

PEDESTRIAN & BICYCLE MASTER PLAN



ACCEPTED BY THE ROSEMOUNT CITY COUNCIL
NOVEMBER 1, 2010



PREPARED FOR THE
CITY OF ROSEMOUNT
 ROSEMOUNT
MINNESOTA



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EXHIBITS:

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SUMMARY



The Rosemount Pedestrian and Bicycle Master Plan seeks to build on existing infrastructure to create a community where choosing walking and biking is a safe, convenient and enjoyable recreation and transportation option for all users. The Plan begins with an assessment of Rosemount’s existing conditions and needs. It then establishes the Walk-Bike Framework to identify routes and specific treatments for each route to create a convenient and complete bike-walk network. A series of best practices are recommended to make walking and biking safer and more enjoyable. In order to move the plan to reality, a series of implementation strategies are outlined and potential funding sources identified. A summary of each of the four plan sections is provided below.

Section 1: Introduction

The City of Rosemount (population 23,000) is a growing community located in the southern Twin Cities Metropolitan Area. Since 2006 the City of Rosemount has been collaborating with the Dakota County Active Living Partnership to promote active living. This plan is one outcome of that collaboration.

Active living is integrating physical activity into daily life. Today, walking and biking are two of the most popular ways to participate in active living. Walking and biking have the potential for improving social interaction, health, transportation, economic development, environment, quality of life and maintaining Rosemount’s “Small Town Feel.”

This Plan is a tool to guide the long-term physical projects, programs and policies that will support walking and biking in Rosemount. The intent is to provide facilities that make walking and biking more convenient for people of all ages and abilities with a focus on providing facilities that allow residents to integrate physical activities into daily routines. This means creating a safe environment for short utilitarian trips, recreational activities, as well as regional connections for longer distance commuting and recreation. Implementation of the Plan





and its projects will occur as new development occurs in the community or opportunities arise related to planned and systematic maintenance public improvements. Priority projects will be determined by the City Council in conjunction with resource and financial constraints and will be evaluated as related to other local priorities and policies.

Stakeholder and community involvement were key components of the planning process to further the public dialog on active living as well as to better understand existing conditions, partnership opportunities and community needs and desires. Public participation included roundtables, open houses, and an on-line questionnaire.

This plan is a direct result of the Active Living Plan chapter of the 2030 Comprehensive Plan. It also coordinates sidewalk and trail goals and policies outlined in the Transportation and the Parks, Trails and Open Space System Chapters of the 2030 Comprehensive Plan. In addition, this Pedestrian and Bicycle Master Plan coordinates and builds on other efforts completed by the City of Rosemount, and Dakota County.

Section 2: Existing Conditions and Needs

The City of Rosemount consistently builds pedestrian and bicycle facilities as it develops. This has resulted in an extensive sidewalk and trail network with 50 miles of sidewalks and 34 miles of trails. Yet these facilities are underused.

An examination of the general land use patterns shows that the developed portion of Rosemount is relatively compact, approximately 2 miles by 4 miles, making many destinations within the City a short walk or bike from home. Land use challenges to greater pedestrian and bicycle use include a relatively low density development city-wide and the reality that forty-eight percent of residents travel over ten miles to work, a distance out of easy biking range.



Rosemount's traditional, mixed use Downtown has strong potential as a pedestrian and bicycling destination. Improvements need to continue to be made which support the community's vision of Downtown as a community gathering place with a mix of housing and residential uses and where the needs of cars and people are balanced.

Rosemount's two other commercial areas also have the potential to be walk-bike destinations. Rosemount Crossings is already well on its way with pedestrian connections to the surrounding neighborhoods and direct pedestrian access to building entrances. The older Highway 42 commercial area is still automobile oriented with missing connections and expansive parking lots that are barriers to walking and biking.

The City's road and subdivision practices have led to a sidewalk and trail network that connects much of the City. However, gaps do exist. Roadways, particularly arterials and collectors, remain predominantly automobile oriented and pose some barriers to non-motorized travel. Many existing sidewalks and trails lack support facilities such as pedestrian scale lighting, rest areas and landscaping that would enhance the walk-bike experience and encourage greater use.

