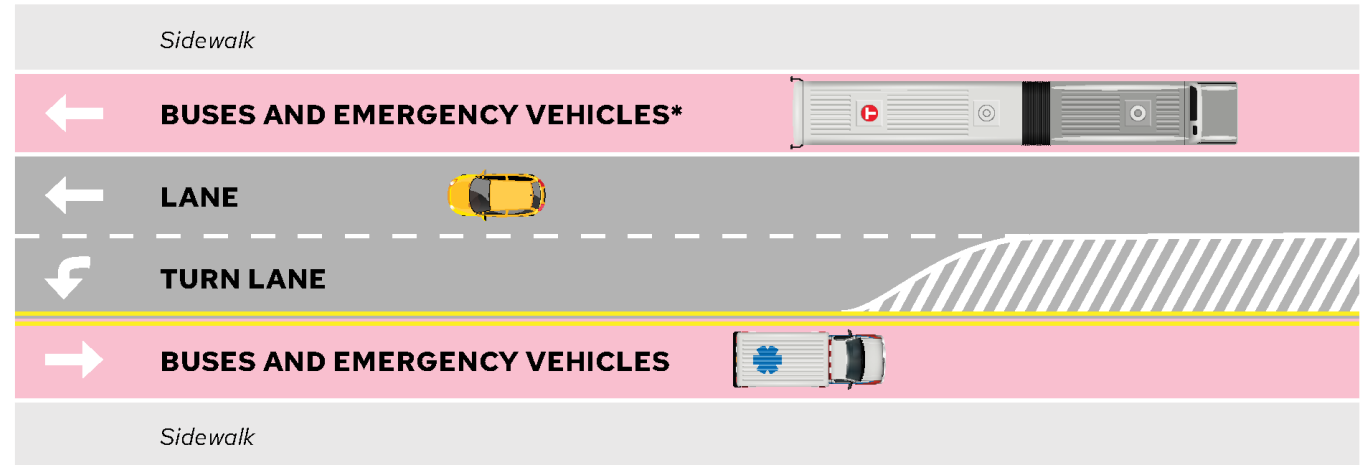


## Smith Avenue Downtown Entry

- Prioritize BRT buses, emergency vehicles, and pedestrians
- Reconfigure as a one-way, southbound-only street for general vehicle traffic
- All existing driveways and parking ramp/lot access maintained

### SMITH AVE DOWNTOWN ENTRY

Typical lane layout on Smith Ave from Kellogg Blvd to Grand Ave between stations



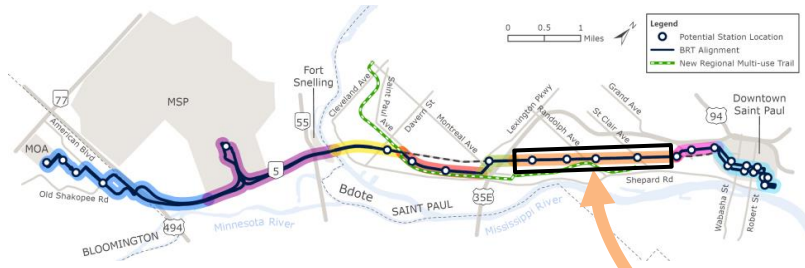
\*Note - this lane also allows right turning vehicles

- Paired with multimodal improvements to West 7th Street, including traffic calming, better sidewalks, and on-street parking





