

## EXISTING CONDITIONS



*Parking lot encroachment on Downtown sidewalks.*



*Bicyclists on Downtown sidewalk.*



*Pedestrian scale lighting, banners and trees enhance the pedestrian experience Downtown.*

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. Nevertheless the 2007 Dakota County Active Living Survey found that while many residents have access to the City's sidewalk and trail system and live relatively close to work or school, few actually bike or walk to those destinations. Why aren't people using the trails and sidewalks more? The answer lies in the more than 50 years of automobile dominated culture in the U. S. that has favored roadway design, land use and development patterns for the automobile at the expense of pedestrians and cyclists and is contributing to the nation's obesity epidemic.

### General Land Use Patterns

Development in Rosemount today is in a relatively compact area, 2 miles by 4 miles, making most destinations within the city a short walk or bike from home. The city has a traditional Downtown with a mix of land-uses in its core. More auto oriented commercial businesses are located along CR 42 and there is a small business park southeast of the Highway 3 & CR 42 intersection. Parks are distributed throughout the developed portion of the City. Rosemount High, Middle and Elementary Schools as well as the Community Center are located in a large park and school complex northwest of the Downtown area. Shannon Park Elementary is located in a residential neighborhood to the north. The eastern two thirds of the city is a mix of agricultural and industrial uses. Land use challenges to greater pedestrian and bicycle use include relatively low density development city-wide and a small job base; forty-eight percent of residents travel over ten miles to work, a distance out of easy biking range.

### Downtown

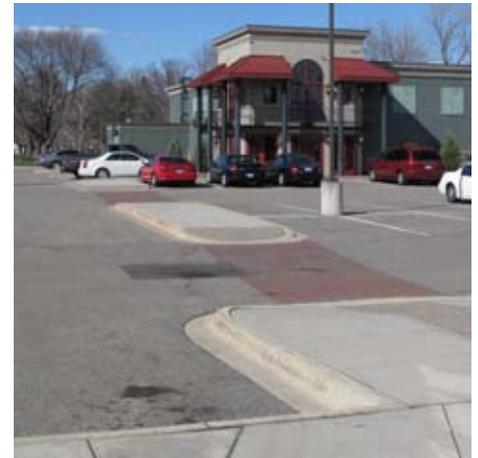
Rosemount's traditional, mixed use Downtown has strong potential as a pedestrian destination. The community's vision for Downtown, as expressed in the July 2004 Development Framework for Downtown Rosemount, is a community gathering place with a mix of housing and residential uses, where the needs of cars and people are balanced. Recent mixed-use redevelopment at Waterford Commons and pedestrian improvements support this vision and have gone a long way in creating a pedestrian friendly place. Recent improvements include: special crosswalk materials, pedestrian bump-outs to reduce crossing distances and pedestrian scale lighting.

However, there are still improvements to be made. Sidewalks are narrow: the clear space between vehicle traffic (including room for vehicle door openings) and pedestrians is limited; the amenity zone, which accommodates landscaping, street trees, lighting, signage and utilities, is mixed with the travelway, causing pedestrian movement to be constricted between street amenities and building entrances. This constriction is a result of the existing development pattern and limited right-of-way. Given these existing limitations, the City should consider how to best balance the needs of all users (drivers, transit, pedestrians and bicyclists) as redevelopment occurs.



*High visibility crosswalk Downtown.*

Biking downtown is challenging; there are no trails or on-road facilities. This makes biking for all but the most experienced cyclists intimidating and forces novice cyclists to use the existing sidewalks, which are too narrow to accommodate bicycle and pedestrian traffic. There are a few bike racks Downtown: at the library, in Central Park and near the entrance to the Irish Loon. A combination of trails, on-road bikeways and additional bike racks near building entrances would make Downtown more bike-friendly.

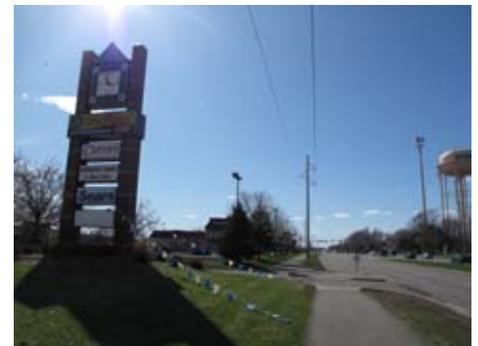


*Crosswalk in Rosemount Crossings.*

## Other Commercial Areas

There are two other commercial areas in Rosemount: the County Road 42 commercial areas (south of County Road 42, between Shannon Parkway and Highway 3 - Walgreens to McDonald's) and Rosemount Crossings.

The County Road 42 commercial area's land-use mix of shopping, restaurants and a movie theater has great potential as a walk bike destination for the residential areas to the south. Currently this area is automobile oriented. Gaps in the neighborhood trail and sidewalk network, expansive parking lots and missing connections between sidewalks and the front doors of businesses all discourage pedestrian and bicycle visits.



*Commercial areas along CR 42 lack connections between city sidewalks and business entrances.*

The newer Rosemount Crossings commercial area on the northwest corner of Highway 3 and County Road 42 balances pedestrian-bike needs with vehicle access. It has pedestrian connections to the neighborhood, direct pedestrian access to building entrances and provides a safe and comfortable experience for pedestrians to move through the parking lot.



