

THE NEW WEST 7TH CORRIDOR

A CONCEPT FOR
**DOWNTOWN SAINT PAUL
TO MALL OF AMERICA**



Meeting for Businesses | June 5, 2025

Russ Stark, Chief Resilience Officer
City of Saint Paul



SAINT PAUL
MINNESOTA



MetroTransit
a service of the Metropolitan Council



DEPARTMENT OF
TRANSPORTATION



Agenda

- 9:30 – Staff Introductions
- 9:35 – Presentation of Concept
- 10:00 – Q&A

Meeting Purpose

- Introduce the concept
- Answer questions
- Gather your feedback
- Update business contact list so we can stay coordinated.

Take the survey and update contact info here:





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



SAINT PAUL
MINNESOTA

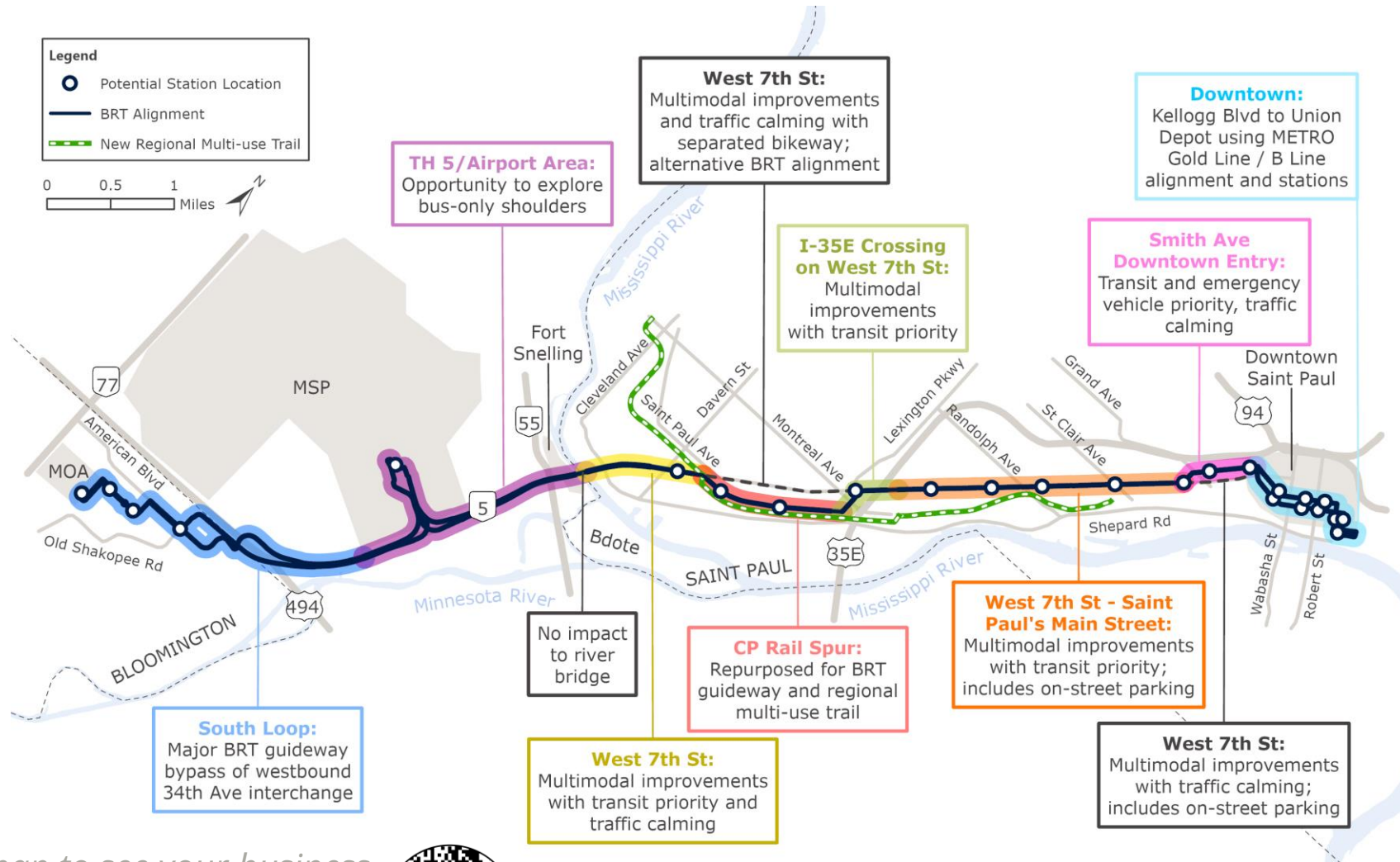


Each agency brought goals to the table – many of them shared – that will be best accomplished through an integrated, multimodal project. Goals include:

- ➔ 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

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

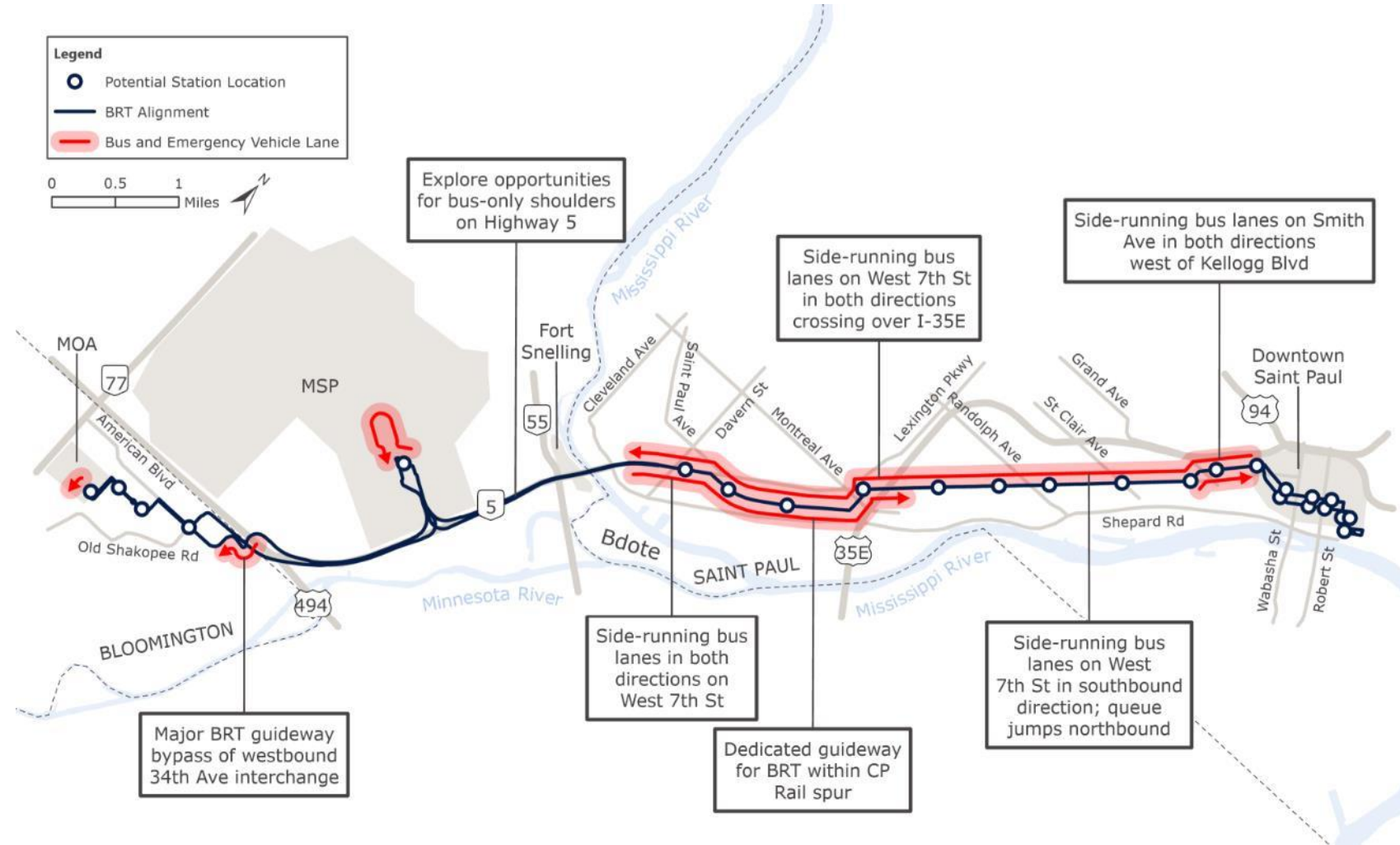


Use the online map to see your business location on West 7th.
Available at stpaul.gov/west7 or here:



Opportunities to transform the corridor: BRT

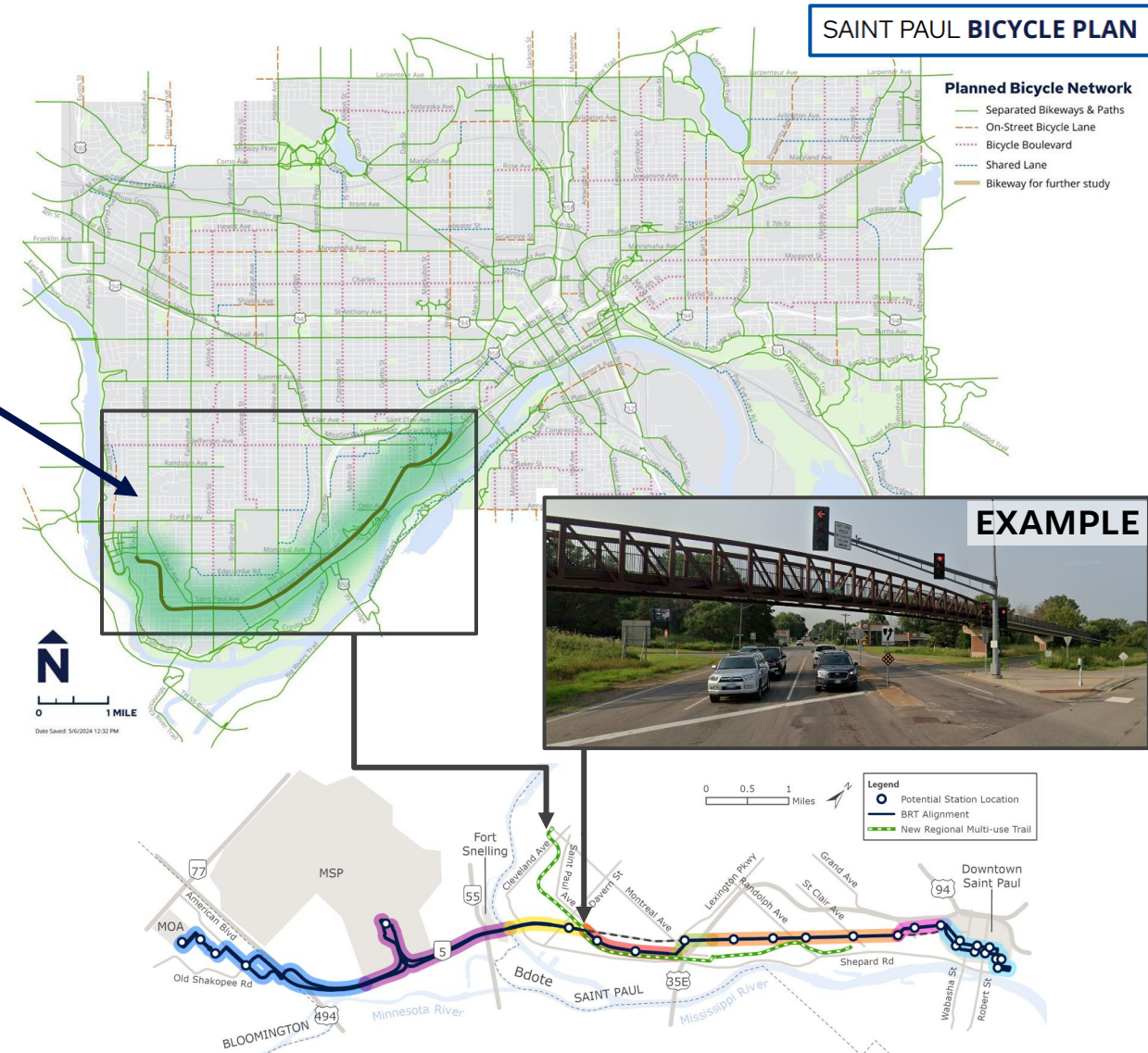
- **12.5 miles** from Mall of America to Union Depot
- **21 BRT stations**
(16 built new with project)
- **57% dedicated guideway** outside of Highway 5 freeway
- **36% dedicated guideway** overall between Kellogg Blvd and Mall of America



Opportunities to transform the corridor: 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

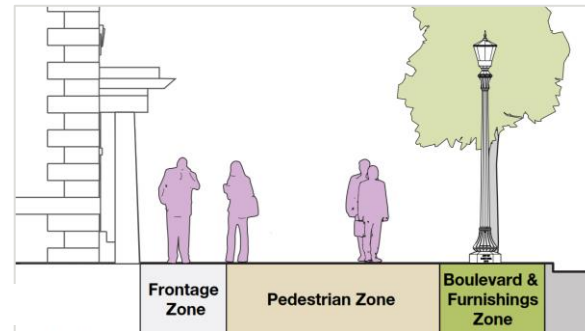
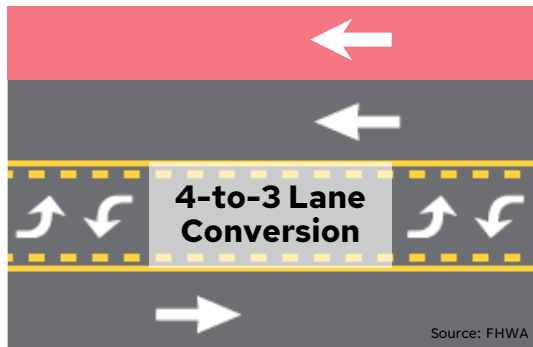


West 7th improvements

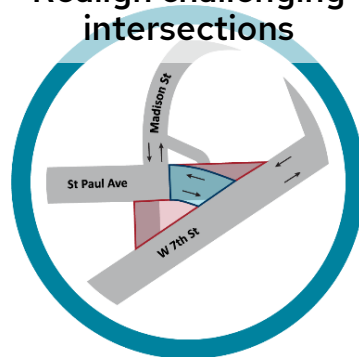
Generational investment in West 7th Street for safety, multimodal improvements & economic development—within and beyond the BRT corridor

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

Traffic calming
Transit & emergency vehicle priority lanes



Realign challenging intersections



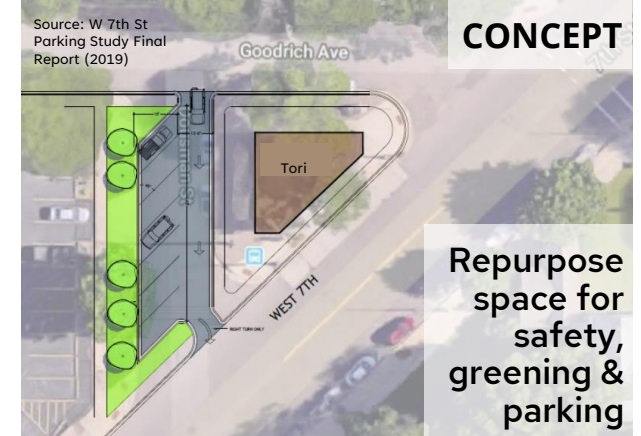
Replace signals



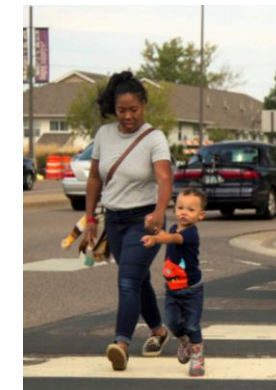
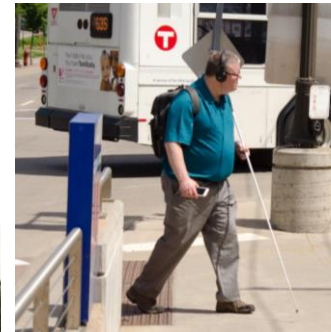
Curb extensions, greening & street trees