Pedestrian and bicycle system needs in Rosemount were further described and organized around the following themes:

- Safer - safer crossings, routes to schools and safe routes for seniors.
- More Convenient - additional regional and city-wide connections.
- More Enjoyable - enhance the experience, add wayfinding and increase awareness and education.





Section 3: The Pedestrian and Bicycle Plan

The walk-bike framework identifies routes within Rosemount to create a comprehensive and connected walk-bike system. The framework is based on a hierarchy of routes: main routes, local routes, and access routes. Because Downtown and the school campus are important community destinations, walking and biking in this area of the city are looked at in detail, including recommended improvements regarding school access, an underpass crossing of Highway 3, trail head locations, and Downtown pedestrian and bicycle improvements.

The routes identified in the framework use a combination of treatments: sidewalks, multi-use side-path trails, independent corridor trails, and on-road bikeways to create a comprehensive and connected walking and biking network that is appropriate for all ages and abilities.

Equally important to increasing and encouraging walking and biking is making the system safe and pleasant. If it is not fun, people will not use the system. This section outlines best practices which will move the network beyond functional to walk and bike friendly:

- **Complete Streets** strive to plan streets to accommodate pedestrians, transit riders, bicyclists and all other users instead of focusing solely on optimizing automobile travel.
- **Traffic Calming** is an important strategy in creating a safe and pleasant walk-bike environment and can include the narrowing of traffic lanes or adding landscaping to define the street.
- A Road Diet reduces a road's existing footprint to improve safety, mobility and access for all modes of transportation through reducing the number of traffic lanes and adding a center median/turn lane.
- **Safer Crossings** need to be provided at both signalized and uncontrolled intersections.



- **Universal Design** means designing the walk-bike network to be usable by all people, regardless of age or ability.
- **Well Maintained Walkways and Bikeways** through snow removal, cleaning and maintenance.
- **Wayfinding** signs should be added for pedestrians and bicyclists to show destination, direction and distance.
- **Support Facilities** such as trailheads, benches, showers, and bicycle parking enhance the walk-bike experience and make it fun. Adequate pedestrian scale lighting is also essential for safety and visibility.
- **Programs and Events** should be coupled with improvements to the physical environment to make implementation the most effective.

Section 4: Implementation

This section focuses on moving from the plan to reality.

Implementation of the Plan will occur as resources become available and opportunities arise. The Plan envisions the ability to implement portions of the proposed improvements through new development in the community as well as reconstruction of existing infrastructure when reasonable. The Plan will be used as a guide when evaluating infrastructure and subdivision design to prioritize bicycle and pedestrian access in line with the goals and policies of the City Council.





Top Priorities

- Assignment of Parks and Recreation Commission as the advisory board to the City Council to help with Plan implementation.
- Creation of an interdepartmental City staff group made up of representatives from planning, engineering, and parks and recreation to implement the programs and projects in the pedestrian and bicycle plan.
- Maintain a dedicated funding to design, build and maintain the walk-bike system.

Priority Projects and Measuring Success

Identifying priorities and demonstrating measurable progress is essential to implement the plan, maintain enthusiasm and obtain funding.

On-going Actions

- Detailed design of routes.
- Fill-in trail and sidewalk gaps.
- Create door to door connections.
- Build for pedestrians and bicyclists in conjunction with new streets and street reconstruction projects.
- Consider requiring sidewalks along with new development & redevelopment.
- Integrate dedicated trail corridors into new developments.

Potential Funding Sources

- City of Rosemount General Fund
- State Aid Funding
- Developer Improvements
- Park and Trail Dedication
- Partnerships with public and private organizations
- Donations



“What is striking about biking is not that it solves any particular problem but, instead, that is it part of the solution to several.” - J. Harry Wray





INTRODUCTION

SECTION 1



Rosemount's Active Living Vision

(From the 2030 Comprehensive Land Use Plan, November 2009)

Physical activity can favorably improve the health and quality of life for Rosemount residents. Therefore, the built environment should be designed to provide a variety of opportunities for physical activity and should accommodate a wide range of individual preferences and abilities.