## Existing Trails and Sidewalks

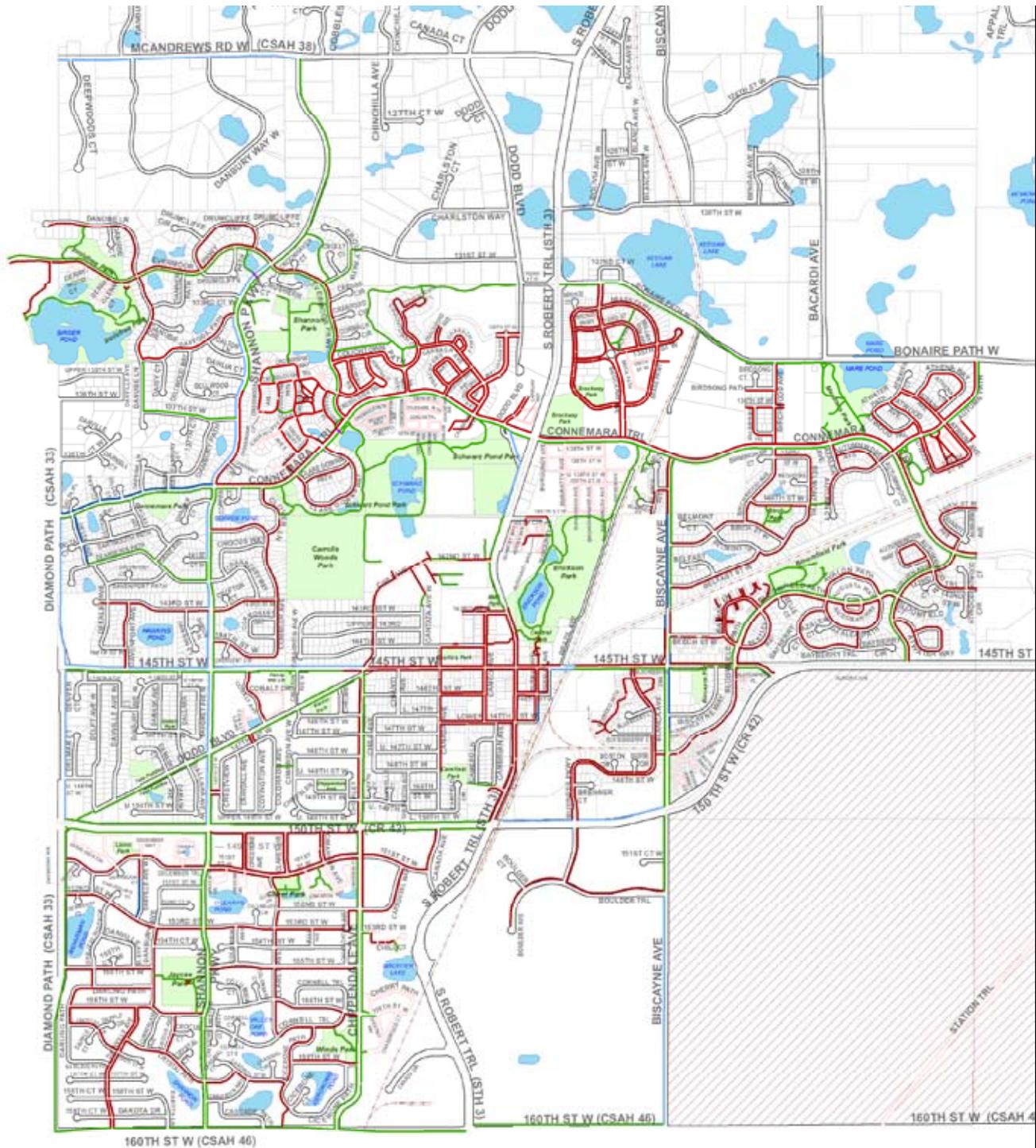
The City practice of putting a bituminous trail on one side and a bituminous trail or concrete sidewalk on the other side of all new collector and arterial roads and providing sidewalks in new developments has led to a sidewalk and trail network that connects much of the City. However, gaps do exist.



*Some trails lack support facilities that encourage use such as lighting, trees for shade and benches for resting.*

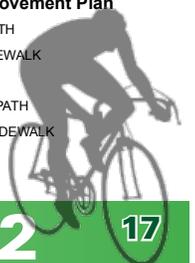
Roadways, particularly arterials and collectors, remain predominantly automobile oriented. High speeds on many roads detract from the walking and biking experience. Controlled intersections where pedestrians and cyclists can safely cross are not frequent enough for convenient walk-bike movement. This, combined with high speeds, make major roadways, particularly Highway 3 and CR 42, significant barriers to non-motorized travel. The City's railroad corridors are also barriers to movement. 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.

# EXISTING PEDESTRIAN FACILITIES MAP



### Pedestrian Facilities Improvement Plan

- EXISTING BITUMINOUS PATH
- EXISTING CONCRETE SIDEWALK
- EXISTING TUNNEL
- PROPOSED BITUMINOUS PATH
- PROPOSED CONCRETE SIDEWALK



## Pedestrian Facilities Map City of Rosemount

November, 2008

# NEEDS

Pedestrian and bicycle system needs in Rosemount are organized around the themes of making walking and biking safer, more convenient and more enjoyable.

Pedestrian and bicycle needs were determined through:

- City tour with input from City Staff.
- Partners and Connections Roundtable held March 31, 2010.
- Community Open House held April 7, 2010.
- On-Line Pedestrian and Bicycle Questionnaire (41 respondents).

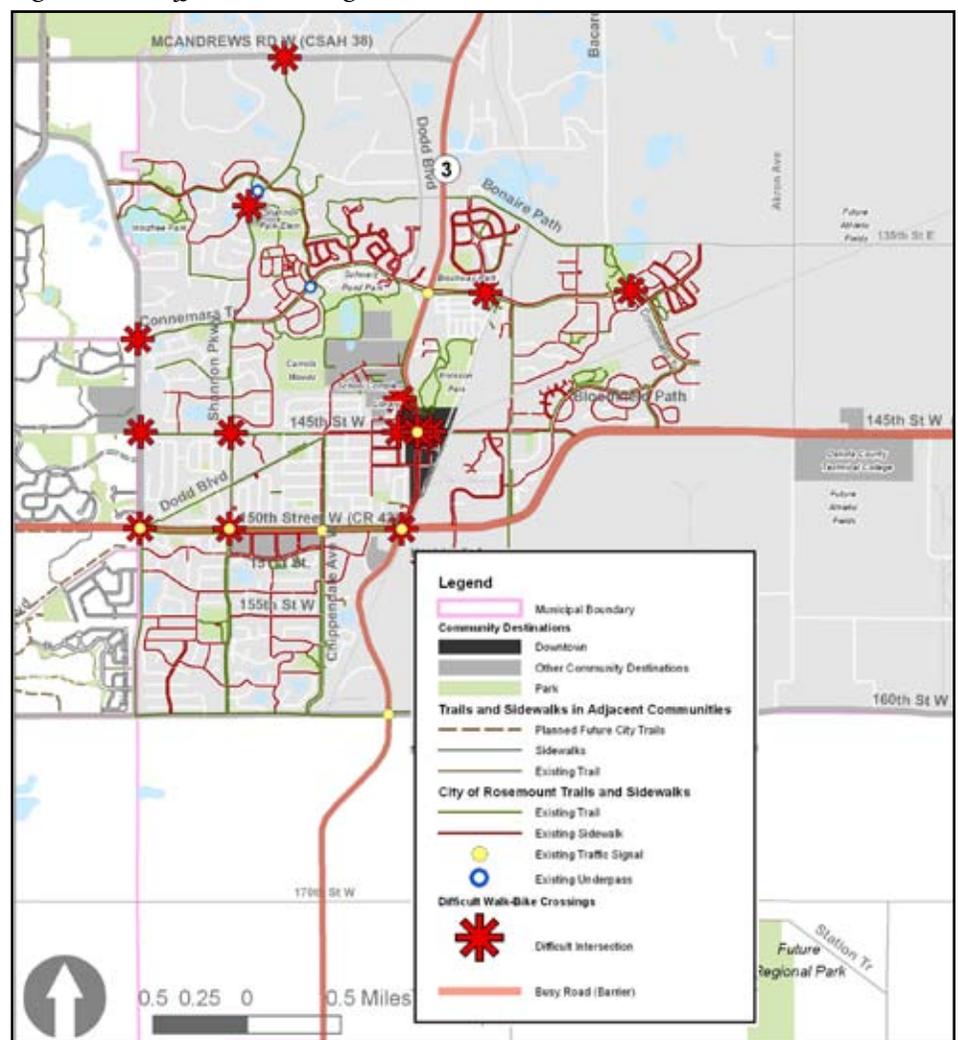
## Safer Safe Crossings

Safe and more frequent designated crossings of busy roads, particularly Highway 3 and CR 42, are needed to encourage city-wide connectivity. Depending on the crossings, improvements could include: high visibility uncontrolled

Specific intersections where crossing improvements are needed include:

- Shannon Parkway/145th
- Shannon Parkway/150th
- Shannon Parkway near Shannon Park Elementary School
- Shannon Parkway/McAndrews Road
- Connemara Trail / Diamond Path
- Highway 3/145th
- Cameo / 145th
- Burma/145th
- Brockway/Connemara Trail
- 145th/Diamond Path
- County Road 42/Diamond Path
- County Road 42/Highway 3
- Cameo / 143rd
- Connemara and Azalea (to Meadows Park)

Figure 2.1: Difficult Crossings



crosswalk treatments, pedestrian-bike improvements to existing controlled crossings or underpasses. Difficult crossings are shown in figure 2.1 and are listed on page 18.

