

2012 ANNUAL REGIONAL PARK-AND-RIDE SYSTEM REPORT

Prepared for

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

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EXECUTIVE SUMMARY

For the past 11 consecutive years, regional transit and state transportation authorities have conducted a survey of the Twin Cities regional park-and-ride and park-and-pool system to track usage at each facility. The 2012 edition of this report provides an update of system performance and serves as a complementary report to the Metropolitan Council's "2030 Park-and-Ride Plan" and "2030 Transportation Policy Plan."

Each year, vehicle counts are conducted at every park-and-ride and park-and-pool facility. Since 2004, surveys conducted in even-numbered years have also collected license plate information of each vehicle parked in the park-and-ride/pool facilities. In odd-numbered years, license plate data is collected only at new or expanded facilities. License plate data is used to obtain (for mapping purposes) the home origin of each user.

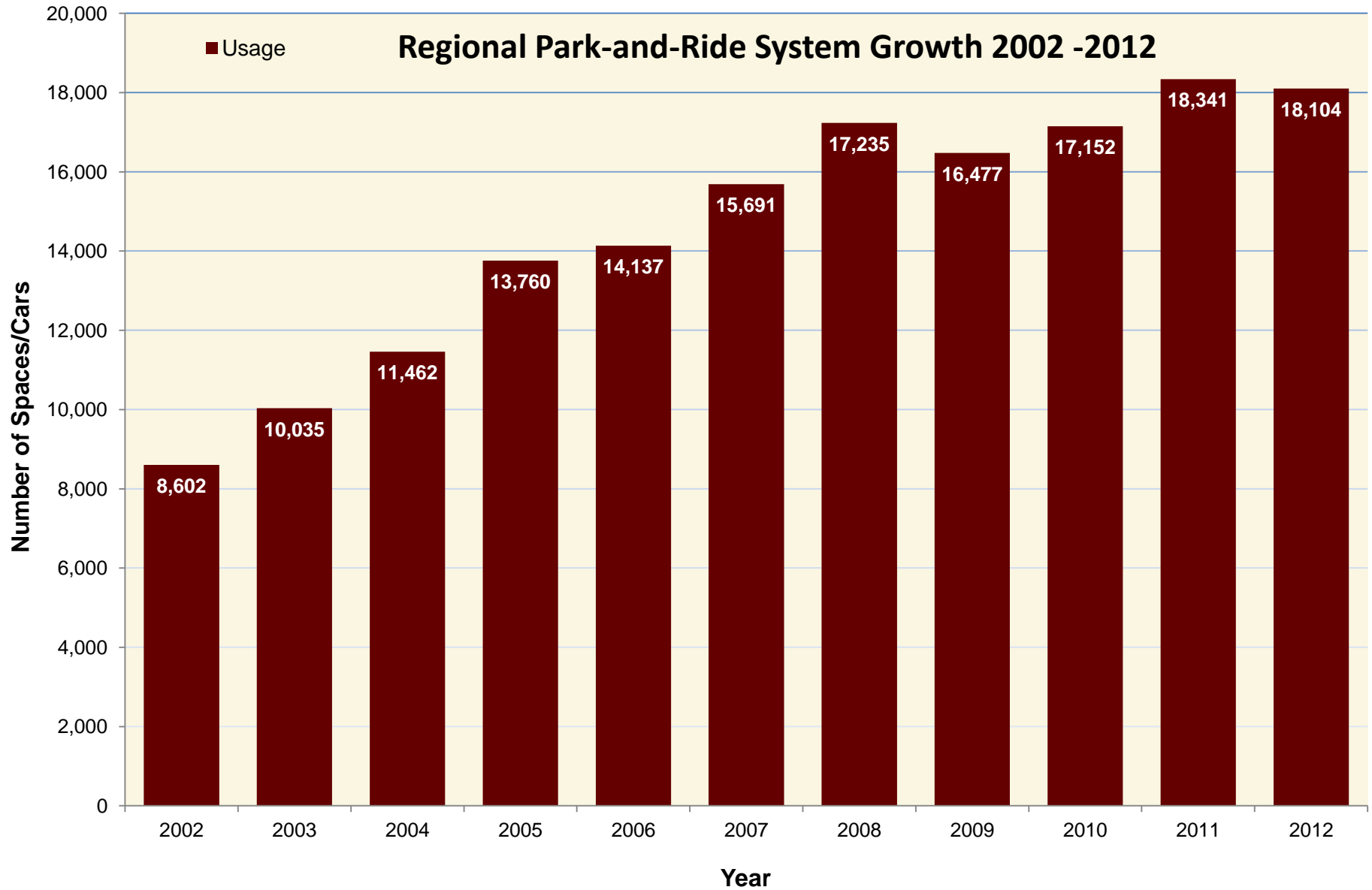
Vehicle counts and user home origin data are invaluable to the management of the overall network. Annual vehicle counts provide a snapshot of the system as well as a way to chart system growth. License plate surveys provide data needed to create maps of user home origins. These maps help delineate unique 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 30,000 spaces and 18,000 users [Figure 1]. The park-and-pool system currently contains approximately 1,800 spaces and 600 users.