# Opportunities to transform the corridor: West 7th Street

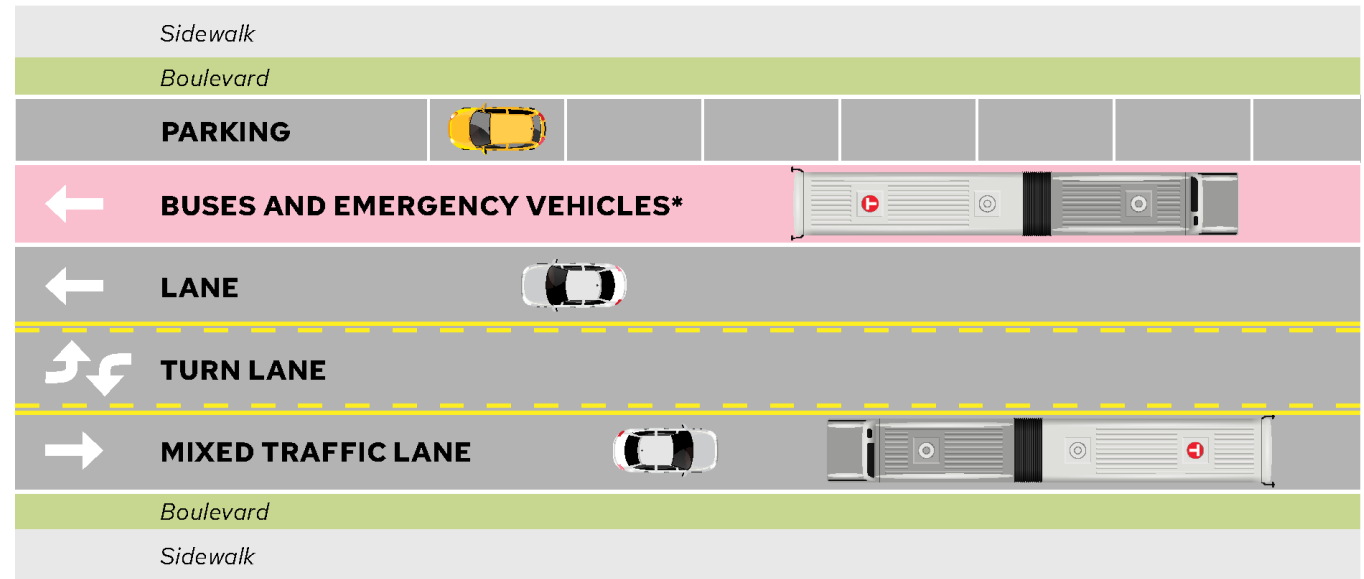


## Saint Paul's Main Street

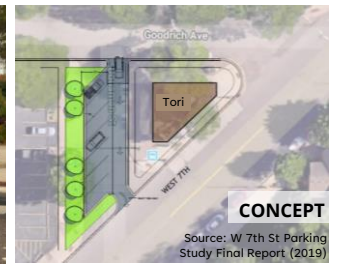
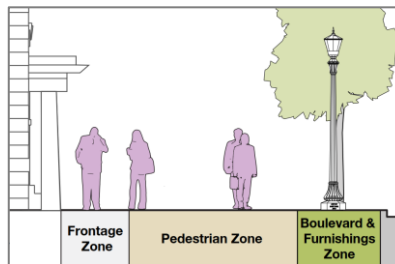
- Improve safety, calm traffic
- Bus and emergency vehicle priority
- Retain about half of existing on-street parking
- Realign skewed intersections
- Repurpose space for safety, greening, and additional parking

### WEST 7TH ST - SAINT PAUL'S MAIN ST

Typical lane layout on W 7th St from Smith Ave to Montreal Way/I-35E between stations



\*Note - this lane also allows right turning vehicles



CONCEPT  
Source: W 7th St Parking Study Final Report (2019)



