

2008 Annual Regional Park-and-Ride System Survey Report

Prepared for

Metropolitan Council
Metro Transit
Minnesota Valley Transit Authority
SouthWest Transit
Maple Grove Transit
Plymouth Metrolink
Prior Lake Transit
Shakopee Area Transit
Northstar Corridor Development Authority
Minnesota Department of Transportation

Prepared by

Metro Transit
Engineering & Facilities
Facilities Planning

Updated December 12, 2008

Executive Summary

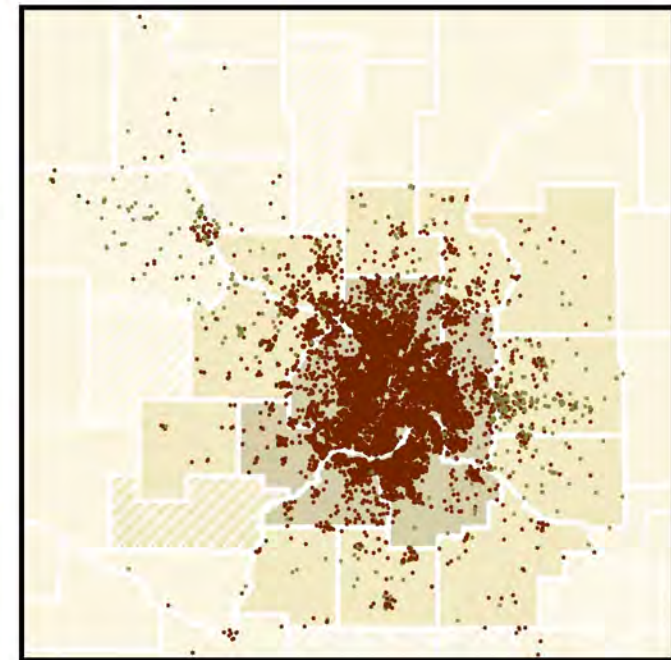
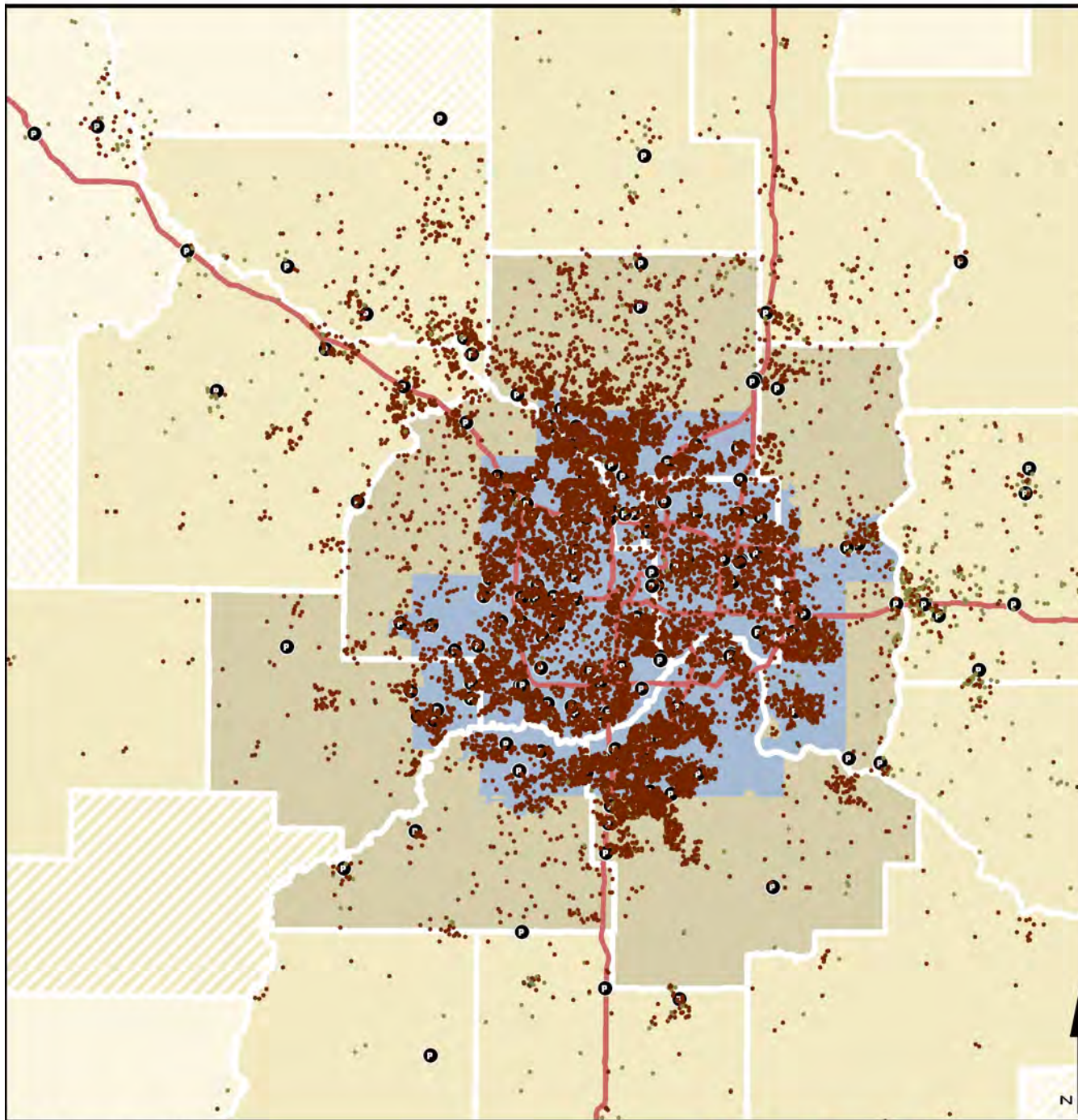
Each fall for the past seven consecutive years, regional transit authorities and Mn/DOT have conducted a survey of the Twin Cities regional park-and-ride and park-and-pool system in order to track growth at each facility and across the region. Beginning in 2004, surveys conducted in even-numbered years have also included a comprehensive license plate survey of each vehicle parked in every park-and-ride/pool facility. In odd-numbered years, license plates are collected only at new or expanded facilities. License plate data is used to obtain the home origin of each user.

Vehicle counts and user home origin data are invaluable. Annual vehicle counts provide a snapshot of the system as well as a way to chart system growth. License plate surveys provide data needed to create maps of user home origins. These maps help delineate unique park-and-ride/pool market areas and assist in locating new facilities.

Since 1999, the regional park-and-ride system has grown from approximately 12,000 spaces and 6,000 users to approximately 25,700 spaces and 18,300 users. Usage since 2004 has been irregular. As a result of the summer 2005 fuel price spike, usage grew by an unprecedented 22 percent between 2004 and 2005. From 2005 to 2006, system usage grew by only 6 percent, largely because the system lacked necessary capacity. Between 2006 and 2007 system usage grew by 9 percent, aided by an increase in capacity, as well as increased ridership following the August I-35W bridge collapse.