System usage since 2004 has seen consistent growth overall. A significant increase was observed in 2005, when usage grew by 22 percent. From 2005 to 2008, growth varied between six and nine percent.

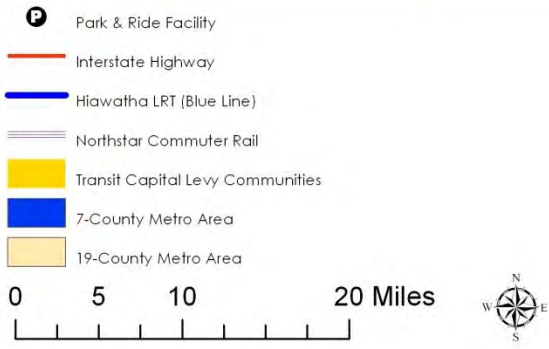
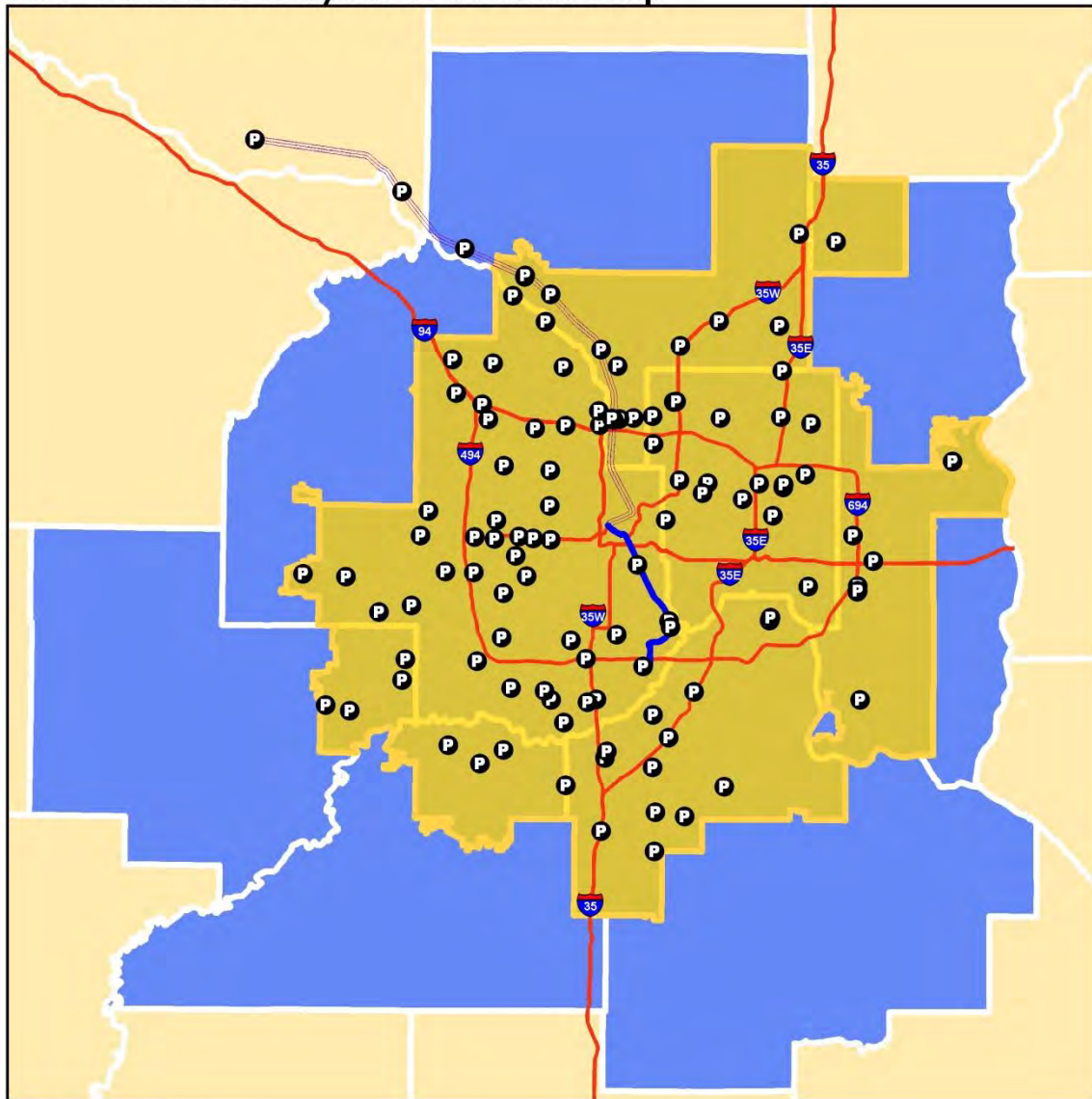
System usage rebounded from 2009's decrease and reached the highest level recorded in 2011. From 2009 to 2010, there was a significant increase in capacity due to the opening of the Northstar Commuter Rail line and multiple Urban Partnership Agreement (UPA) funded facilities. In the last 12 months, however, there has only been a moderate capacity expansion and system usage. Total system usage (park-and-ride and park-and-pool) was 18,728 in 2012, the second highest usage in system history.

