

Number	Is the addition of bicycle facility improvements important to you along Annapolis Street?	Which bicycle facility do you feel best fits the Annapolis Street corridor? (Check all that apply).			The addition of dedicated bike facilities (on-street bike lanes or an off-street multi-use trail) would require the loss of on-street parking on one side of Annapolis Street. Which side of parking on Annapolis Street (north/south) is most valuable to you?		Why?	After you have reviewed the potential Annapolis Street, Charlton Street, and Dodd Road intersection modifications, please use the space below to provide feedback on some of the potential modifications that are shown.	Additional comments:
		On-street bike lanes	Off-street multi-use trail	Other (please specify)	North Side	South Side			
1	No			None	North Side		It doesn't matter, you shouldn't be getting rid of parking on either side, too many residents need the off street parking not to mention El Cubano relies on on street parking!	It's a waste of my tax payer money! I've lived in the neighborhood for over 25 years and maybe recall 1 accident in that intersection!!!	
2	Yes		X			South Side	I visit businesses that are on the south side	Northbound Charlton traffic will likely go left on Bernard and end up in the Smith-Dodd intersection, which would exacerbate problems in that intersection... you're just moving the problem instead of solving it.	Love the idea of moving the stop bars forward
3	No			There are not enough bikers on Annapolis to justify removing lanes and parking for them. The road is shared well as it is.			There is a lot of on street parking being used and will hurt the local residents to remove it for non-existing bikers.	Poor decision to add the median bump outs. Charlton is my primary avenue and this will only make things more confusing to people outside the area. If a round about is not considered, then Dodd Rd should be closed as a dead end on both sides of the 6 way intersection. Dodd has an easy sub route via Ohio and it doesn't travel far north and east of Annapolis. The little bit of traffic that utilizes Dodd in this direction can use Allen Ave, Winona, Striker, etc. Closing Dodd would make a standard 4 way intersection that everyone could understand and would eliminate tons of accidents and people jumping turns at the stop due to confusion or impatience. Lots of people drive over the speed limit on Dodd between Annapolis and Smith, having a dead end might eliminate some of the traffic off the residential area. Also, Hwy 149 already transfers from Dodd to Smith, so it is not a state highway. Dodd is the odd street in the intersection, not Charleton. Mutilple schools in West St Paul are accessible from Charleton, not Dodd. Another reason to not detour Charleton in the intersection. Please consider this option. The current proposal will only add to the confusion of the intersection. People will be doing weird U turns everywhere. The intersection is already a nightmare, the new proposal will be much worse.	Not impressed.
4	No		X			South Side		I think it's terrible! No one is going to stop at any stop signs! PUT A STOP LIGHT AT THE INTERSECTION!	This is a terrible intersection! You need to put a stop light here! No one cares about stop signs! I see I don't know how many people going through the stop sign. They don't even stop, or it's a two or three for one! PLEASE PUT A STOP LIGHT HERE!!
5	Yes		X			South Side	Rocco's, Tappers, Gallaghers use south side parking. The El Cubano north side parking is too close to the intersection with Dodd & Annapolis in my opinion.	Agree that Charlton street needs to be more restricted for safety reasons at this intersection. I like the ideas with medians and curb bump outs. I'd like to see dedicated crossing for pedestrians and bikes as well at this intersection. Cross walks everywhere along Annapolis could be more well defined, many cars do not bother stopping for pedestrians on this road.	Glad to see something is being done about this 6-way intersection. Would like to see bike lanes added along Annapolis between Smith and Robert st. Would allow bikes to safely travel from Robert to Cherokee park since bike lanes already exist on Annapolis (west of Smith).
6	Yes		X		North Side		Parking for El Cubano	I would like to see crosswalks on the streets and sidewalks for pedestrians. I would like the center median to be a refuge island.	If there are on-street bike lanes, I would like protected bike lanes. I love the idea of off-street bike lanes. These make me feel more safe as a biker.
7	Yes			Protected bike lane		South Side	Businesses	Very confusing. Why not consider a 4-way light and blocking Charlton somehow? Or acquiring part of the large, underused parking lot at Gallagher's?	
8	Yes		X			South Side	Parking should be on the WSP side in my opinion, St. Paul side can park on side streets	Not a fan of the proposed ideas...medians are a pain in the ass and will cause more problems I feel. Not being able to turn from charlton could be an issue, lots of people use this road after school to get home.	Think harder peeps
9	No		X		North Side			Figure out a Roundabout	
10	Yes		X			South Side	To hopefully disrupt the last amount of business/es. Or have the least amount of long term impact on them.	Want to see the least amount of disruption possible to businesses yet have something workable for bicyclists/pedestrians.	I like the direction West St. Paul/St. Paul/South St. Paul are going with bicycle/walking trails and would also like to ensure businesses are interrupted as little as possible while also increasing potential outreach for them.
