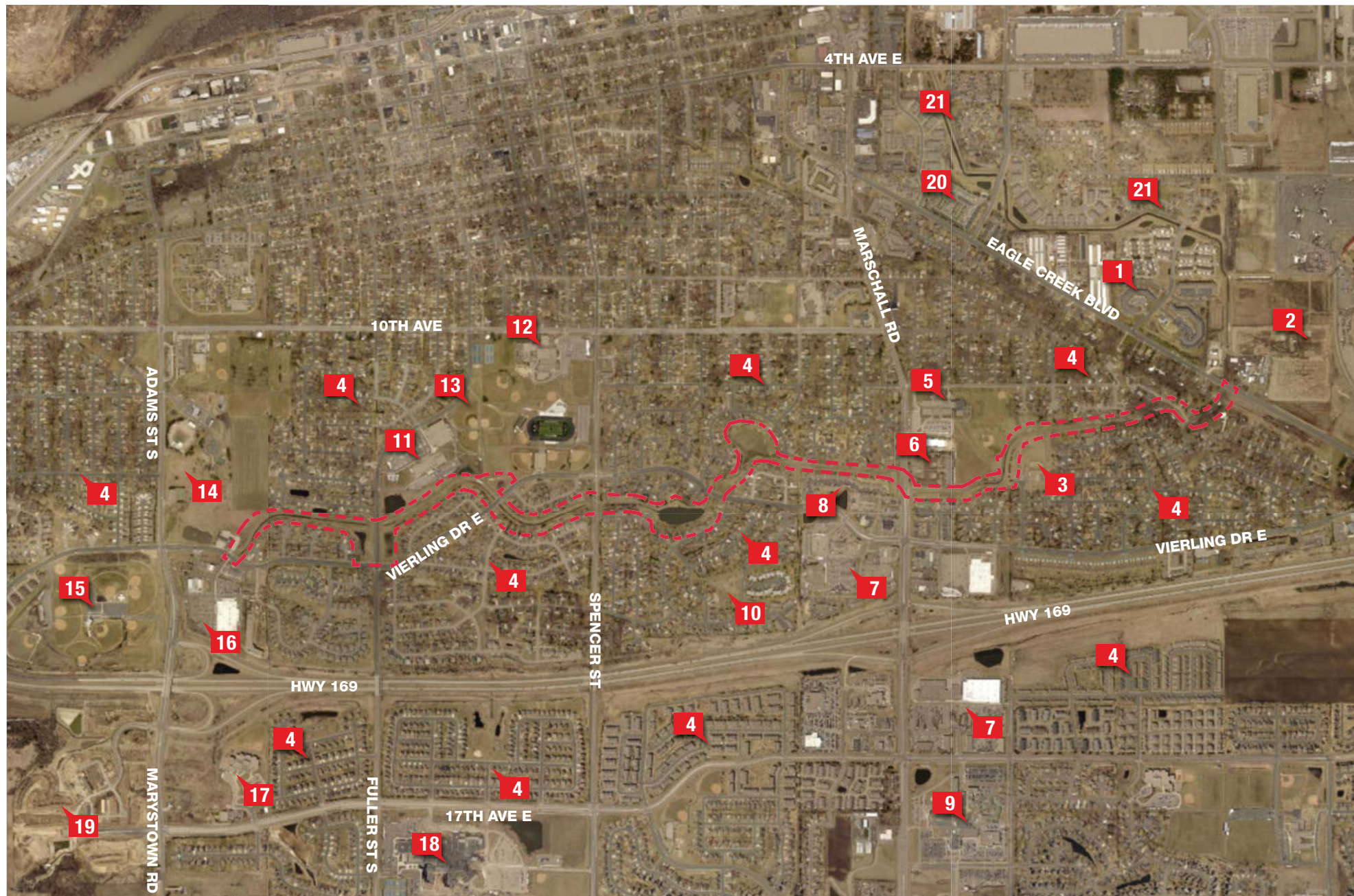


VIERLING GREENWAY



SATELLITE IMAGE SOURCE: ESRI. NOTE THIS IS NOT THE MOST UP TO DATE AERIAL, BUT IS THE MOST ILLUSTRATIVE OF GREEN CONNECTIVE SPACES ALONG THE GREENWAY

EXISTING TRAIL CONDITIONS (AND CONTEXT)