Figure 1: Regional park-and-ride system capacity and usage, 2002-2012

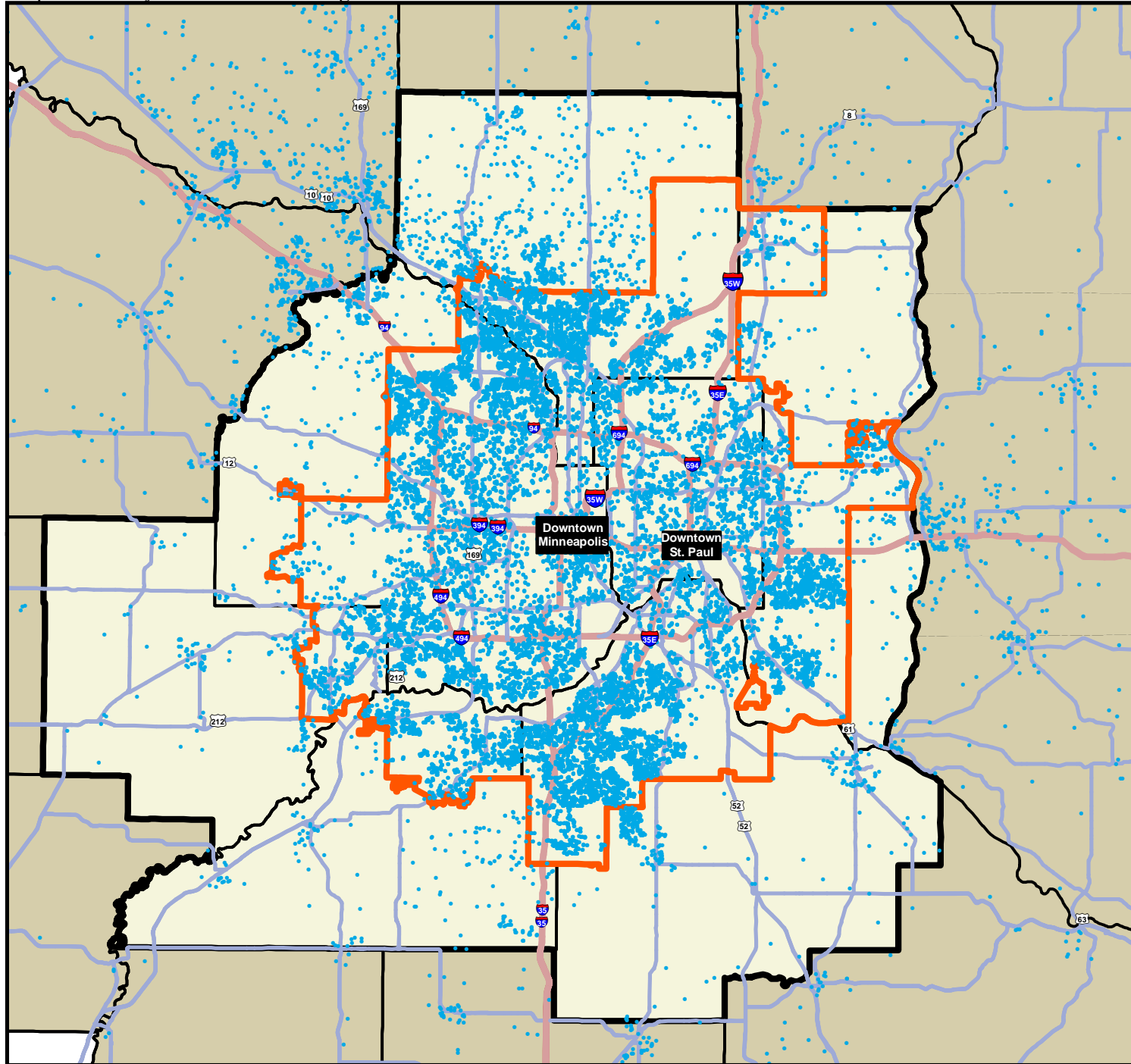


Map 1: 2012 Regional Park-and-Ride System

2012 Park & Ride System Facilities Map



Map 2: 2012 System User Home Origins



User Home Origins

- Park-and-Ride/Pool User
- ▭ Transit Taxing District (TTD)
- ▭ 7-County Metro Area
- ▭ 19-County Metro Area

Summary Statistics

72.6% Users Inside TTD
27.4% Users Outside TTD
82.6% Users Inside 7-County Metro
17.4% Users Outside 7-County Metro

OVERVIEW

As of October 2012, the regional system consisted of 150 active facilities throughout the Twin Cities metropolitan area consisting of 111 park-and-ride and 39 park-and-pool facilities.

Park-and-ride facilities are defined as parking facilities that are served by transit (i.e. they have a bus route or rail service running to them). Park-and-ride facilities in the Twin Cities are operated by Metro Transit, the City of Ramsey, Maple Grove Transit, Minnesota Valley Transit Authority (MVTA), Northstar Corridor Development Authority (NCDA) a.k.a. Northstar Link, Plymouth Metrolink, SouthWest Transit, and the Scott County providers Prior Lake Transit and Shakopee Transit.

Park-and-pool facilities are designated parking areas that provide private individuals a gathering point from which they can carpool to a common destination. In the Twin Cities regional system, park-and-pool lots are operated by the Minnesota Department of Transportation (Mn/DOT) and the Wisconsin Department of Transportation (WisDOT). This report primarily focuses on park-and-ride system performance.

The “2030 Transportation Policy Plan” (adopted January 2009 and updated November 2010) promotes the Metropolitan Council’s goal of achieving 147 million annual riders by 2030. The park-and-ride system plays a significant role in achieving regional ridership objectives. The “2030 Park-and-Ride Plan” (adopted May 26, 2010) serves as the Metropolitan Council’s planning and implementation guide for the Twin Cities regional park-and-ride system to the year 2030. This document states demand for park-and-ride service in 2030 is estimated to require system capacity to serve 40,200 users on a daily basis.