### Safe Routes to Schools and Safe Routes for Seniors

There is a need to make walking and biking safe for the most vulnerable populations and the populations least likely to own a car. People from 8 years old to 80 years old and beyond need a neighborhood with a network of pedestrian paths and bike routes that really, truly feel safe and are safe for everybody.

Comprehensive Safe Routes to School (SRTS) plans are being developed concurrently with this planning effort for all Rosemount Schools. The plans are being developed through Dakota County Public Health Department Statewide Health Improvement Program (SHIP) funding. The plans seek to increase walking and biking through education, encouragement, enforcement, engineering and evaluation. Each plan provides a detailed analysis of existing school site conditions, activities and surrounding infrastructure. The plans provide short- and long-term recommendations tailored to each school that involve actions such as activities and incentives to support walking and biking; bike racks; wayfinding; and filling trail and sidewalk gaps. Coordination with ISD 196 and individual schools will be necessary for successful implementation of both plans.



*Safe routes to schools are needed.*



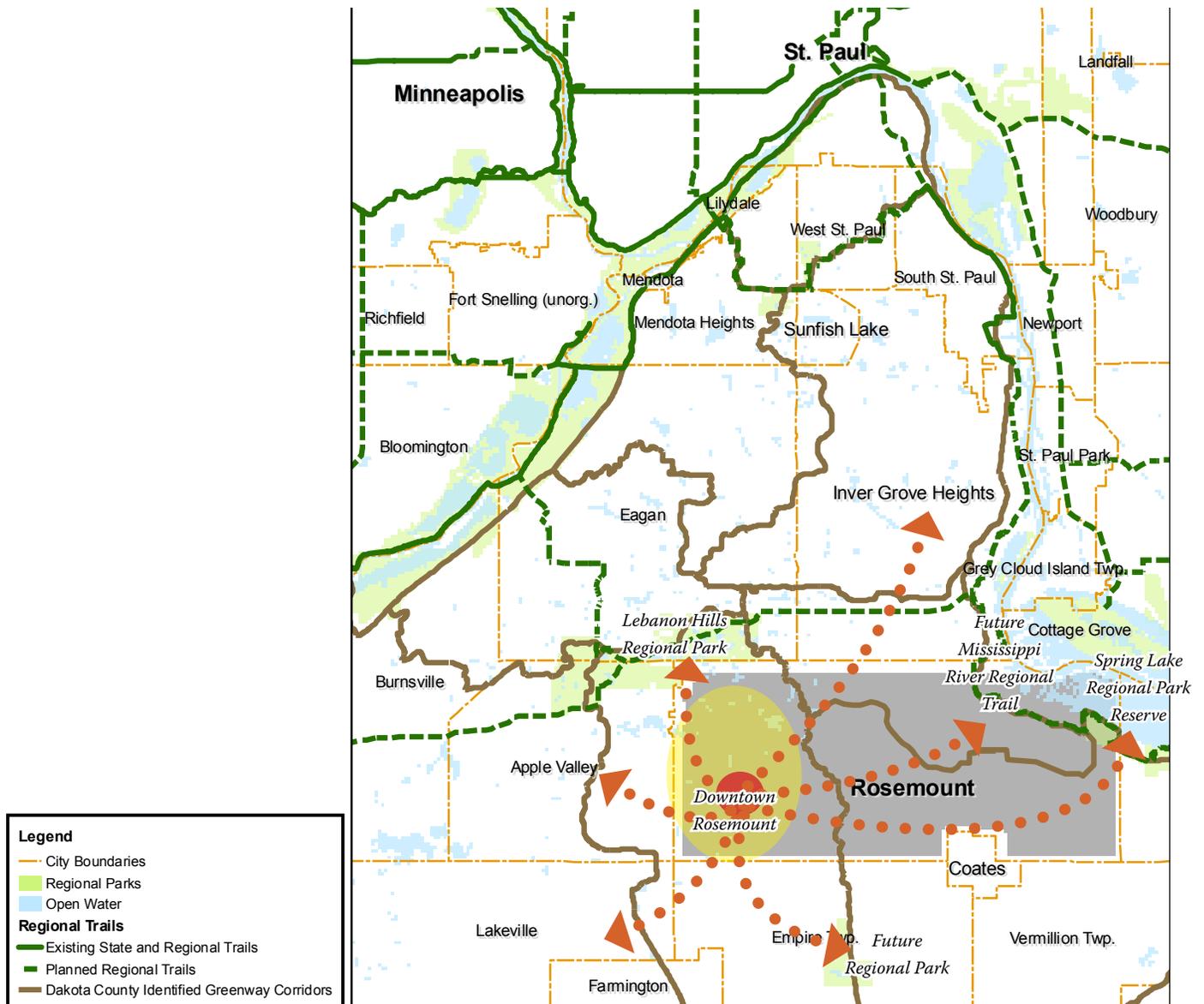
## More Convenient

### Regional Connections

Strong connections to regional destinations are needed to enhance the existing walk-bike network and increase longer-distance biking for both recreation and commuting. Regional connections are needed to:

- Spring Lake Regional Park Reserve.
- Mississippi River Regional Trail.
- Lebanon Hills Regional Park.
- Connect to jobs, shopping and entertainment in neighboring communities.
- Minneapolis and Saint Paul.

