

Complete Streets Best Practice

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The 2040 Comprehensive Plan intends to address local transportation issues and connect the city with the larger Twin Cities region by maintaining and enhancing a multi-modal transportation system. Approximately half of the street network within Shakopee lacks sidewalks with the city's historic core being most complete, newer residential developments including sidewalks on one side, and residential areas and light industrial areas, mostly north of US Highway 169 lacking sidewalks. Many streets without sidewalks are residential streets with slow vehicle speeds and low volumes that can accommodate pedestrians in a shared street environment. Shakopee has utilized the Transit Advantages program to install bus-only shoulder lanes planned at U.S. Highway 169 between CSAH 83 and State Highway 13 and County Road 21 from U.S. Highway 169 to County Road 42. Additionally, an MNPass lane is planned both north and southbound U.S. Highway 169 from Marschall Road north to Interstate 494.

Downtown Shakopee's primary barrier to pedestrian and bicycle circulation in this area is 1st Avenue (CSAH 101) with two lanes in each direction as well as a center turn lane. Downtown Shakopee has sidewalks on both sides of most streets and commercial building frontages are generally adjacent to the sidewalk. Traditional Neighborhood Street Grid typically (but do not always) include a sidewalk with a buffer to the motor vehicle travel lanes. Grid and Curvilinear Streets with Cul-De-Sacs contain residential street intersections may be uncontrolled or stop controlled with pedestrian crossings of arterial streets occur at widely spaced signalized intersections. Low Density Curvilinear Streets with Cul-De-Sacs contains blocks that are frequently long and irregular with sidewalks existing on one side of the street, if they're present. Rural Road Grids have no sidewalks present.

- Figure 4.25
- Figure 4.45

Shakopee has over 80 miles of recreation and transportation trails typically paved with asphalt and are at least 8-feet in width to allow bike and pedestrian travelers to pass easily. Most of the city's multi-lane streets include a trail on one side of the street and a traditional sidewalk on the opposite side. Many of the city's parks are connected via the trail system. The Scott West Regional Trail connects Cleary Lake Regional Park and Spring Lake Regional Park in Scott County; when completed, the trail will connect to the MN Valley State Trail and nearly connect to the MN River Bluffs LRT Regional Trail with the former connection running through Downtown Shakopee providing access to the short bike lane on 10th Avenue and bicycle boulevard along Holmes Street. As Scott County makes roadway improvements, the current standard within Shakopee's city limits is to include a 10-foot-wide side path along both edges of county roads. The Metropolitan Council has designated one Tier 1 Alignment in the Regional Bicycle and Trails Network and multiple Tier 2 Alignments and Corridors.

Mass transit services are orientated around local circulation within Shakopee and peak-period commute to Downtown Minneapolis. "Reverse commute" and "suburb to suburb" fixed routes now connect to major employment opportunities at the Amazon distribution facility and Mystic Lake Casino with three park and ride facilities; the centrally located Marschall Road Transit Station, Southbridge Crossing, and Eagle Creek serving as operational hubs providing commuters with timed transfers between express, local and shuttle services. Shakopee also utilizes SmartLink Transit and Land to Air Express to provide additional transit services.