11	No		X		North Side		I actually don't really care. Restricting parking to one side of the street seems safer on that road. Local residents/businesses should be considered and if they have access to an alley or not.	Looks good overall. Biggest problem I foresee is people trying to make an U-turn off of Charleton (heading northbound) with no real available space after turning right onto Annapolis (Eastbound). Like the medians!	Nope
12	Yes	X				South Side			
13	Yes	X			North Side		Because it's Saint Paul	I am opposed to having no street parking in front of my house. It will cause an inconvenience and will also put me at a disadvantage as I am still paying for the street costs without the benefits.	I do think that making the road lanes more clear and the visibility at all corners better will make the intersection much safer. I know that you are dealing with a lot of concerns and thank you for taking on this historically dangerous spot.
14	Yes	X						Even if it means claiming property via eminent domain, this intersection needs a traffic circle, or to reduce the number of streets that flow onto it.	Unfortunately, it looks like El Cubano's building was probably grandfathered in looking at setbacks and lots sizes. Unfortunately, as the area continues to see more traffic, changes should be made to benefit the majority. The city should help El Cubans find another location and move them.

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15	Yes	X			North Side		More traffic goes from Robert to Smith Ave.	Need crosswalks painted ON the roads. The intersection is dangerous to pedestrians.	
16	No		X					I wish there was a way to do a round about there!!!! The restricted turns are a little confusing and I'm wondering how people will cope with the limits (will they turn the wrong way? or use quieter streets? Or?) The medians are a good idea although they can be tricky in the winter with snowplows and snow banks. And how will I go north on Charlton from Annapolis? That particular one seems a little tough.	If there were ever a place that a roundabout is needed, it's that intersection.
17	Yes	X			North Side		Both are about equal for me	I go through this intersection nearly every day, and the biggest problem is that no one sees you if you are coming from the northeast on Dodd or the north on Charlton. Having the southbound Charlton traffic turn onto Dodd before the intersection and moving the stop line for Dodd up to the actual intersection will be a help, and it will allow cars coming from those directions to more clearly see when a car is waiting to go through the intersection westbound on Annapolis. Removing on street parking on Annapolis will be a hardship for El Cubano, but the cars parked there are frequently confusing and block sightlines to know if there is traffic waiting at the intersection. From my perspective, Dodd going both directions sees the most traffic, but the southern section of Charlton also tends to be quite busy, though most are turning off of Charlton (if moving northbound) or onto Charlton (traveling southbound) at that point, and not using the northern section of Charlton. Limiting turning movement off of Charlton might help some, but it could also cause more problems at different intersections because it is one of the more used section of the intersections. More enforcement of the no-parking section on the southeast side of Dodd road next to El Cubano needs to happen - even with the new signs there is frequently a car or two stopped there and it makes it nearly impossible to use that stretch effectively. A light system based on who is waiting at the line would be ideal (and would make this safer for non-motorized traffic as well). The northbound Dodd traffic and the eastbound Annapolis traffic always ignore everyone else waiting their turn (partially due to not seeing the other traffic, and partially because they are the bigger roads and feel like they have the right of way). As someone who occasionally bikes to work, this intersection is my biggest nightmare, I am constantly convinced I will die here because no one sees me in my car, let alone on my bike. The walkability and bikeability of this intersection needs to be addressed, it is incredibly unsafe for pedestrians as it stands, and the new plans don't really address this in a meaningful way.	
18	No	X			North Side		Safer for parking on south side for business at ghallagers, more patrons go there.	A roundabout would probably be the the safest option.	Again, a roundabout would probably be the safest option.
19	Yes		X			South Side	More businesses on that side.	Can't there be a roundabout? I fee like that makes more sense than restricted turning. I do like the updated stop bar locations.	
20	Yes	X	X		North Side		El Cubano	Are pedestrians being considered? This barely seems like a change - I was hoping for something more substantial.	