To implement this vision, the City should consider:

- Development patterns that encourage mixed uses, efficient design and transportation choices.
- A transportation system that provides safe, convenient and affordable access for both motorized and non-motorized users.
- A parks, trails and open space system that provides recreation and facilitates non-motorized utilitarian travel.

BACKGROUND

The City of Rosemount (population 23,000) is a growing community located approximately 15 miles south of the Twin Cities Metropolitan Area. The western portion of the City is a growing residential community with a traditional Downtown. The eastern portion of the City is a mix of agricultural, industrial and institutional uses with areas designated for significant long-term residential, commercial and employment growth.

In the fall of 2006, City staff began working with the Dakota County Active Living Partnership to assess the active living conditions and suggest policy changes that would encourage increased physical activity in daily routines. The findings from this assessment served as the basis for the Active Living Section of Rosemount's Comprehensive Plan. One of the goals of that plan was to develop this pedestrian and bicycle master plan to support the active living vision.

Funding for this project was provided by a grant from the Minnesota State Health Improvement Program (SHIP) through the Dakota County Active Living Partnership and the Dakota County Public Health Department.



ACTIVE LIVING AND WALK-BIKE BENEFITS

Today, communities across the United States face multiple challenges: increasing health care costs due to high obesity rates; traffic congestion; decreasing municipal resources; and increasing concerns about the environment. Fortunately, promoting walking and biking can be part of the solution for all of these issues.

Active Living and Health Benefits

Walking and biking are two of the simplest and most popular ways to integrate regular physical activity into daily routines, which is referred to as Active Living. Communities that have the physical infrastructure and programs to promote walking and biking tend to have more physically active and healthier populations. Physical activity can help prevent: heart disease, obesity, high blood pressure, type 2 diabetes, osteoporosis and mental health problems which can reduce health care costs and improve quality of life.

According to the most recent local data (2009), 64.3% of adults in Dakota County are either overweight or obese. These figures are in line with the state and national data. If the current trend continues, the rate is expected to be 76% by 2020. Local data on this information is not available for children. However, nationally over the past 30 years the rate has tripled where about 20% of school age children are now too heavy, and this trend appears to be continuing as well.

Among Dakota County adults (2009), almost half of the population (43.6%) does not meet the recommendation for the amount of physical activity they should be attaining each week (at least 150 minutes of moderate level activity). In 2007 only 22% of Rosemount resident's met this guideline. For people who did engage in physical activity, walking, running and biking were the most popular activities (*2007 Dakota County Active Living Survey*).

Among local youth in ISD 196 (6th, 9th and 12th graders) the most recent data (2007) indicated that only about half of the students are being physically active for at least 30 minutes, 5-7 days per week. The recommendation is that they be active for 60 minutes – therefore only half of the youth are meeting half of the recommendation.

Walking and biking to school is one way for youth to increase daily physical activity. Yet less than 1/5 of children who live within one mile of school of Rosemount's middle and elementary schools walk or bike. Speed of traffic,

amount of traffic, and safety of intersections were among the top reasons that children did not walk to school (*2010 Dakota County Safe Routes to School*).

While Rosemount has many existing facilities and policies that support active living it has not escaped the national trend of community design that does not support walking and bicycling. Design that supports driving such as wide roads and intersections, drive through businesses, and spread out development patterns all discourage walking and bicycling.

Transportation Benefits

Walking and biking can help reduce roadway congestion, pollution and driver frustration. Many trips are short enough to be accomplished by walking or biking: 28% of all trips are 1 mile or less, an easy walk or bike ride and 50% of all trips are 3 miles or less, a 20 minute bike ride. Yet 72% of these trips are made in cars. In Rosemount, 24% of the population lives within 5 miles, or a 30 minute bike ride, of work yet less than 2% bike to work even one day a week (*2007 Dakota County Active Living Survey*). Rosemount's developed area is 2 miles by 4 miles, making local destinations within walking or biking distance for many residents but according to the 2000 census, walking and biking made up less than one percent of the travel mode share.