- Figure 4.26

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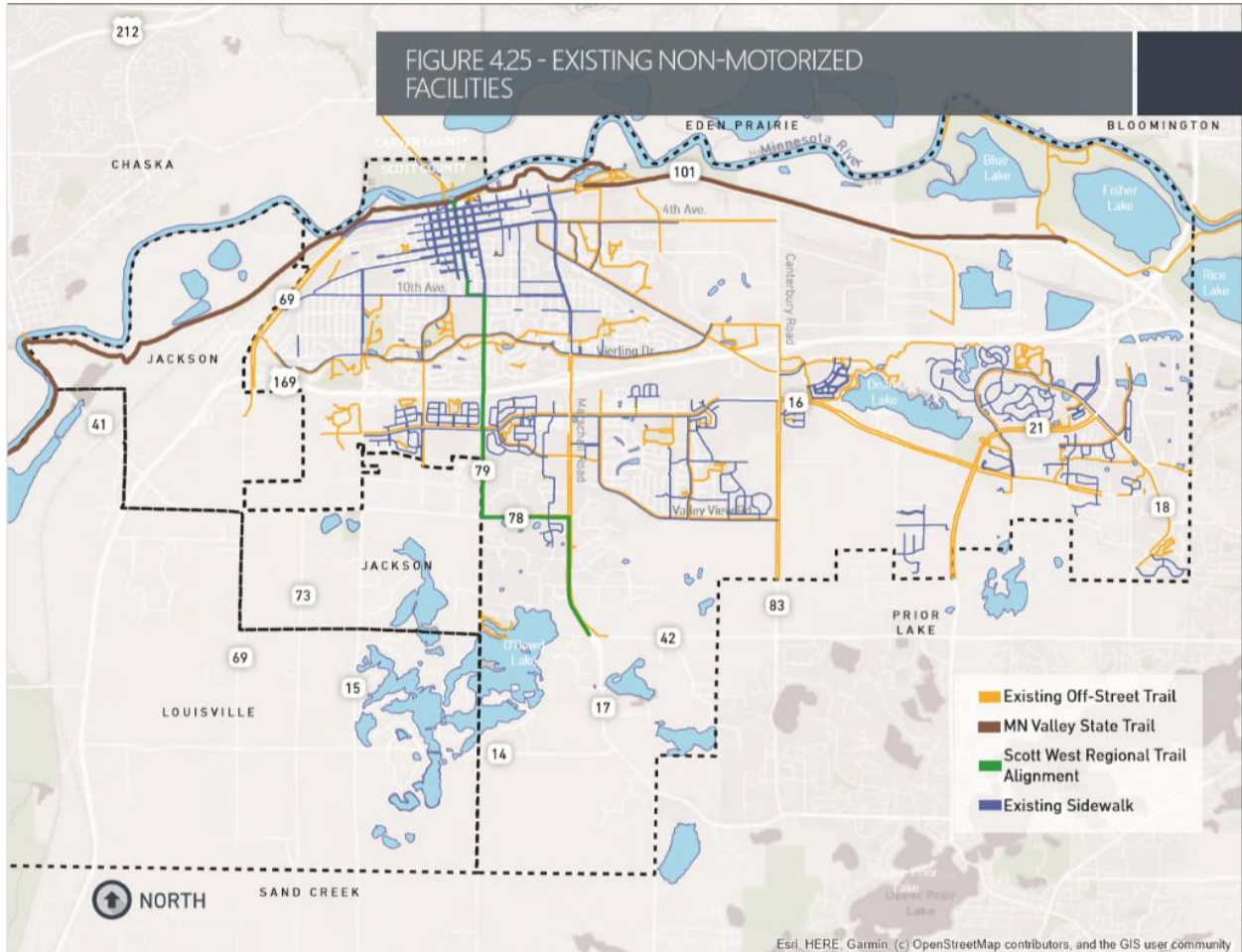
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Shakopee's Comprehensive Plan has multiple Transit Market Areas as defined by the Metropolitan Council in the 2040 Transportation Policy Plan to aid in the distribution of transit funding within the transit investment plan and are composed of four Market Areas. Emerging Market Area II is identified as a focus area for future dense development that will be connected to areas of higher transit intensity. Market Area III is characterized by lower density and transit-supportive with pockets of higher density, so primary transit usage is express and commuter service with limited local service. Market Area IV is characterized as consistently lower density development patterns that can't support local transit service; service in this area is mainly peak-period commuter and express service. Market Area V is defined as areas dominated by agricultural and rural residential land uses that makes the area not suited for transit service aside from limited peak-period express or commuter service.