- 
- 1 ADDISON APARTMENTS
 - 2 FUTURE CANTERBURY DEVELOPMENT & RE-BUILT ROAD NETWORK
 - 3 SCENIC HEIGHTS PARK
 - 4 RESIDENTIAL NEIGHBORHOOD
 - 5 SHAKOPEE EAST JUNIOR HIGH SCHOOL
 - 6 COUNTRY VILLAGE APARTMENTS
 - 7 COMMERCIAL NODE
 - 8 BOULDER RIDGE TOWNHOMES
 - 9 ST. FRANCIS REGIONAL MEDICAL CENTER
 - 10 MEADOWS PARK
 - 11 COMMUNITY CENTER
 - 12 SHAKOPEE WEST MIDDLE SCHOOL
 - 13 MUENCHOW FIELDS
 - 14 LIONS PARK
 - 15 TAHPAH PARK
 - 16 HY-VEE / COMMERCIAL NODE
 - 17 JACKSON ELEMENTARY SCHOOL
 - 18 SHAKOPEE HIGH SCHOOL
 - 19 WINDERMERE DEVELOPMENT
 - 20 EAGLE CREEK TOWNHOMES
 - 21 NEIGHBORHOOD TRAIL

EXISTING TRAIL CHARACTER AND HISTORY

Following a naturally occurring swale traversing through the city, the Vierling Greenway is the proposed re-naming of the existing Drainage Way Trail. A re-brand is recommended with the proposed concept plan to better reflect a more lushly vegetated and welcoming recreational trail that provides for the users.

The existing trail was constructed sometime in the 1990s around the same time agricultural and quarry land uses were being phased out and more residential development was becoming a predominant land

use in this area of Shakopee. The stormwater that naturally flowed down the drainage way (which has probably been increased due to land use and development) was directed through buried pipes at this time as well, allowing for a more consistently dry trail. At the time it was built, the drainage way trail was at the outskirts of town, but as development rapidly occurred in the 1990s, the trail found itself becoming the heart of the City as development grew around it and is now an important recreational artery between some of the City's most beloved institutions.

Many of the amenities along the trail serve a large and diverse amount of the Shakopee population. Several lower density neighborhoods are connected to the trail, along with medium and higher density developments such as the Boulder Ridge Townhomes and the Country Village Apartments. Commercial nodes are made more accessible via the trail, as well as many schools.

The current character of the trail is desolate and isolated. Naturally below grade from the surrounding development due to the nature of drainage ways, there is expansive visibility across the extents of the trail due to the manicured green turf groundcover. Unfortunately, the lack of naturalized vegetation and tree canopy renders the bituminous trail hot and very sunny with no areas for respite (shade, seating, restrooms, water, etc) aside from the quick break from the sun while passing through the tunnel at Marshall Road. Massive culverts anchor the trail at a few locations, and are mostly overrun with weedy vegetation and trash/litter at the outfalls.

There are approximately 2 ³/₄ miles of dedicated trail, with 6 street crossings (1 tunnel and 5 at-grade), and 15 access points from adjacent neighborhoods and/or existing trail systems. None of the five at-grade crossings are controlled with rapid flashing beacons or any significant trail markings aside from typical white pedestrian crossing striping.

The following pages illustrate various conditions along the trail.

VIERLING GREENWAY CONT.



2 3/4 MILES APPROX.
ORIENTING MAP FOR EXISTING CONDITIONS IMAGES.



A STEEPER SLOPE PROVIDES NO TOP OF HILL LANDING FOR TRAIL USERS TO COMFORTABLY REST WHILE ASSESSING THE SAFETY OF CROSSING THE ROAD; ADDITIONALLY, NO DETECTABLE WARNING STRIPS OR CURB EXISTS FOR THE SAFETY OF ADA RELIANT TRAIL USERS.



TRAIL CROSSING ROAD STRIPING IS WORN AND COULD BE GREATLY ENHANCED TO PROVIDE BETTER SAFETY AND A SENSE OF IDENTITY FOR THE TRAIL; ADDITIONALLY, TRAIL SIGNAGE IS SMALL AND LOCATED QUITE FAR FROM THE TRAIL FOR COMFORTABLE READING.



