

ROSEMOUNT

LOCAL PLANNING HANDBOOK

PEDESTRIAN AND BICYCLE MASTER PLAN

Creating a complete convenient, enjoyable walking/biking network for the community

Rosemount has made significant strides in improving its pedestrian and bicycle network, including adoption of a City of Rosemount Pedestrian and Bicycle Master Plan (Master Plan). The Master Plan strives to build on existing infrastructure to create a community where choosing to bike or walk is a safe, convenient, and enjoyable transportation option for everyone.

The City has been collaborating with the Dakota County Active Living Group to promote active living and policy changes that would encourage physical activities. In the last round of comprehensive plan, the City incorporated an Active Living Plan, which included the goal of developing a bicycle and pedestrian plan to support pedestrian-oriented transportation facilities and services. To implement this goal, the Pedestrian and Bicycle Master Plan was developed, which includes analysis of City's existing condition and needs, a Walk-Bike framework and future additions to the network, and also best practices, implementation strategies, and potential funding sources.

WHAT MAY HELP OTHER COMMUNITIES?

Building from the Comp Plan Goals with Partnerships

The comprehensive plan's Active Living Plan (ALP), was developed with support of a grant from Blue Cross Blue Shield, and included the goal of creating a pedestrian and bike plan. The ALP evaluates the connections between the built environment and its impact on public health. It also provides goals and policies from the land use, transportation, and parks chapters to implement the active living vision.

The City's Pedestrian and Bicycle Master Plan builds on the existing infrastructure, road and subdivision practices, and efforts of the City and Dakota County, with help of a State Health Improvement Program (SHIP) grant.

Creating a network for all ages, 8 to 80

The Master Plan aims to promote daily physical activity by removing barriers and creating a network that makes walking and biking more convenient for all ages. Based on general land use patterns in the developed portion of Rosemount, the City focused on local trips, as most destinations in town are within 3 miles or less than 15 minutes by bike.

COMMUNITY HIGHLIGHT

COUNTY: Dakota
POPULATION: 24,292

Rosemount:

- has a strong bicycling community.
- started working on their pedestrian and and bike master plan when they became part of the Active Living Group of Dakota County.
- based its efforts on the goal of making biking and walking a safe and enjoyable activity for everyone in the city.
- used grant funds to further the goals of the master plan and provide improvements.
- worked with the neighboring communities in matching up the systems as part of their work.

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OTHER RESOURCES:

- State Health Improvement Program (SHIP)
- Safe Routes to School
- Complete Streets



The City has redesigned Shannon Parkway to calm traffic and accommodate bike lanes.



The City was awarded grant funds for bicycle facilities and they provided bike racks at the front door of businesses and public facilities.



A Safe Routes to School improvement that connect a nearby neighborhood to the Shannon Parkway Elementary School.

The pedestrian and bicycle system needs were organized around being:

- Safer- safer routes to schools and for seniors, and identification of difficult crossings
- More Convenient- additional prioritized regional and city-wide connections
- More Enjoyable – independent trail corridors, support facilities, better wayfinding, and increased awareness

At the same time that the Master Plan was being developed, a comprehensive [Safe Routes to School \(SRTS\)](#) plan was also in process by the County and School District. It included recommendations to increase walking and bicycling to schools. These efforts in coordination with the Bicycle and Pedestrian Plan resulted in implementing additional connections to schools.

Existing Conditions and Needs Used to Develop a System Plan

As the Master Plan was being developed, community feedback was important in assessing existing conditions and needs. This feedback helped in evaluating the city’s existing network of 80 miles of sidewalks and trails, links to city destinations, areas that needed better crossing and safety improvements, connections for a more complete network, and ways to support an enhanced experience.

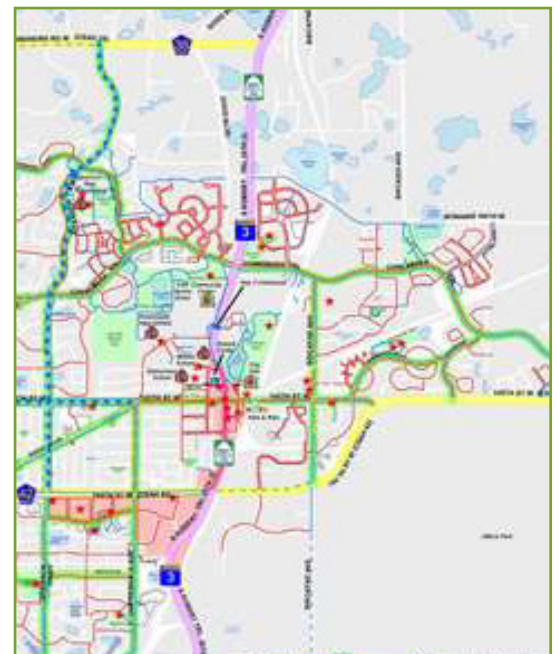
The resulting Bike-Walk Framework Plan is based on main, local, and access routes, types of treatments (sidewalks, trails, and bikes) and important destinations to create a safe, connected system. Each route type is described and includes the route’s focus, types of bike and walk treatments (i.e. paved multi-use trail), wayfinding signage and support facilities, preferred street crossings, and other examples. The Bike-Walk Framework Plan includes existing routes/destinations, a Bike Facilities Map, Bike-Walk Treatment Plan with proposed walk-bike trails, bikeways, and facilities, and provides recommendations for intersection improvements and safer connections, and identifies project priorities for a more complete system. It also includes a detailed review of destination focus areas including connections to downtown and school campus.

Best Practices and Plan Implementation

The Master Plan includes assessment of best practices recommendations and implementation strategies to create a complete, convenient, and enjoyable walking/biking network for the community. The recommendations include [complete streets](#) policies, traffic calming, road diets to achieve dual goals of traffic calming and accommodating cyclists within existing right-of-way, safer crossings, universal design, better wayfinding, and education.

Implementation strategies were set for near and long-term priority goals and included priorities for progress benchmarks following the “5 E’s” of Education, Encouragement, Evaluation, Engineering, and Enforcement. It also includes potential funding sources, as well as samples ordinances, resolutions, and cost information.

The Pedestrian and Bicycle Master Plan encourages physical activities and has been integrated into the City’s sustainability and resilient planning in promoting non-auto mobility options. The City has begun implementation, which has included bike racks in public areas, wayfinding signage, and added bike lanes.



The map shows designated bike routes, bike parking and proposed pedestrian and bike improvements in Rosemount.

AWARDS AND RECOGNITIONS

- 2011 [League of American Bicyclist Friendly Communities](#) – Honorable Mention
- Funding awards for bicycle facilities and wayfinding; funding award for business bike rack program
- Sustainability/Resilience: [STAR Communities Certified](#); Center for Urban and Regional Affairs 2014-2015 [Resilient Communities](#) partner; [GreenStep City](#); and [Regional Indicators Initiative](#) participant

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