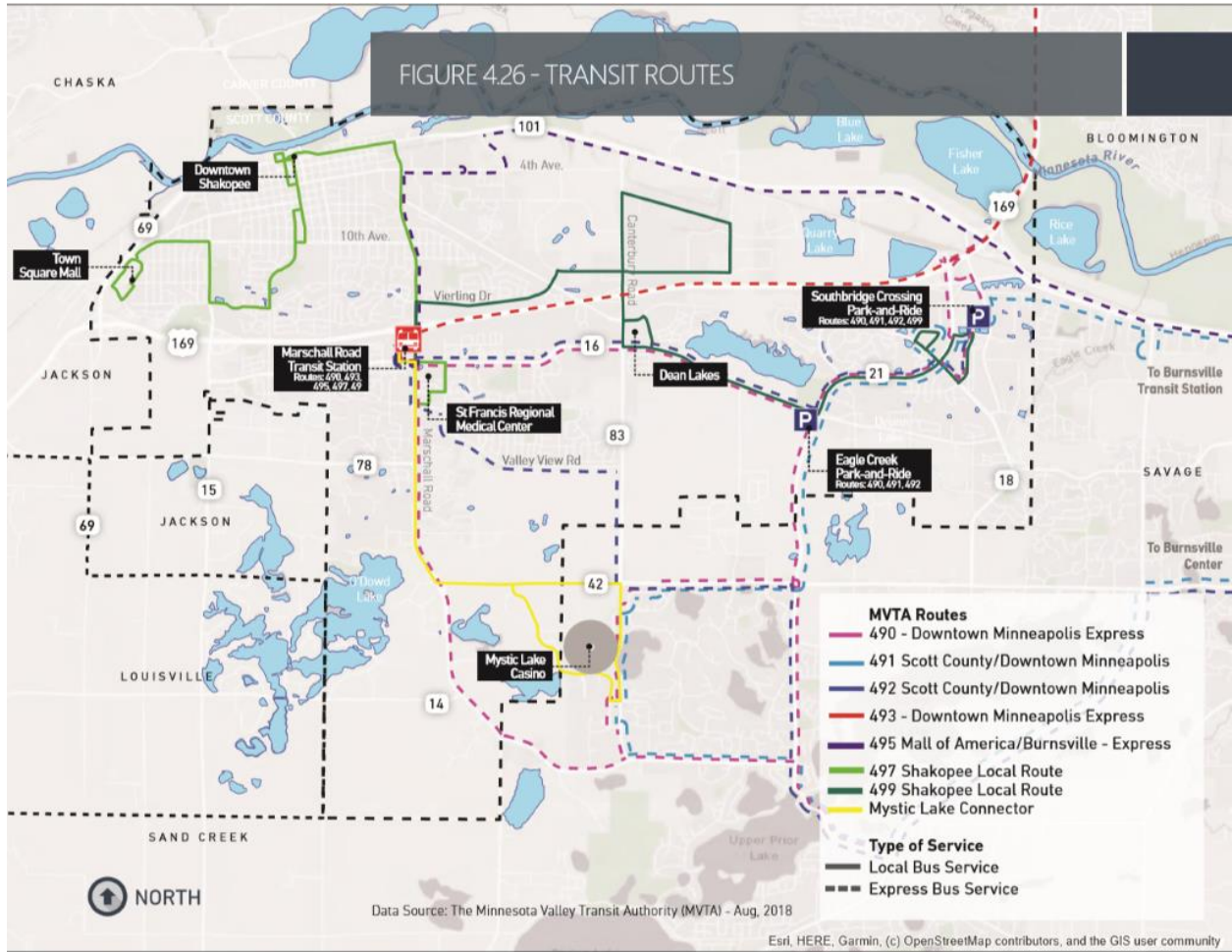
Shakopee also has easy access to regional transportation networks and is identified as a growing freight cluster, with tier one truck routes on U.S. Highway 169 and Canterbury Road, and tier three truck routes on Highways 41 and 101.

