

Dakota County
Safe Routes to School

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Safe Routes to School Comprehensive Plan

Shannon Park Elementary School

**City of Rosemount
Dakota County, MN**

June 2010

Prepared by:



SHIP
Statewide Health Improvement Program

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Project Background

The Statewide Health Improvement Program (SHIP) aims to help Minnesotans live longer, healthier lives by reducing the burden of chronic disease. The Dakota County Public Health Department received SHIP funding to work with community partners to develop and implement programs to improve nutrition, increase physical activity, and reduce tobacco use in schools, workplaces, community settings, and healthcare sites. As part of this effort, comprehensive Safe Routes to School (SRTS) plans have been developed for 10 schools in Dakota County that seek to increase walking and biking to school through the following means:

- **Education** – Teaching children to walk and bike safely.
- **Encouragement** – Developing programs that get children excited about walking or biking to school, such as walk/bike incentive programs or Walk to School Day. May also include methods that help parents and guardians feel comfortable letting their child walk or bike, such as walking school buses or adult crossing guards.
- **Enforcement** – Having law enforcement support, such as speed zone enforcement or increased patrols, along the designated routes to school.
- **Engineering** – Identifying infrastructure barriers to walking and biking, such as sidewalk/trail gaps, hazardous crossings, or the need for secure bicycle parking.
- **Evaluation** – Measuring the effectiveness of the various components of the SRTS project.

The following sections describe the development of a Safe Routes to School Plan for Shannon Park Elementary in the City of Rosemount, Dakota County, Minnesota.

Existing Conditions

Shannon Park Elementary School is part of Independent School District 196 serving the Rosemount, Apple Valley, and Eagan communities in the Twin Cities suburbs. Shannon Park Elementary School is located between Shannon Parkway and Evermoor Parkway, north of Connemara Trail, in the City of Rosemount. Shannon Park Elementary School was built in 1990 adjacent to Shannon Park, a city-owned park, and the surrounding area is primarily residential.

Student Data

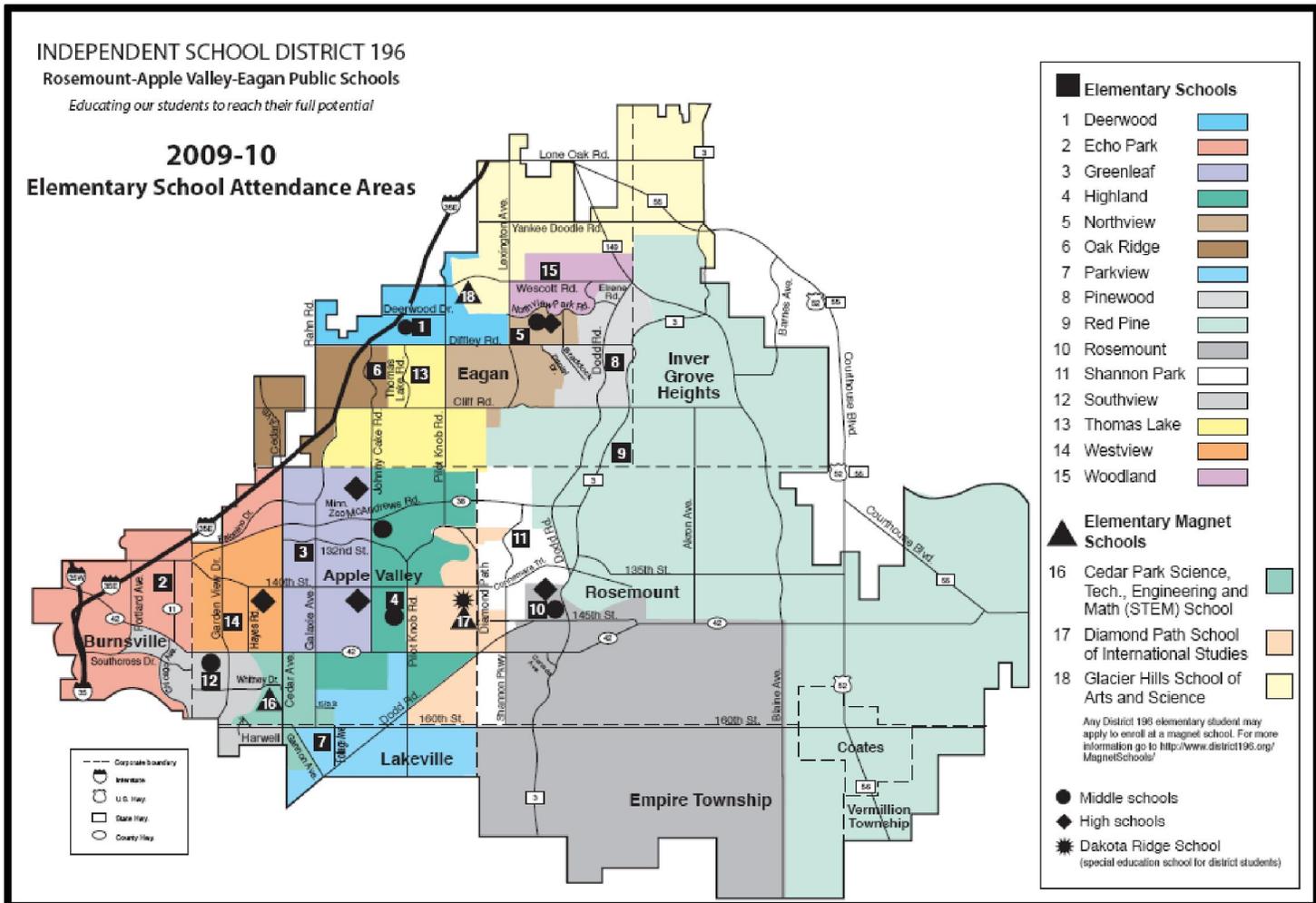
There are currently approximately 785 students in kindergarten through 5th grade at Shannon Park Elementary (2009-2010 school year), and the school day runs from 9:25 am to 3:45 pm. The elementary

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school boundary map for District 196 shows that the attendance area for Shannon Park Elementary is concentrated on the neighborhoods near the school, within the City of Rosemount. The attendance boundary between Shannon Park Elementary and Diamond Path School, a magnet school, is planned to be adjusted starting in the 2010-2011 school year, resulting in about 50 additional families west of Shannon Parkway being added to the Shannon Park attendance area.