Address poor pavement & sidewalk conditions



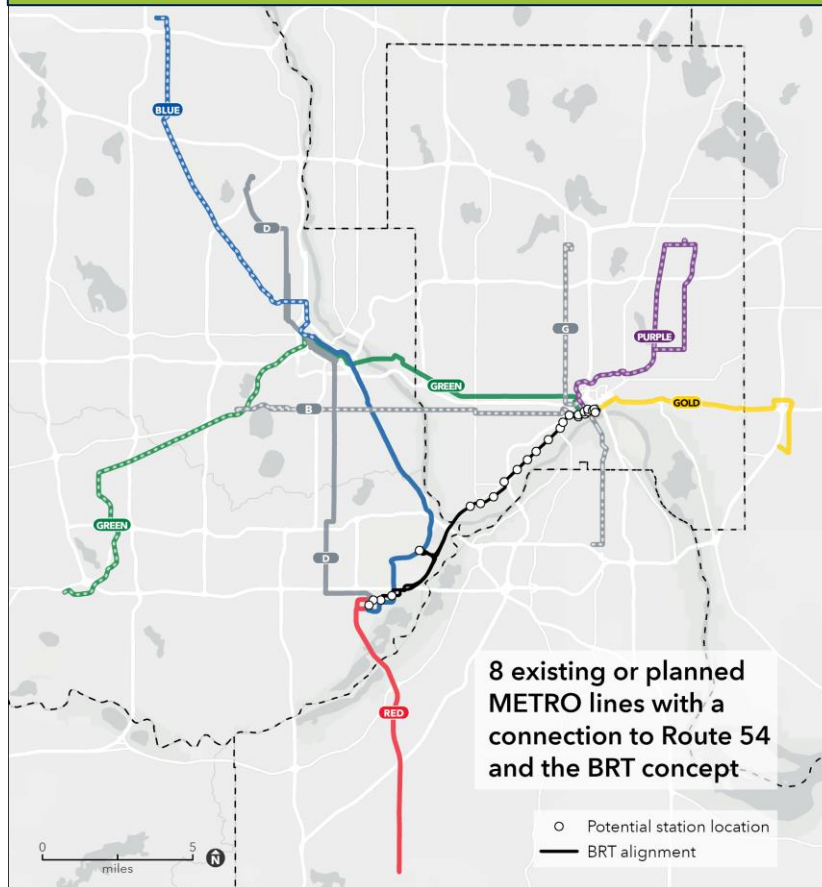
Street design & crossings that work for people of all abilities & ages