In the last 12 months, the park-and-ride system has gained approximately 2,050 spaces of capacity and about 1,150 users. From 2007 to 2008, system usage increased by 6.7 percent. The current economic slowdown and drop in fuel prices, coupled with the rebuilding of the I-35W bridge, appear to have partially curbed the surge in usage observed during the previous year.

The system continues to draw a significant number of users from well beyond the transit taxing district—and some from beyond even the boundary of the 19-county metro area. The map on the following page shows the home locations of park-and-ride/pool users observed in this year's license plate survey.



User Home Origins

All system users (19,128)

- Park-and-Ride User (18,335)
- Park-and-Pool User (793)
- Park-and-Ride/Park-and-Pool Facility

— Interstate Highway

■ Transit Taxing District

■ 7-County Metro Area

■ 19-County Metro Area

▨ County address data not available

0 2.5 5 10 15 20
Miles

System Survey

The 2008 Annual Regional Park-and-Ride System Survey provides a comprehensive vehicle count for the regional park-and-ride/pool system for the seventh time since 1999.

For the fourth time in the past decade, a comprehensive license plate survey of the regional park-and-ride/pool system was completed. License plate surveys are conducted on a bi-yearly basis as part of the System Survey process. The last comprehensive license plate survey was conducted in September 2006, with a comprehensive vehicle count conducted in September–October 2007.

Data collection

In a collaborative effort, staff from state, county, and regional agencies recorded the license plates of every vehicle parked at every park-and-ride and park-and-pool serving the Twin Cities metropolitan area. License plate data was collected during three survey periods:

- Tuesday, September 23–Thursday, September 25 (primary dates)
- Tuesday, September 30–Thursday, October 2
- Tuesday, October 7–Wednesday, October 8

The majority of plates (77 percent) were recorded during the first survey period, with the remaining plates collected during the secondary collection periods¹.

Survey staff also returned a Facility Attributes Form for each facility opened since the 2007 System Survey, detailing the capacity and amenities associated with each new facility.

Data processing

Between Thursday, October 2 and Friday, October 17, Metro Transit staff ran over 19,000 license plate numbers through secure web-based connections to the Minnesota Department of Motor Vehicle Services (MnDVS) database to acquire vehicle registrants' street address, city/township and zip code.

Wisconsin plates were recorded for approximately 600 vehicles in the system. These records were sent to WisDOT to acquire registrant address information.

Upon completion of address acquisition, Facilities Planning staff geocoded the home origins of approximately 17,400 system users between Friday, October 17 and Friday, October 24. The geocoding success rate was extremely high; staff was able to locate and map 93.6 percent of all users [Table 1].

¹ One facility (T508) was surveyed outside the designated survey dates on Tuesday, October 21.

Table 1: User home origins geocoding status.

User location status	Count	% of total
Mapped	17,845	93.3%
Address could not be mapped	636	3.3%
DVS record not on file	336	1.8%
Out-of-state plate	156	0.8%
No plate on vehicle	69	0.4%
Motorcycle plate	18	0.1%
Plate not recorded ¹	68	0.4%
Grand Total	19,128	100.0%

Regional System Profile

The facilities and capacity of the Twin Cities regional park-and-ride system are continuously in flux as new facilities are opened, underutilized facilities are closed, facilities are temporarily closed for expansions, and temporary facilities are opened during expansions or until permanent facilities can be constructed.

The overall usage of the regional park-and-ride/pool system has grown continuously since the early 1970s ranging from a typical annual growth of 4-7 percent in the early 2000s to an unprecedented growth of over 20 percent between 2004 (pre-\$3/gallon gasoline) and 2005 (post-\$3/gallon gasoline). Between 2006 and 2007, regional park-and-ride usage climbed more than 9 percent, gaining approximately 1,600 new users.

Regional park-and-ride system usage increased by 6.7 percent over the past 12 months, gaining approximately 1,150 users [Table 2]. The current economic slowdown and drop in fuel prices, coupled with the rebuilding of the I-35W bridge appear to have partially curbed the surge in usage observed during the previous year. During the same time period, park-and-pool usage grew by a staggering 30 percent, from 610 users in the 2007 survey to nearly 800 users in 2008.

Table 2: 2007–2008 regional system growth by provider.

Provider	2008				2007	2007–2008	
	Facilities	Capacity	Usage	%Utilized	Usage	Change	%Change
Metro Transit	76	15,220	10,899	72%	10,200	699	7%
MVTA	9	4,400	3,279	75%	3,221	58	2%
SouthWest	9	1,982	1,492	75%	1,370	122	9%
Maple Grove	5	1,601	1,353	85%	1,216	137	11%
NCDA/City of Ramsey	3	1,397	758	54%	628	130	21%
Plymouth	3	485	279	58%	317	-38	-12%
Shakopee/Prior Lake	3	707	275	39%	229	46	20%
Park-and-Ride Total	108	25,792	18,335	71%	17,181	1,154	6.7%
Mn/DOT	30	1,282	479	37%	354	125	35%
WisDOT	12	600	314	52%	256	58	23%
Park-and-Pool Total	42	1,882	793	42%	610	183	30%

Note: The 2008 System Survey is the first to include hide-and-ride users parking on local streets adjacent to LRT facilities without official park-and-rides. Future System Surveys will continue to incorporate these users into usage totals and year-to-year changes. To avoid artificial inflation of system growth figures, 2007 usage totals were updated to include estimates of hide-and-ride users observed near survey dates.

The majority of park-and-ride users (over 70 percent) reside within the transit taxing district (TTD). An additional 14 percent of users originate from the seven-county area but outside the TTD. Approximately 8.5 percent of users live in the collar counties surrounding the seven-county metro; another 1 percent of users come from outside the 19-county metro area. Origin is unknown for the remaining 6.4 percent of users.

Capacity changes

Between the 2007 and 2008 survey dates, a total of 2,169 spaces were added to the regional park-and-ride system [Table 3]. Eleven new facilities were added to the system, two facilities underwent expansion, and six facilities were closed. During the past 12 months, capacity grew by a much smaller margin than in the previous year, which saw the addition of nearly 5,000 spaces. System capacity was fairly consistent from 2004 to 2006, jumped considerably in 2007, and leveled off in 2008 [Figure 1].

Table 3: 2007–2008 system expansion and contraction.