Figure 2.2 Regional Connections Diagram

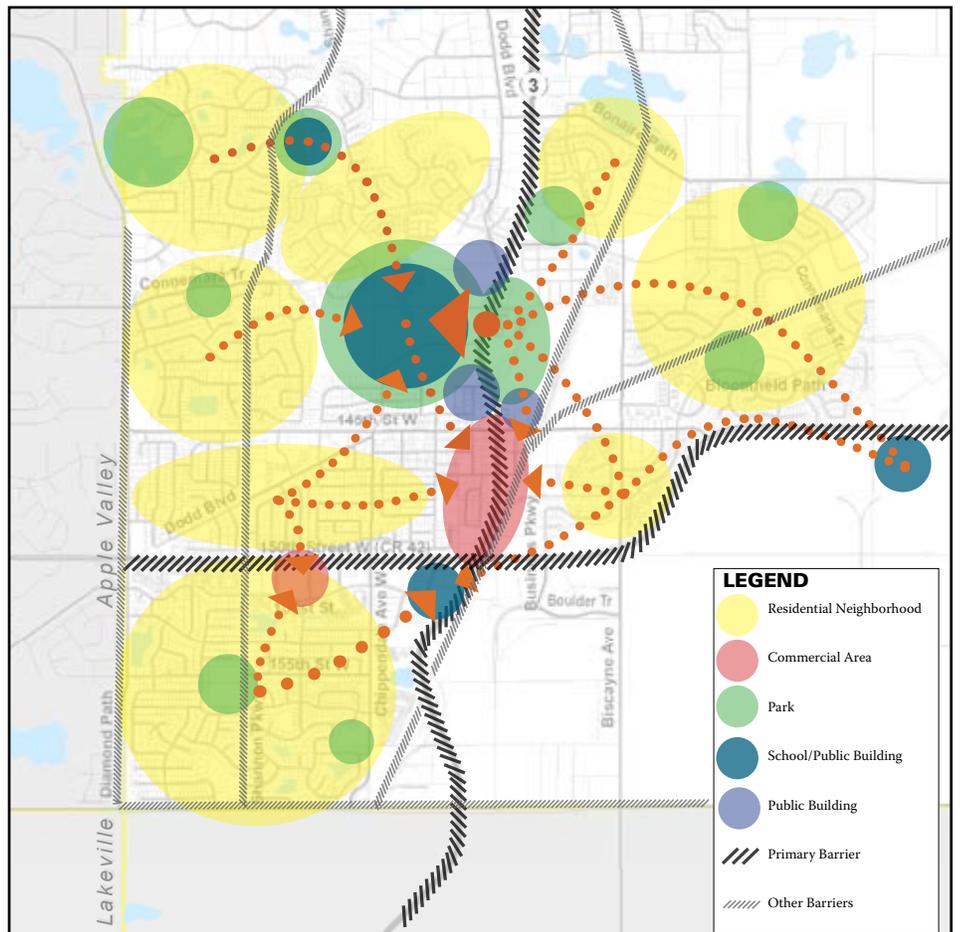


## City-wide Connections

More direct routes for pedestrians and cyclists are needed. The current trail system primarily follows roadways and existing gaps result in pedestrians and cyclists going out of their way to reach destinations. All trail and sidewalk gaps are shown as proposed sidewalks or trails in the Existing Pedestrian Facilities Map on page 17. There is also a need for better connections between existing sidewalks and trails and building entrances. Key trail and sidewalk connections are:

- Connections between the northern residential areas (McAndrew's Road) and Downtown through the school/park/community center campus.
- Connections within the school/park/community center campus.
- Improved railroad crossings.
- Safer bike connection to Dakota County Technical College (DCTC).
- Bicycle facilities Downtown.
- Highway 3 - from Dodd Blvd. to 140th Street.
- Biscayne Ave. - create continuous trail on west side from CR 42 to Connemara Trail, add trail on the west side from 160th Street West to 145th Street West and complete the sidewalk from 145th Street West to Connemara Trail.
- Connemara Trail west of Shannon Parkway.
- Brazil Avenue between Erickson Park and Connemara Trail.
- Bonaire Path from Bacardi Ave to Autumn Path.

Figure 2.3: City Connections Diagram



## Improvement Needs for Better Connectivity - Examples

### *"Door to Door Experience" is Missing*

*There are trails that wind through the High School athletic fields, but they dead-end in a parking lot; bringing you close, but not close enough to the Community Center.*



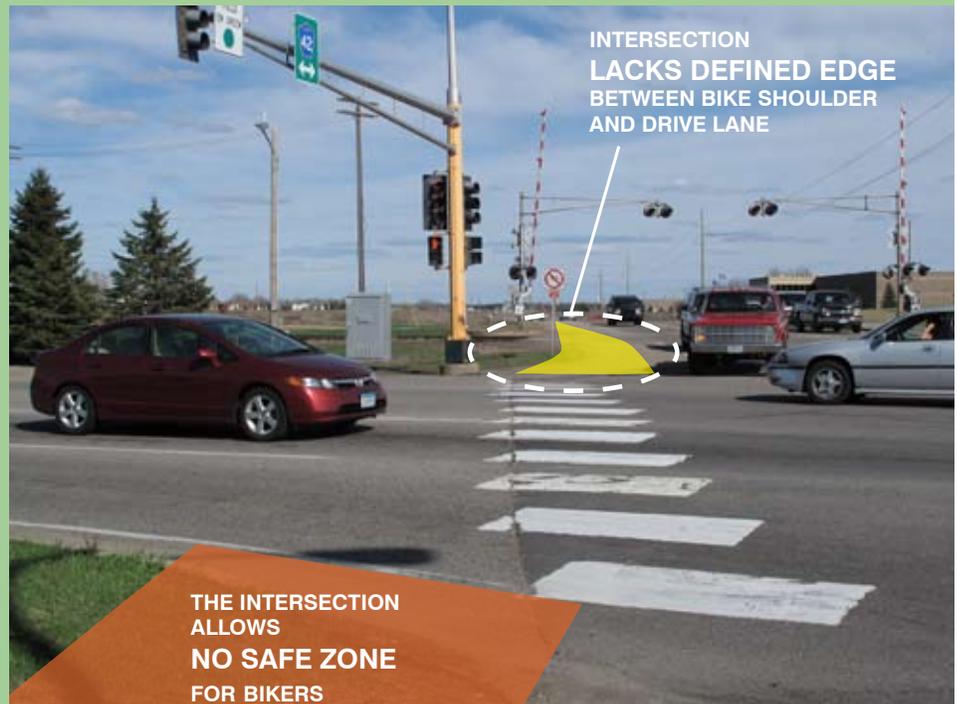
### *Sidewalk Gaps*

*151st Street, just south of the commercial area and between Shannon Parkway and Chippendale Avenue, is a pleasant street for pedestrians and provides a direct route for many residents to walk to the CR 42 stores. However, there are gaps in the sidewalk that force pedestrians into the street and make it dangerous to get to the front door of the commercial area.*



### *Busy Roads are Major Barriers*

*Highway 3 and County Road 42 are perceived barriers for traversing across the community. Many of the intersections lack a defined edge between the pedestrian zone and the vehicle zone, thus making it dangerous and uncomfortable for pedestrians and bikers.*