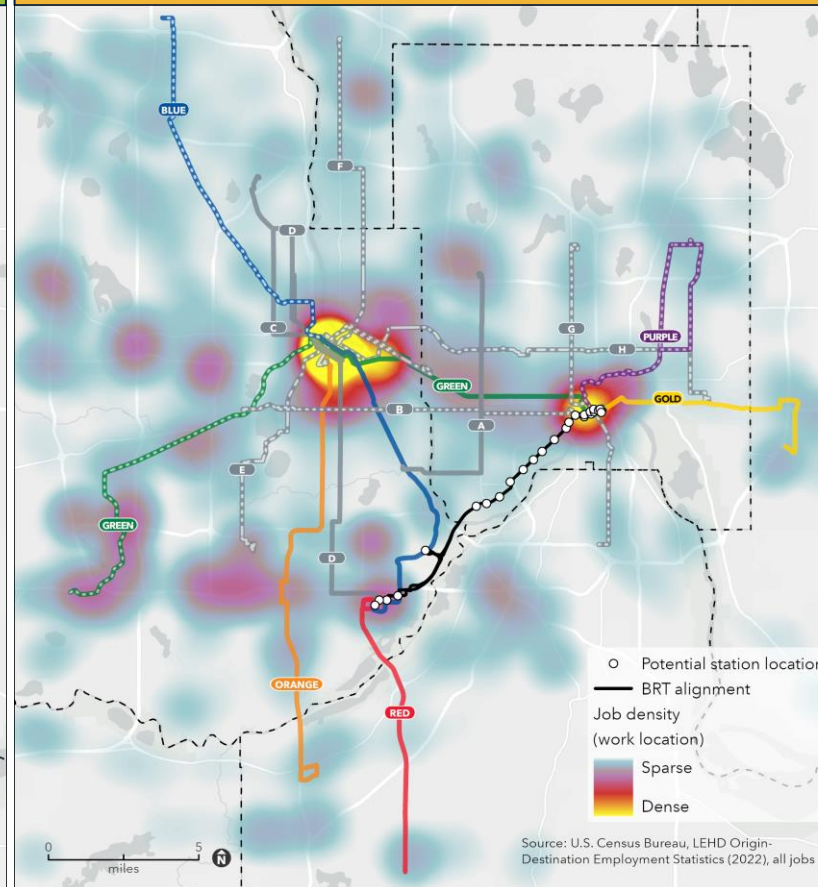
Source: The accessible icon project

Route 54 is a critical link in the regional transit network

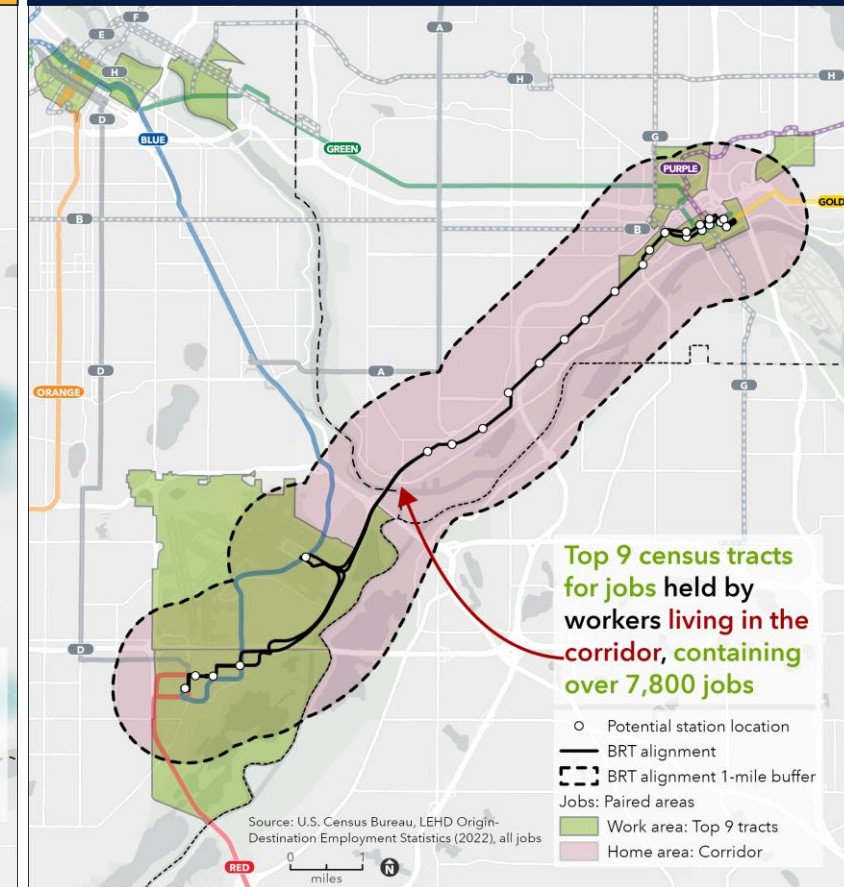
Connections to the METRO network



Regional job and activity centers

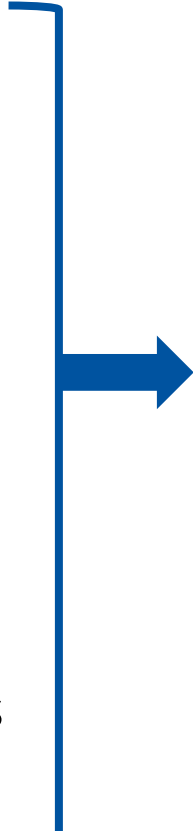


Increased opportunities for residents





How this will be better than Route 54

- Faster
 - More reliable
 - More frequent earlier and later in the day
 - More comfortable for riders
 - Easier to understand
 - More useful
 - More visible with METRO brand
 - Unlocks economic development opportunities
 - Unlocks multimodal enhancements
- 
- More ridership from existing riders
 - New riders
 - Progress towards shared policy goals

METRO stations are more comfortable, more visible, and make transit easier to understand and use