New capacity since 2007 System Survey	Gained	Closed since 2007 System Survey	Lost
28th Ave Station (<i>reopened</i>)	1,443	Wayzata West Middle School	(20)
SouthWest Village	450	Target Chaska	(100)
Forest Lake	308	Shepherd of the Lake Lutheran Church	(111)
Running Aces	300	Four Seasons Mall	(119)
East Creek Station	250	29th & Como (<i>I-35W bridge temporary</i>)	(550)
I-35W & Industrial Blvd (<i>I-35W bridge</i>)	226	28th Ave Station (<i>temporary relocation</i>)	(791)
Cub Foods - Plymouth	120		
Church of the Nazarene (<i>reopened</i>)	115		
Safe Haven	110		
Rosemount Community Center	75		
Mound Transit Center (<i>reopened</i>)	50		
Apple Valley Transit Station (<i>expansion</i>)	300		
South Bloomington Transit Center (<i>expansion</i>)	113		
SPACES GAINED	3,860	SPACES LOST	(1,691)
NET CHANGE IN CAPACITY	2,169		

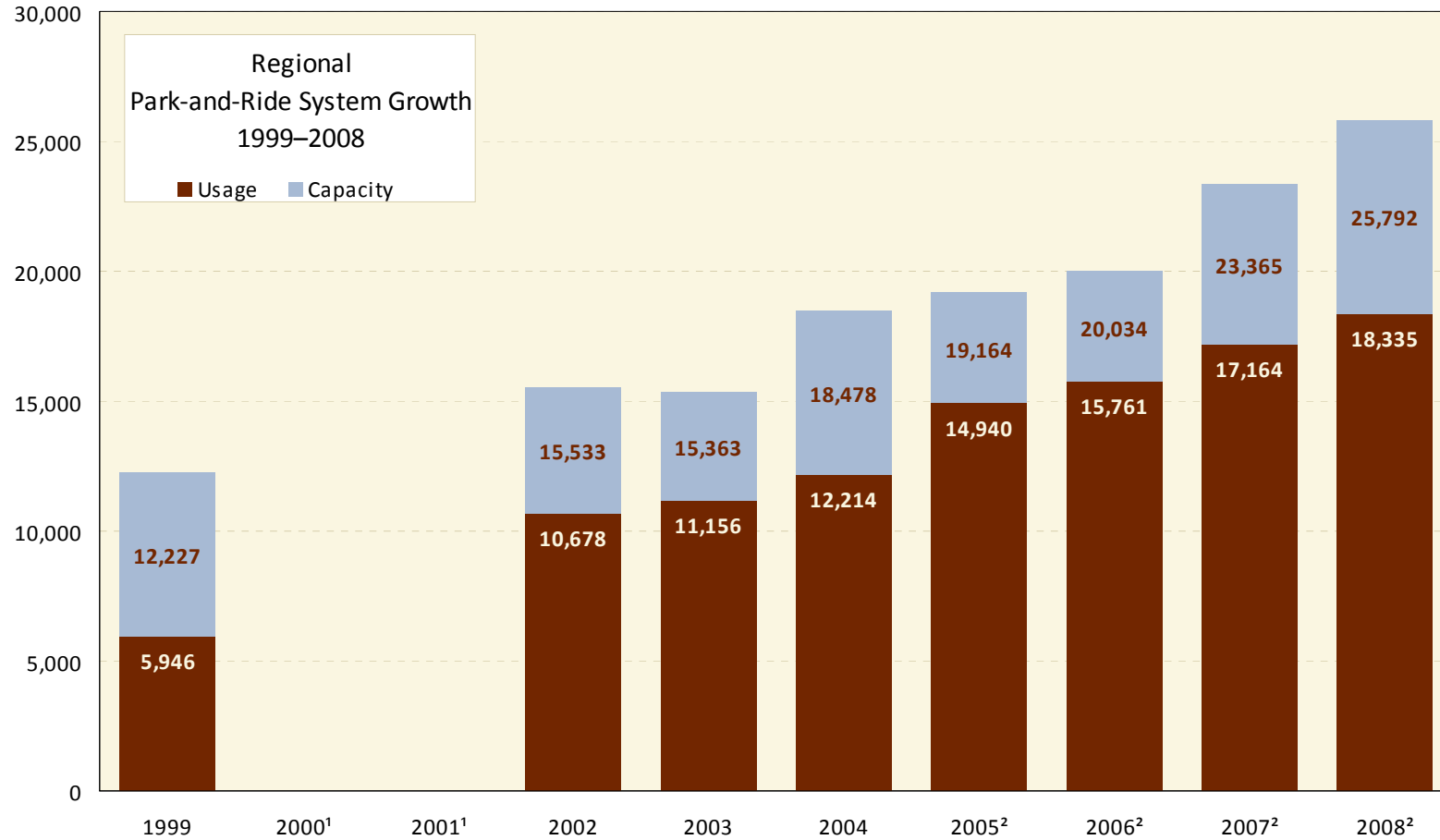
Top Gainers and Losers

Top gainers²

The top 10 gainers in the park-and-ride system account for 25 percent of system capacity and 27 percent of overall system usage [Table 4]. In contrast, the top 10 gaining facilities in 2007 represented 19 percent and 22 percent of overall system capacity and usage, respectively. Average usage at the system’s top ten gaining facilities increased by 17 percent from 2007 to 2008, down from a 25 percent increase in usage from 2006 to 2007.

² The following facilities were excluded from the top gainers analysis: all LRT facilities, East Creek Station (new facility), SouthWest Village (new facility), Cub Foods – Plymouth (new facility), Running Aces (new facility), Forest Lake Transit Center (new facility), Church of the Nazarene (reopened and expanded), I-35W & Industrial Blvd (new facility).

Figure 1: Regional system capacity and usage, 1999–2008.



¹System Survey not conducted in these years

²Usage figures include Hiawatha hide-and-ride

Table 4: Top 10 gaining facilities, 2007–2008.

Facility	Capacity	2008 Usage	2007 Usage	2007–2008	
				Change	% Change
Maple Grove Transit Station	924	1,010	903	107	12%
Apple Valley Transit Station	768	750	649	101	16%
Riverdale	455	374	283	91	32%
Foley Blvd	1,243	1,148	1,073	75	7%
Southbridge Crossing	515	234	162	72	44%
Ramsey Town Center	603	153	90	63	70%
Cottage Grove	525	284	224	60	27%
Northtown Transit Center	366	279	227	52	23%
Co Rd 73 & I-394 South	732	319	269	50	19%
Maplewood Mall Transit Center	420	469	420	49	12%
Total	6,551	5,020	4,300	720	17%

Top losers³

The top 10 losers in the park-and-ride system represent 16 percent of system capacity and 15 percent of overall system usage [Table 5]. In contrast, the top 10 losing facilities in 2007 accounted for 11 percent and 12 percent of overall system capacity and usage, respectively. Average usage at the system's top 10 losing facilities decreased by 12 percent from 2007 to 2008 and by 10 percent between 2006 and 2007.

Table 5: Top 10 losing facilities, 2007–2008.