Source: www.district196.org

Although the attendance area for the school extends north of County Road 38 (McAndrews Road) and south of County Road 42 (150th Street), the designated walk area for the school is approximately ½ mile. In addition, the school district designates hazardous roadways beyond which students are bussed even if they are within the ½-mile walk area. At Shannon Park, the only designated hazardous crossing is Shannon Parkway. However, with the school located on Shannon Parkway, this means that even

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students that live across the street are provided bus transportation to cross Shannon Parkway. The walk area for Shannon Park Elementary is shown on the map on page 17.

Safe Routes to School Activities

Shannon Park Elementary held a Walk to School Day in the fall of 2009, with about 300 students participating. Students that wanted to walk or bike met at Connemara Park, about one mile from Shannon Park, and walked or biked from there. For the event, reserve officers directed traffic at Connemara Trail/Shannon Parkway to safely cross all the pedestrians. The response from parents and students was very positive, but another Walk to School Day has not been planned.

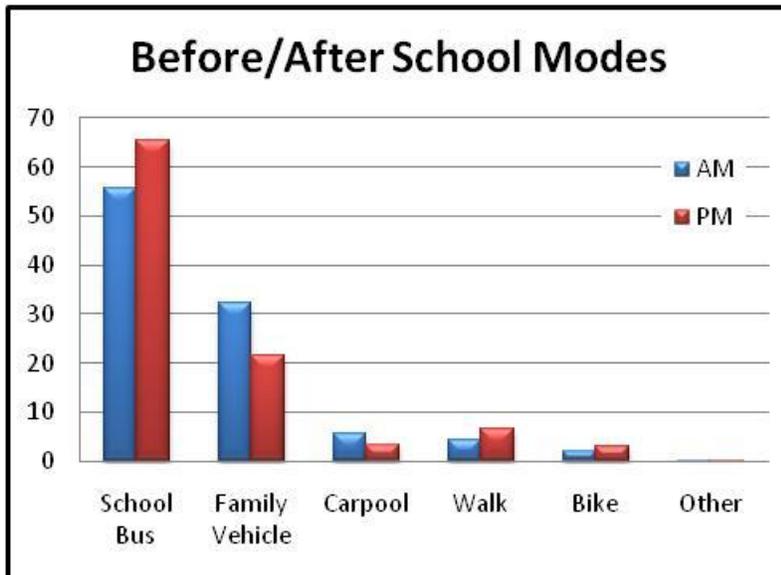
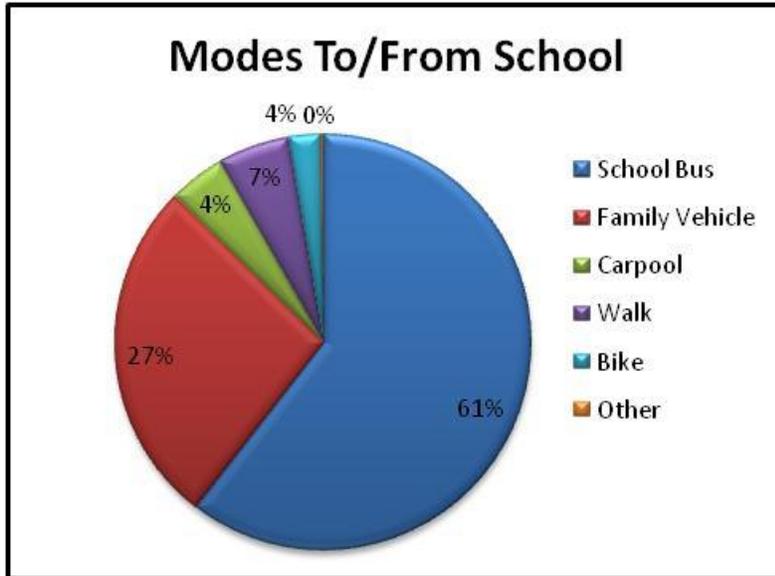
Shannon Park has both a student school (walking/biking) patrol and student bus patrol consisting of 5th grade students. Currently, there isn't a targeted Safe Routes to School program at the school, but students do log their miles on the "Heart Course" and receive a certificate at the end of the year with the number of miles completed.

In 2009, the City of Rosemount was awarded a \$35,000 federal Safe Routes to School grant to implement encouragement, education and evaluation activities at Rosemount Elementary, Rosemount Middle, and Shannon Park Elementary. The City is currently working to determine how to best use the grant funding.

In-classroom tallies of students' arrival and departure modes were conducted at Shannon Park Elementary during April 2010. As shown in the chart below, an average of 5 percent of students currently walk to school and an average of 2 percent of students currently bike to school. The most predominant mode is school bus, however about 27 percent of students are driven to/from school, resulting in a large volume of parent vehicles during pick-up and drop-off. The tallies also showed that more students walked and biked home from school in the afternoon.