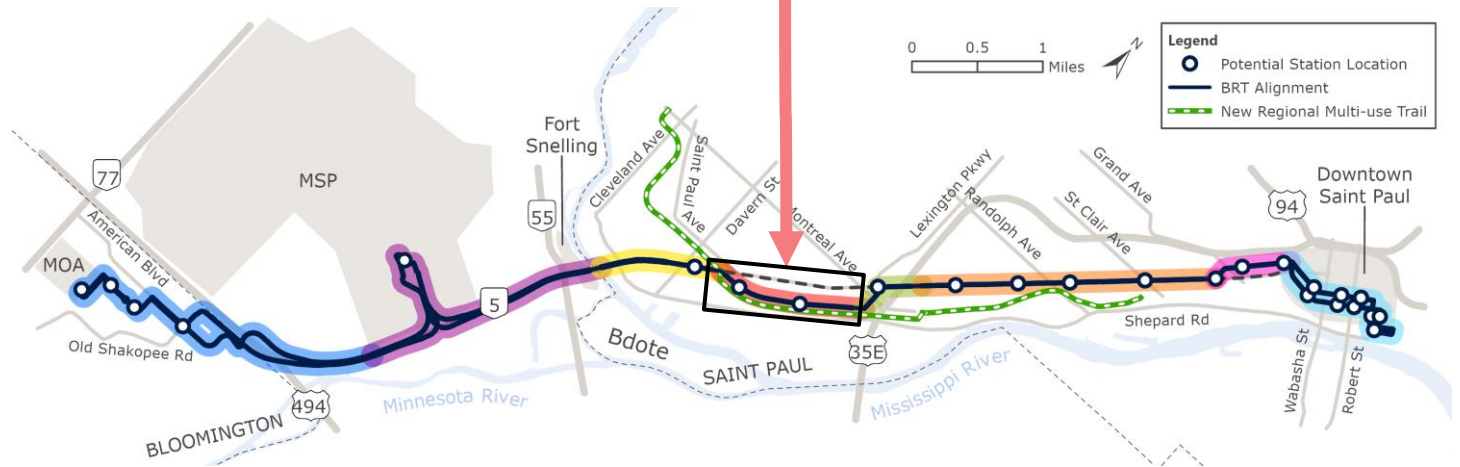
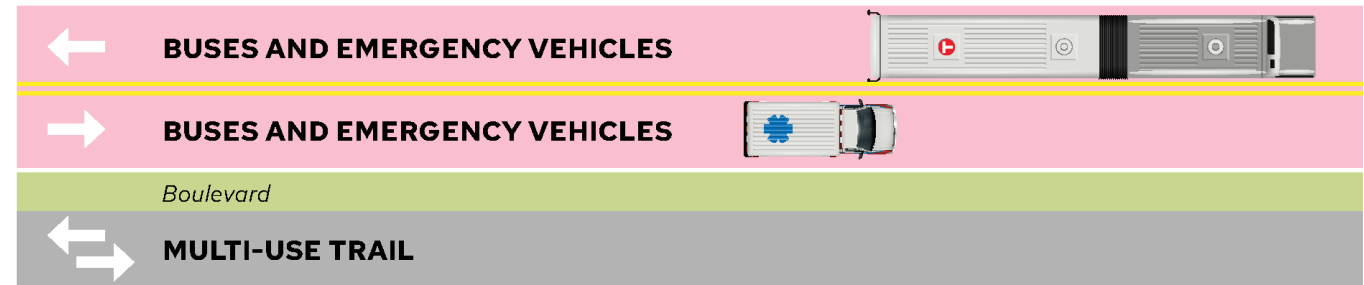
# Opportunities to transform the corridor: Railroad Spur

## BRT Guideway and Trail in the CP Rail Spur

- **1.2 miles** of dedicated guideway for BRT between Alton Street and Lexington Parkway
- Provides transit priority and gets stations closer to more people
- **5 miles** of new regional trail connecting Highland Bridge and Shepard Road/Randolph Avenue

### CP RAIL SPUR

Typical lane layout on the CP Spur from Lexington Pkwy to Alton St between stations