## More Enjoyable

### Enhance the Experience

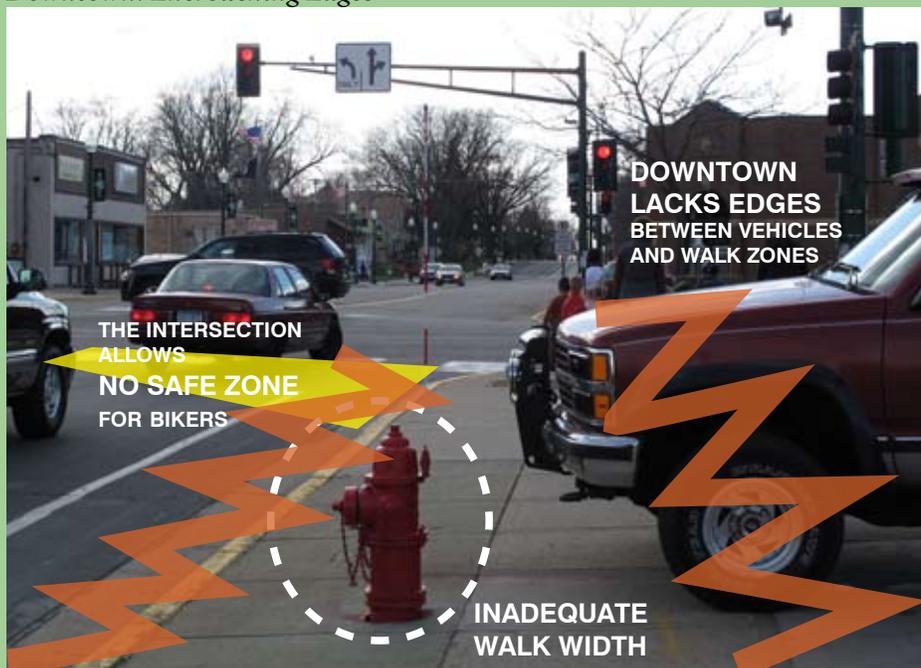
Even in a community like Rosemount, with plentiful sidewalks and trails, walking or biking is often a second class experience when compared to driving. Improving the walk-bike environment is essential to encourage use.

There is a need to:

- Provide end-use facilities (bike racks, indoor bike storage and showers) at destinations.
- Provide benches, water, restrooms, lighting and shade along routes.
- Ensure ADA accessibility, particularly in areas used by seniors (Downtown and community center).
- Create consistent route treatments and/or smooth transitions between treatments (ie all trails on one side of the street and sidewalks on the other).
- Expand the bikeway system to include on-road treatments (bike routes, bike lanes and bike boulevards), particularly in areas where there is not enough right-of-way for trails or where high use calls for separation of bicyclists and pedestrians.
- Vary the walk-bike experience by including more trail corridors independent of roads as the eastern portion of the city develops.

### Pedestrian Enhancement Needs - A Downtown Example

#### *Downtown: Encroaching Edges*



*In places Downtown the pedestrian zone is not clearly defined and the sidewalk is often encroached upon by adjacent uses - parking lots, building entrances, turn lanes, etc. There needs to be separation between pedestrians and vehicles in order to improve safety and enhance the experience.*





*Events, like this 4th of July bike parade, are a great way to generate enthusiasm and build awareness.*

### Wayfinding

Many residents are unaware of the extent of the existing pedestrian and bicycle system and unsure of the best way to get places. A wayfinding signage system would be beneficial to help residents find the best routes and encourage use of the existing system. Wayfinding improvements could include:

- Walk-bike maps, kiosks and wayfinding signs in parks, Downtown and through the High /Middle School Complex.
- On line and printed walk-bike maps.

### Awareness and Education

There is a need to raise awareness of the benefits of walking and biking to motivate people to shift from the habit of driving to making shorter trips by foot or bike. This report recommends the City build on its existing programs such as the Bike Rodeo that is conducted as part of Safety Camp each summer.

Tools to improve awareness include:

- Build awareness and champions for walking and biking through events, classes, programs and promotion. These need to be on-going efforts to change attitudes, habits and what is comfortable and easy.
- Educate motorists - making them more aware of pedestrians and cyclists.
- Educate cyclists on the rules of the road.
- Coordinate with schools to encourage walking and biking in school age children.
- Establish a Walk-Bike Advisory Committee.

# THE PEDESTRIAN AND BICYCLE PLAN

## SECTION 3



This section outlines a pedestrian and bicycle network, support facilities and programs to encourage healthy, active living and provide non-motorized transportation alternatives for Rosemount's residents.

The first part of this chapter, the walk-bike plan, identifies walk-bike routes and specific treatments for each route to create a safe, convenient and complete walk-bike network. Because Downtown and the school campus at the core of the city are important community destinations, walking and biking routes in this area are looked at in detail.

The latter half of this chapter addresses the best practices to make walking and biking in Rosemount safer and more enjoyable. Strategies are addressed for improving street crossings, calming traffic, adding essential support facilities and way-finding, and building community awareness and enthusiasm.



The walk-bike plan consists of three sections: types of walking and biking trips and levels of cyclists, route treatments and the walk-bike framework. The framework outlines a hierarchy of routes as a way of aiding understanding of the proposed pedestrian and bicycle network.

## Types of Pedestrian and Bicycle Trips

### Types of Walking Trips

Everyone is a pedestrian at some point, whether they make their trip entirely on foot or just the last piece between their car or bike and destination. There are three major types of walking: utilitarian walking, recreational walking and strolling/lingering.

- **Utilitarian Walking** - to get to destinations such as work, school or errands.
- **Recreational Walking** - for exercise or walking the dog.
- **Strolling/Lingering** - standing on the sidewalk talking, walking with children, special events and people-watching.

Sidewalks, trails and safe, convenient street crossings are the primary facilities needed for walking. These facilities can be used for all types of walking trips and all abilities.

### Types of Cycling Trips and Levels of Cyclists

Types of cycling trips can also be categorized. The two main types of trips are utilitarian and recreational.

- **Utilitarian Cycling** - to get to destinations such as work, school or errands.
- **Recreational Cycling** - for entertainment or exercise.

Planning for cyclists differs from pedestrian planning in that bicyclists often have very different needs according to their skill and experience level. An experienced cyclist will feel comfortable on a road shoulder, while less advanced cyclists will feel more comfortable with a physical separation from traffic.

Bicyclists typically fall into one of three major categories – advanced bicyclists, basic bicyclists and children. Because the needs of basic bicyclists and children are similar, these two categories are typically grouped together for planning purposes.

- **Group A / Experienced** - composed of experienced riders who can operate a bicycle under most traffic conditions. This group includes

bicycle commuters, bike club riders and other cyclists currently following the rules of the road and riding on area streets and roadways with no special accommodations for bicyclists.

- **Group B / Average** - casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Nationally there will always be millions of basic bicyclists who prefer comfortable access to destinations and well-defined separation of bicycles and motor vehicles.
- **Group C / Novice** - pre-teen cyclists who typically ride close to home under close parental supervision.

## Walk-Bike Treatments

The routes identified on the framework will 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. Suggested walk and bike treatments along all routes are shown in the Walk-Bike Treatment Map and are defined below. Treatments are considered 'ideal'; flexibility and time will be needed to implement the plan. What is essential is that the system provides continuous routes for all types of pedestrians and all levels of cyclists.

