

Open House #1 Summary

Open House #1 | December 2021

Open House #1 was held on December 7th, 2021 in the City Council chambers at the City of West St. Paul City Hall. Information presented included an overall project layout, typical section options for Annapolis Street, project schedule, and potential intersection modifications for the Annapolis Street/Dodd Road/Charlton Street intersection. A comment form was available for all in-person attendees. Additionally, the open house information and an online survey were posted to the City website. 7 comment forms were received at the in-person open house and 96 survey responses were received through the City's website.

Comment Form/Survey Results Summary

Feedback provided from the in-person comment forms and online survey are summarized below.

Question #1 - Is the addition of bicycle facility improvements important to you along Annapolis Street?

Yes (66 votes) No (36 votes)

Question #2 - Which bicycle facility do you feel best fits the Annapolis Street corridor? (check all that apply)

On-Street Bike Lanes (39 votes)

Off-Street Multi-Use Trail (57 votes)

Other (common feedback summarized below)

- Protected Bike Lanes
- Bicycle activity is not high enough to warrant any improvements
- Experienced bikers already use Annapolis adequately and share the roadway

Question #3 - 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 Annapolis Street (north/south) is parking most valuable to you and why?

North Side (35 votes)

South Side (51 votes)

Why? (common feedback summarized below)

- On-street parking is needed for my personal residence
- Some feedback that parking is not important on either side and bicycle/pedestrian considerations should be the priority
- Parking for El Cubano and Gallagher's Bar was noted frequently
- Variable support for north side vs. south side depending on the business/destination

Annapolis Street Reconstruction Project

Question #4 – 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 shown. (Common feedback is summarized below)

- Noted support for a roundabout at the intersection by some and opposition by others. Some comments also noted a traffic signal could improve the intersection.
- Very few accidents occur at the intersection. Additional spending is not necessary to improve the intersection.
- Northbound Charlton Street movements are frequent and restricting access here would not be favorable.
- Addition of medians would further confuse drivers at the intersection and is not supported. Other comments supported the medians and like the layout shown on the open house boards.
- Medians will create a number of new U-turn movements which will create additional issues for the intersection.
- Consider closing a leg of Charlton or Dodd to allow the intersection to function more like a standard 4-legged intersection.
- Improvements for bicycle and pedestrian crossing are needed here for safety (striping, better signage, bump-outs, etc.)
- Sight distance is a major issue, specifically for SB Charlton/Dodd Road due to retaining wall and on-street parking uses. Parking along the north side of Annapolis Street near El Cubano also causes sight distance concerns.
- Improvements need to more greatly consider impacts to the businesses at the intersection
- Some responders were confused how to access the alternative shown at the open house board.

Question #5 – Additional Comments (Common feedback is summarized below)

- Common feedback that something needs to be done at the intersection of Annapolis Street, Dodd Road, and Charlton Street. Specifically, the visibility issues need to be addressed.
- Some of the bike facilities being considered are not consistent with either City's bicycle and pedestrian plans.
- When will the discussion on assessments occur?
- Multiple comments to provide another opportunity for feedback following revisions based on the first round of public comments.
- Curb bumpouts are not needed and they impact on-street parking and plowing operations.