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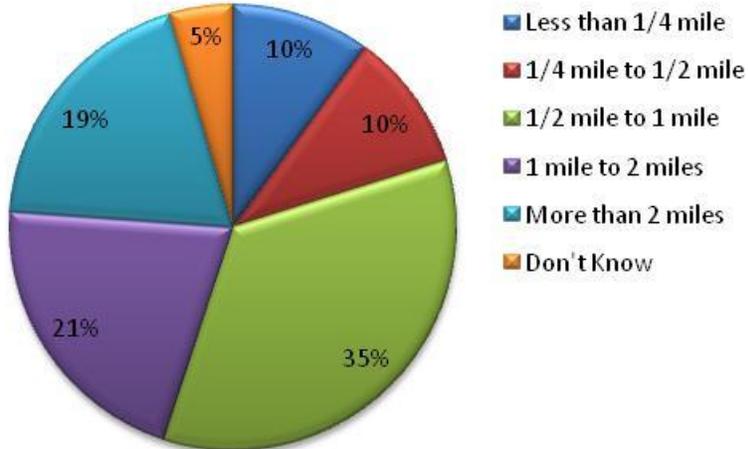
A parent survey of concerns and attitudes related to walking and biking was also conducted in April 2010, with 109 responses. Most respondents live within 1 mile of school, and intersection safety and weather were the top two factors that influenced the decision to walk or bike. The survey also showed that approximately 48 percent of the respondents live west of Shannon Parkway. The charts on the following pages show some of the other key results from the survey.

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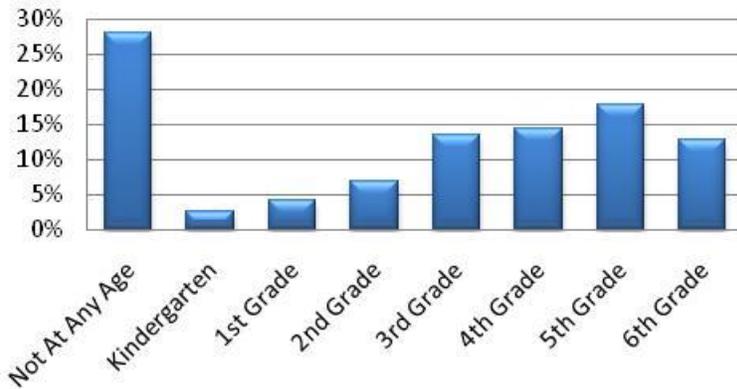
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Distance to School



Age Students Can Walk/Bike to School Without An Adult

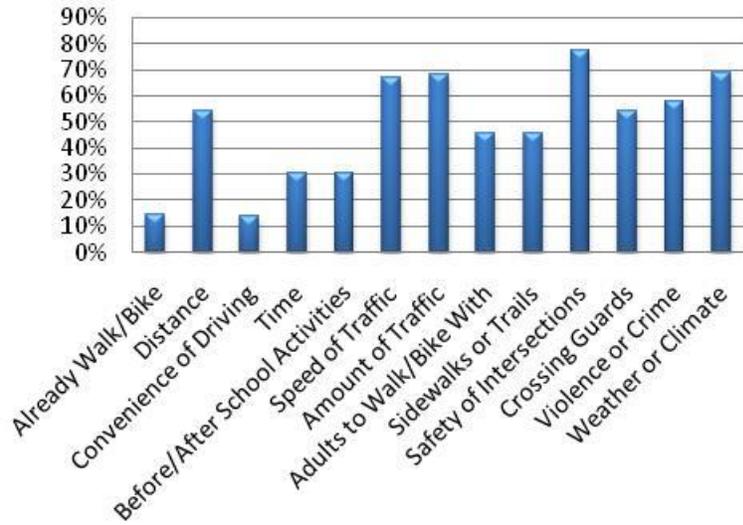


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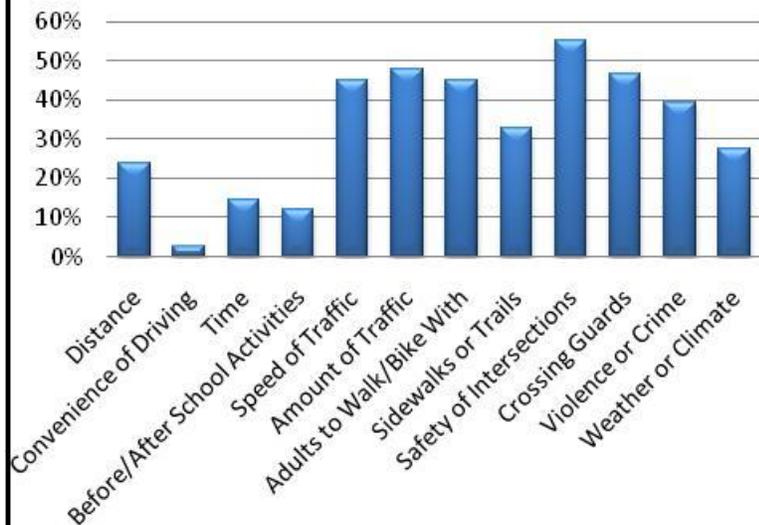
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Factors Affecting Decision to Walk/Bike



Improvements That Would Increase Walking/Biking



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Infrastructure

The roadways surrounding the school generally have a well-connected system of sidewalks and trails. There are currently trails on the east side of Shannon Parkway, the west side of Evermoor Parkway, and the south side of Connemara Trail. There is also sidewalk on the east side of Evermoor Parkway and the north side of Connemara Trail, and a 5-foot sidewalk is planned for construction in 2010 on the west side of Shannon Parkway between 137th Street and Evermoor Parkway. The project will also re-stripe Shannon Parkway to provide narrower 11-foot vehicle lanes and a 5-foot bike lane in each direction, in addition to the shoulders.

There are currently four designated school crossings on the roadways surrounding the school:

- Shannon Parkway/Evermoor Parkway
- Shannon Parkway/Daffodil Path
- Shannon Parkway/137th Street
- Evermoor Parkway/Creggs Circle

A review of the crash history for the past five years (2004-2008) showed there have been no pedestrian crashes at any of the designated school crossing intersections and no crashes on Shannon Parkway that occurred during school arrival or dismissal.