WIDE STRIPS OF MANICURED LAWN CHARACTERIZE THE TRAIL, AND WHERE DENSE TREE PLANTINGS DO OCCUR THEY ARE SET FAR AWAY FROM THE TRAIL AND DO NOT PROVIDE SHADE COVER; ADDITIONALLY, NO AREAS OF RESPITE, SEATING, OR TRAIL AMENITIES EXIST.



4
A NATURALIZED AREA ALONG THE TRAIL ALLOWS FOR SCENIC VIEWS, BUT STILL PROVIDES NO SHADE OR AREAS OF RESPITE.



5
SOME PLANTED AREAS FEATURE NATIVE PLANTINGS THAT SUPPORT WILDLIFE.



6
TRAIL CROSSING SIGN AND ROAD STRIPING ALERTS DRIVERS OF TRAIL USERS. AT A GREATER SCALE, THE AT-GRADE TRAIL CROSSING MARKINGS ARE MINIMAL AND COULD BE IMPROVED UPON FOR SAFETY.



7
THIS VIERLING DRIVE CROSSING IS BLIND AND CHALLENGING TO NAVIGATE AS THE TRAIL IS OFFSET ON EITHER SIDE OF THE STREET, REQUIRING TRAIL USERS TO USE THE CITY SIDEWALK FOR A SMALL RUN.