Sidewalk



### Sidewalk

#### Description

- Off-street treatment.
- Paved walking path.
- 5' min. width in residential areas, wider in commercial areas. See page 37 for recommended sidewalk widths in Downtown Rosemount.

#### Uses

- Walking.
- Running.

Side Path



### Side Path

#### Description

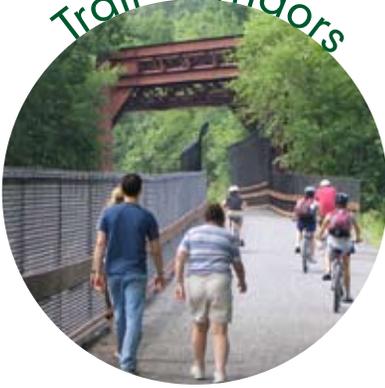
- Off-street treatment.
- Paved multi-use path parallel to the street - separated by a 5' minimum Boulevard.
- 8'-10' minimum width, two-way travel.

#### Uses:

- Walking.
- Running.
- Biking.
- In-Line Skating.



## Trail Corridors



### Independent Trail Corridor

#### Description

- Off-street treatment.
- Trail corridor independent of street.
- Often follows natural resources, railroad corridors or other utility corridors.
- Used for recreation and commuting. These trails offer safe, scenic and long-distance routes with little or no interaction with motor vehicles.
- Corridor width varies 30'-100' or more depending on goals and natural resources.
- May contain multiple parallel trails for desired uses. In high use situations, separate walk and bike trails are warranted.
- Paved, gravel or natural surface.
- Trail width typically 8-14 feet depending on the anticipated volume of use.

#### Uses

- Walking.
- Running.
- Biking.
- In-Line Skating.

## Bike Route



### Bike Route

#### Description

- On-street treatment.
- Shared roadway with signage and/or pavement markings.
- On low volume, local streets shares the road with automobile traffic.
- On high volume streets utilizes the road shoulder.
- Significantly less investment in signage, traffic calming and landscaping than a bike boulevard.

#### Uses

- Biking.

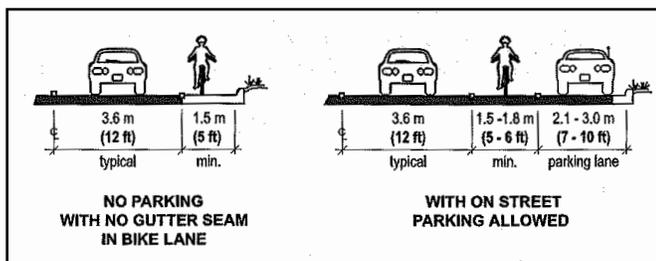
## Bike Lane

### Description

- On-street treatment.
- Road lane solely for bike use.
- Bike lane striping, pavement markings and signage increases motorist awareness.
- One-way travel.
- 4 – 7 feet wide, depending on the traffic volume, available space and presence of on-street parking.
- Differs from a bike route or bike boulevard in that there is a designated lane solely for bike use.

### Uses

- Biking.



*Typical bike lane cross section (Source: MndDOT Bikeway Facility Design Manual)*



## Bike Boulevard

### Description

- On-street treatment.
- A technique used to better accommodate bicyclists and vehicles on low traffic volume streets. The intent is to design a bike route in a manner that emphasizes the presence of bicyclist.
- Innovative approach that incorporates complete streets design standards and traffic calming techniques.
- Traffic volumes typically less than 3,000 ADT.
- On-street environment is designed so bicycle travel is the prominent mode of transportation.
- Heavy emphasis on traffic calming. Traffic calming techniques may include bump-outs, median islands, diverters, roundabouts and landscaping.
- » Safe intersection crossings for cyclists.
- » High impact pavement markings to increase awareness.
- » Bike boulevard-specific signage to give identity to neighborhoods and boulevards.
- » Differs from a bike route in that there is a heavy emphasis on traffic calming, pavement markings, landscaping and signage.

### Uses

- Biking.
- Often used in conjunction with sidewalks for pedestrian travel.



## Walk-Bike Framework

The walk-bike framework identifies pedestrian and bicycle routes within the City of Rosemount to create a comprehensive and connected walk-bike system. The framework is based on a hierarchy of routes: Main, Local, and Access. Each type performs a specific function. Main routes facilitate long distance travel for commuters and recreation and create connections to regional trails, adjacent communities and regional parks. Treatments suggested for main routes are trails, bike lanes or bike routes. Local routes allow for mobility within the city and provide connections to city destinations: Downtown, schools, parks and commercial areas. Access routes, which are divided into the subcategories Primary and Neighborhood Sidewalks connect Main and Local routes to the front door of a given destination. Primary Access routes are routes where side-path trails, bike boulevards (see previous page) or bike routes are desirable. Other local streets also provide access but are streets where bicycles are compatible with vehicles without special designation or treatments. Sidewalks also provide access and door to door connections between destinations. All new local streets should include sidewalks on both sides for pedestrian access. Figure 3.1 summarizes the route hierarchy with definitions of route purpose, intended users, preferred treatments and support facilities that respond to the route purpose, anticipated users, traffic conditions and available space.

### City-wide the framework:

- Identifies greater main routes to make connections to adjacent cities, townships, regional parks and regional trails.
- Creates a ½ to 1 mile grid of city-wide routes that facilitate shorter trips within the city. This grid adds to the existing trail and sidewalks to make it more complete.
- Provides fine grain connections from the city route network to the neighborhoods and destinations on Primary Access routes and Neighborhood Sidewalks.
- Suggests conceptual alignments for a spine system of multi use trails in independent corridors in the growth area to create recreational loops of varying distances away from major roads. Trails and sidewalks along streets would be added along with future road construction.

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WALK-BIKE TREATMENTS  
EXHIBIT B**

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Figure 3.1: Walk-Bike Routes and Treatments

