



First Avenue (County Highway 101) District Shakopee, Minnesota FINDING OF FACTS

Scott County and the City of Shakopee are pursuing an effort to reconstruct roughly 1 mile of County Highway 101 (1st Avenue North). The extent and potential phasing of reconstruction is yet to be determined and will be partially based on a better understanding of the roadway's role and future impact in the immediate district, the broader community, and the region. This approach to roadway planning recognizes the inherent linkage between transportation and land use and the economic impacts brought on by infrastructure investments.

To accomplish a higher level of understanding, the roadway and the district around it has been measured in terms of transportation function, land use, and economics. While not exhaustive, the analysis has uncovered several key findings that are discussed below along with the conclusions we can glean from those findings.

Transportation function

1. An important regional corridor.

- CH 101 is classified as a Minor Arterial. It is intended to serve sub-regional or inter-community trips.
- The CH 101 River Bridge is one of six Minnesota River crossings in Scott County and carries more than 24,000 vehicles per day. This number is half the volume of the Bloomington Ferry Bridge but equal to the other four bridges combined.
- When the Bloomington Ferry Bridge opened, trips on CH 101 dropped by 35% but traffic volumes have been steadily increasing since.
- CH 101 through the 1st Avenue District carries roughly 22,000 vehicles per day (more than three times the volume of County Road 69).
- Traffic volumes are expected to reach pre-Ferry Bridge volumes within 10 years and will exceed 32,000 vehicles per day by 2030 if historic growth trends continue.
- Traffic volumes could approach 48,000 vehicles per day by 2030 if regional household and job growth occurs as expected and if TH 101 north of the Minnesota River is improved to allow more traffic.

Conclusion: CH 101's strategic importance to the regional transportation system suggests that it will continue to attract commuter and other regional traffic.

2. Crash rates are slightly lower than average.

- The CH 101 crash rate is slightly lower than the 4.7 per MVT statewide average for a roadway of its type.
- The statewide average crash rate for a high volume, low speed signalized intersection is 0.7 crashes per million vehicles entering (MVE). The average crash rate at the intersection of CSAH 101 at CSAH 17 intersection is 0.89 MVE. The average crash rate at the intersection of CSAH 101 at the 1st Avenue intersection is 0.17 MVE.

Conclusion: Crashes rates are currently at acceptable levels for this type of corridor.

3. There are limits to CH 101's capacity.

- The current roadway configuration and signalized intersections have the capacity to accommodate up to 40% more through-traffic, taking daily trips to roughly 31,000 vehicles.
- With a 40% increase in traffic volumes on CH 101, cumulative delays at cross streets and driveways are expected to increase more than 200%.
- A 40% increase in traffic volumes is anticipated to increase travel times through the corridor by 55% and decrease travel speeds by 35%.
- Roughly 75 to 80% of the signalized intersections' capacity is being used.
- Un-signalized cross street and driveway delays are expected to become unacceptable with any increase in traffic.
- Three un-signalized intersections currently have unacceptable service levels.

Conclusion: In its current configuration, CH 101 will reach a point when traffic flow will break down during peak times of the day. Congestion and delay will first be experienced by motorists accessing to and from crossing streets and adjacent properties (Likely with any growth in traffic). Congestion and delay will later be experience by motorists entering the 1st Avenue District and/or traveling through the district (likely within 5-10 years).

Land Use and Economic Competitiveness

1. Reaching places of employment.

- Population is expected to grow and be in close proximity to job concentrations, increasing reliance on regional transportation corridors including CH 101 for the movement of people, goods, and services.
- 2030 forecasts for Shakopee, Prior Lake, and Savage suggest a 129% population increase to 136,630 people and an employment increase of 89% to 50,730 jobs.
- Shakopee's Comprehensive Plan forecasts over 10,400 jobs by 2030 in the area surrounding the 1st Avenue District.
- Valley Green Business Park near the 1st Avenue District is the second largest privately held industrial park in the State of Minnesota.
- Most of the 35,000 jobs in 2000 were located in northern Scott County with 43% in Shakopee – that share is expected to continue through 2030.
- Currently, about 1/3 of the jobs in Scott County are held by residents of the County.

- To reduce transportation dependency, the Scott County and Shakopee Comprehensive Plans (along with the SCALE initiative) have a goal of filling at least 50% of Scott County jobs with Scott County residents.

Conclusion: As population and jobs grow within the region, CH 101 will take on an increasingly crucial role in connecting the two. Workers from within and outside Scott County have a major dependence on the regional transportation system. CH 101 performance is vital to the economic competitiveness of the region.

2. A history of land use transition.

- In 1957, 50% of the district's land area was residential. Only 10% of the district was in commercial or industrial use.
- Since 1957:
 - Residential land area has shrunk to 33% while the number of residential units has increased from 160 to 175.
 - Commercial and industrial uses now make up nearly 50% of the land area.
 - Roughly 100 homes have been demolished since 1957 in exchange for commercial or multi-family housing uses.
- Multi-family housing units have gone from a handful in 1957 to over 70 today.
- Vacant properties currently comprise roughly 15% of the district's land area.
- Numerous commercial uses in the district are housed in buildings not originally built for commercial use.

Conclusion: Land in the 1st Avenue District has been evolving for decades and will likely continue to transition from residential to commercial uses and from lower density to higher density development. If the district is economically robust, older, obsolete, and under-utilized buildings that exist today are likely to be gone ten or twenty years from now.

3. Relatively low property reinvestment.

- Comparing property reinvestment in development districts of similar size and age within a region is a valuable way to gauge relative robustness of places.
- Since 2002, the 1st Avenue District has experienced less than one fifth of the private property reinvestment seen in downtown Mound and along Excelsior Boulevard in St. Louis Park - two other comparable districts in the region.
- Even after subtracting investment supported by common redevelopment subsidies, the 1st Avenue District has experienced less than one third of the private reinvestment experienced in the other districts.
- Visually comparing the 1st Avenue District with other districts suggests a lower level of reinvestment.
- Transportation infrastructure investment has a direct impact on economic activity.¹

Conclusion: Districts and neighborhoods, especially older ones, need continual property reinvestment to thrive. The 1st Avenue District is experiencing a trend of low property reinvestment. The quality and functionality of the CH 101 roadway could be impacting the economic competitiveness of the 1st Avenue District.

¹ Economic Competitiveness: Performance Measures for Transportation; University Transportation Research Center, City College of New York, 2008.

Community Identity and Features

1. An important local district.

- County Highway 101 serves as a vital link to civic destinations including Downtown, Huber/Riverside Park, Memorial Park, Valley Fair, Canterbury Park, Murphy's Landing, Renaissance Festival, Minnesota Wildlife Refuge.
- The Minnesota River riverfront will play an increasing role as a recreational and cultural destination.
- The City has a stated goal of enhancing the complement between downtown and the 1st Avenue District.
- The business activity in the 1st Avenue District provides goods and services important to the community.

Conclusion: In addition to being a regional transportation corridor, CH 101 is the central element through a district – a neighborhood. Roadway design must find a balance between its regional transportation function, local business and residential access and enhancement to community identity.

2. A historic context.

- A known Native American settlement existed near the western edge of the 1st Avenue District.
- Original development in the 1st Avenue District dates to the 19th Century.
- The district includes at least 18 historically significant or potentially significant properties.

Conclusion: The 1st Avenue District has a historic context that could be important in enhancing district identity.