Typical Route 54 bus stops



METRO Gold Line Rice Park Station



Opportunities to transform the corridor: Smith Avenue

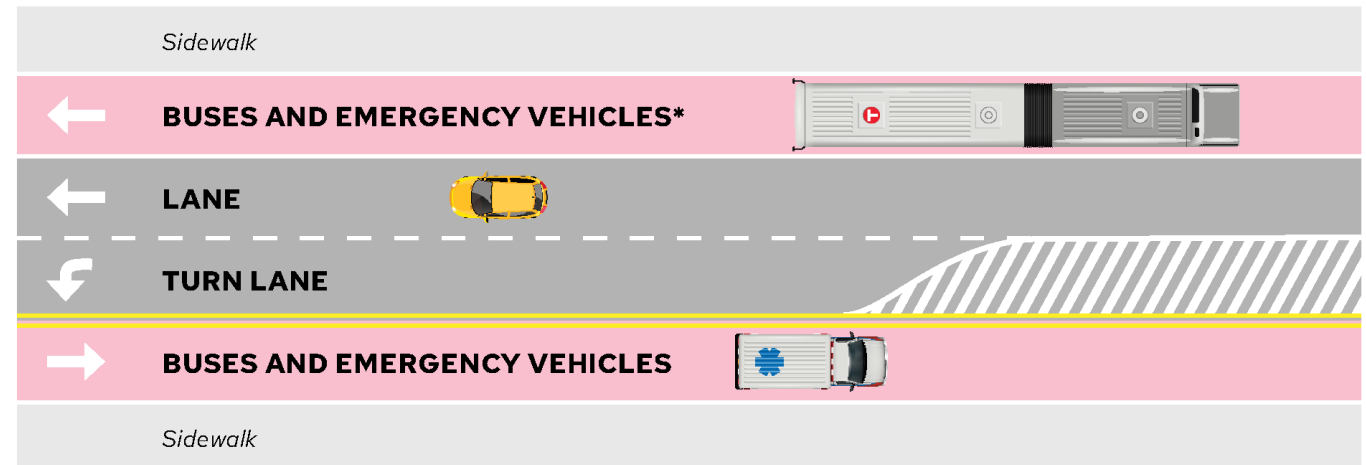


Smith Avenue Downtown Entry

- 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

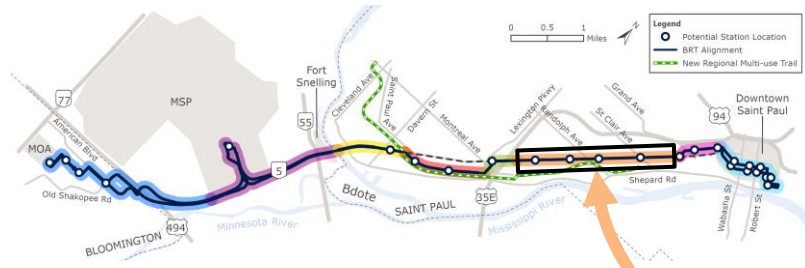
Typical lane layout on Smith Ave from Kellogg Blvd to Grand Ave between stations



**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

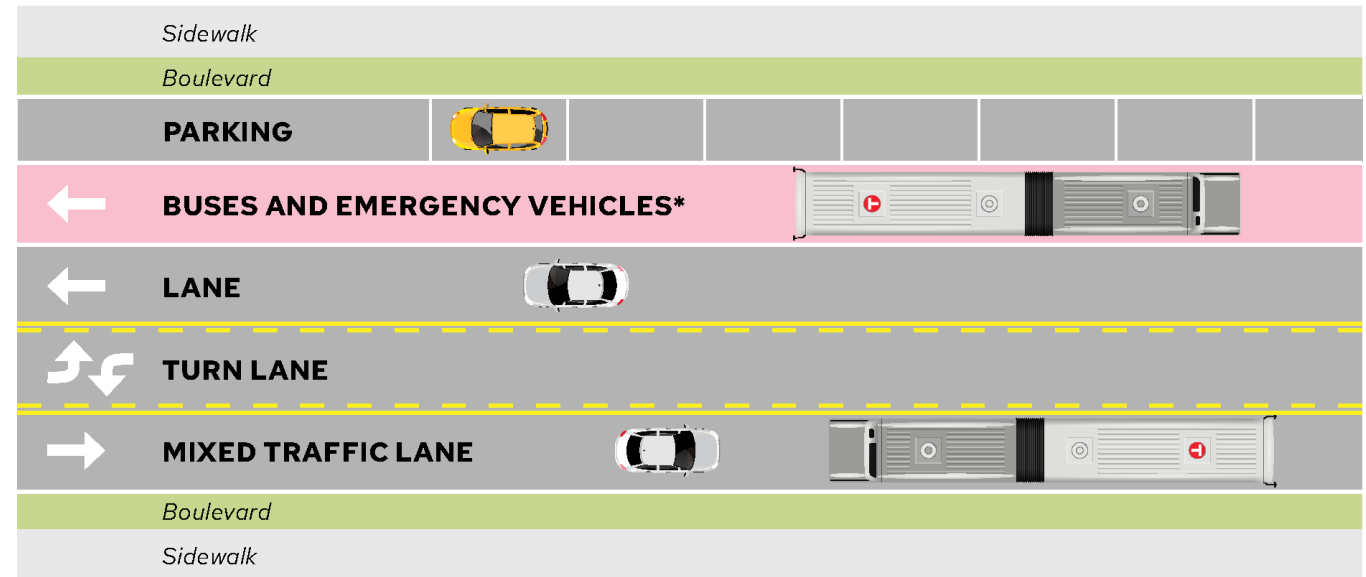


Saint Paul's Main Street

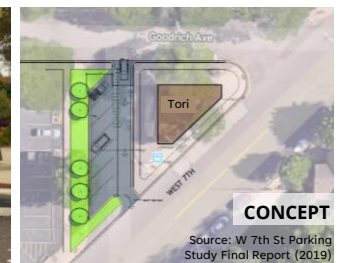
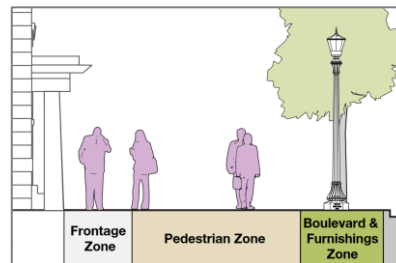
- Improve safety, calm traffic
- Bus and emergency vehicle priority
- Retain about half of existing on-street parking
- Realign skewed intersections
- Repurpose space for safety, greening, and additional parking

