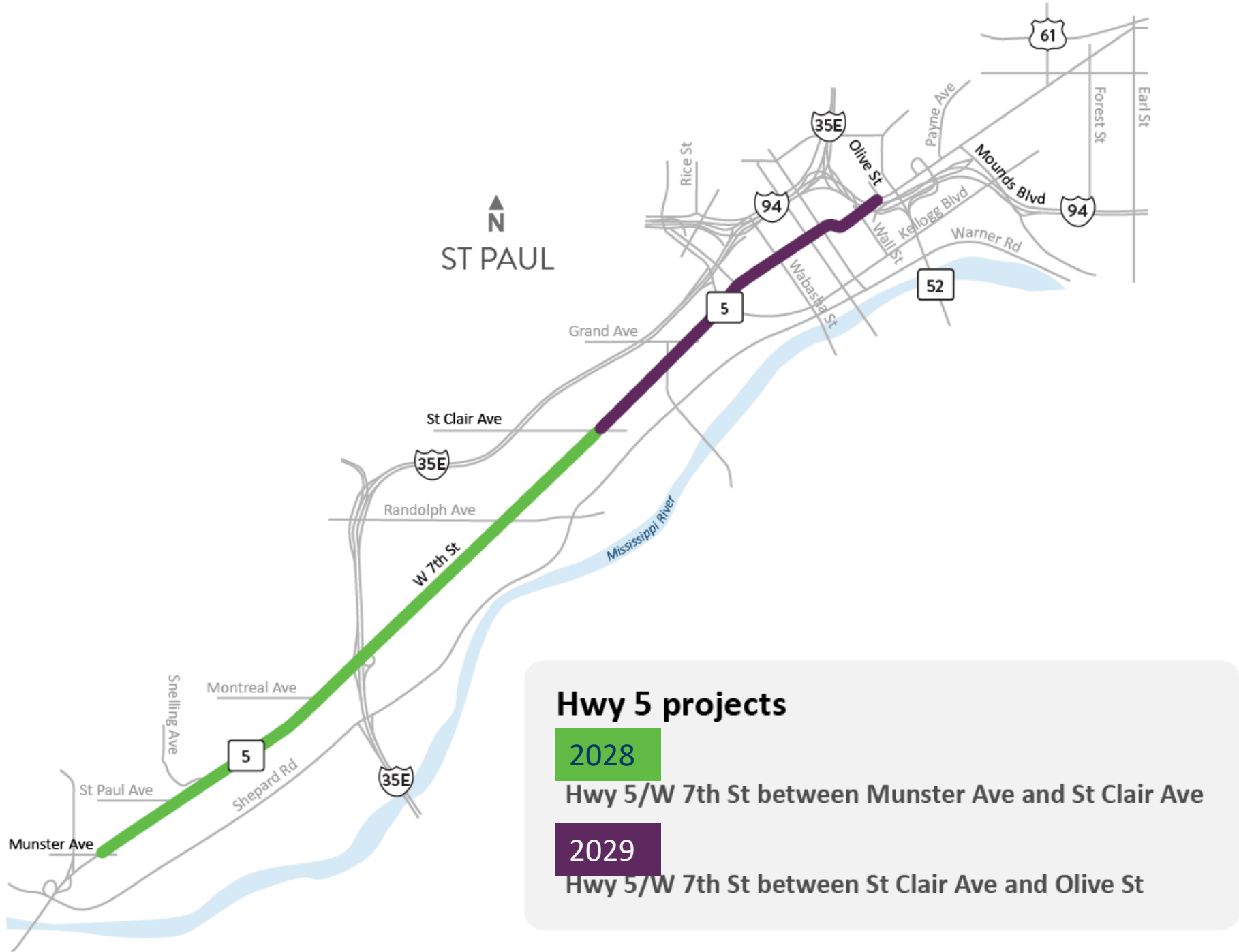




Hwy 5 / West Seventh Street Resurfacing Project

Michael Corbett | Project Manager

Project Area



- Studied, planned, and engaged corridor
 - MnDOT pavement maintenance scoped in 2016
 - Commitment to asset preservation and accessibility improvements
 - Community desire for greater safety improvements, esp. related to street crossings and vehicle speeds
- Multiple agencies continue visioning
 - MnDOT, owner of Hwy 5 / West Seventh
 - Ramsey County – Riverview Corridor
 - City of St. Paul temporary pedestrian improvements
 - Metropolitan Council, Metro Transit, and others



Community Feedback

- Hundreds of responses to surveys & other efforts since August 2020
- 96% St. Paul residents who live, work or commute along West Seventh St.
- Top concerns
 - Walking across the street (71%)
 - Vehicle speeds (54%)
 - Bicycle Safety (35%)

“Make West 7th St. more of a local street to support neighborhoods, businesses, walking, biking, transit; less of a highway to get to downtown”

Project Overview

- Pavement management needed based on
 - Existing pavement condition
 - Past pavement performance
 - Forecasted condition
- Programmed pavement management
 - 2028: Munster Ave. to St. Clair Ave.
 - 2029: St. Clair Ave. to Olive St.