<b>MAIN ROUTES</b>	<b>PURPOSE:</b>	Provide connections between citywide or regional trail system and regional destinations	
<b>USERS:</b>	Walkers, all cyclists - novice to experienced		
<b>FOCUS:</b>	Shared transportation and recreation function, safety, experience, improved travel time, route continuity		
<b>BIKE TREATMENTS:</b>	Off-road: bike lane, bike route , On-road: paved multi-use trail (side-path or trail corridor)		
<b>WALK TREATMENTS:</b>	Paved multi-use trail (side-path or trail corridor)		
<b>WAYFINDING SIGNAGE:</b>	Informational kiosks, directional, route sign and bike button (see pg .50 )		
<b>PREFERRED STREET CROSSINGS:</b>	Controlled intersections, underpasses, high visibility crosswalk treatments at uncontrolled at-grade crossings		
<b>SUPPORT FACILITIES:</b>	Trail-heads with vehicle parking, rest areas with benches and water, visible bike parking at destinations		
<b>EXAMPLES:</b>	Shannon Parkway, Connemara Trail, Rosemount Interpretive Trail		
<b>LOCAL ROUTES</b>	<b>PURPOSE:</b>	To provide safe routes to significant city destinations such as Downtown, schools and community center	
<b>USERS:</b>	Walkers, all cyclists - novice to experienced		
<b>FOCUS:</b>	Transportation for shorter local trips, recreation loops, safety, user experience, route continuity		
<b>BIKE TREATMENTS:</b>	Off-road: paved multi-use trail (side-path or trail corridor), On-road: bike lane, bicycle boulevard, bike route		
<b>WALK TREATMENTS:</b>	Sidewalks and paved multi-use trail (side-path or trail corridor)		
<b>WAYFINDING SIGNAGE:</b>	Informational kiosks, directional, route sign, bike button (see pg. 50)		
<b>PREFERRED STREET CROSSINGS:</b>	Controlled intersections, underpasses, high visibility crosswalk treatments at uncontrolled at-grade crossings		
<b>SUPPORT FACILITIES:</b>	Trail-heads with vehicle parking, rest areas with benches and water, visible bike racks at destinations		
<b>EXAMPLES:</b>	145th Street West, Chippendale Avenue-Chili Way, Bloomfield Path		
<b>ACCESS ROUTES</b>	<b>PRIMARY ACCESS</b>	<b>PURPOSE:</b>	Provide designated quiet routes to connect to city-wide and greater community network
	<b>USERS:</b>	Walkers; all cyclists - novice to experienced	
<b>FOCUS:</b>	Door-to-door connections between residential areas and destinations, route continuity, user experience, safety		
<b>BIKE TREATMENTS:</b>	Off-road: paved multi-use trail (side-path or short trail link), On-road: bike lane, bicycle boulevard, bike route		
<b>WALK TREATMENTS:</b>	Sidewalks, Paved multi-use trails within the road right-of-way or short multi-purpose trail links		
<b>WAYFINDING SIGNAGE:</b>	Directional, route sign, bike button (see pg. 50)		
<b>PREFERRED STREET CROSSINGS:</b>	Safe crossings of collector roads or higher at least every 1/2 mile		
<b>SUPPORT FACILITIES:</b>	Benches, visible bike racks at destinations		
<b>EXAMPLES:</b>	155th Street West, trails in the Rosemount High-Middle-Elementary School Complex, Bonaire Path		
<b>NEIGHBORHOOD SIDEWALKS</b>	<b>PURPOSE:</b>	Provide fine grain connections to residential areas	
<b>USERS:</b>	Walkers, novice cyclists		
<b>FOCUS:</b>	Door-to-door connections to residential areas, user experience		
<b>BIKE TREATMENTS:</b>	Biking on sidewalks for novice cyclists, particularly young children		
<b>WALK TREATMENTS:</b>	Off road: sidewalks, short multi-use trail links		
<b>WAYFINDING SIGNAGE:</b>	None		
<b>PREFERRED STREET CROSSINGS:</b>	High visibility crosswalk treatments where needed on school routes		
<b>SUPPORT FACILITIES:</b>	None		
<b>EXAMPLES:</b>	153rd Street West, Brockway Ave, 144th Street West		



## Downtown and School Campus Focus Area

The Downtown and school campus area is a major destination for walking and biking. Downtown businesses and restaurants, schools, community center library, parks, post office, city hall and transit stop are all community destinations, particularly for those segments of the population who do not drive, the young and elderly.

The Downtown and School Campus Detail Plan suggests improvements to facilitate greater pedestrian and bicycle access to this area. Recommended trail and bikeway segments in this area fill existing gaps between schools, neighborhoods, and downtown and create a primary north-south and a primary east-west route for pedestrians and bicyclists (Figures 3.2 and 3.3).

### School Access

The Dakota County Safe Routes to Schools Plans for Rosemount High, Middle and Elementary Schools, which are being developed concurrently with this plan, provide detailed recommendations for facilities, programs and policies to improve pedestrian and bike access to the schools. This plan's recommendations support the school plans and looks at broader connections from the campus to the community center and Downtown.