SYSTEM SURVEY

The 2012 Annual Regional System Survey provides a comprehensive vehicle count for the regional park-and-ride/pool system for the twelfth time since 1999.

License plate surveys are conducted biennially as part of the system survey process. The last comprehensive license plate survey was conducted in September 2010. The 2012 survey included a comprehensive vehicle count conducted in September–October 2012 and license plate collection for all facilities. Using the data collected from license plates, Metro Transit staff mapped the home origins of all system users. Given that the overwhelming majority of park-and-ride service is oriented to Downtown Minneapolis, these maps, which are located in the appendix [Appendix A], are divided by traffic corridor in relation to the Minneapolis Central Business District (CBD).

Data Collection

In a collaborative effort, staff from state, county, and regional agencies counted and recorded license plate data for vehicles parked at every park-and-ride and park-and-pool serving the Twin Cities metropolitan area. Usage data was collected one time for each facility within the following dates:

- Tuesday, September 25–Thursday, September 27
- Tuesday, October 2–Thursday, October 4

Data Processing

Metro Transit obtained user origin data from Minnesota Driver and Vehicle Services (DVS) and WisDOT databases to acquire vehicle registrants' street address, city/township and zip code. Upon completion of address acquisition, staff members geocoded the home origins of approximately 18,600 system users. Geocoding allows for a visual display of user origin distribution while protecting individual privacy throughout the system [Map 2]. A geocoding success rate of 91.3 % was achieved for all users recorded [Table 1]. Approximately 18,700 system users were recorded during the survey count, which yields a 99.2% processing rate. User data, such as specific home addresses, are kept private in accordance with DVS and WisDOT agreements and state data practices laws.

