

# **St. Croix Crossing Travel Demand & Transit Potential**

## **LESSONS LEARNED FROM THE SUPPLEMENTAL EIS**

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## **SEIS Travel Demand Forecast Modeling**

- **Modified Twin Cities Regional Travel Demand Forecast model**
- **Input from national peer review panel**
- **Sensitive to congestion, transit and land use**
- **Tests of HOV, transit and pricing**
- **Considered broad corridor (four crossings from Taylors Falls to Hudson)**

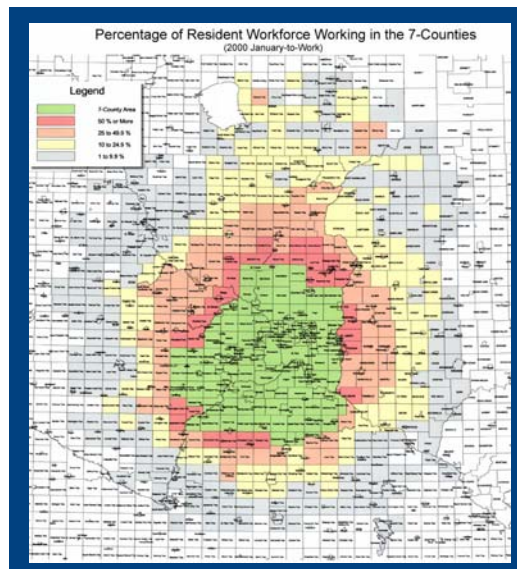
 **SRF**

## SEIS Travel Demand Forecast Modeling

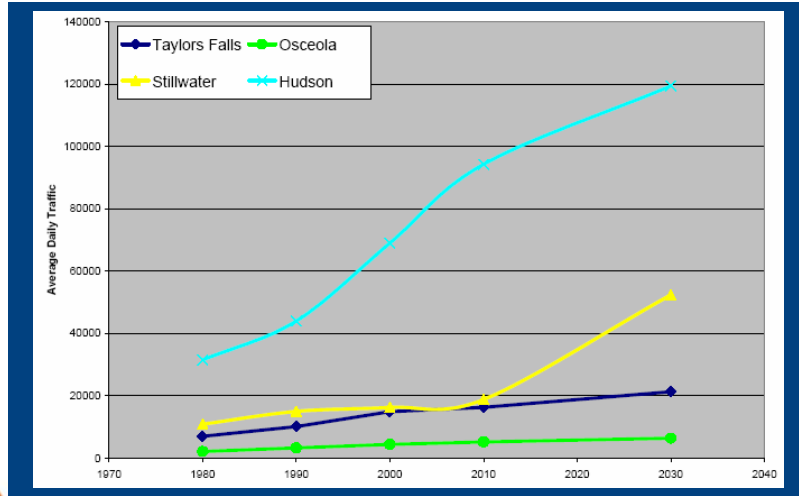
- **Slowing of historically-observed pattern**
  - 4.0% per year (1982-2002)
  - 2.1% per year (2002-2030)
- **Still slightly above forecast population growth**
- **Growth at Stillwater Bridge recently low due to capacity constraint**



## Commuter Influence of the Twin Cities Extends Far Beyond Its Boundaries

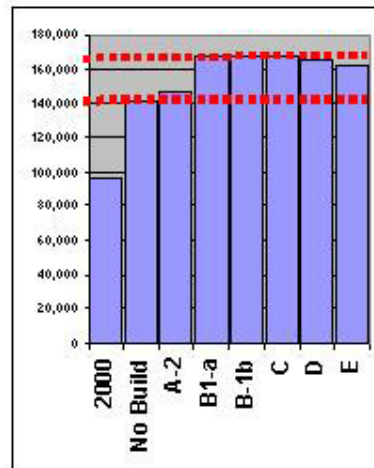


## Historic & Forecast Traffic Growth Across St. Croix River



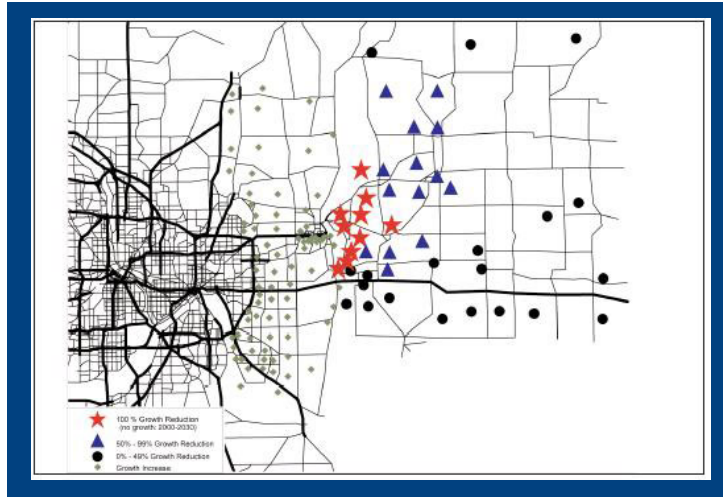
## Testing of Accessibility-Growth in EIS Travel Forecasting

- Assumed 2030 growth forecasts include new river crossing
- Assumed reduced accessibility to employment reduces growth
- Appears method too sensitive (growth still occurring)

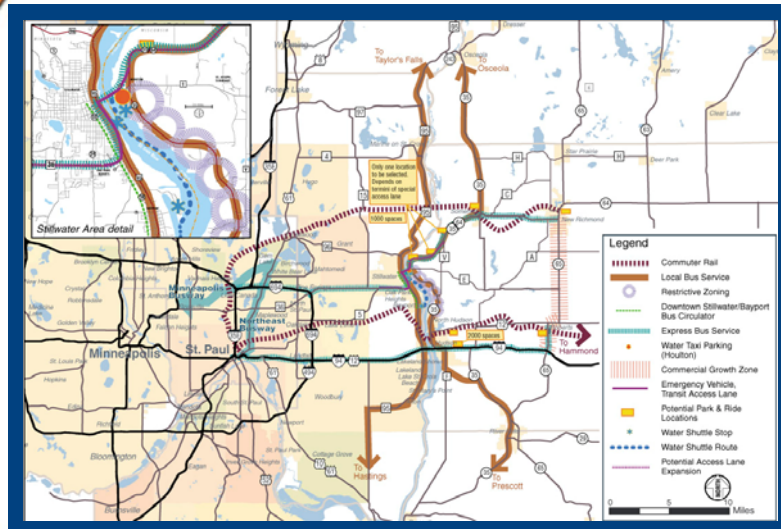


# Maximum Growth Redistribution

## Potential Effect of No Build Alternative on Growth



# Scoping Alternative 'A'



## Modeled Scenarios Show Transit Potential

|   | Total Transit Riders | Transit Riders Crossing River                   | Percent of "Transit Accessible" Trips using Transit Total / Work Trips <sup>(1)</sup> |
|---|----------------------|---|---|
| Without 'Value Pricing' (A1)                        | 7,800                | 4,900<br>(3,150 at Hudson, 1,750 at Stillwater) | 6.0% / 10.2%  |
| With 'Value Pricing' (A2)                           | 10,325               | 6,950<br>(3,675 at Hudson, 3,275 at Stillwater) | 12.5% / 21.1%   |
| With 'Value Pricing' and Growth Redistribution (A3) | 7,275                | 3,925<br>(2,500 at Hudson, 1,425 at Stillwater) | 11.6% / 16.5%   |

(1) Park-ride or less than 1/3rd mile walk origin plus less than 1/3rd mile walk at destination