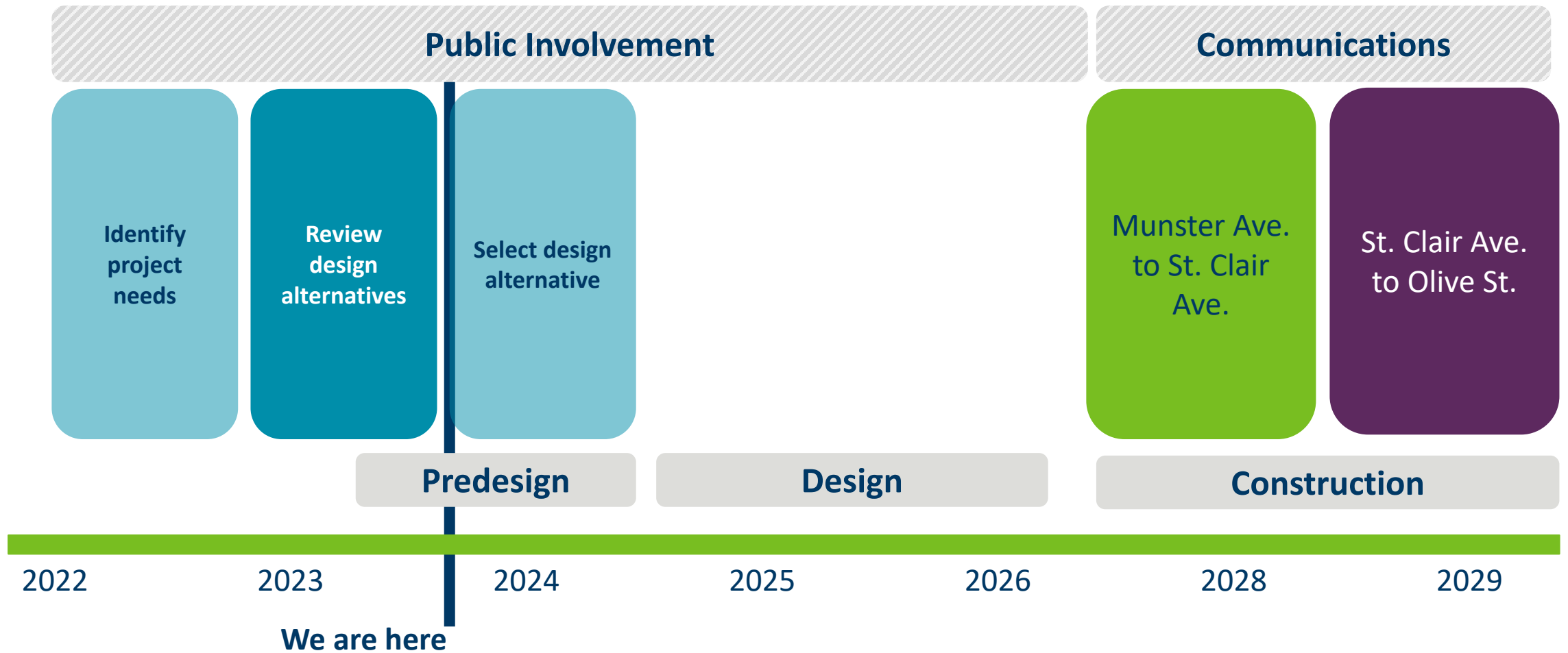


Project Overview

- Other needs compatible with mill and overlay:
 - Sidewalk repairs and ADA accessibility
 - Crossing improvements
 - Restriping (and possible lane reductions)
 - Traffic signal replacements
 - Lighting improvements



Timeline



Alternatives analysis segments

- Segment 1 – Munster Ave to I-35E
- Segment 2 – I-35E to St Clair
- Segment 3 – St Clair to Grand
- Segment 4 – Grand to Kellogg
- Segment 5 – Kellogg to Olive St

Alternatives analysis elements

- Curb extension/bump outs
- Pedestrian Crossing upgrades
 - Higher visibility markings
 - Beacon systems
- Bicycle lane facilities
- Shared use paths
- Adding raised medians

Alternatives - 4-to 3-Lane

- Most like the reduction in lanes, but mixed feelings on how space should be used. Some want right-hand turn lanes, dedicated bus lanes, or protected bike paths on both sides.
- Mixed feelings about removing parking.
 - Some are against it due to businesses and rental units, some are for if it adds bike or bus lanes.
- A few comments on keeping it four lanes and retaining parking.



Example 4 Lane



Example 3 Lane

Interim safety improvements

- Restriping of crosswalks
- Potential upgrading of crosswalks to high visibility
- Temporary bollards for
 - Curb bump outs
 - medians
- Possible for later
 - Additional signage
 - Flashing beacons
 - Adding raised medians

Public Open House
March 6
4:30-6:30
Palace Community
Center

Thank You!

mndot.gov/metro/projects/w7thst-stpaul

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