21	Yes	X	X			South Side	It was away from other businesses	It would be really helpful to put in a pedestrian light. That is the most dangerous intersection I feel afraid of crossing on my bike in the city	
22	Yes	X		On street bike lanes with concrete curb divider. Otherwise shared off street trail with separated (w/ painted line, color, etc.) bike lane.	North Side		Doesn't pertain to me so idk.	Yay bike lane	
23	Yes			Integrated On-street bike lanes on either side of street with a shoulders for vehicle parking. No Barriers The street does not carry many bikers, but signage indicating that cars and bikes may share the road and improved road conditions would be appreciated. In my opinion a dedicated bike lane restricts traffic, antagonizes drivers, and restricts the street. Experienced Street bikers/commuters should be comfortable sharing the road, otherwise they ride the sidewalk.		South Side	I actually have no preference and think both sides should retain parking rights.	Love the median idea for control, but not for snow plowing. (but I'm not a civil engineer.) My thoughts were to dead-end- north side of intersection to create a turnaround/parking area for the restaurant and eliminate the most difficult to see area of the intersection. traffic can use Ohio or Allen to access Annapolis by car. I don't really like the curb bumpout idea because it forces bikers to merge closer to traffic at the stop. Carlton street realignment seems great no matter what the approach.	I use this intersection every day. I think about redesigning it nearly every evening on my way home. It is my least favorite intersection in the state.
24	No	X			North Side		Bar has a lot the small restaurants across has minimal off street which will impede on their business	I think this is ridiculous and far more complicated that it already is. Plus it will effect local business	

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25	Yes			On-street, separated bike lanes. Second choice: off-street, multi-use trail.		South Side	Because I had to choose. It doesn't really matter to me.	Bump outs are the worst for cyclists if there is no off-street trail. They push us into the same lane as cars which is definitely not ideal. If bump outs are incorporated for pedestrians, a throughway for cyclists should also be considered. It needs to be clear who goes where - pedestrians, cyclists and cars. Maybe this can be done with color coded paths through this large intersection?	Thanks for soliciting feedback!
26	Yes			people dont use Annapolis much for biking to dangerous. They go thur the neighborhood.. Haskell street Ohio street Butler street.			would not do a bike lane	Not turning left on Annapolis from Charlton would be difficult. More traffic going down Haskell, Allen Ohio to have a left on Annapolis. More traffic on smith to get to Annapolis to go to 13.	that will happen to Cubanos? Lose of parking on Annapolis would mean more parking on side streets. would like to see where the side streets are with parking at this time. Especially with snow.
27	Yes		X			South Side	less business affected	this will just increase traffic on Haskell and Allen. People will use those streets to get on Annapolis and will not stop traffic. Just get a round about	
28	Yes	X	X					I am not sure how the medians will be designed, but sometimes adding extra medians and bump outs can make an intersection more confusing.	
29	No								
30	Yes	X				South Side	Parking for El Cubano	The diagram closes off Charlton. That's absurd. I was a city planner for Minneapolis for 30 years. We planners took a poll to select the worst planning decision since 1960. Closing off Nicollet by allowing the K-Mart at Lake St. won hands down as the worst. Heal the grid; don't destroy it.	The most cost-effective infrastructure for bikes include paint (on-street, bike lanes, same street both directions), good signage to inform drivers bikers have equal rights to the public roadways, and right-turn lanes at busy intersections that are either to the right of the bike lane or designated with sharrows.
31	No		X					I think people on Charlton need access to go straight, east or west on Annapolis and to get to Dodd.	
32	Yes	X							
33	Yes	X			North Side		To access Smith and Annapolis st businesses.	Eliminate as many turn options as possible. Enforce rolling stops through police observation and citation.	
34	Yes	X	X		North Side		El Cubano does not have much parking.		
35	No			Bernard should be designated as a bike route	North Side		It's the sunnier side but as an avid cyclist, Annapolis is a crappy street to ride on because drivers are more in a hurry. Encouraging cyclists to use Bernard just 2 blocks south would be a better choice	It should be a roundabout.	
36	No		X			South Side		Would have been nice to mention the need for this before one started the survey. No rotary at this intersection	
37	No			Neither		South Side	Businesses	I can't find the plans to review. I just hope IT'S NOT A ROUNDABOUT!!!	
38	Yes	X	X		North Side		I don't often park on Annapolis, but the North side has the businesses that I frequent most.	They look helpful. I don't know what the best solution may be, but that intersection is dangerous as it stands!	Thanks for including the neighbors in this!