Facility	Capacity	2008 Usage	2007 Usage	2007–2008	
				Change	% Change
Knox Avenue at Best Buy	525	52	150	(98)	-65%
Burnsville Transit Station	1,376	1,305	1,387	(82)	-6%
Park Place & I-394	55	10	44	(34)	-77%
Eagan Transit Station	679	380	409	(29)	-7%
Rosedale Transit Center	375	345	372	(27)	-7%
St Croix Valley Recreation Center	100	40	65	(25)	-38%
171st Ave & Tyler St	339	231	255	(24)	-9%
65th Ave & Brooklyn Blvd	239	161	182	(21)	-12%
Co Rd 73 & I-394 North	288	148	165	(17)	-10%
St. Genevieve Church	50	23	38	(15)	-39%
Total	4,026	2,695	3,067	(372)	-12%

³ The following facilities were excluded from the top losers analysis: all LRT facilities, Market Blvd & Pauley Dr (impacted by new nearby facility), 73rd Ave & Hwy 252 (Church of the Nazarene reopened), SouthWest Station (reliever facilities opened), I-35W & 95th Avenue (reliever facilities opened),

Hiawatha Line LRT Facilities

Overall usage at Hiawatha Line park-and-ride facilities increased 4 percent from 2007 to 2008, growing by 150 users [Table 6]. The expanded 1,443-space 28th Avenue Station facility opened in July 2008, providing 652 additional spaces of capacity at the south end of the line and relieving the near-capacity conditions at both Fort Snelling Station facilities. As a result, usage decreased at both Fort Snelling Station lots. Usage also decreased considerably at Lake Street/Midtown Station West.

Table 6: Hiawatha Line facilities capacity and usage.

Facility	Capacity	2008	2007	2007–2008	
		Usage	Usage	Change	% Change
28th Ave Station	1,443	778	575	203	35%
Fort Snelling Station North	398	361	382	(21)	-5%
Fort Snelling Station South	675	618	673	(55)	-8%
Lake St/Midtown Station West	163	231	208	23	11%
Park-and-Ride Total	2,679	1,988	1,838	150	8%
38th Street Station Hide-and-Ride	0	62	94	(32)	-34%
46th Street Station Hide-and-Ride	0	138	121	17	14%
50th Street Station Hide-and-Ride	0	186	145	41	28%
Hide-and-Ride Total	0	386	360	26	7%

The 2008 System Survey is the first to include hide-and-ride users parking on local streets surrounding 38th Street, 46th Street, and 50th Street/Minnehaha Park Stations. 386 users were observed at the three stations. Hide-and-ride survey counts were measured against historical Metro Transit data collected from 2005–2007.

October 2008 Fare Increase

A twenty-five cent increase in regional transit fares went into effect on October 1, 2008. Because the majority of data collection was conducted prior to this date, the increase is unlikely to affect the results of the 2008 survey.

Also on October 1, the one-way fare on Route 288 to Forest Lake and Running Aces rose an additional \$1.75 to \$4.75. The distance surcharge appears to have shifted some Route 288 customers back to 95th Avenue, where the distance surcharge is not applied. In mid-October, 975 users were observed at 95th Avenue—an increase of 22 users over survey counts conducted prior to the fare increase. During the same period, Route 288 ridership dropped considerably. Metro Transit will continue to monitor the demand for spaces at 95th Avenue in light of the temporary capacity reduction that will accompany upcoming construction to expand the facility.

I-35W Bridge Collapse Effects

The August 1, 2007 collapse of the I-35W bridge did not contribute to usage growth to the extent it did in the previous year. The bridge reopened on September 18, 2008, one week before the System Survey was conducted. From 2007 to 2008, park-and-rides affected by the bridge collapse—generally those facilities north of I-94 and either east or just west of I-35W with service to Minneapolis⁴—showed a 5.3 percent increase in usage, compared to a system-wide increase of 6.3 percent. Usage at facilities not affected by the bridge collapse increased by 8.5 percent. In contrast, usage at bridge collapse-affected facilities climbed 14.9 percent from 2006 to 2007, compared to an overall system growth rate of 10.3 percent, while usage at facilities not affected by the collapse grew by 11 percent.

The 2006–2007 surge resulted in large part from a lack of capacity at facilities affected by the bridge collapse. After construction of additional capacity, this pent-up demand was released, and usage patterns at those facilities began to more closely mirror regional trends.

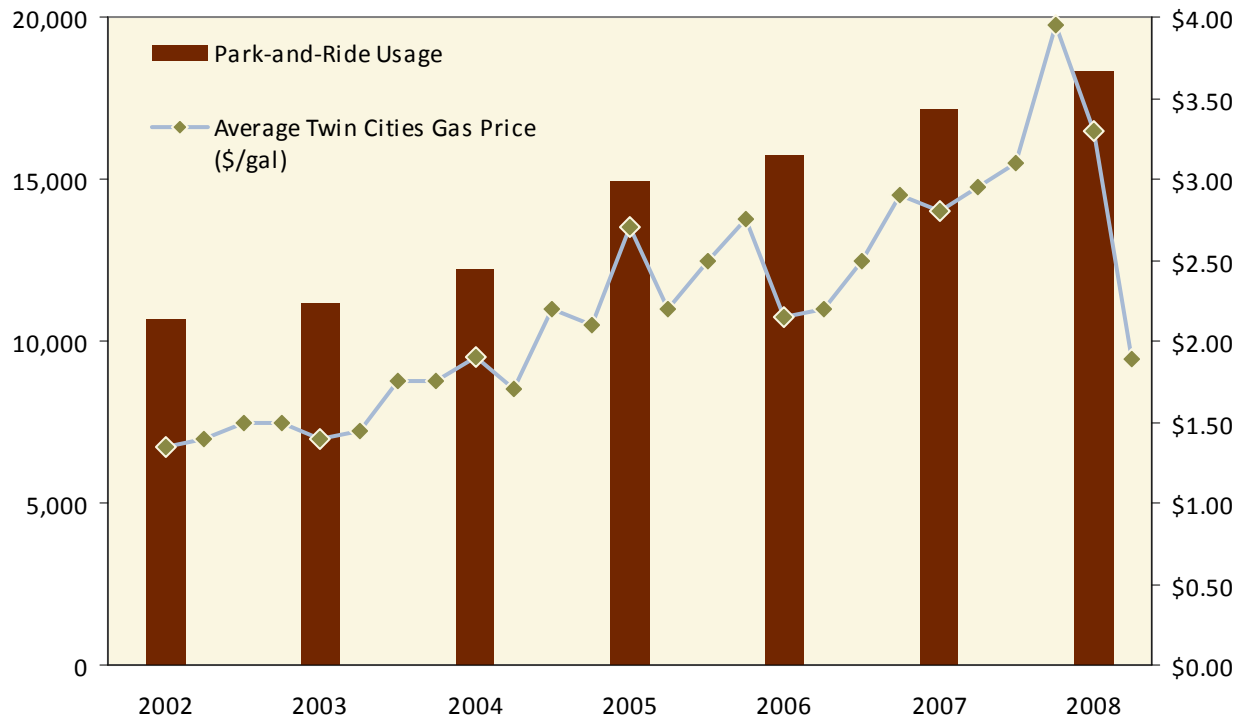
Two temporary facilities were opened in late 2007 in response to the bridge collapse. A 550-space facility opened at 29th and Como in September 2007 and closed in September 2008, prior to the System Survey. In addition, a 226-space facility opened at I-35W and Industrial Blvd in December 2007. This facility is included in the 2008 System Survey but closed shortly after survey completion.

