

# **St. Croix Crossing Workshop**

## **A Discussion of Growth, Transit, Pricing and Demand Management**

### **PROBLEM STATEMENT**

The metro area has been developing at a relatively high rate and there is concern that constructing a new St. Croix River Crossing will result in underpredicted growth in the travelshed. A good transit system is not available, at present, to help absorb the anticipated growth, nor have demand management strategies been established to manage anticipated growth and congestion in the area in the future. A complicating factor is the location of the study area, straddling as it does cities and counties in Minnesota and Wisconsin. The study area is partially outside the Metropolitan Council's jurisdiction.

The University of Minnesota Center for Transportation Studies (CTS) and the Minnesota Department of Transportation (Mn/DOT) have organized a workshop to discuss the topics of growth, transit, pricing and other demand management strategies related to the St. Croix Crossing. This one-day workshop will be held on December 13, 2004 at the Washington County Government Center.

Local and national experts have been invited to the Workshop to present their perspectives on these topics. Area agencies, governmental and non-governmental units, and other stakeholders will have an opportunity to enter into a dialogue with these speakers.

### **LONG-TERM OBJECTIVES**

The long-term transportation objectives of the St. Croix crossing, once the new bridge is in place, are:

1. To determine the feasibility of implementing transit, pricing and other demand management strategies to help manage the impacts of growth and development in western St. Croix County and eastern Washington County along the St. Croix Riverway Corridor.
2. To identify a range of strategic and tactical activities that will help foster collaborative planning efforts throughout the St. Croix River Corridor between Taylor Falls and Prescott, particularly relating to land use, growth, transportation and environmental protection.

## EXPECTED WORKSHOP OUTCOMES

The expected outcomes of the workshop are as follows:

1. Outline scope of a transit feasibility study to identify potential short-term and long-term opportunities and actions to help meet transportation needs in the St. Croix River Corridor while limiting the impacts on growth and traffic of the new river crossing.
2. Identify a process and administrative structure that would ensure consideration of feasible transit, pricing and other demand management strategies, and develop recommendations regarding timing and conditions of implementation, either as a part of the project implementation or as continuing efforts by local, regional and state agencies.

## WORKSHOP STRUCTURE

The Workshop structure, reflected in the attached preliminary agenda, is as follows:

Early in the day, there will be a presentation of relevant project background information with reaction and comments by panelists. This will be followed by facilitated breakout sessions (concurrent).

### **Session A: Regional Land Use, Transportation and Growth Issues**

This session will consist of focused discussion of regional policy-related issues, such as:

- What is the relationship between changes in transportation infrastructure and development?
- What short- and long-term conditions are needed to achieve smart-growth objectives?
- What specific changes in regional policies are needed to achieve greater integration of transit and highway projects leading to increases in accessibility and improved efficiency?
- What mechanisms are needed to promote greater planning partnerships among communities and agencies in the study area?
- What administrative structures need to be in place to identify and address concerns about potential, higher-than-anticipated growth in the area?

A session moderator will work with participants to formulate a list of topics they would like to explore during the approximately two-and-a-half hour breakout session. To ensure an adequate level of discussion, the number of topics will be limited to eight to

ten to allow 15 to 20 minutes of discussion per topic. Discussion topics will be solicited in advance of the workshop and finalized during the session.

Two or more panelists will attend Breakout Session A. Their role will be to provide short initial responses to the questions raised, indicating what conclusions can be drawn from research or national experience. This will be followed by an open discussion by session participants.

A reporter will be selected at the beginning of the breakout session. The reporter's responsibility will be to (1) take notes during the discussion, including topics discussed, conclusions drawn and suggested follow-up actions or recommendations; and (2) report this information at the joint session following the breakout session.

### **Session B: Toolbox of Potential Transit, Pricing and Demand Management Options**

This session will have the same structure as Session A, except that it will address a different, more specific, set of topics including:

- What short- and long-term transit, pricing and TDM strategies can be implemented in this corridor?
- For the strategies listed:
  - What conditions are needed for the options to be considered feasible?
  - If a funding mechanism is not available at present for these options, what new funding avenues need to be considered?
  - Is there a role for private sector funding participation in providing new services?
- Given funding and administrative constraints, when and under what circumstances can short- and long-term actions be expected to be implemented?
- What are the priorities for implementation?

### **Breakout Session Reports**

Participants will reconvene in a joint session after the break-out sessions. The designated reporter from each group will summarize the topics discussed, conclusions drawn, suggested follow-up actions and recommendations. Participants will then have an opportunity to make additional comments, ask questions of panelists, suggest other ideas, etc. Ultimately, it is expected that a plan of action will be developed from the reports and comments.