Providing facilities for pedestrians and bicyclists also increases affordable travel options and reduces dependency on automobile ownership. The cost of owning and operating a car is currently estimated at \$7,834 a year (*AAA, Your Driving Costs*) compared with the \$120 operating cost of owning a bicycle (*League of American Bicyclists*) or the free cost of walking.

Economic Development Benefits

Facilities for pedestrians and bicyclists and compact development patterns that support walking and biking can have a positive impact on attracting residents, businesses and workers. Compact, walkable developments provide economic development benefits through increased property values, enhanced marketability and faster sales than conventional developments. (*The Economic Benefits of Open Space, Recreation Facilities and Walkable Community Design by Active Living Research*).

Environmental Benefits

According to the EPA, transportation is responsible for nearly 80% of carbon monoxide and 55% of nitrogen oxide emissions in the U.S. If automobile use continues to grow, air quality will continue to decline. In addition, automobile use depends on oil, which is a non-renewable resource. Fortunately, replacing short trips with walking or biking can help reduce energy consumption and



harmful emissions. According to the WorldWatch Institute, a short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe.

Walking and biking also allow people to connect with nature, something that is becoming difficult as more people move to urban areas. Connection to nature can help people become better environmental stewards.

Promoting Quality of Life and Rosemount’s “Small Town Feel”

Walking and biking also bring intangible benefits including improved quality of life. Facilities for walking and biking can promote independence and improve quality of life for segments of the population who cannot drive: youth, elderly, those who cannot afford a car and people with certain disabilities. Marketing campaigns, such as “Live Local - Work Local”, can encourage people to work and shop within walking and biking distance of home while supporting local businesses.

When a community commits to providing for pedestrians and bicyclists, it often results in safer streets, more vibrant business districts and increased social interaction between residents. This can strengthen the sense of community and place, and honors the ‘small town feel’ that is a source of community pride in Rosemount.

PLAN PURPOSE

Plan Purpose and Goals

As discussed in the previous section, the benefits of a walk-bike friendly community are numerous including: a healthier, more active population; reduced traffic congestion; economic development; reduced pollution; and enhanced quality of life. Though the City of Rosemount has infrastructure in place to encourage walking and biking many residents do not currently walk or bike regularly.

The intent of this plan is to provide walking and bicycle facilities that make walking and biking more convenient for people of all ages and abilities with a focus on providing facilities that allow residents to integrate recommended activity guidelines for healthy living into their daily routines. This means not only providing trails and sidewalks but enhancing the city to create a safe, convenient and enjoyable walking and biking environment for short utilitarian trips and recreational activities, as well as regional connections for longer distance commuting and recreation. This also means planning for all ages and abilities from the very young to the elderly.

This Pedestrian and Bicycle Master Plan is a tool to guide the long-term efforts (25 years or more) to physical projects, programs and policies that will support walking and biking in Rosemount to encourage healthy, active living and provide transportation choices. The goal of this plan is to transform Rosemount into a community where choosing walking and biking are safe, convenient and enjoyable recreation and transportation options for all users.



Safety

Creating an environment where people feel safe walking and biking is key to encouraging use. Since 2007 there have been 5 reported pedestrian-vehicle accidents and 10 reported bicycle-vehicle accidents. While these numbers may seem modest, pedestrian-vehicle and bicycle-vehicle accidents tend to be only reported when severe injury occurs and therefore are often under reported. In addition, perceived safety is just as important as actual safety. If people do not feel safe, they will not walk or bike. Gaps in the trail and sidewalk system that force people on to roads for portions of their routes, the amount of traffic, traffic speeds, crossing distances and a lack of lighting all contribute to real and perceived safety. This plan makes recommendations and outlines best practices to:

- Minimize conflicts between travel modes (walk, bike and car).
- Improve crossing safety.
- Provide facilities for all types of walking and levels of cyclists.