39	Yes		X	An off street option would be the most useful. It will allow a wider variety of use by a much wider variety of people (age groups). The safety aspect is wanted so that children and older citizens can use it without concern of street traffic.	North Side	South Side	I am not partial to either side. It does occur to me that there are two factors that need consideration. First, which side has more homes or residences that need the parking, and second, business consideration, especially the two bars, Gallaghers and Tappers. Both have parking lots and more often than not they also have patrons parking on the street as well. I mention the bars because the cars come and are there longer than the food businesses.	where is this I can not find it?	Please have another public session in the 1st or 2nd quarter of 2022... with the results of comments and any changes due to the survey with an opportunity for in person conversation....
40	Yes		X			South Side	Closer to my house		
41	No			I'm fine with riding along Annapolis as is as there aren't many cars parked along the corridor and I can ride close to the curb most times.				I'd really like to see a round about at Dodd and Annapolis. Another option would be to re-route streets so fewer entrances to intersection. Prefer round about as would keep traffic slow and allow for flow.	
42	Yes	X			North Side			As a family that drives through on Charlton every day, I'm thankful the intersection is getting attention. I'm disappointed that it isn't possible to continue North on Charlton, since it's one of the few streets to run a considerable distance North and South between Delaware and Robert. And to get to the north side of Annapolis seems convoluted.	
43	Yes		X			South Side	Only that I use that side more	I don't know where to find those. Sure would've been useful to have included a link here.	none
44	No		X				I do not park on Annapolis Street so I do have an opinion on this question.	I would like to see the Annapolis Street, Charlton Street , and Dodd Road intersection turned into a roundabout.	
45	Yes	X			North Side		There are houses facing the street on the north side that use on-street parking more than is used on the south side.	Where do I find the options?	
46	Yes		X			South Side		Looks great!	
47	No		X			South Side		Glad this is finally getting done!	
48	Yes		X		North Side		more housing on that side of street and they park there more often	I really have none	
49	Yes	X						I did not see the modifications options anywhere but the intersection would be best served with a traffic oval. People don't stop anyway and are horrible at taking turns at this nightmarish intersection. I am very excited you will tackle this problem.	
50	No		X			South Side	South side is the only side on which I have ever used for parking.	The safest option should be selected.	

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51	Yes		X			South Side	More accessible multi-use trails other than sidewalks in this area would be well used.	I couldn't locate this information.	
52	Yes		X	(if there's enough room for an off street trail without sacrificing the sidewalks)		South Side	Actually, I have no preference but that wasn't an option	Would prefer a roundabout, even if it involves eminent domain. Any modification to the existing layout will still be dangerous.	
53	Yes	X				South Side	No reason	Can't find the potential modifications on website	
54	Yes	X	X			South Side	Tappers	Excited to have more pedestrian friendly access!	NA
55	Yes	X				South Side	It really doesn't matter to me.	I don't like the curb bump-outs and center medians. Not being able to make a left turn from westbound Annapolis to Charlton will cause more traffic on the side, residential streets. Don't like the loss of parking around El Cubano. They have very limited space for parking now. This will only make it worse and may hurt their business.	Need to improve
56	Yes	X	X		North Side		Neither is important. There is plenty of street parking off of Annapolis and as an emergency route for plows nobody should park there.	Additional bike infrastructure is needed and a great addition	
57	Yes		X					This is a dangerous intersection and would best be served with a roundabout.	
58	Yes		X						
59	No	X				South Side	I own a property on Annapolis on the south side and would like my tenants to retain parking availability.	My property lies on the Charlton and Annapolis corner (SE). I want to ensure that my tenants retain at least some street parking. If we lose parking on the south side of Annapolis, please retain the ability for them to park on the east side of Charlton next to the house (890 Charlton). I think the traffic management proposals for the intersection are fine.	Thanks for taking feedback!
60	No		X		North Side				
61	No		X		North Side		That's the side I live on.	Where are these plans/drawings? Can't find them on the city website or via Google.	What is with the obsession with bike lanes? The cost doesn't justify the usage. No one bikes on Annapolis when it gets below 30 degrees except for a couple of psychopaths. If you want to make worthwhile improvements, make a nice sidewalk/multiuse trail with good lighting. 10x more people walk on the sidewalks of Annapolis than bike on it.
62	Yes	X			North Side		North side is closer to the businesses and churches as well as the bus stop at Robert and Annapolis	I can't navigate to the proposal on my phone. What I'll say is the best solution seems to be to curdle Charlton on both legs to increase safety.	