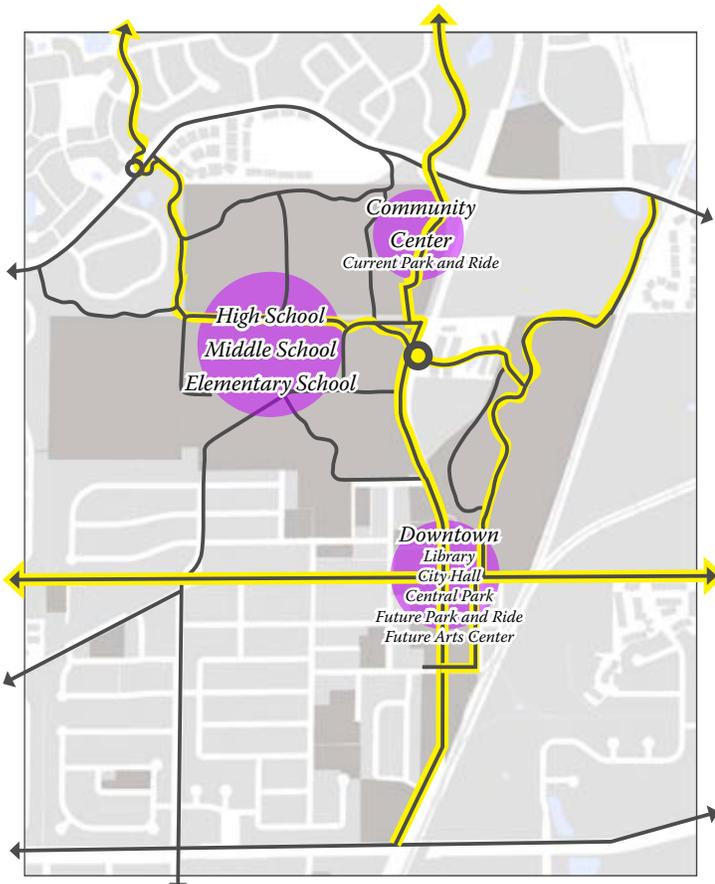


Figure 3.2: Primary Walking Routes

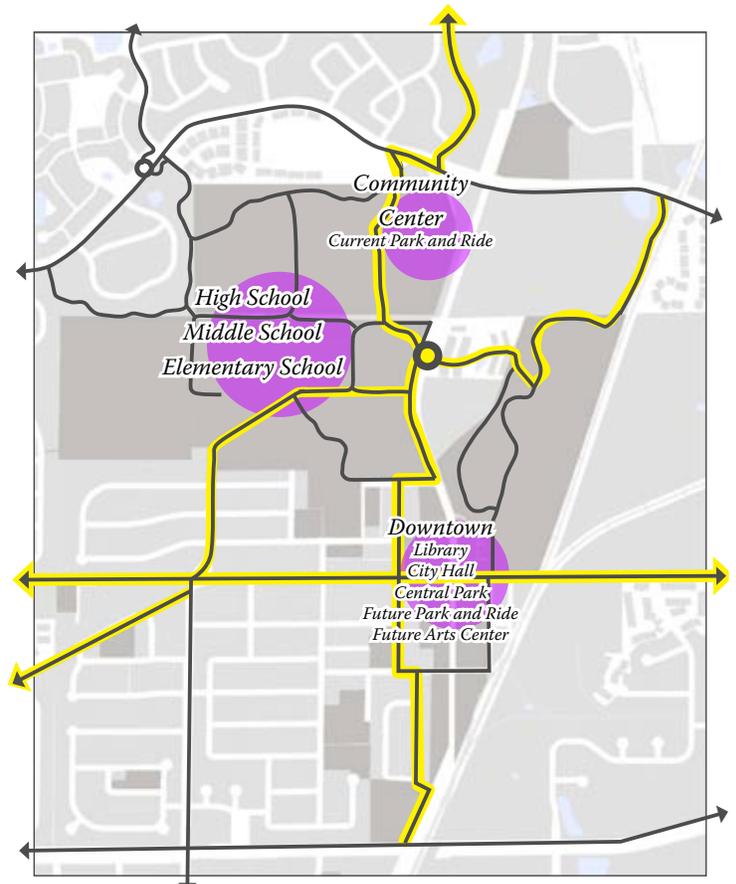
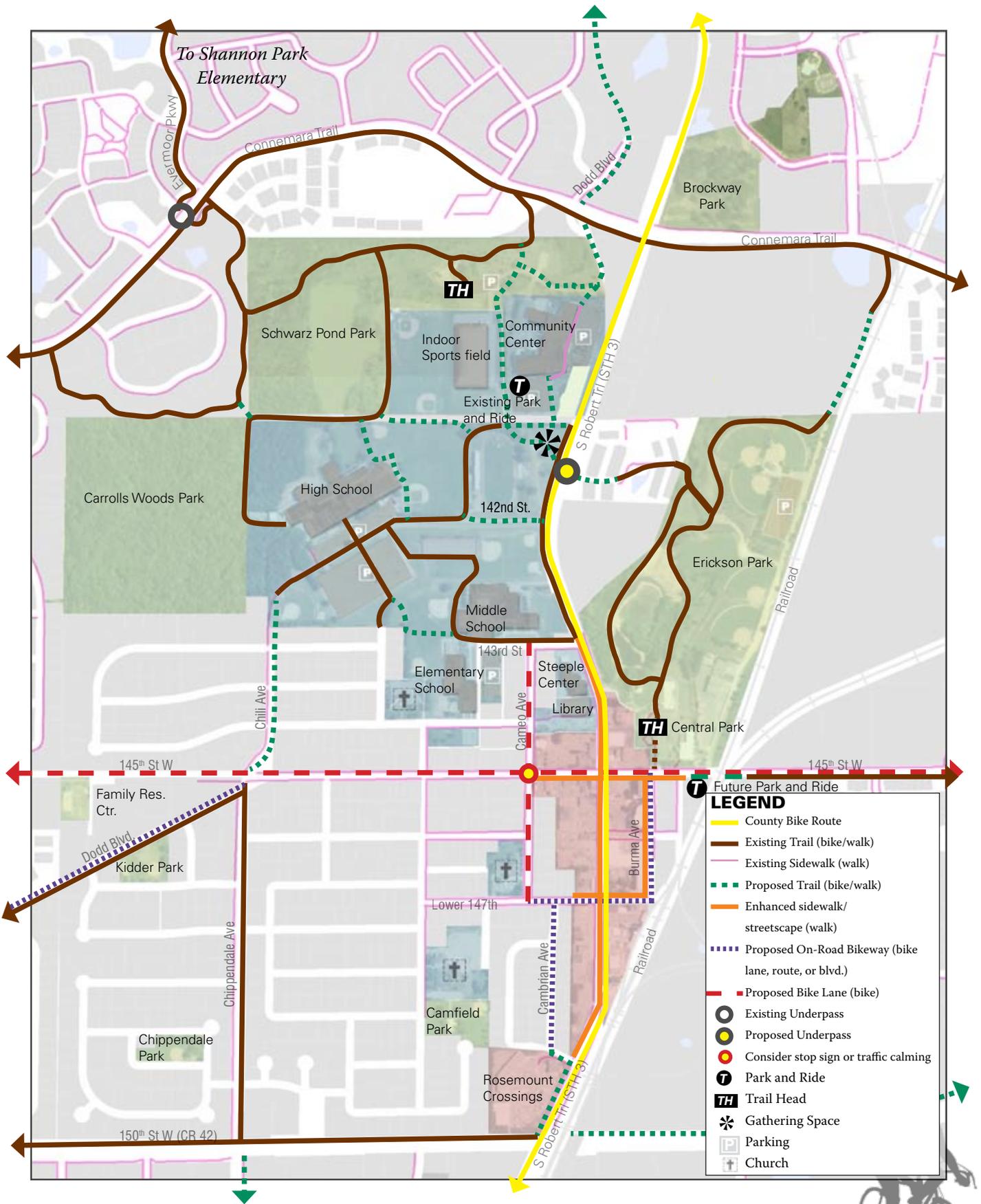


Figure 3.3: Primary Biking Routes

# DOWNTOWN AND SCHOOL CAMPUS DETAIL



Trail connections, which follow the Safe Routes to School recommendations, are suggested to facilitate movement to and through the school campus. Due to slopes, wet areas and athletic fields in these areas, detailed study of trail alignments will be needed prior to implementation.

In front of the high school, a pedestrian-bike plaza is recommended along with re-routing of traffic through the parking lots in the main parking lot to reduce pedestrian/vehicle conflicts. 142<sup>nd</sup> Street in front of the high school would be blocked at the parking lot entrances on each end and traffic would flow along the outside of the lot. More information on this recommendation can be found in the Rosemount High School Safe Routes to School plan.

### **Community Center Access**

Today, trails and sidewalks fall just short of the front door of the Community Center. Suggested improvements include extending the existing trail to the high school and providing a link through the existing south parking lot to the front door. This could be achieved adjacent to the parking area, or, if there is excess parking, by eliminating a row of parking. From the north, a trail is recommended along the existing access road. More detailed study will be required to determine the exact alignments of these connections.

### **Underpass Crossing of Highway 3**

An underpass at Highway 3 is recommended to connect the schools and community center to Erickson Park. An underpass in this location would provide a safe and a direct link to the school campus from the residential areas in the eastern portion of the City.

The plan also identifies an opportunity to create a gathering space for trail users at the underpass of Highway 3 - a prime location for an enhanced experience and amenities such as a trail kiosk, benches, landscaping and other features.

### **Trail Head Locations**

Two trail head locations are recommended, one on each side of Highway 3. West of Highway 3, a trail head is recommended at the existing Schwarz Pond Park parking lot to access the extensive existing trail system in Erickson, Schwarz Pond and Carrolls Woods parks. The trail heads could be simple as a kiosk with maps and trail information or have more walk-bike facilities such as bike parking, restroom access, maps, benches, water and vehicle parking. The trail head in Central Park would orient people to the Downtown area and serve as the primary trail head for the planned Rosemount Interpretive Corridor Trail that would connect to Spring Lake Regional Park Reserve and the Mississippi River.