



35E/West 7th interchange

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Metro District

10/7/26

MnDOT near-term improvements on West 7th



Curb extensions and median refuge islands with plastic posts

Re-installation scheduled for this week, additional installed October

MnDOT long-term improvements on West 7th

- **Reconstruct** West 7th from Mississippi River to Kellogg Boulevard
- Prioritize safety for nonmotorized users
- Partnering with Metro Transit to bring improved transit to the corridor
- Construction **starts** in 2030, expected to take multiple years. Exact sequence of construction TBD.

Right turn pedestrian conflicts at West 7th/35E



Video of the issue



MnDOT work to study safety issues on West 7th



RESURFACING HWY 5 / WEST 7TH STREET IN SAINT PAUL

SCOPING ALTERNATIVES ANALYSIS

MUNSTER AVE TO OLIVE ST | CITY OF ST PAUL, MN

June 13, 2023

Prepared for:
Minnesota Department of Transportation
1500 W. County Road 82
Roseville, MN 55113

PROJECT ID # TRK276
S.P. 6201-01 | S.P. 6201-05
WSB PROJECT NO. 019993-000

Alternative 1.E: I-35E Southbound Exit – Reduce intersection skew

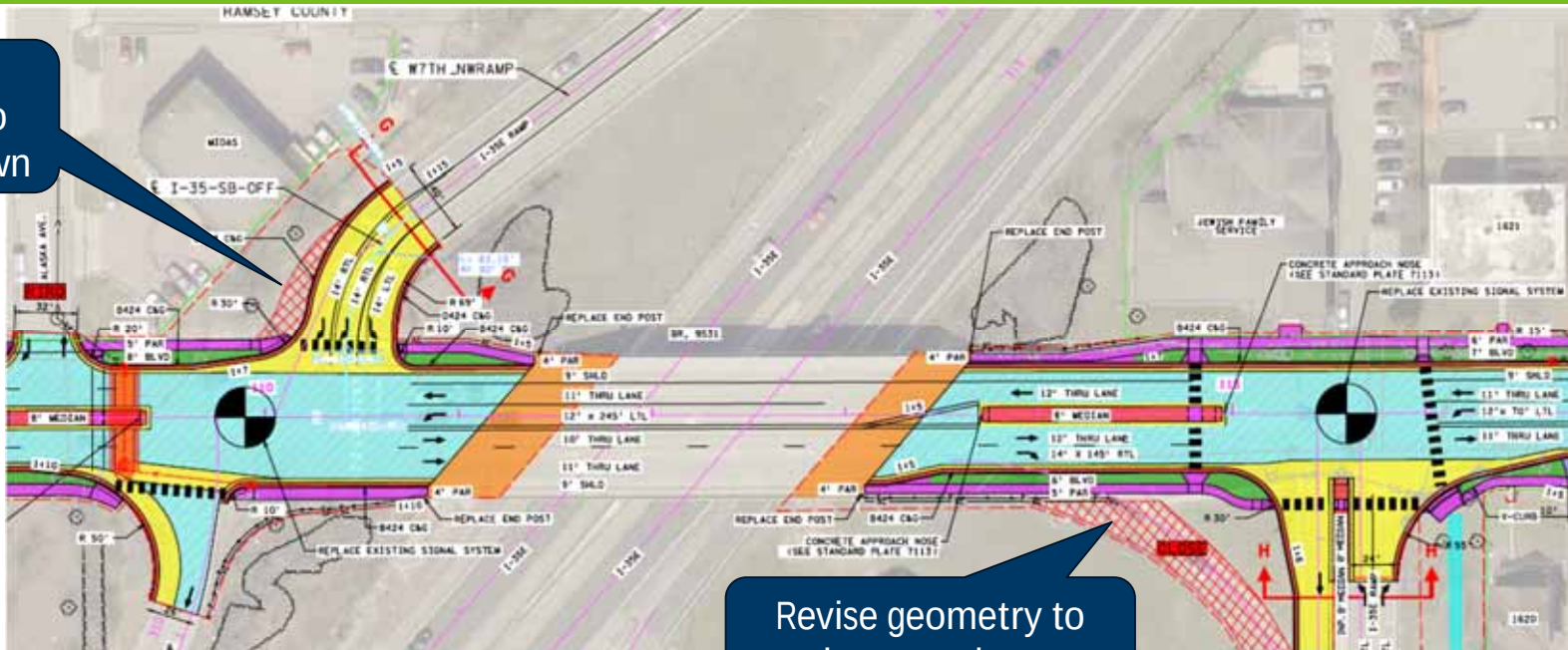
Improvement Notes / Cost:

- Reduces or eliminates intersection skew
- Facilitates speed reduction for southbound right-turn movements
- Decreases pedestrian crossing distance for improved walkability
- Improves traffic safety
- Significant grading impacts adjacent to I-35E
- Net Cost: \$130k to \$160k

Potential solutions?