63	No			None			Neither if valuable to me. This question, and the one above, gives no recognition to those who do not feel the bike option is acceptable	This is a dangerous intersection. It would be much more cost effective to place traffic signals in place to control the movements in this intersection	None
64	Yes	X	X	Protected bike lanes	North Side	South Side	I don't typically park on this street, usually make use of side streets	Let's help everyone use this intersection safely, bump outs are great as long as the bike lane is protected in some areas of St Paul the bumpouts make it more difficult for bikers	
65	Yes		X			South Side	Visibility	I can't find them to review.	
66	No		X			South Side	More of the businesses I personally frequent are on the south side of the street.	Restricting NB Charlton to only right turns is no good, I am way more likely to go straight or turn left at that intersection from Charlton. If I am trying to go to a destination East of Charlton, I usually use Robert St. instead of Charlton. What about making NB Dood dead end at Annapolis and have Dodd rerouted to use Ohio St. to intersect Annapolis. That would allow EB traffic on Annapolis to stop much closer to the actual intersection.	Is a simple one lane roundabout possible at the Annapolis and Charlton intersection? I'm sure that has been investigated, but I wish reasons why certain options won't work would be nice to include in these presentations. Also, I feel like it would be a shame to lose Charlton as a North/South option since there are so few N/S roads that span the entirety of WSP.
67	No	X			North Side		We never park in front of our house, but many of our neighbors across the street do park in front of their own houses (lack of driveways or alley access). So it would be harder for the residents on the north side of the street to lose their parking.	I think the proposed plan looks good. Visibility is a big problem, so limiting the turns from Charlton seems like it would help a lot. Maybe some general education for the community about stop sign etiquette (e.g. right of way).	
68	Yes	X			9			Do not like the barrier preventing one from continuing north on Charlton.	
69	Yes	X			North Side			It's important that the dedicated bike lane be truly safe.	
70	No		X			South Side	North side parking often blocks view when entering the intersection from north/east bound Dodd	Prefer stop lights.	
71	No		X			South Side		There was no attachment that showed the plan.	
72	Yes		X		North Side		Isn't the south side technically St. Paul? Let's give all the good parking to the WSP side. (;	I think that if the left turn option from Charlton to Smith is eliminated, it will add a lot of traffic to side streets leading to Smith Ave traveling west. I don't have a suggestion in mind, but think that a significant amount of traffic at that intersection turns left from Charlton to Smith.	
73	No		X	The intersections do not need to disturb the neighborhood more by having to construct bicycle lanes, nor is it worth the loss of property to home owners on Annapolis and Charlton affected by widening the roadway to accommodate bikes.		South Side	On-street parking across from El-Cubano has already congested the intersection, the loss of it on the south side would make it even worse for our neighborhood and even further up Annapolis the businesses in West Saint Paul (Rocco's and Tappers) utilize street parking closest to the venues. To encroach on the property of West Saint Paul's residents for a bike trail is out of the question.	The proposed median length potentially impacts the ability to safely get out of the driveways of the homes right on the corner of Dodd/Annapolis and Charlton. Not okay with the loss of street parking at all, the area is too congested with a business right at the corner.	
74	Yes		X			South Side	more businesses I use	can't see That corner needs a lot of help	Switch sides of parking on Dodd
75	Yes	X	X	Ideally off street, but for sure bike only lanes.		South Side	really doesn't matter which side.	Some of these intersections scream for round-a-bouts. In particular the messy intersection at Charlton.	This is much needed. Thanks

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76	Yes	X	X			South Side	It's on the WSP side	Anything is better than what is there	
77	Yes		X		North Side		Because any parking issues would be the responsibility of Saint Paul and Ramsey County. WSP can just enforce a no parking on the south side and that side would have better plowing.	Not a fan of forcing right only turn from Charlton. This will have people just driving onto the medians and running down signs.	
78	No			None	North Side		Traffic flow	Make it a round about	
79	No		X			South Side	Because where I live, there is only street parking on the south side. I don't want to lose that.	I could not find them.	I believe Annapolis Street should be considered a commercial road west of Robert Street and a neighborhood road east of Robert Street. I live on the east side and people regularly drive 40+ mph on it. I would really like to see bump-outs or even something like speed bumps incorporated to help the drivers be more conscious that they're driving through a neighborhood. Thanks!
80	Yes		X			South Side	No reason	This intersection needs a roundabout	
81	Yes		X						
82	No		X			South Side	We currently have parking on the south side of the st. Would like to see it stay that way.	Where is this information?	Currently we do not have enough parking on Annapolis East of Oakdale. And the st is narrow now, can't imagine there is room for a bike lane. Furthermore the speed of cars that drive past is unreal. Would like to see something done about the speed. For Annapolis east of Oakdale it is very heavily traveled.