The Challenge: Keeping Pace with Demand

In August 2005, gas prices in the Twin Cities reached \$3.00 for the first time in history. Three years later, in June of 2008, the average price per gallon topped \$4.00. This unparalleled increase in fuel prices resulted in an equally unprecedented surge in park-and-ride usage that has continued to grow despite falling gas prices in the second half of 2008 [Figure 2].

⁴ Includes Running Aces (opened May 2008), Forest Lake (opened January 2008), I-35W & Industrial Blvd (opened December 2007), Maplewood Mall Transit Center, Hwy 610 & Noble, Grace Church, Skating Center, Hwy 61 & Co Rd C, I-35W & Co Rd H, Hmong Alliance Church, Como & Eustis, Rosedale Transit Center, I-35W & 95th Ave, and 29th Ave & Como (closed September 2008).

Figure 2: 2002–2008 historical gas prices and park-and-ride usage.



The system currently has several facilities near capacity (85–95 percent full), at capacity (95–100 percent full), or over capacity (over 100 percent full). Of the region’s 108 facilities, 38 currently fall into one of these three categories [Table 7]. The capacity issues at facilities shown in bold are currently in various stages of being addressed and are expected to be resolved within 6 years.

Table 7: Regional facilities near, at, or over capacity.

Near Capacity <i>85–95% full</i>	At Capacity <i>95–100% full</i>	Over Capacity <i>Over 100% full</i>
Burnsville Transit Station	Apple Valley Transit Station	Maple Grove Transit Station
I-35W & 95th Ave	Navarre Center	Maplewood Mall Transit Center
Rosedale Transit Center	Hwy 610 & Noble	Christ Episcopal Church
Como & Eustis	7th Avenue & Garfield	Hwy 61 & Lower Afton Rd
Foley Blvd	Salem Covenant Church	Guardian Angels Catholic Church
Louisiana Ave Transit Center	Hwy 61 & Co Rd C	Wal-Mart (I-94 & Co Rd 30)
Blackhawk	Plymouth Road Transit Center	Hwy 100 & Duluth
Cub Foods - Plymouth	Palomino Hills	Woodbury Theatre
St Andrew Lutheran Church		Excelsior City Hall
General Mills Blvd & I-394		Skating Center
Mermaid Supper Club		Shoreview Community Center
Woodbury Lutheran Church		Messiah United Methodist Church
Fort Snelling Station North		West River Rd & 117th Ave
Fort Snelling Station South		Lake St/Midtown Station West
		SouthWest Station

APPENDIX:

Individual Facility Capacity and Usage Detail, 1999–2008

2008 Park-and-Ride Capacity and Usage

ID	Provider	Name	City	Year Established	Year Closed	2008		2008 % Util	'07-'08 ΔCap	ΔUsage	2007		2006		2005		2004		2003		2002		1999			
						Capacity	Usage				Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage
T128	Metro Transit	7th Avenue & Garfield	Anoka	1997	Active	80	79	98.8%	0	10	80	69	80	78	80	75	80	60	80	58	80	67	80	65		
T716	MVTA	157th St Station	Apple Valley	2006	Active	258	33	12.8%	0	16	258	17	250	17												
T198	MVTA	Palomino Hills	Apple Valley	1993	Active	312	297	95.2%	0	(4)	312	301	312	318	312	280	312	208	312	192	312	190	312	231		
T712	MVTA	Apple Valley Transit Station	Apple Valley	2002	Active	768	750	97.7%	300	101	468	649	469	661	468	770	568	634	568	604	468	511				
T703	Metro Transit	Northtown Transit Center	Blaine	1997	Active	366	279	76.2%	0	52	366	227	370	268	366	278	340	237	340	250	340	272	340	124		
T217	Metro Transit	I-35W & 95th Ave	Blaine	1997	Active	1,011	953	94.3%	0	(29)	1,011	982	903	872	821	802	800	606	800	546	800	300	56	56		
T707	Metro Transit	South Bloomington Transit Center	Bloomington	2004	Active	195	122	62.6%	113	39	82	83	80	81	80	75	80	46								
T251	Metro Transit	28th Ave Station	Bloomington	2004	Active	1,443	778	53.9%	652	203	791	575	539	579	539	590	527	332								
T032	Metro Transit	St. Edward's Catholic Church	Bloomington	1974	Active	100	8	8.0%	0	1	100	7	100	11	100	14	25	1	25	1	25	0	25	4		
T028	Metro Transit	Normandale Village	Bloomington	1974	Active	25	10	40.0%	0	6	25	4	25	6	25	12	25	27	25	24	25	25	25	7		
T033	Metro Transit	Transfiguration Lutheran Church	Bloomington	1974	Active	35	12	34.3%	0	4	35	8	35	7	35	14	35	14	35	8	35	15	35	16		
T199	Metro Transit	St. Luke's Lutheran Church	Bloomington	1993	Active	100	30	30.0%	0	(7)	100	37	100	52	100	47	25	37	25	45	25	3	25	4		
T210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	1995	Active	239	161	67.4%	0	(21)	239	182	241	177	241	212	242	195	242	214	242	217	215	204		
T155	Metro Transit	Church of the Nazarene	Brooklyn Center	1986	Active	115	58	50.4%	115	58			32	34	32	34	32	34	32	34	32	32	34	33		
T269	Metro Transit	Regal Cinemas 20	Brooklyn Center	2006	Active	200	111	55.5%	0	(12)	200	123	200	78	200	70										
T228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	2002	Active	511	489	95.7%	0	34	511	455	418	389	418	336	410	293	410	298	410	283				
T185	Metro Transit	73rd & Hwy 252	Brooklyn Park	1991	Active	117	13	11.1%	0	(49)	117	62	117	19	117	24	116	26	116	29	116	48	116	58		
T268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	2007	Active	565	44	7.8%	0	24	565	20														
T258	MVTA	Heart of the City	Burnsville	2004	Active	370	99	26.8%	0	22	370	77	370	100	343	146	350	91								
T710	MVTA	Burnsville Transit Station	Burnsville	1995	Active	1,376	1,305	94.8%	0	(82)	1,376	1,387	1,300	1,344	1,376	1,304	1,260	1,200	1,260	1,174	1,260	1,243	900	670		
T270	Metro Transit	St. Genevieve Church	Centerville	2007	Active	50	23	46.0%	0	(15)	50	38														
T142	Metro Transit	West River Rd & 117th Ave	Champlin	1984	Active	139	146	105.0%	0	(5)	139	151	139	138	139	137	147	112	147	143	147	102	147	145		
T201	Metro Transit	Richardson Park	Champlin	1993	Active	66	41	62.1%	0	(9)	66	50	68	43	68	62	68	45	68	52	68	49	68	46		
T168	SouthWest	Market Blvd & Pauley Rd	Chanhassen	1989	Active	122	89	73.0%	0	(80)	122	169	120	126	120	145	120	93	120	93	120	92	120	51		
T292	SouthWest	SouthWest Village	Chanhassen	2008	Active	450	165	36.7%	450	165																
T267	SouthWest	Clover Fields	Chaska	2005	Active	39	13	33.3%	0	(6)	39	19	50	16												
T297	SouthWest	East Creek Station	Chaska	2008	Active	250	198	79.2%	250	198																
T246	SouthWest	Target (Chaska)	Chaska	2003	2008				(100)	(127)	100	127	100	126	100	111	100	85	100	50						
T293	Metro Transit	Running Aces	Columbus	2008	Active	300	86	28.7%	300	86																
T204	Metro Transit	Foley Blvd	Coon Rapids	1997	Active	1,243	1,148	92.4%	0	75	1,243	1,073	1,243	1,059	1,243	1,032	1,243	944	1,243	914	1,243	917	600	590		
T231	NCDA	Riverdale	Coon Rapids	2002	Active	455	374	82.2%	0	91	455	283	455	326	435	281	400	259	400	218	400	189				
T245	Metro Transit	Cottage Grove	Cottage Grove	2003	Active	525	284	54.1%	0	60	525	224	493	224	494	252	494	201	494	215						
T152	MVTA	Blackhawk	Eagan	1986	Active	367	330	89.9%	0	33	367	297	283	285	367	285	361	246	361	278			361	323	283	272
T711	MVTA	Eagan Transit Station	Eagan	1986	Active	679	380	56.0%	0	(29)	679	409	750	346	597	349	610	273	610	470	431	291	213	200		
T230	SouthWest	Preserve Village Mail	Eden Prairie	2002	Active	50	26	52.0%	0	2	50	24	50	27	50	20	50	31	50	22	50	30				
T285	SouthWest	St Andrew Lutheran Church	Eden Prairie	2007	Active	50	44	88.0%	0	9	50	35														
T164	SouthWest	Hwy 212 & Shady Oak Rd	Eden Prairie	1988	Active	72	48	66.7%	0	(7)	72	55	70	35	70	39	70	39	70	40	70	87	70	69		
T713	SouthWest	SouthWest Station	Eden Prairie	2002	Active	924	905	97.9%	0	(30)	924	935	901	925	901	880	920	730	650	600	650	600				
T706	Metro Transit	Southdale Transit Center	Edina	1970	Active	102	56	54.9%	0	(7)	102	63	102	57	102	59	100	86	100	105	100	41	100	64		
T244	NCDA	171st Ave & Tyler St	Elk River	2002	Active	339	231	68.1%	0	(24)	339	255	339	292	339	303	315	257	315	234						
T057	Metro Transit	Excelsior City Hall	Excelsior	1976	Active	20	26	130.0%	0	13	20	13	20	20	20	4	20	8	20	10	20	10	20	7		
T294	Metro Transit	Forest Lake	Forest Lake	2008	Active	308	81	26.3%	308	81																
T252	Metro Transit	Fort Snelling Station North	Fort Snelling	2004	Active	398	361	90.7%	0	(21)	398	382	398	271	398	133	391	97								
T253	Metro Transit	Fort Snelling Station South	Fort Snelling	2004	Active	675	618	91.6%	0	(55)	675	673	675	611	675	622	550	376								
T096	Metro Transit	St. Phillip's Lutheran Church	Fridley	1978	Active	20	0	0.0%	0	(2)	20	2	20	2	20	2	20	2	20	3	20	5	20	8		
T266	Metro Transit	Church of St. William	Fridley	2006	Active	50	7	14.0%	0	(3)	50	10	50	6												
T256	Metro Transit	Hwy 100 & Duluth	Golden Valley	2004	Active	50	63	126.0%	0	28	50	35	50	33	50	27	50	30								
T180	Metro Transit	General Mills Blvd & I-394	Golden Valley	1990	Active	123	114	92.7%	0	9	123	105	122	120	119	110	110	98	110	120	110	54	110	37		
T708	Metro Transit	Hopkins Transit Center	Hopkins	1980	Active	52	28	53.8%	0	(2)	52	30	65	22	65	36	65	35	65	30	65	37	65	12		
T187	Metro Transit	St. Joseph's Church	Lino Lakes	1991	Active	12	8	66.7%	0	0	12	8	12	6	12	0	12	16	12	2	12	2	12	15		
T082	Metro Transit	Little Canada Municipal Lot	Little Canada	1977	Active	20	4	20.0%	0	(8)	20	12	20	16	20	18	20	9	20	16	20	15	20	0		
T177	Maple Grove	Shepherd of the Grove Church	Maple Grove	1990	Active	50	23	46.0%	0	(2)	50	25	75	19	75	27	75	23	75	50	75	40	75	29		
T143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	1984	Active	322	49	15.2%	0	(5)	322	54														
T215	Maple Grove	Crosswinds Methodist Church	Maple Grove	1995	Active	125	53	42.4%	0	3	125	50	75	50	75	42	75	52	75	50	75	50	50	49		
T240	Maple Grove	Wal-Mart (I-94 & Co Rd 30)	Maple Grove	2007	Active	180	218	121.1%	0	34	180	184														
T247	Maple Grove	Maple Grove Transit Station	Maple Grove	2003	Active	924	1,010	109.3%	0	107	924	903	924	880	940	715	940	586	940	500						
T701	Metro Transit	Maplewood Mall Transit Center	Maplewood	2004	Active	420	469	111.7%	0	49	420	420	420	254	416	248	426	197								