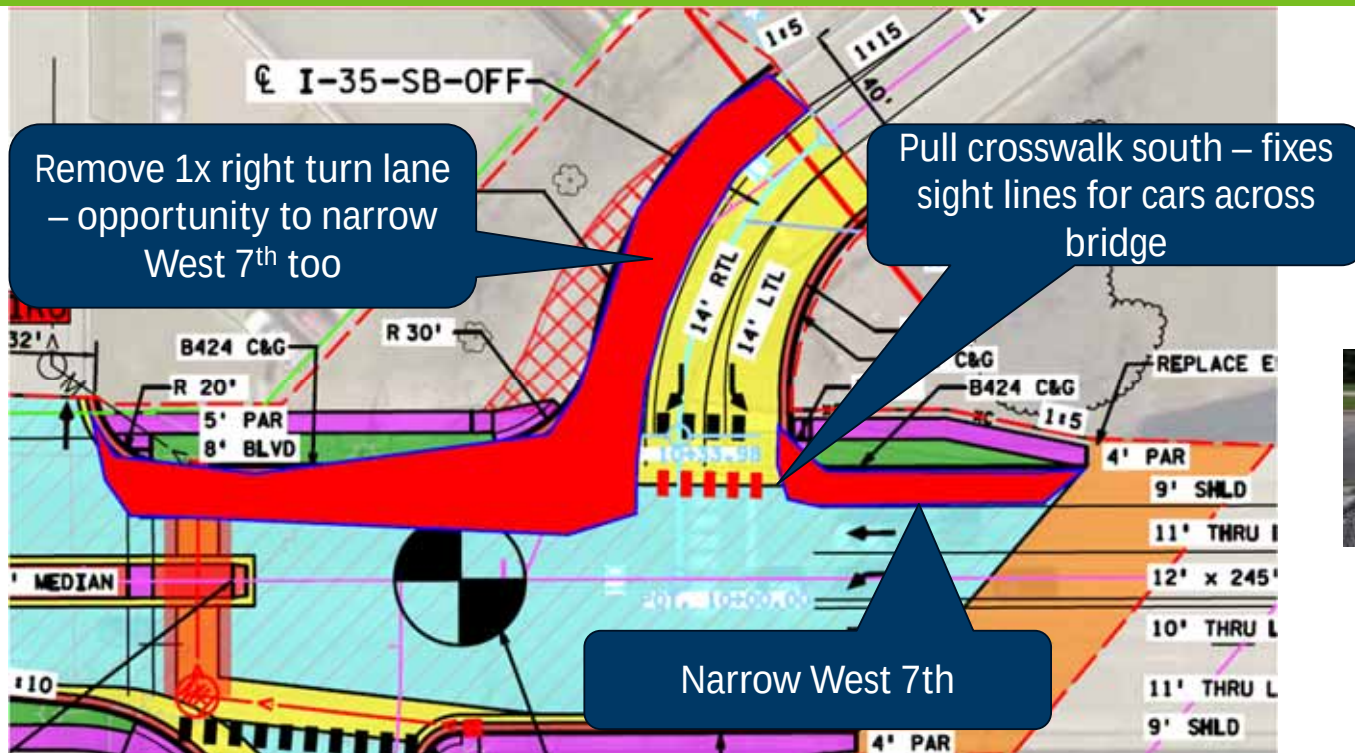
- Rebuild the intersection in a way that prioritizes pedestrian safety
- Static signs/pavement markings
- Flashing yellow pedestrian warning sign
- Dynamic “No Turn on Red” sign

Rebuild the intersection in a way that prioritizes pedestrian safety



Proposed design when MnDOT was planning to resurface West 7th

Rebuild the intersection in a way that prioritizes pedestrian safety



Add raised crosswalk

Opportunities to prioritize pedestrians with a reconstruction (more investigation needed – this is a concept)

Static sign/pavement markings

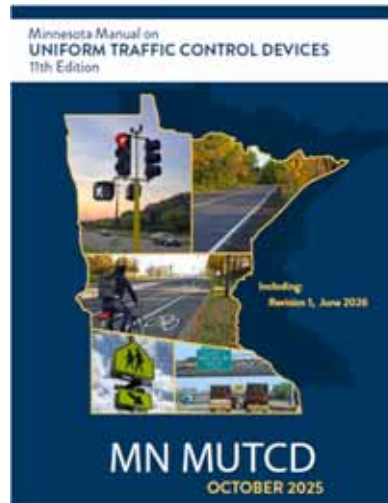


Additional stop bar installed this week.



Additional sign scheduled for installation soon – targeting next week

Request for flashing yellow pedestrian sign



...an RRFB **shall not** be used for crosswalks...controlled by traffic signals” (emphasis added)

RRFB's are a great tool for uncontrolled intersections. Don't want to mix warning lights with traffic signals (for example – don't mix flashing warning lights with green signal).



Dynamic No Turn on Red sign

Table 3.4 Summary of per-cycle NRTOR compliance results.

Location	Left-Turn Treatment		No Violation	Violation	Percent Compliance
TH 36 & Fairview N Ramp	Dynamic	Ped-Activated	167	94	64.0%
TH 36 & Fairview S Ramp	Dynamic	Ped-Activated	98	161	37.8%

51% of drivers violate the “No Turn on Red” sign

Conclusion

- Safety issues on West 7th are real
- MnDOT planning a dozen near-term safety improvements at intersections along West 7th, curb extensions and median refuge islands that are proven safety countermeasures
- Signs and pavement markings (on their own) are of limited efficacy; even digital signs that light up have not been effective. Intersections with dual right turns and high volumes need bigger changes.
- MnDOT planning over \$100 million investment in West 7th – construction starting in 2030. Reconstructing the intersection is the best way to improve safety.

We need your help

- Curb extensions (with plastic posts) are a great tool, but complicate winter maintenance. Please remind neighbors to clear sidewalks to the edge of the plastic posts.
- When MnDOT proposes designs for West 7th in 2027 – need community support for safety-forward options.



Thank you again!

Chris Bower

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