8
OVERFLOW DRAINAGE SWALES ARE HEAVILY MANICURED, NOT PROVIDING NATURAL MEANS OF SLOWING AND FILTERING WATER.



9
WEEDY AND UNWELCOMING INFRASTRUCTURE DEFINE TUNNEL CROSSINGS AND CULVERTS.

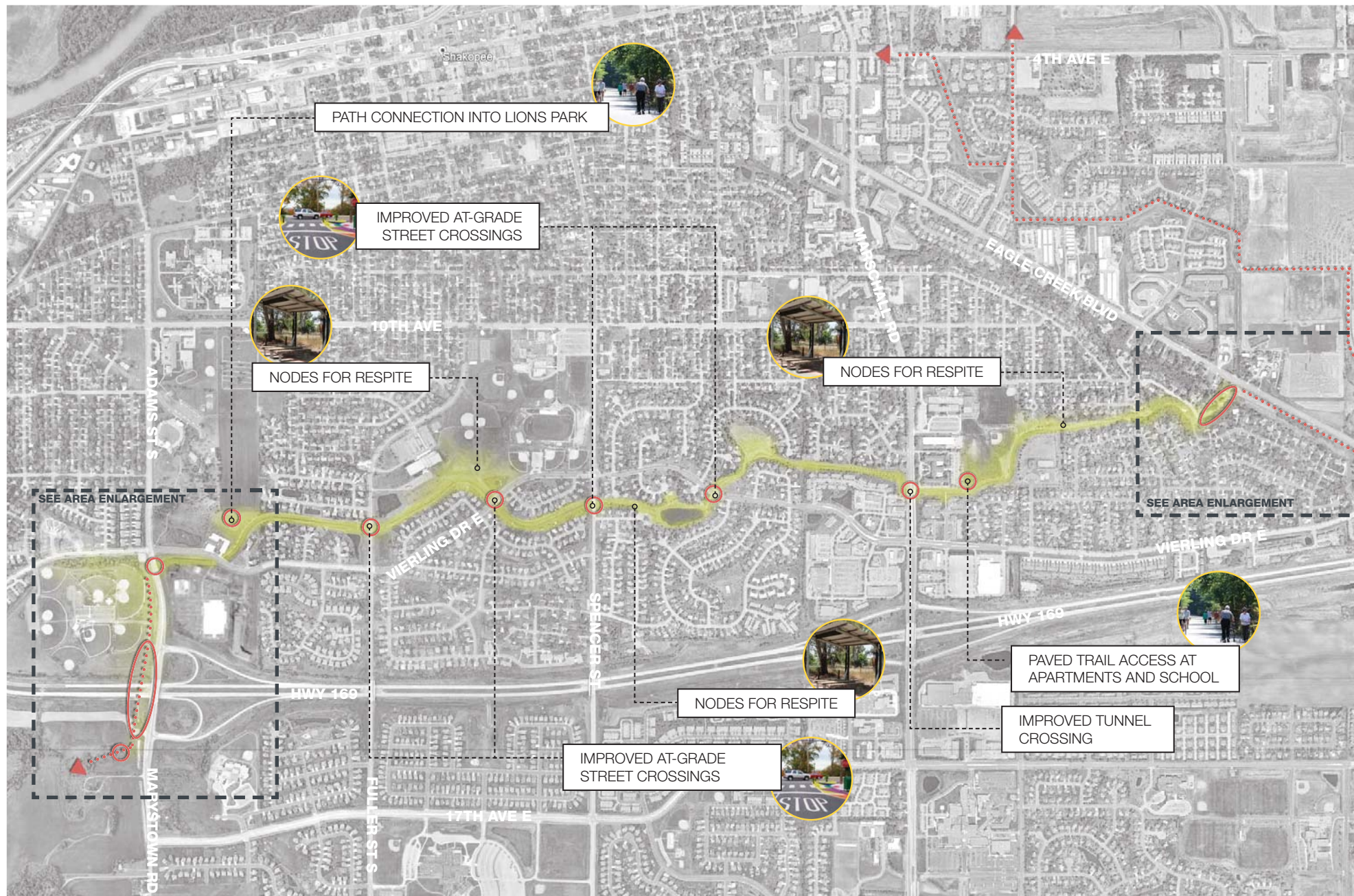


10
AN EXAMPLE OF A NEWER PATH THAT CONNECTS TRAIL USERS TO AN ADJACENT COMMERCIAL NODE.



11
HEAVILY MANICURED EXPANSES OF LAWN CHARACTERIZE THE OPEN AND HOT BITUMINOUS TRAIL FOR MAJORITY OF ITS EXTENTS.

VIERLING GREENWAY CONCEPT PLAN



VIERLING GREENWAY CONCEPT PLAN

The importance of improving the Vierling Greenway has increased dramatically throughout the process of creating this Master Plan as more development occurs in the City, inherently creating a larger population that uses alternative methods of transportation, including walking and biking. One development of note is the new Windermere development that, if trail connections are prioritized, would create a strong and dynamic green corridor from one end of the City to the other as it ties into the west end of the Vierling Greenway (see concept plan for Windermere trail systems later in the chapter). It is also worth stating that as improved concept plans are adopted and executed for established adjacent parks and trails, there will be more draw to these areas and people who will want to use this Greenway more often.

A series of strategies along the trail will improve the overall character and comfort of the Greenway, including:

- » Re-vegetating the green space around the trail with shade trees and shrubs and perennials that will better regulate the microclimate along the trail and provide more regular shade. Naturalizing the vegetation within the swale itself will assist in slowing the water down and improving overall water quality.
- » Improve the 5 at-grade crossings with flashing signage, bright pavement markings, and iconic monuments to emphasize a trail crossing for motorists to slow and stop for Greenway users. Improve the 1 tunnel crossing with improved lighting and public art. Conditions of the trail should also be assessed to locate areas of necessary re-paving.
- » Provide nodes of respite along the entirety of the trail that provide seating, shade/weather structures, drinking fountains for humans and pets, and amenities such as wayfinding signage, bicycle fix-it stations, and moments of play for children. These elements have the potential of creating a unique identity for the Greenway.
- » Adding key points of paved trail access to the Greenway where there currently is none, such as at the Country Village Apartments/ Shakopee East Junior High School, at commercial nodes, at neighborhoods that are not currently connected, and at Lions Park.