2008 Park-and-Ride Capacity and Usage

ID	Provider	Name	City	Year Established	Year Closed	2008		2008	'07-'08	2007		2006		2005		2004		2003		2002		1999			
						Capacity	Usage	% Util	ΔCap	ΔUsage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity
T265	Metro Transit	Co Rd 73 & I-394 North	Minnetonka	1975	Active	288	148	51.4%	0	(17)	288	165	282	300											
T705	Metro Transit	Plymouth Road Transit Center	Minnetonka	1992	Active	111	108	97.3%	0	(1)	111	109	112	125	111	110	111	111	111	111	111	105	111	109	
T715	Metro Transit	Mound Transit Center	Mound	1976	Active	50	35	70.0%	50	35				15	14	15	0	15	29	15	38	15	16		
T140	Metro Transit	Mermaid Supper Club	Mounds View	1983	Active	60	57	95.0%	0	2	60	55	60	65	60	43	60	53	60	35	60	40	10	0	
T161	Metro Transit	I-35W & Co Rd H	Mounds View	1987	Active	211	143	67.8%	0	(6)	211	149	211	139	213	142	206	146	206	137	206	228	206	158	
T097	Metro Transit	Atonement Lutheran Church	New Brighton	1978	Active	25	4	16.0%	0	1	25	3	25	2	25	1	25	3	25	1	25	0	25	4	
T098	Metro Transit	Salem Covenant Church	New Brighton	1978	Active	50	49	98.0%	0	9	50	40	50	39	50	42	50	46	50	48	50	38	50	46	
T248	Metro Transit	Walton Park	Oakdale	2004	Active	58	37	63.8%	0	9	58	28	58	27	58	35	60	35							
T114	Metro Transit	Navarre Center	Orono	1980	Active	25	24	96.0%	0	(12)	25	36	25	12	25	13	25	19	25	25	25	10	25	36	
T714	Plymouth	Station 73	Plymouth	1991	Active	280	69	24.6%	0	(10)	280	79			50	35	65	44	65	50	65	40	60	32	
T242	Plymouth	Messiah United Methodist Church	Plymouth	2002	Active	85	103	121.2%	0	1	85	102	85	99	85	108	75	80	75	45	75	40			
T291	Plymouth	Cub Foods - Plymouth	Plymouth	2008	Active	120	107	89.2%	120	107															
T134	Plymouth	Four Seasons Mall	Plymouth	1980	2008				(119)	(136)	119	136	119	126	119	123	83	124	83	134	83	120	83	53	
T296	Scott County	Safe Haven	Prior Lake	2008	Active	110	31	28.2%	110	31															
T263	Scott County	Shepherd of the Lake Lutheran Church	Prior Lake	2006	2008				(111)	(47)	111	47	111	54											
T284	City of Ramsey	Ramsey Town Center	Ramsey	2007	Active	603	153	25.4%	0	63	603	90													
T127	Metro Transit	Richfield Municipal Pool ²	Richfield	1981	Active	25	0	0.0%	0	(8)	25	8	25	1	25	9	25	11	25	16	25	8	25	8	
T261	Metro Transit	Knox Avenue at Best Buy	Richfield	2004	Active	525	52	9.9%	0	(98)	525	150	500	97	500	41	500	7							
T110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	1980	Active	25	12	48.0%	0	3	25	9	25	21	25	12	25	6	25	2	25	0	25	10	
T295	MVTA	Rosemount Community Center	Rosemount	2008	Active	75	6	8.0%	75	6															
T702	Metro Transit	Rosedale Transit Center	Roseville	1970s	Active	375	345	92.0%	0	(27)	375	372	300	541	301	428	300	367	175	397	175	397	175	150	
T272	Metro Transit	Skating Center	Roseville	2007	Active	50	55	110.0%	0	9	50	46													
T271	Metro Transit	Grace Church	Roseville	2007	Active	115	70	60.9%	0	12	115	58													
T232	MVTA	Co Rd 42 & Huntington	Savage	2002	Active	195	79	40.5%	0	(5)	195	84	195	65	182	65	182	68	182	64	182	65			
T239	Scott County	Seagate Technology	Shakopee	2002	Active	82	10	12.2%	0	(10)	82	20	85	11	85	8	85	5	85	0	85	0			
T278	Scott County	Southbridge Crossing	Shakopee	2007	Active	515	234	45.4%	0	72	515	162													
T191	Metro Transit	Shoreview Community Center	Shoreview	1992	Active	10	19	190.0%	0	7	10	12	20	0	20	0	20	0	10	3	10	0	10	0	
T209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	1994	Active	27	16	59.3%	0	0	27	16	25	25	25	22	25	17	25	14	25	10	25	21	
T704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	1992	Active	330	292	88.5%	0	38	330	254	178	200	178	189	172	167	172	189	172	223	172	87	
T158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	1985	Active	10	8	80.0%	0	3	10	5	10	6	10	3	10	6	10	10	10	5	10	3	
T081	Metro Transit	Westwood Lutheran Church	St. Louis Park	1977	Active	40	17	42.5%	0	8	40	9	40	12	40	5	40	8	40	8	40	14	40	8	
T195	Metro Transit	Park Place & I-394	St. Louis Park	1992	Active	55	10	18.2%	0	(34)	55	44	59	43	59	46	59	48	59	45	59	30	59	29	
T173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	1987	Active	114	117	102.6%	0	38	114	79	114	79	114	46	41	42	41	20	41	8	41	10	
T095	Metro Transit	Gustavus Adolphus Lutheran Church	St. Paul	1978	Active	25	6	24.0%	0	(5)	25	11	25	5	25	5	25	10	25	7	25	12	25	4	
T010	Metro Transit	Como & Eustis	St. Paul	1970	Active	38	36	94.7%	0	(12)	38	48	38	37	38	36	45	46	45	44	45	52	45	45	
T223	Metro Transit	St Croix Valley Recreation Center	Stillwater	1998	Active	100	40	40.0%	0	(25)	100	65	100	50	100	40	100	40	100	49	100	47			
T259	SouthWest	Victoria	Victoria	2004	Active	25	4	16.0%	0	(2)	25	6	50	14	50	12	50	7							
T130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	1981	Active	102	72	70.6%	0	8	102	64	103	75	103	60	91	71	91	81	91	63	91	90	
T054	Metro Transit	Wayzata West Middle School	Wayzata	1986	2008				(20)	(1)	20	1	20	0	20	0	20	0	20	0	20	2	20	0	
T218	Metro Transit	Faith United Methodist Church	West St. Paul	1997	Active	100	7	7.0%	0	(7)	100	14	98	13	100	11	100	11	100	24	100	47	100	23	
T219	Metro Transit	West St. Paul Sports Complex	West St. Paul	1998	Active	100	60	60.0%	0	8	100	52	100	63	100	63	100	78	100	77	100	88	96	66	
T109	Metro Transit	White Bear Lake Shopping Center ²	White Bear Lake	1980	Active	10	0	0.0%	0	0	10	0	10	2	12	3	12	5	12	7	12	10	12	15	
T236	Metro Transit	White Bear Township Cub Foods	White Bear Twp.	2002	Active	50	32	64.0%	0	(9)	50	41	50	69	25	44	25	54	25	55	25	0			
T288	Metro Transit	White Bear Township Theatre	White Bear Twp.	2007	Active	50	32	64.0%	0	17	50	15													
T145	Metro Transit	Christ Episcopal Church	Woodbury	1985	Active	50	70	140.0%	0	44	50	26	50	23	50	27	50	8	50	11	50	5	50	48	
T262	Metro Transit	Guardian Angels Catholic Church	Woodbury	2006	Active	200	229	114.5%	0	38	200	191	150	109											
T229	Metro Transit	Woodbury Theatre	Woodbury	2002	Active	550	573	104.2%	0	25	550	548	550	494	550	545	550	399	550	370	315	356			
T222	Metro Transit	Woodbury Lutheran Church	Woodbury	1974	Active	90	85	94.4%	0	0	90	85	90	84	100	86	90	84	90	83	100	88			
PARK-AND-RIDE TOTAL						108 active facilities	25,792	18,335	71.1%	2,169	1,154	23,623	17,181	20,034	15,761	19,164	14,940	18,478	12,214	15,363	11,156	15,533	10,678	12,277	5,946

¹ 38th Street, 46th Street, and 50th Street stations do not have official park-and-ride capacity. Hide-and-Ride usage is documented in the Annual System Survey to accurately reflect system usage and demand for facilities. 2005–2007 data added from monthly Hiawatha Line counts, 9/12/05, 9/6/06, and 10/3/07. 2004 data not available.