83	Yes	X	X			South Side	I live on the south side and that is already where parking is		
84	Yes	X	X	Either would be great!	North Side	South Side	I really have no opinion. Either side would be fine.		
85	Yes		X			South Side	There are more businesses on the south side so you wouldn't have to cross the street.	I see no images here.	
86	No			No more bike trails		South Side	No more bike trails	This is a perfect place for a round about	
87	Yes	X	X			South Side	Relatively indifferent, but when I do park on Annapolis, I suppose it is on the south side	Why would you ask this question without a link. I filled out the whole rest of the survey and can't review to give fully thought out questions. Stupid. However, as someone who drives through this intersection multiple times daily, I think a roundabout makes the most sense	
88	No			I think a bike trail will be dangerous. Too many blind spots and parking is already a issue for many homes on Annapolis		South Side	I would hazard to guess that as many as half the houses on Annapolis do not have parking or an accessible alley. Bike riders don't pay taxes to use roads.	Where do I find this info? Is it just the idea at this point? I cant find any drawings or really anything except vague "Plans"	Would this be a opportune time for people who live on Dakota side of Annapolis get their sewer lines replaced during this time period? How is this reconstruction being financed? (ie: Assessment?)
89	Yes	X	X				I think on-street parking should be maintained on one side, but it doesn't matter which as long as it's safe to cross at intersections.		Something happened with my autocomplete above that I can't fix. I think that changing Charlton to a non-through street is overall a necessary and positive change in improving the flow of that intersection. I'd almost consider making Charlton a one-way street going North only for a block south of Annapolis.
90	Yes		X	Richfield has implemented many great street projects that include trails, sidewalks and off street bike facilities. We should look to the 66th Street project for some ideas.	North Side		Preserve parking for El Cubano	There needs to be a focus on pedestrian improvements at this dangerous intersection. The plans shown seem to focus on car movements only. I would strongly suggest a roundabout at this mess of an intersection. Many people use Charlton as a North-South between the West Side and West St. Paul, so the focus on Dodd Road is a mistake. If a round about is not an option, look to preserve the street grid, rather than trying to figure out how to ram through a state highway at the expense of the neighborhood roads.	The current plans lack an unique vision for this road. We could really use this to showcase a cutting edge Complete Streets project, and finally fix the worst intersection in the State. We can do better. Thanks!
91	No					South Side	It's where the business are		
92	No				North Side		To be able to park at El Cubano	Realigning Charlton would be potentially helpful. Everything else (medians, etc) would hinder the flow of traffic. Keep the parking for El Cubano!	If bike lanes are added, it would be important to plan for the few blocks between Smith and the bike path at Cherokee Park. That stretch would see increased bike traffic and might need some changes to make it safer.
93	Yes						No parking is valuable. It's nearly 2022, why would you have a 50-year road reconstruction lock in Transportation that will kill the planet and all of us? Studies are nearly unanimous that businesses and people thrive when parking is eliminated to make way for safe and reliable transit and biking/pedestrian facilities. Accommodating parking is climate denialism and willful ignorance.	These are all bad. (1) prioritize the following, in order: pedestrians, rollers, bikers, busses. deprioritize all cars, and design roads to restrict speed; (2) raise crossings to sidewalk grade; (3) bump outs everywhere.	These plans are horrifying. Sharrows are not bike infrastructure, they are for cars. Unprotected bike lanes aren't bike lanes, they are car door lanes and snow storage lanes. My family and I are interested in moving to WSP, but when I see plans like this for 50-year reconstruction plans, I see a city that is dedicated to cars, dedicated to continued emissions, with leaders that do not care about people, or the environment, or the planet. It's incredibly, incredibly disheartening.
94	Yes				North Side		If parking is left on the North side, would that leave the bike lane on the South or West St Paul side? So it would be maintained by West St Paul?	Nothing in this article to review unless you are referring to the statements about improving water, sewer, bump outs etc.... Those are not the biggest issues Traffic control and visibility of all arteries is	Nope - you all will do whatever you wantcitizen's input really doesn't matter especially to WSP....just lip service
95	Yes					South Side	Seems to be where more cars tend to park currently	I am using my phone to fill this out and I'm not sure how to find the modifications information from the survey page?	Wish I could have answered the question above
96	No					South Side	Because it is in West St. Paul!	I like the proposed median and right turn only cross streets. Best option moving forward to make this intersection safe.	Annapolis Street is not identified as a priority for biking facility's, according to the 2010 WSP Master Ped/Bike Plan.