Existing school crossing on Shannon Parkway at Evermoor Parkway.

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Trail through Shannon Park connecting Evermoor Parkway to the school site.

The connection from the Shannon Parkway to the school site is currently along the school's driveway and has significant grades. In addition, students coming from the south must walk north to the school driveway to walk up to the school site because there is no connection to the south of the school. This increases their walk/bike distance by approximately 650 feet (1/8 mile).



Trail connection from Shannon Parkway to Shannon Park Elementary. The school's playground is in the background.

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Studies conducted on Shannon Parkway by the City of Rosemount in 2008 and 2009 showed that there are between 2,000 and 3,000 vehicles per day on Shannon Parkway between Evermoor Parkway and Connemara Trail. However, the 85th percentile speed¹ in this segment was calculated to be 40 miles per hour (mph), despite the posted speed limit of 35 mph and the school speed zone that was signed at that time as 30 mph between Evermoor Parkway and 137th Street. The school speed zone on Shannon Parkway was recently modified by the Rosemount City Council to lower the school speed limit from 30 miles mph to 20 mph when children are present. The speed limit during all other times is still 35 mph.



New 20 mph school speed zone signs on Shannon Parkway near Shannon Park Elementary.

A roundabout was previously proposed for the Shannon Parkway/133rd Court intersection, which is also the Shannon Park Elementary driveway. The advantages of the roundabout are lowered vehicle speeds of 15-18 mph in the roundabout and smoother traffic flow in and out of the school site. However, the roundabout was not supported by the school district and ultimately did not move forward.

There is currently an underpass of Shannon Parkway just north of the school, referred to as the “sheep crossing” because it was originally constructed to move sheep across Shannon Parkway before the housing developments existed. The underpass was left in place as the Evermoor development occurred, but it was recognized that the tunnel was never designed for pedestrian use. The existing trails on the east side of Shannon Parkway and in the neighborhood currently connect directly to the tunnel,

¹ The 85th percentile speed is the speed below which 85 percent of vehicles travel, and is the most commonly used measure of vehicle speeds on a roadway.

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providing a crossing of Shannon Parkway without any vehicle conflicts. However, the City of Rosemount has indicated that it not feasible to make significant repairs or modifications to bring the tunnel to current standards and therefore the tunnel will need to be closed or replaced in the long term, as the existing structure deteriorates.



“Sheep crossing” tunnel under Shannon Parkway, just north of Shannon Park Elementary.

In addition to the off-site pedestrian and bike facilities, Shannon Park Elementary has several on-site marked school crossings where students cross vehicle and bus traffic. The school also has a number of bike racks, the majority of which are located at the front of the school but there is also one rack at the back of the building.

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Marked school crossing on the Shannon Park Elementary site.



Bike racks located in front of the school's main entrance.

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Site Evaluation

A site evaluation was completed at Shannon Park Elementary on April 1, 2010 that included walking around the site and observing the dismissal process on a typical day. All vehicles enter and exit the site to Shannon Parkway using the same driveway. The north parking lot is used primarily for staff, parent, and visitor parking, but special education buses also use the lot because there is not enough curb space for all the buses to load in the south lot. There are ten full-size buses, as well as four special education buses and two daycare buses.

Parents start arriving more than ½ hour before dismissal and queue in the north parking lot and in the driveway. Buses entering the school site drive around the queue of parent vehicles and students that walk or bike to the neighborhood north of the school must cross all the incoming and outgoing traffic.



Signed school crossing of the driveway into Shannon Park Elementary. The vehicles in the photo are queued waiting for afternoon dismissal, while buses are entering the site.

There are an estimated 50 to 100 parent vehicles that pick-up and drop-off their students each day, which significantly contributes to congestion and conflicts on the school site. Due to the volume of traffic on the site, school staff function as on-site school patrol to cross students at the driveway into the school and at the southeast edge of the bus/staff parking lot.

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Queue of vehicles in the Shannon Park driveway waiting to turn onto Shannon Parkway after dismissal.

The Shannon Parkway/133rd Court becomes congested during both the morning arrival and afternoon dismissal, primarily due to turning traffic entering and exiting the site. The congestion lasts for 15 to 20 minutes during both the morning and afternoon peaks, and therefore a traffic signal would not be appropriate for this intersection and would not be recommended.



All students are crossed together, by school staff, at the crosswalk from the school site to Shannon Park.

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The school crossing at Evermoor Parkway/Creggs Circle is currently patrolled by a combination of students and parent volunteers and was the most heavily-used off-site crossing. However, consistency of the adult crossing guards, who are volunteers, has been identified as a concern.

In the past, there has been a paid school patrol at the Shannon Parkway/Daffodil Path and Shannon Parkway/137th Street crossings, but due to budget constraints and the designation of Shannon Parkway as a hazardous crossing, the patrols were eliminated. Currently, students that live west of Shannon Parkway are provided bus transportation.



View of the neighborhood across Shannon Parkway from the school. The school bus drives students that live on the west side of Shannon Parkway from the school parking lot to the bottom of the hill. In the 2010-2011 school year, there will be an increase in school attendance west of Shannon Parkway.

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Existing Issues and Challenges

In addition to the data collection and site evaluation completed as part of this project, a Safe Routes Working Group was established for Shannon Park Elementary that included the school principal, teachers, District 196 Transportation, the City of Rosemount, and a parent representative. The role of this group was to identify and discuss barriers to walking and biking to school as well as potential ways to overcome the barriers.