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



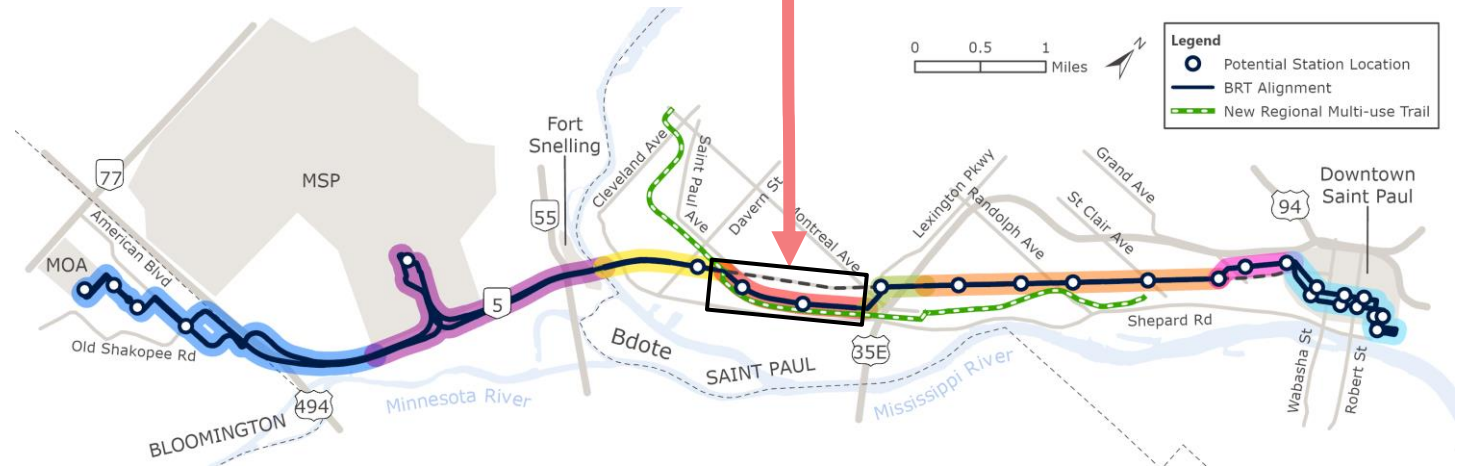
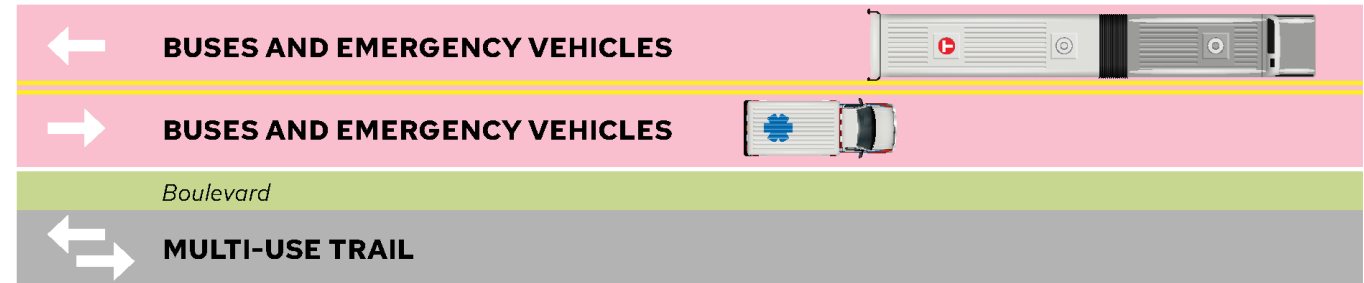
Opportunities to transform the corridor: Railroad Spur

BRT Guideway and Trail in the CP Rail Spur

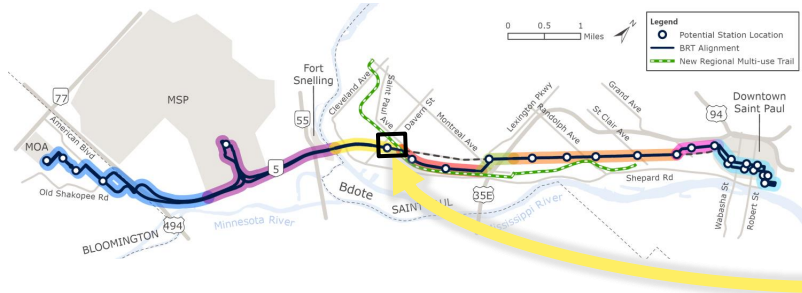
- **1.2 miles** of dedicated guideway for BRT between Alton Street and Lexington Parkway
- Provides transit priority and gets stations closer to more people
- **5 miles** of new regional trail connecting Highland Bridge and Shepard Road/Randolph Avenue