Convenience

The current transportation network provides fast, direct, door to door connections with ample parking for vehicle use but is not as developed for walking and biking. Rosemount's development patterns favor vehicle use over walking and biking. Though many destinations within Rosemount are within walking (1 mile /20 minute walk) or biking range (3-5miles/20 minutes) the distance to destinations outside of the City makes car ownership essential for many people. In addition cars also allow us to comfortably travel regardless of weather. Walkers and bikers currently face exposure to the elements, long travel distances, gaps in the system and indirect routes and exposure to the elements. Creating direct, continuous walk-bike routes and providing support facilities such as bike parking, showers and lockers is essential to encouraging people to walk and bike. This plan makes recommendations and outlines best practices to:

- Connect walk and bike routes to local and regional destinations.
- Complete existing sidewalk and trail gaps.
- Link people to places they want to go (businesses, entertainment, shopping, schools, parks and civic uses)
- Raise awareness of pedestrian and bicycle opportunities.

Enjoyment

Equally important to safety and convenient is making walking and biking enjoyable. No matter how important incorporating active living is for health and environmental benefits, people will not do it if it is not fun. Reducing conflicts with other travel modes, attractiveness of the environment (walking or biking on a local street vs a highway), the presence of shade, lighting, water and public restrooms and making the walk-bike system legible with clear routes and signage all contribute to making walking and biking more enjoyable. This plan makes recommendations and outlines best practices to:

- Reduce barriers to walking and biking.
- Create an attractive and comfortable environment.
- Improve walk-bike travel time.
- Raise awareness of pedestrian and bicycle benefits.



PLANNING CONTEXT & FOUNDATION DOCUMENTS

Development of a pedestrian and bicycle master plan is a direct result of the City's active living goals, outlined in the Active Living Plan chapter of the City of Rosemount 2030 Comprehensive Plan. The walk-bike related goals from the Active Living Plan are listed on the following page and physical projects identified have been incorporated into this Pedestrian and Bicycle Master Plan. The Pedestrian and Bicycle Master Plan also coordinates sidewalk and trail goals and policies outlined in the Transportation Plan and the Parks, Trails and Open Space System Plan Chapters of the 2030 Comprehensive Plan.

In addition, this Pedestrian and Bicycle Master Plan coordinates and builds on other pedestrian and bicycle planning efforts completed by the City of Rosemount, Dakota County, and the University of Minnesota. A list of foundation documents that can be referenced for additional information follows.

The City of Rosemount 2030 Comprehensive Plan (November 2009)

The Comprehensive Plan outlines the City's Active Living Vision as well as land use, transportation, and parks, vision, goals and policies to guide the city through 2030.

Active Living Plan

The Active Living Plan examines the connections between the built environment (land use, transportation, parks and recreation) and its impact on public health. The purpose of the plan is to coordinate the goals and policies from the Land Use, Transportation, and Parks, Trails and Open Space Chapters to implement the City's Active Living Vision.

Land Use Plan

The Land Use Plan outlines goals and policies related to land use, facilities, utilities, the environment and natural resources.

2008 Rosemount Parks, Trails and Open Space System Plan

The Parks, Trails and Open Space System Plan is a guide to decision making regarding the future needs, development, renovation and preservation of Rosemount's parks, trails and open spaces.

Transportation Plan

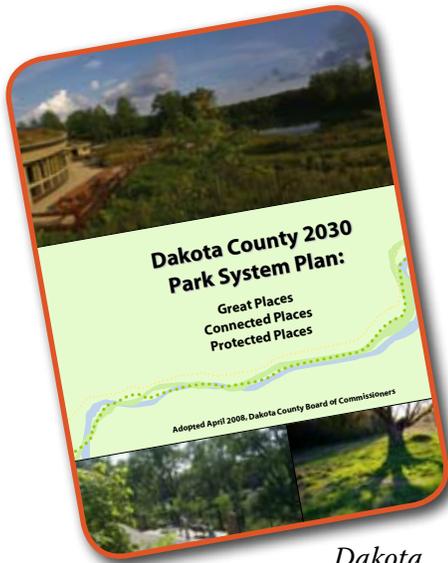
The Transportation Plan identifies transportation needs, goals and policies over the next 25 years.