The existing challenges to walking and biking to Shannon Park Elementary are summarized in the following bullets, as well as the map on page 17:

- Parking lot and entrance congestion due to parent pick-up and drop-off – buses have challenges entering or leaving the school at times since there is only one way in and out of the site.
- The volume of traffic on the school site and the resulting congestion contributes to the perception that it is not safe to walk or bike.
- Traffic volumes and speeds on Shannon Parkway contribute to the perception that it is not safe to cross.
- Based on the survey results, nearly half the Shannon Park families live west of Shannon Parkway.
- Student patrols are not allowed on Shannon Parkway due to traffic volumes/speeds.
- Consistent adult crossing guards are needed on Shannon Parkway and Evermoor Parkway for parents to feel comfortable allowing their students to cross there.
- Better signage is needed for parent pick-up/drop-off, as well as for visitors entering the site.
- “Sheep crossing” was not designed for pedestrian and bicycle traffic – the tunnel is very narrow, does not have lighting, has drainage issues, and the structure is deteriorating over time. The existing tunnel will eventually need to be closed or replaced.
- Old style bicycle racks are not being used at the rear of the school – rear entrance to school is not open and racks are in poor condition, which deters students from using these racks.

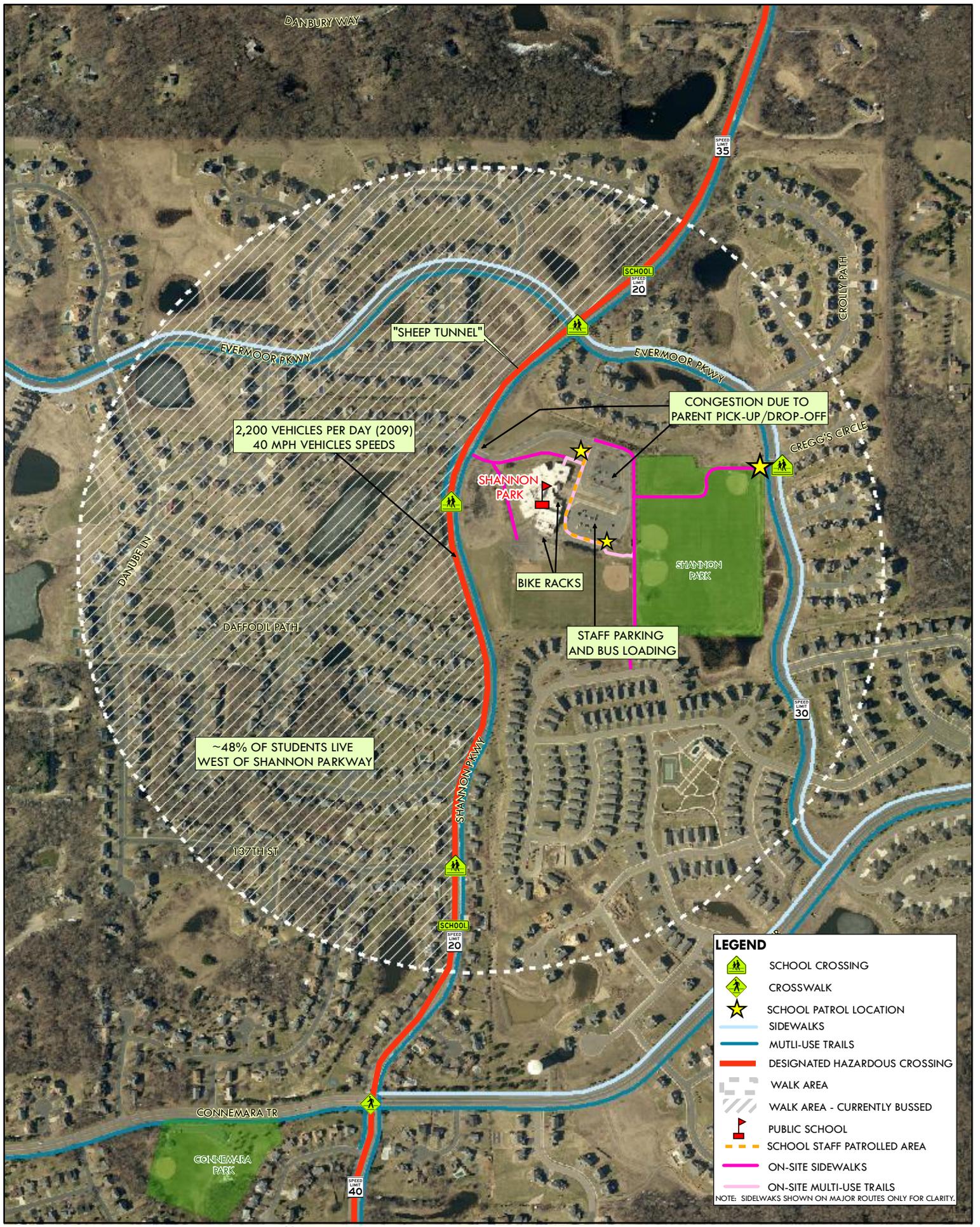
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Bike racks near the school playground and rear entrance to Shannon Park.

- Parents would be more willing to let students walk or bike if they knew they would be supervised.
- District budgets may increase the designated walk radius in the future. This provides opportunities for more walking and biking, but could also result in even more parents driving students to and from school.



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Recommendations

At the same time the Safe Routes Comprehensive Plan was being completed for Shannon Park Elementary School, the City of Rosemount was also in the process of developing a Pedestrian and Bicycle Master Plan for the city. The following sections discuss the findings and recommendations of the Master Plan, as well as the specific short- and long-term Safe Routes recommendations for the elementary school.