VIERLING GREENWAY

CONCEPT PLAN ENLARGEMENTS



PATH CONNECTION INTO LIONS PARK

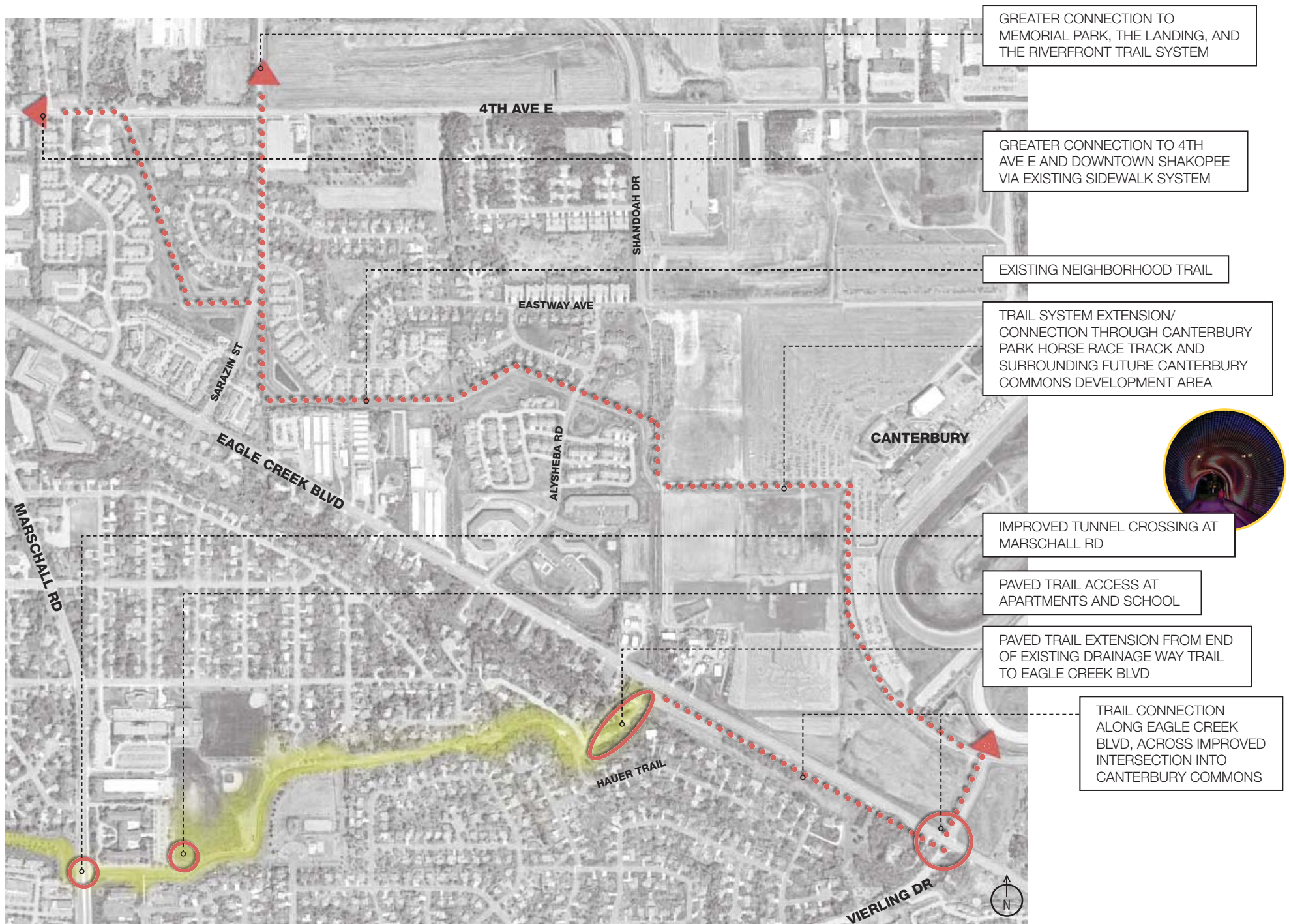
STRONG TRAIL CONNECTION AND CROSSING OVER MARYSTOWN ROAD

CONNECT VIERLING GREENWAY TO EXISTING TRAIL THROUGH TAHPAH PARK

ELEVATE TAHPAH/VIERLING TRAIL CONNECTION TO FOLLOW MARYSTOWN ROAD AND CREATE A SAFE TRAIL CONNECTION OVER HWY 169 WITH ROAD/TRAIL SEPARATING BARRIERS

VIERLING GREENWAY TRAIL CONNECTS INTO WINDERMERE TRAIL SYSTEMS





VIERLING GREENWAY

CONCEPT PLAN CONT.



With various at-grade street crossings, it imperative that the safety of pedestrians and cyclists using the Greenway is improved at these locations. Rapid flashing beacons, vibrant signage or landmarks, and pavement paint all call a driver's attention to people using the crossing.

Many neighborhoods, multi-unit higher density residential buildings, businesses, and community amenities sit adjacent to the Vierling Greenway. Providing paved path connections to the greenway trail is important to encourage the use of the trail and maintain safety getting to and off the trail at destination points, and this should be prioritized for the greenway trail.





Naturalizing the Vierling Greenway trail with native vegetation and trees will create a more hospitable microclimate for trail users and add a layer of habitat corridor through the city. Creating nodes for respite and shade are a desirable trail feature.