Active Living Plan Goals

This plan is a direct result of the Rosemount Active Living Plan's goal 3E to create a pedestrian and bicycle master plan. Other goals this plan is directly related to include:

- 1A - Introduce walkable/bikeable communities and active living issues into the public dialog.
- 1B - Support active living incentives and programs.
- 3A - Fully implement the City Transportation Plan with special emphasis on the Transit and Non-Motorized Section.
- 3B - Support a balanced transportation system that makes it possible for residents to walk or ride a bicycle to a store, school or work.
- 3C - Improve the environment for pedestrians and cyclists.
- 3D - Provide processes to assess active living infrastructure in the community and develop improvement plans.
- 3E - Develop a bicycle and pedestrian plan.
- 3F - Consider establishment of a Complete Streets policy.
- 4B - Incorporate active living issues into land-use review and the planning processes.
- 4C - Use incentive, zoning and development strategies to support active living.
- 4D - Encourage higher-density, mixed-use development where appropriate along major roads and within walking distance of public transit.
- 4F - Focus infrastructure investment in the developed portion of town to encourage Downtown revitalization.
- 4G - Develop and implement design guidelines that support active living.
- 5C - Support programs that encourage active living for school children.
- 6A - Implement the City's Parks, Trails and Open Space System Plan.
- 6B - Ensure that physical activity facilities are accessible and affordable.
- 6C - Support programming that promotes active living within the Park, Trails and Open Space system.
- 7A - Keep pedestrian routes free from crime.
- 7B - Ensure pedestrians and bicyclists feel safe crossing streets.
- 8A - Establishing long term funding mechanisms for programming as well as active living infrastructure construction and maintenance.





*Dakota
County 2030 Park
System Plan - April 2008*

City of Rosemount Pedestrian Facilities Map (2008)

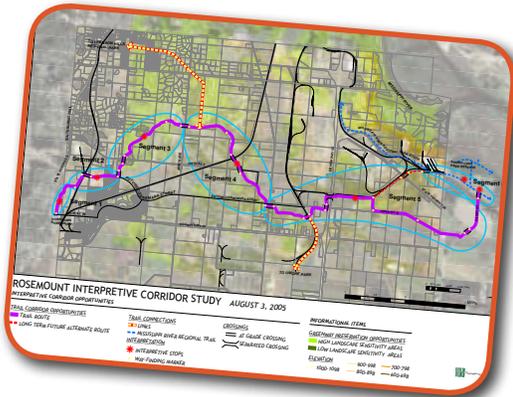
This map depicts existing and planned trails and sidewalks within the developed portion of Rosemount and is included in the existing conditions and needs section of this plan.

Rosemount Interpretive Corridor Plan (2006)

This City of Rosemount Plan identifies a future trail alignment linking Downtown to the Mississippi River & Spring Lake Regional Park Reserve. Interpretive and ecological restoration opportunities are addressed along the alignment.

Development Framework for Downtown Rosemount (July 2004)

This plan sets a vision for and is a guide for public and private investment Downtown. One component of the plan is a strong vision of Downtown Rosemount as a walkable environment.



*Rosemount Interpretive
Corridor Plan - 2006*

Dakota County Safe Routes to School Comprehensive Plan (In Progress)

This plan makes specific recommendations to increase walking and biking to Rosemount's public schools.

Dakota County Greenways Collaborative (In Progress)

This document builds on the 2008 Dakota County Park System Plan's vision of interconnected system of regional greenways for water quality, habitat, recreation and nonmotorized transportation. The plan outlines a collaborative framework for the long-term establishment of regional greenways.

Dakota County 2030 Park System Plan (2008)

Dakota County envisions regional greenways with trails connecting Rosemount to Lebanon Hills Regional Park, Spring Lake Regional Park Reserve and a new regional park in Empire Township.

PLANNING PROCESS

Stakeholder and community involvement were key components of the planning process to further the public dialog on active living as well as to better understand existing conditions, partnership opportunities and community needs and desires. Public participation included:

- A Partners and Stakeholders Roundtable, held March 31, 2010, where stakeholders and potential partners discussed issues, needs and opportunities.
- A Community Open House, held April 7, 2010, where community members were invited to provide input on issues, needs and opportunities.
- On-Line Pedestrian and Bicycle Questionnaire, available in March and April which had 41 respondents.
- A Community Open House held June 2, 2010, to review components of the draft plan.
- Monthly presentations to the Rosemount Parks and Recreation Commission in April, May and June.
- A final presentation to the Rosemount City Council.