Rosemount Pedestrian and Bicycle Master Plan

The planning included a walking/biking needs assessment, stakeholder meetings, and a public open house. A pedestrian-bicycle questionnaire was completed by 41 community members as part of the needs assessment, with the following key findings:

- Downtown Rosemount was identified as the number one destination for convenient walking/biking access in the city (95 percent of respondents), followed by Rosemount Middle and High School (80 percent), Shannon Park Elementary School and the Rosemount Community Center (each 72 percent), and Rosemount Elementary School (69 percent).
- Vehicle traffic volumes and speeds were the biggest deterrents to walking and biking (44 percent of respondents), followed by a lack of on-street bike lanes (42 percent).
- Intersection and street crossings were identified as the most significant improvement that could be made for both biking and walking conditions in the city (54 percent and 44 percent of respondents, respectively).

As of the time that this plan was completed, a draft Pedestrian and Bicycle Master Plan had been developed and was under review. The draft plan identifies the downtown area and Rosemount elementary/middle/high school campus as a focal point for pedestrian and bicycle activity because it provides convenient and safe routes to and through Rosemount's central core of schools, neighborhoods, and businesses. Recognizing the importance of this area, the draft plan includes a number of recommendations that are near the school campus or would directly benefit students walking or biking to school:

- Create Trail and Bikeway Connections in the School and Park Campus
 - Build trail on east side of Chili Avenue from 145th Street to Rosemount High School

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- Create pedestrian-bike plaza in front of Rosemount High School and divert traffic to the parking lot drives
- Connect existing trails in Schwarz Pond Park and school campus
- Improve pedestrian and bike access to the Community Center
- Build Underpasses at TH 3 and CSAH 42
 - Build TH 3 underpass and rest area (between Connemara Trail and 142nd Street)
 - Engage Dakota County in a discussion about acquiring land for a grade separated crossing on CSAH 42
- Install Wayfinding Signage in a Pilot Area in the Downtown and School Zone
- Create Trail Heads and Rest Areas
 - Create trail heads with bike parking, benches and water at Central Park and Schwarz Pond Park
 - Create rest areas with bike parking and benches and water on the Rosemount Elementary/Middle/High School campus and on Shannon Parkway north of 133rd Court W near Shannon Park Elementary

Shannon Park Elementary School Safe Routes Recommendations

Despite some of the current challenges to walking and biking to Shannon Park Elementary, the school's location adjacent to the neighborhoods it draws students from, the existing sidewalk/trail infrastructure, and the enthusiasm of school administration and parents provide tremendous opportunities to significantly increase the numbers of students regularly walking and biking to school. The following recommendations have been developed specifically for Shannon Park Elementary to address the identified challenges to walking and biking. The short-term recommendations are actions that could be implemented prior to or during the 2010-2011 school year, while the long-term recommendations may require policy changes, additional discussion and coordination, or significant funding sources. In addition to the recommendations, the group that should take the lead in implementing the recommendation has also been identified.

Short-Term Recommendations

The short-term recommendations included in this section primarily consist of low-cost improvements that can be implemented in the six months, although some are dependent on funding availability. The recommendations are generally prioritized in terms of actions that are easiest or most necessary to complete first. The infrastructure recommendations are also summarized on the map on page 27.

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1. Expand the existing Heart Course program to count the distance students walk or bike to/from school. A traveling “Golden Sneaker Trophy” can be awarded to the class with the highest mileage total each week. Implementation lead – Shannon Park.
2. Install pedestrian-actuated flashers and permanent driver feedback signs on Shannon Parkway to reduce traffic speeds and improve visibility and safety of the school crossings. Implementation lead – City of Rosemount.²



Example of the type of solar-powered pedestrian-actuated sign that is proposed to be installed on Shannon Parkway, with LED lights on the outside border of the sign.

² The City of Rosemount currently has a project planned for Shannon Parkway that includes these improvements.

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Example of a driver feedback sign that displays the vehicle's speed as well as the posted speed limit.

3. Improve the visibility of pedestrians and bicyclists on the school site by installing new fluorescent yellow-green crossing signs and “zebra” style crosswalks to match the school crossings on the city street system. Implementation lead – Shannon Park/District 196, with assistance from the City of Rosemount.³



Crosswalks on the Shannon Park site should be upgraded to the standards on the adjacent city streets. This will make the crossings more visible and recognizable to drivers.

³ The City of Rosemount applied for \$12,000 in Dakota County Active Living grants to fund these improvements. The project was selected to receive \$9,000 in funding to cover the material costs.

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4. Improve directional and wayfinding signing as vehicles enter the site and move the signs away from the pedestrian crossing of the driveway. Implementation lead – Shannon Park/District 196, with assistance from the City of Rosemount.⁴
5. Purchase or create mobile signs that can be used in the parent pick-up/drop-off area to better direct parent vehicles to pull forward and reduce the queue in the driveway. Implementation lead. Implementation lead – Shannon Park/District 196, with assistance from the City of Rosemount.⁴



Examples of signs that could be used in the parent pick-up/drop-off zone.

6. Provide periodic targeted enforcement of the school speed zone on Shannon Parkway. Implementation lead – City of Rosemount.
7. Consider dismissing students that live south of the school to the rear entrance to make their walk/bike trip as convenient as possible. Implementation lead – Shannon Park.
8. Start a weekly or monthly “Walking Wednesday” (or any other day the school chooses) with staff or parent volunteers as the crossing guards for the Shannon Parkway and Evermoor Parkway crossings on the designated walk and/or bike days. Implementation lead – Shannon Park.

⁴ The City of Rosemount applied for \$12,000 in Dakota County Active Living grants to fund these improvements. The project was selected to receive \$9,000 in funding to cover the material costs.