² Routes serving these facilities were on detour at time of survey; as such, no users were observed.

2008 Park-and-Pool Capacity and Usage

ID	Provider	Name	City	2008		2008	'07-'08	2007		2006		2005		2004		2003		2002		1999		
				Capacity	Usage	% Util	ΔUsage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	Capacity	Usage	
T237	Mn/DOT	City Hall- Belle Plaine	Belle Plaine	3	3	100%	3															
T238	Mn/DOT	Lion's Park	Jordan	4	4	100%	4															
T503	Mn/DOT	Elk River	Elk River	60	21	35%	11	60	10	60	18	60	14	60	35	60	35					
T504	Mn/DOT	I-35 & Co Rd 23	Forest Lake	71	2	3%	(36)	71	38	71	59	71	60	70	45	70	35	70	52			
T505	Mn/DOT	36 & Manning Ave	Stillwater	15	3	20%	(5)	15	8	12	10	12	1	12	2	12	6	12	8	12	6	
T506	Mn/DOT	Hwy 52/Hwy 56/Hwy 50	Hampton	26	29	112%	5	26	24	26	17	26	19	26	15	26	0	26	17			
T507	Mn/DOT	Hwy 61 & Hwy 10	Hastings	84	13	15%	(6)	84	19	84	17	84	18	84	16	84	12	84	44			
T510	Mn/DOT	I-94 & Hwy 95	Lakeland	48	42	88%	10	48	32	48	32	48	35	32	15	32	32	32	24	32	21	
T511	Mn/DOT	I-35 & Co Rd 70	Lakeville	45	0	0%	(42)	45	42	36	18	36	28	36	23	36	19	36	16			
T512	Mn/DOT	Montgomery Township	Montgomery Township	1	1	100%	1															
T514	Mn/DOT	Hwy 25 & School Blvd	Monticello	187	19	10%	8	187	11	186	13	186	16			240	9					
T516	Mn/DOT	I-35 & Co Rd 19	Northfield	30	40	133%	20	30	20	30	32	30	23	30	24	30	14					
T517	Mn/DOT	Hwy 169 & LeGrande	Princeton	26	26	100%	26															
T519	Mn/DOT	I-94 & Hwy 101 (Hennepin County)	Rogers	27	15	56%	1	27	14	27	14	27	7	30	24	30	0	30	10	30	10	
T522	Mn/DOT	I-35 & Co Rd 22	Wyoming	56	55	98%	10	56	45	56	45	56	39	57	36	57	30	57	31	57	31	
T524	Mn/DOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	15	37%	(4)	41	19	41	16	41	13	32	7	32	2	32	16	32	16	
T526	Mn/DOT	Bench St	Taylor's Falls	5	5	100%	5															
T527	Mn/DOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	10	17%	(1)	60	11	60		60		60		60		60		60		
T529	Mn/DOT	St. Joseph	St. Joseph	36	36	100%	36															
T533	Mn/DOT	Albany	Albany	26	26	100%	26															
T534	Mn/DOT	Hwy 10 & Willow St	Becker	6	6	100%	6															
T535	Mn/DOT	I-94 & Co Rd 19 (Wright Co)	Albertville	32	17	53%	(3)	32	20	34	19	34	19									
T540	Mn/DOT	Big Lake	Big Lake	90	7	8%	3	90	4	90	4	90	3			90	4					
T541	Mn/DOT	I-94 & Hwy 24	Clearwater	28	28	100%	28															
T546	Mn/DOT	Maple Lake	Maple Lake	21	21	100%	21															
T555	Mn/DOT	Kenrick Ave	Lakeville	77	0	0%	(15)	77	15	77		77		77		77		77		77		
T556	Mn/DOT	Kenyan Ave	Lakeville	56	0	0%	(3)	56	3	56		56		56		56		56		56		
T557	Mn/DOT	I-35W & CR 60	Lakeville	64	31	48%	20	64	11	64		64		64		64		64		64		
T558	Mn/DOT	Ice Arena	East Bethel	53	0	0%	0	53	0	53		53		53		53		53		53		
TSXXRK	Mn/DOT	Rockford	Rockford	4	4	100%	4															
MINNESOTA SUBTOTAL				1,282	479	37%	133	1,148	354	1,137	327	1,137	301	791	247	1,121	203	689	218	473	84	
T500	WisDOT	I-94 & US 63 (St Croix Co)	Baldwin	36	36	100%	9	36	27	36	34	36	25									
T502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	14	42%	3	33	11	33	22	33	25									
T508	WisDOT	Old WIS 35 & Hanley Rd (St Croix Co)	St. Croix Co	74	14	19%	2	74	12	74	16											
T518	WisDOT	I-94 & WIS 65 (St Croix Co)	Roberts	48	39	81%	(7)	48	46	48	27	48	34									
T525	WisDOT	I-94 & Carmichael Rd (St Croix Co)	Hudson	168	155	92%	28	168	127	168	119	168	125									
T531	WisDOT	Wis 65 & Wis 64 (St Croix Co)	St. Croix Co	44	2	5%	(4)	44	6													
T553	WisDOT	WIS 35 & WIS 65 (St Croix Co)	River Falls	124	14	11%	0	124	14	124	10	124	8									
T554	WisDOT	US 63 & WIS 64 (St Croix Co)	New Richmond	20	5	25%	0	20	5	20	2	20	4									
T559	WisDOT	Wis 65 & Paperjack	New Richmond	30	12	40%	4	30	8													
TSXXPrs	WisDOT	US 10 & Pearl St	Prescott	16	16	100%	16															
TSXXUT	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Township	3	3	100%	3															
TSXXW	WisDOT	Wheatland Township	Wheatland Township	4	4	100%	4															
WISCONSIN SUBTOTAL				600	314	52%	58	577	256	503	230	429	221									
PARK-AND-POOL TOTAL				1,882	793	42%	191	1,725	610	1,640	557	1,566	522	791	247	1,121	203	689	218	473	84	

Facility Capacity not reported for many facilities (gravel lots, unstriped, etc), Capacity listed as usage in these situations.