“We need a bridge or tunnel to cross Hwy 3 somewhere between the Library and the Community Center. Hwy 3 is getting very busy.”

“During busy morning commuting hours, the sun is low in the sky adding to the unsafe conditions. Please address the safety of our children as a first priority for this project.”

“We find the walking environment to be extremely pleasant.”

What We Heard

- There is a desire to connect to regional destinations such as: Lebanon Hills Regional Park, the Mississippi River and trails in adjacent cities, such as Hastings, Lakeville, Farmington, Inver Grove Heights, Apple Valley and the Twin Cities.
- Local walk-bike connections to Downtown, schools and parks are important.
- There is a desire to fill sidewalk and trail gaps throughout the city.
- Greenway trails and on-road bikeways should be included in the walk-bike network.
- There are some conflicts between pedestrians and cyclists on existing trails.
- Lack of motorist awareness, traffic volumes and speeds are barriers to walking and biking in Rosemount.
- Way-finding signage, maps and awareness of trails and walk-bike friendly routes are a big need.
- There is a need for support facilities such as benches, bike racks, showers, water and restrooms.
- Safer crossings, particularly on Highway 3 and County Road 42 are essential.
- Improving walking and biking conditions for seniors and children is important.
- There is a need to keep road lanes swept and to plow trails for winter walking and biking.
- There is a need for a local revenue source for walk-bike improvements.
- There is a need to formalize and strengthen City Policy and Regulations for walk-bike facilities.



*“Lack of activity destroys the good condition
of every human being,
while movement and methodical
physical exercise save it and preserve it.”
~Plato*

EXISTING CONDITIONS AND NEEDS

SECTION 2



Population

Total population	20,591
AGE	
Under 5 years	7.8%
5 to 9 years	8.9%
10 to 14 years	9.8%
15 to 19 years	7.1%
20 to 24 years	4.4%
25 to 29 years	5.4%
30 to 34 years	7.0%
35 to 39 years	9.5%
40 to 44 years	8.8%
45 to 49 years	11.5%
50 to 54 years	6.0%
55 to 59 years	5.0%
60 to 64 years	2.5%
65 to 69 years	2.3%
70 to 74 years	1.6%
75 to 79 years	1.4%
80 to 84 years	0.5%
85 years and over	0.3%

Source: 2008 American Community Survey

This section provides a summary of existing travel characteristics, walk-bike conditions and needs.

EXISTING TRAVEL CHARACTERISTICS

As discussed in Section 1, the intent of this plan is to provide walking and bicycle facilities that make walking and biking more convenient for people of all ages and abilities. Demographic characteristics necessitating this goal:

- Approximately 32% of Rosemount’s population is under 18, so providing safe routes to schools, parks, the community center and library is a priority.
- Approximately 6.2% of the population is over 65. Nationally, 21% of people over 65 years old do not drive. Providing safe walking and biking routes to the community center, shopping and other activities is important for this segment of the population.
- Less than 0.5% of workers commute by walking and less than 2% of workers commute to work by bicycle even one day a week, yet 24% of these trips are less than 5 miles. (2007 Dakota County Active Living Survey). Providing bike facilities to nearby employment centers and programs encouraging bike commuting would support the community’s active living goals.

Travel to School

School	Percent of students who live within 1 mile	Percent of students who walk or bike
Shannon Park Elementary Rosemount	55%	11%
Elementary Rosemount	41%	8%
Rosemount Middle School	0.18%	9%
Rosemount High School	Not Available	20%

Source: Dakota County Safe Routes to School Comprehensive Plan

Travel to Work

Drove alone	87.79%
Carpooled	6.41%
Public transportation:	2.31%
Taxicab	0.18%
Bicycle	0.00%
Walked	0.48%
Other means	0.71%
Worked at home	2.31%

Source: 2000 Census

Distance to Work

Don't know/refused	1%
Less than two miles	9%
Three to five miles	14%
Six to ten miles	29%
Over ten miles	48%

Source: 2007 Dakota County Active living survey. Results for Rosemount only