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9. Create information for parents that communicates the benefits of walking or biking to school, as well as the safety and operations procedures for pick-up/drop-off. Implementation lead – Shannon Park, with assistance from Dakota County Public Health.
10. Continue to investigate ways to improve pick-up/drop-off on the school site to reduce congestion and vehicle conflicts. Implementation lead – Shannon Park/District 196.
11. Investigate the feasibility of a remote pick-up/drop-off site on Evermoor Parkway to reduce the vehicle conflicts and congestion on the school site. This would require increased adult supervision between Evermoor Parkway and the school site, and vehicles would only be allowed to drop off on the school/park side of Evermoor Parkway, so that students don't have to cross the traffic lanes. Implementation lead – Shannon Park, with assistance from the City of Rosemount.
12. Install new bike racks near the rear entrance to Shannon Park. Install additional bike racks at the front entrance when the capacity of the existing racks is reached. Implementation lead – Shannon Park.
13. Organize a walking school bus⁵ or bike train for student to walk and bike together as a group to and from school. The best potential for this would be for students that live east or southeast of the school that currently have an informal bus/train at dismissal because they are escorted as a group to the trail east of the school. Implementation lead – Shannon Park.

⁵ A walking school bus is a group of children walking to school with one or more adults. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers.

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The existing structure of students crossing the Shannon Park site to the trail could be the foundation for a walking school bus or bike train.

14. Establish a permanent Safe Routes committee at Shannon Park to provide on-going support and organization for Safe Routes activities, including regular Walk to School days, adult crossing guard volunteers, and special events such as activities for International Walk to School Month in October and National Bike Month in May. The committee should also continue to communicate and coordinate with City of Rosemount staff on potential Safe Routes projects and funding opportunities. Implementation lead – Shannon Park.

Long-Term Recommendations

The long-term recommendations included in this section primarily consist of higher cost improvements or actions that would require a significant policy change, either of which would be expected to take longer than six months to occur. These recommendations are generally prioritized in order of importance, however funding availability may mean that the highest priority recommendations are not the first to be implemented. The infrastructure recommendations are also summarized on the map included on page 27.

1. Pursue recognition for Rosemount as a Bicycle Friendly Community through the League of American Bicyclists. Implementation lead – City of Rosemount, with support from Dakota County and District 196.
2. Enact a Safe Routes to School policy to guide future walking/biking programs and projects. Implementation lead – District 196, City of Rosemount, and Dakota County.

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3. Designate a Safe Routes coordinator at the district level and each of the individual elementary and middle schools in the district. The district-level coordinator would share information and coordinate Safe Routes activities and best practices among all the District 196 schools. Implementation lead – District 196.
4. Construct the remaining segment of sidewalk on the west side of Shannon Parkway from Connemara Trail to 137th Street. The City of Rosemount will be constructing sidewalk in the segment between 137th Street and Evermoor Parkway in 2010. Implementation lead – City of Rosemount.
5. Eliminate the bussing of students that live within the walk area on the west side of Shannon Parkway and reallocate the funding for the bus and driver to a paid adult crossing guard on Shannon Parkway. Implementation lead – District 196 Transportation.
6. Construct a sidewalk or trail connection from Shannon Parkway to the back of the school to decrease the walking distance for students walking or biking to the school from the southwest. Implementation lead – Shannon Park/District 196, with assistance from the City of Rosemount.



Proposed area for sidewalk/trail connection from the back of Shannon Park to the trail on Shannon Parkway.

7. Designate a Safe Routes coordinator at the district level. The district-level coordinator would share information and coordinate Safe Routes activities and best practices among all the District 196 schools. Implementation lead – District 196.