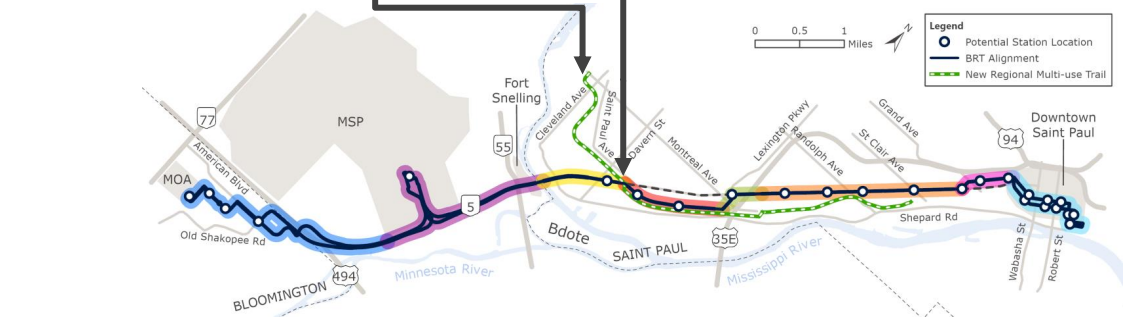
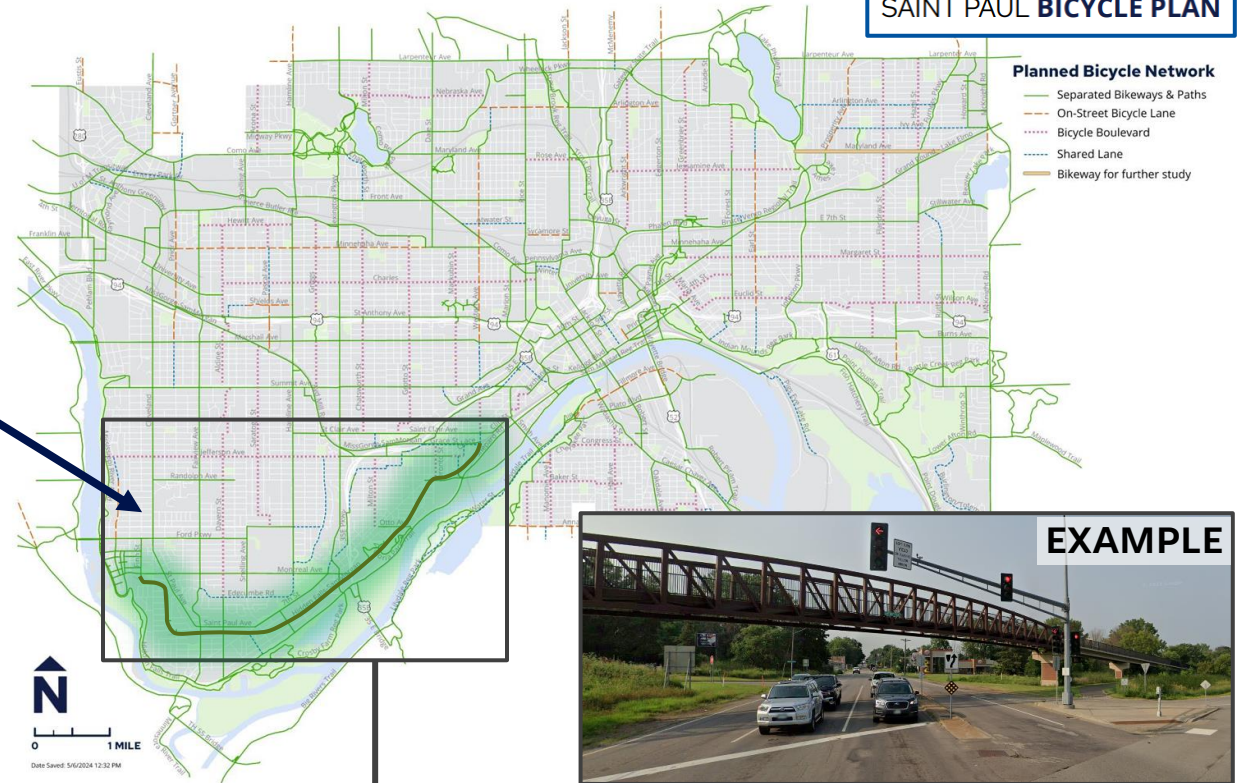


# Opportunities to transform the corridor: Trail

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

- 5 miles of new multi-use trail connecting Highland Bridge and Shepard Road/Randolph Avenue
- Identified in the 2024 Saint Paul Bicycle Plan
- Trail bridge over West 7th St