The City of Shakopee has identified a 1.5-mile gap with no crossings between Marschall Road and Eagle Creek Boulevard where limited crossings concentrate vehicle traffic on arterial roads. Staggered construction of individual developments has resulted in self-contained neighborhood subdivisions with cul-de-sacs and limited access to arterials leading to a disconnected street system focuses vehicle traffic on major arterial roadways. Highway 101 and the railroad are barriers for all transit modes, but most intersections downtown are stop-controlled and building entrances are mostly accessible from the sidewalk.

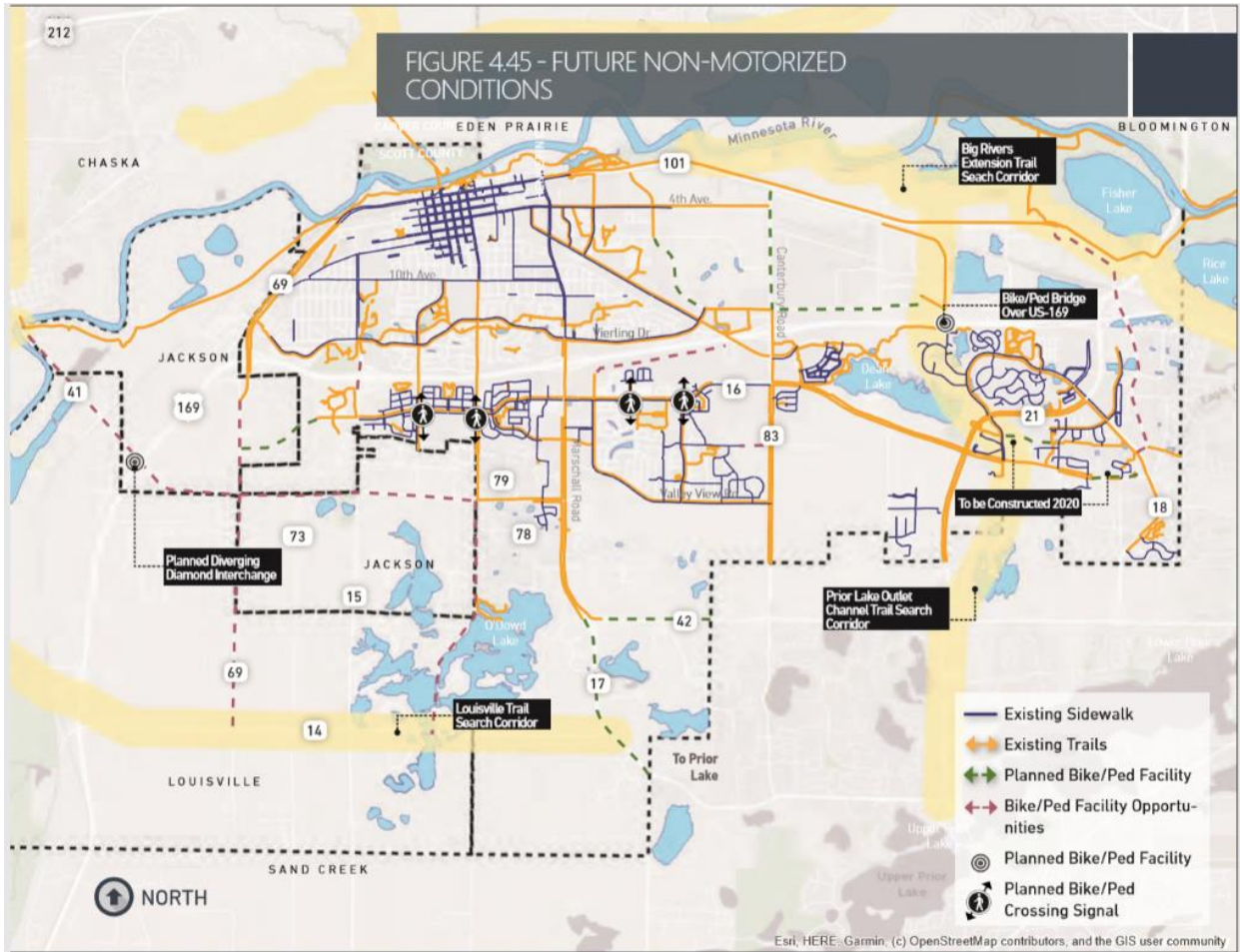
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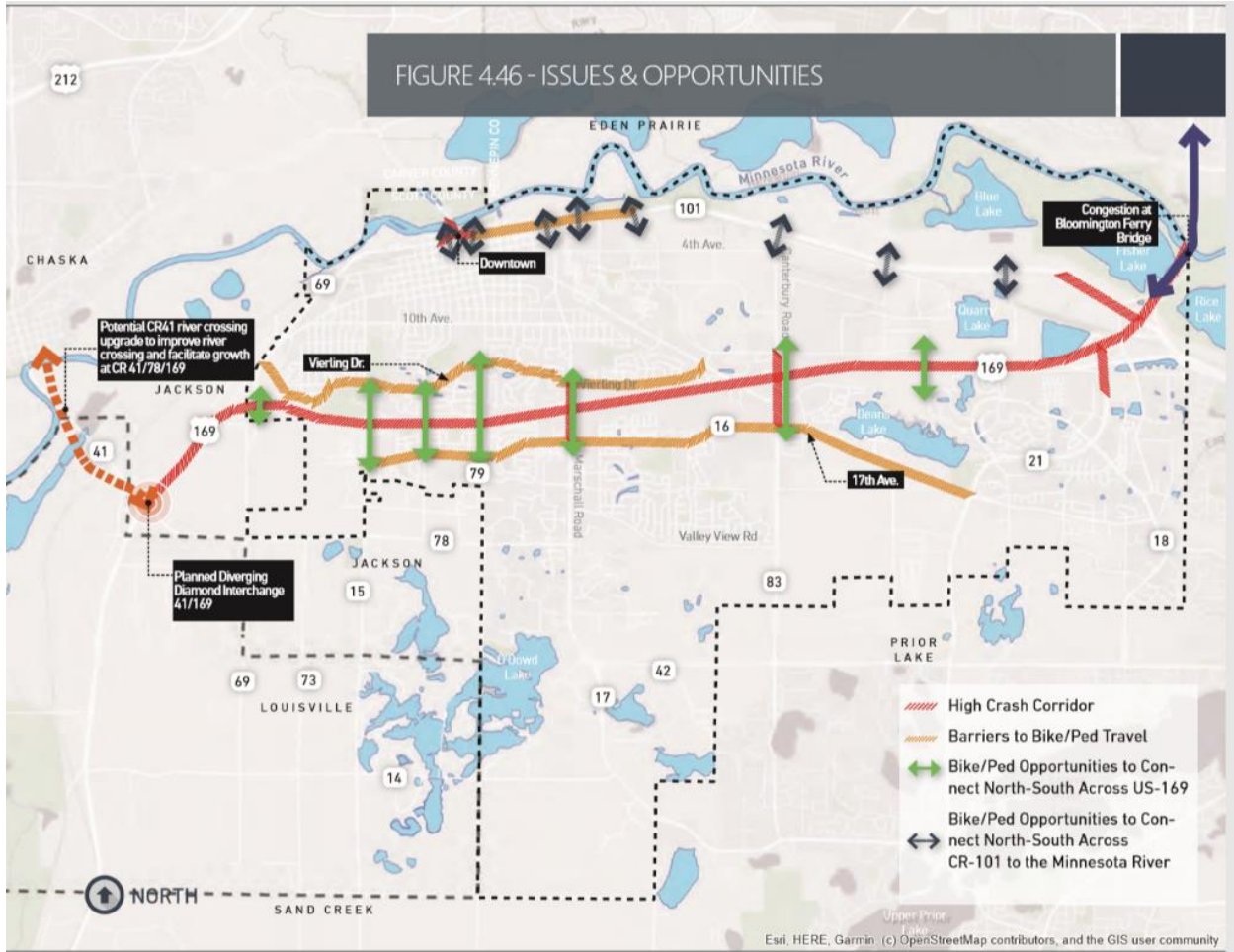


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