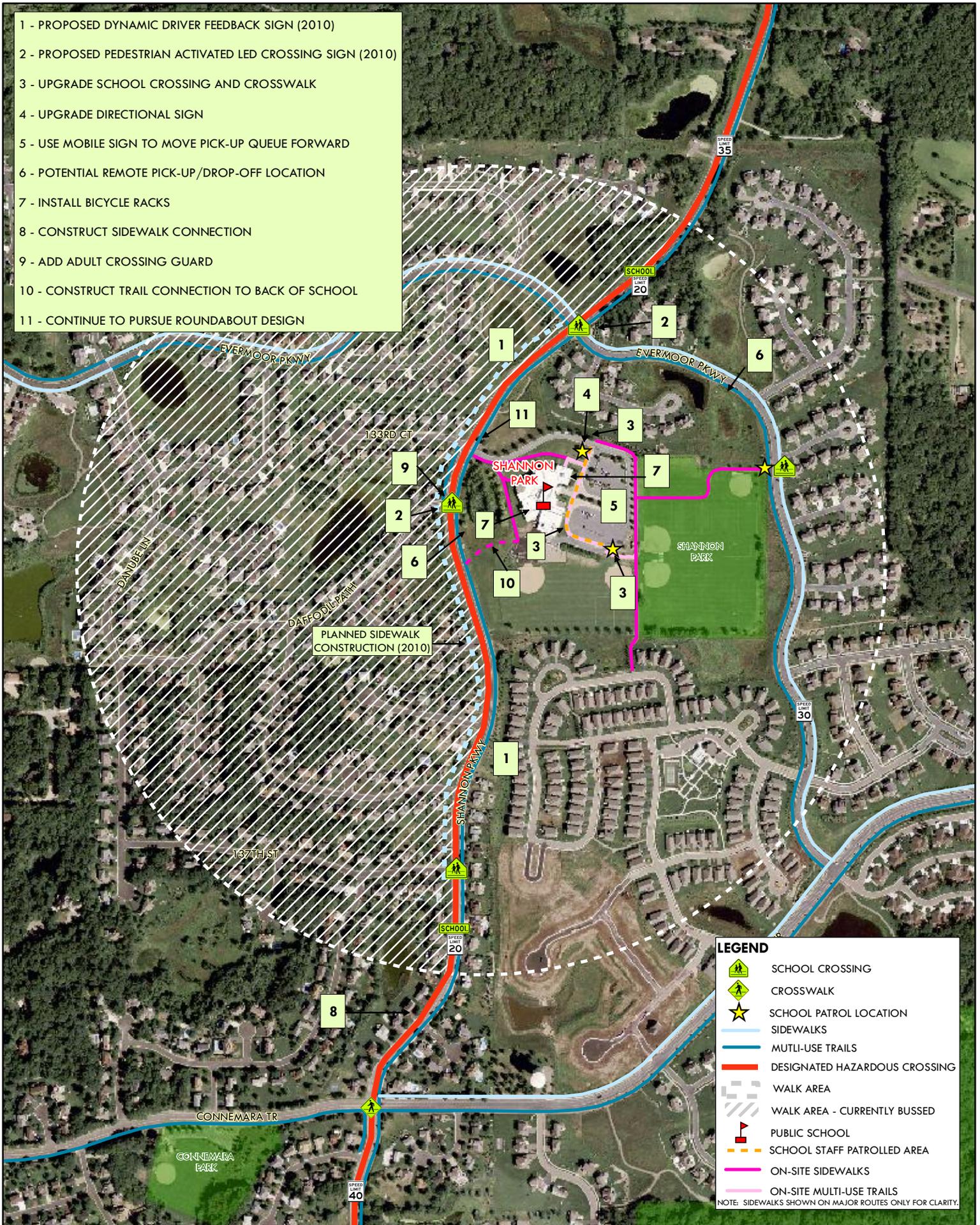
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8. Develop a Safe Routes website for Shannon Park Elementary that provides walking/biking route information as well as other information, such as the volunteer schedule for adult crossing guards. Implementation lead – Shannon Park.
9. Continue to pursue the design of a roundabout at Shannon Parkway/133rd Court. The roundabout would facilitate traffic movements into and out of the school driveway and would slow traffic at the intersection. This improvement is dependent on the dedication of right-of-way by the school district, as well as financial participation in the project. Implementation lead – City of Rosemount.
10. Investigate the feasibility of a remote pick-up/drop-off site on Shannon Parkway, just south of the school driveway, to reduce traffic on the school site. This would be most effective with a curb bump-out and in conjunction with a roundabout at 133rd Court, which would allow vehicles to turn around after picking up or dropping off. Implementation lead – City of Rosemount, with cooperation from Shannon Park.
11. Continue to monitor the conditions of the “sheep crossing” and investigate the feasibility of upgrading the tunnel to a full pedestrian underpass. Implementation lead – City of Rosemount.
12. Consider adding walking and bicycling curriculum to physical education classes. Implementation lead – Rosemount Elementary School/District 196.

- 1 - PROPOSED DYNAMIC DRIVER FEEDBACK SIGN (2010)
- 2 - PROPOSED PEDESTRIAN ACTIVATED LED CROSSING SIGN (2010)
- 3 - UPGRADE SCHOOL CROSSING AND CROSSWALK
- 4 - UPGRADE DIRECTIONAL SIGN
- 5 - USE MOBILE SIGN TO MOVE PICK-UP QUEUE FORWARD
- 6 - POTENTIAL REMOTE PICK-UP/DROP-OFF LOCATION
- 7 - INSTALL BICYCLE RACKS
- 8 - CONSTRUCT SIDEWALK CONNECTION
- 9 - ADD ADULT CROSSING GUARD
- 10 - CONSTRUCT TRAIL CONNECTION TO BACK OF SCHOOL
- 11 - CONTINUE TO PURSUE ROUNDABOUT DESIGN



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Funding and Implementation

Funding for the various recommended projects may come from a variety of sources depending on the type of project and who is implementing it. Some potential funding opportunities that currently exist and may be used to fund these recommendations include, but are not limited to:

- Statewide Health Improvement Program funds, which are available through several programs administered by Dakota County Public Health:
 - Safe Routes to School mini-grants
 - Active Living grants, which are available to cities in Dakota County, but may be used to fund improvements on school sites
 - Assistance with preparation of infrastructure grant applications. Cities in Dakota County can submit infrastructure projects and the County's consultant will assist in identifying potential funding sources and preparing applications.
- Blue Cross Blue Shield of Minnesota
- Federal Transportation Enhancement (TE) funds through the Metropolitan Council (next cycle will be in 2011 for funds to be used in 2015-2016)
- Federal Safe Routes to School funds through the Minnesota Department of Transportation⁶

Other sources of funding, as identified in the City of Rosemount's Pedestrian and Bicycle Master Plan include:

- Partnerships
Partnerships with public and private organizations to provide assistance with design, outreach and maintenance. Potential partnership organizations, in addition to the City of Rosemount and Rosemount High School that participated in the development of this plan, may include Dakota County, Dakota County Active Living Partnership, Rosemount Cycling Club, and area businesses.

⁶ The federal Safe Routes to School program was funded via SAFETEA-LU legislation through fiscal year 2009. Future funding will be dependent on passage of the Federal Surface Transportation Reauthorization Bill, which is currently being discussed in the United States Congress.

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- Donations
Private donations from individuals or area corporations or donations of labor from recreation clubs or use agreements or trail easements from landowners. Programs such as “adopt-a-trail” by an organization, business, or individual provide have successfully been used in many communities to help with maintenance tasks and raise awareness.
- Grants
Grants are often available to governmental agencies (city and county), but may also be available directly to Rosemount High School and District 196. As priority projects are identified, the City of Rosemount, Rosemount High School, District 196, and Dakota County will need to closely coordinate their efforts to maximize potential grant funding opportunities. For a full listing of potential grant sources, refer to the City of Rosemount Pedestrian and Bicycle Master Plan.

No one of the E’s of Safe Routes to School will by itself increase walking and biking, which emphasizes the need for cooperation among school, city, county and other agencies to implement change.