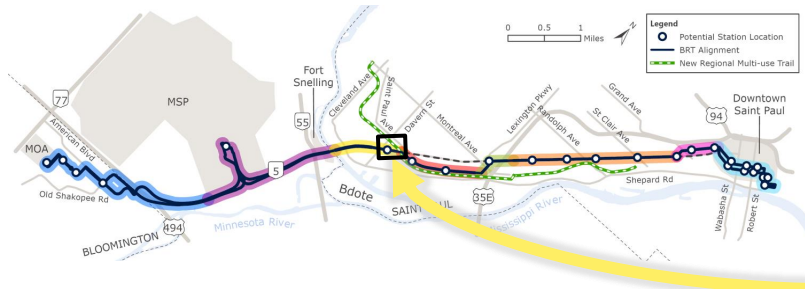
SAINT PAUL BICYCLE PLAN







# Opportunities to transform the corridor: West 7th Street

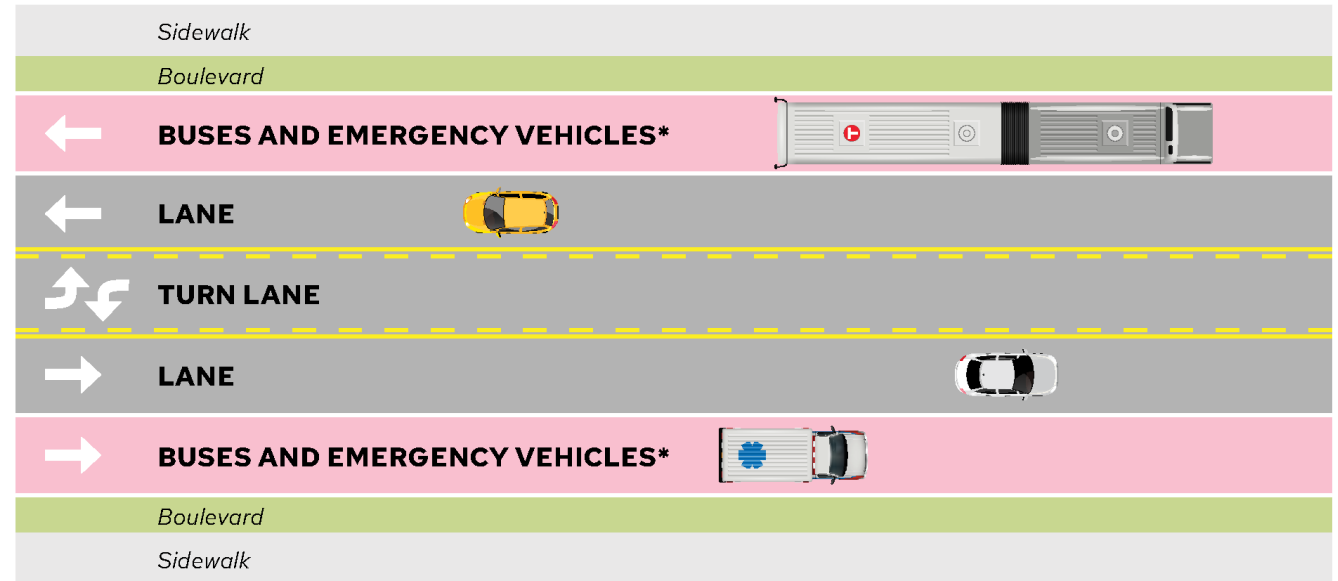


## River Gateway to Saint Paul

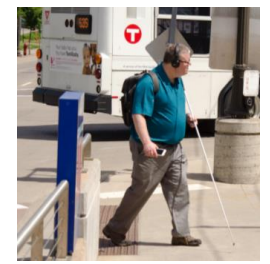
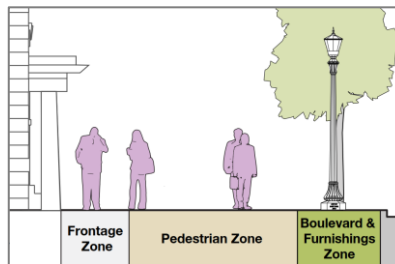
- Significantly reduce speeds coming off Highway 5 bridge
- Improve safety, calm traffic
- Bus and emergency vehicle priority

### RIVER GATEWAY TO SAINT PAUL

Typical lane layout on W 7th St from Alton St to Davern St between stations



\*Note - this lane also allows right turning vehicles

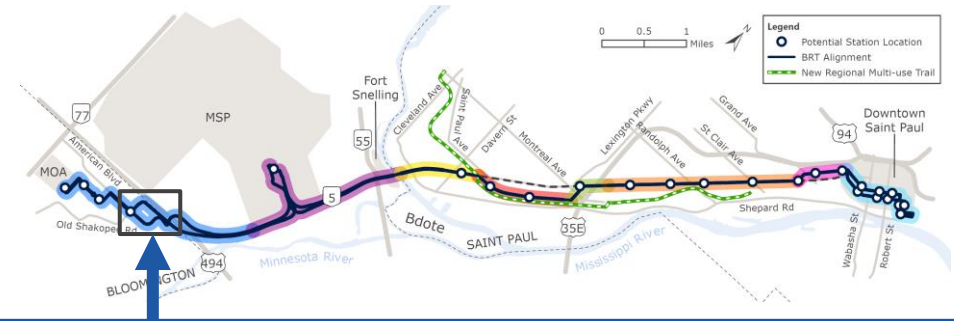




# Opportunities to transform the corridor: BRT

## Concept Layout: Westbound dedicated guideway bypass

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





# A concept focused on near-term implementation

**WE ARE  
HERE**



*schedule is tentative and subject to change*





## Cost estimates

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



## More information & contact



[stpaul.gov/West7](http://stpaul.gov/West7)



[publicworksinfo@ci.stpaul.mn.us](mailto:publicworksinfo@ci.stpaul.mn.us)



# Community Conversation



- Scan the QR code or visit [www.menti.com](https://www.menti.com) and enter meeting code: **3478 9992**





## Share your feedback on your own time

- Do you support this new concept for the West 7th corridor?
- What do you like about this approach? What are you concerned about?
- What questions do you have about this concept?

Survey closes May 4



[stpaul.gov/West7](http://stpaul.gov/West7)