CP RAIL SPUR

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



Opportunities to transform the corridor: West 7th Street

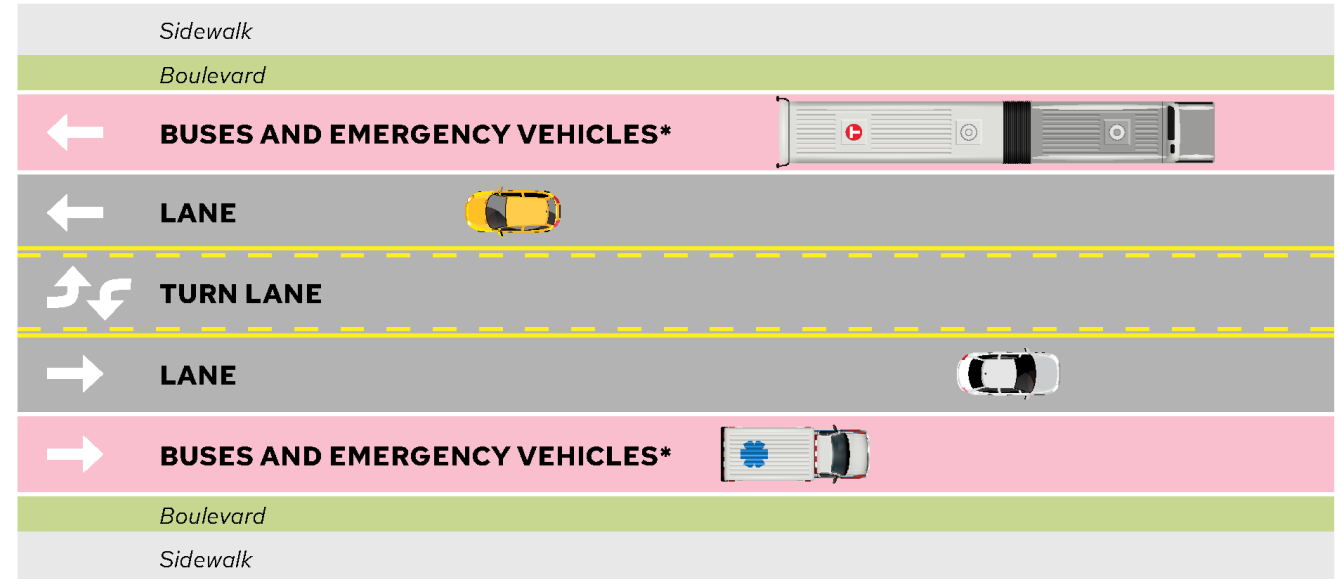


River Gateway to Saint Paul

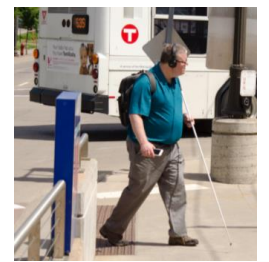
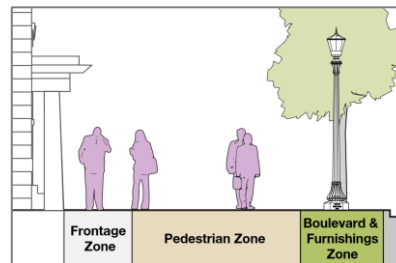
- Significantly reduce speeds coming off Highway 5 bridge
- Improve safety, calm traffic
- Bus and emergency vehicle priority

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





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



Future work

Further study in next phase: Key topics

- Canadian Pacific (CP) rail spur extent and design; best use of the rail spur
- Traffic & geometric analysis: Smith Avenue, near I-35E, south of Alton Street to River
- On-street parking locations and access management
- Repurposing triangles for parking, greening, safety
- Further development of design

Questions to address in the near term

- How will this be funded?
- When will this move forward?

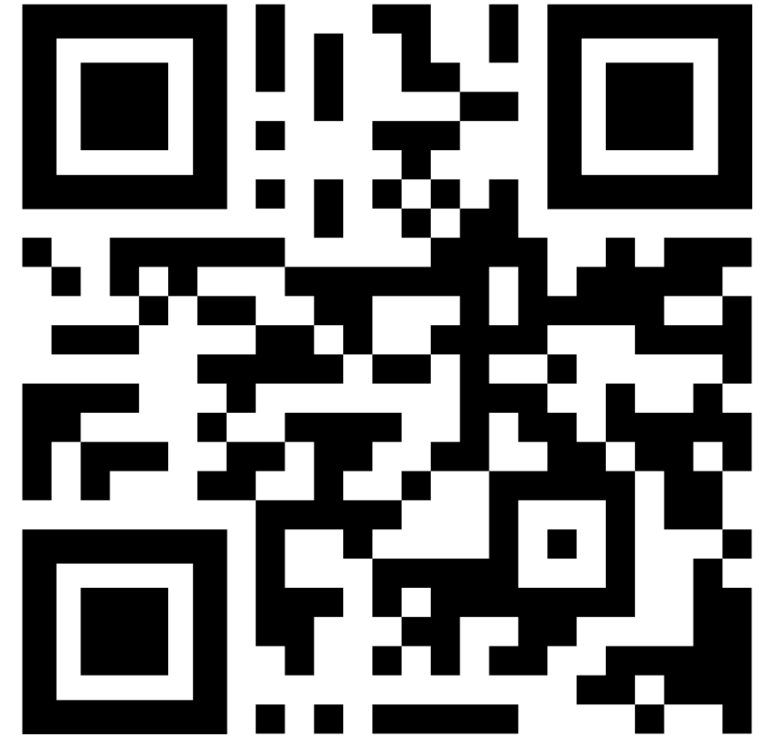




Share your feedback

- 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 June 9



stpaul.gov/West7

More information & contact



stpaul.gov/West7



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