Table 1: User home origins geocoding status

User Location Status	Count	% of total
Mapped	17,092	91.3%
Address could not be mapped	990	5.3%
Out of State Plate (Non-WI)	165	0.9%
No Plate on Vehicle/Not Recorded	330	1.8%
Grand Total	18,577	100%

REGIONAL SYSTEM PROFILE

The capacity of the Twin Cities regional park-and-ride/pool system changes as new facilities are opened, underutilized facilities are closed, facilities are temporarily closed for expansions, and temporary facilities are opened until permanent facilities can be constructed.

The overall usage of the regional system has grown continuously since the early 1970s, ranging from a typical annual growth rate of 4-7 percent in the early 2000s to growth of more than 20 percent between 2004 and 2005 [Figure 1]. Gas prices, employment, economic conditions, and improvement in transit service and amenities have influenced the system's performance in recent years.

The 2012 data show that system usage was level with park-and-ride usage in 2011 decreasing slightly by 1.3 percent from 18,341 users in 2011 to 18,104 users [Table 2]. Park-and-pool usage decreased by 6.4 percent, from 667 users in 2011 to 624 users, which suggests a modest decrease in park-and-pool usage overall.

Table 2: 2011-2012 regional system usage by provider

Provider	2012				2011	2011 - 2012	
	Facilities	Capacity	Usage	% Utilized	Usage	Change	% Change
Metro Transit	79	19,239	11,497	59.8%	11,682	-185	-1.6%
Bus	70	13,788	8,860	64.3%	8,880	-20	-0.2%
Rail	9	5,451	2,637	48.4%	2,802	-165	-5.9%
MVTA	11	4,754	2,962	62.3%	3,013	-51	-1.7%
SouthWest Transit	7	2,066	1,486	71.9%	1,500	-14	-0.9%
Maple Grove Transit	5	1,923	1,333	69.3%	1,356	-23	-1.7%
NCDA	2	166	61	36.7%	46	15	32.6%
Plymouth	3	485	288	59.4%	258	30	11.6%
Scott County	3	1,132	362	32.0%	359	3	0.8%
City of Ramsey	1	150	115	76.7%	127	-12	-9.4%
Park-and-Ride Total	111	29,915	18,104	60.5%	18,341	-237	-1.3%
Mn/DOT	28	1,176	373	31.7%	387	-14	-3.6%
WisDOT	9	591	239	40.4%	272	-33	-12.1%
City of New Richmond, WI	2	74	12	16.2%	8	4	50.0%
Park-and-Pool Total	39	1,841	624	33.9%	667	-43	-6.4%

User Home Origins

Recording license plate data allows for the mapping of user home origins. This information in turn provides a wealth of knowledge about travel patterns and allows Metro Transit and other transit providers to plan accordingly. By analyzing user home origins, one can plan for new facilities and adjust service levels to meet ridership demand. User home origins data also supplies insight for transitway ridership forecasting. Again, specific driver data is kept private in conformance with state data privacy laws.

In 2001, a Transit Taxing District (TTD) was statutorily established (Minn. Stat. 473.446) in the Twin Cities Metropolitan Area. This created an area for which all taxable properties could be assessed for transit and paratransit capital. Transit Capital Levy Communities include all the communities in the TTD as well as communities that have reached agreement with the Metropolitan Council to levy in their community for transit capital. The data from this year’s survey show that 72.6% of all park-and-ride users reside within the TTD and 27.4% of all users come from outside the TTD to use park-and-ride facilities [Table 3].

Table 3: User home origins by geography

User Home Origins	Count	% of total
Inside Transit Taxing District	13,127	72.6%
Outside Transit Taxing District but Inside 7-County Metro	1,817	10.0%
Outside of the 7-County Metro Area	3,138	17.4%
TOTAL	18,082	100%
Minnesota Users	17,484	96.7%
Wisconsin Users	598	3.3%
GRAND TOTAL	18,082	100%

Capacity Changes

Two new facilities opened since the 2011 survey, Chanhassen Transit Station and Eagle Creek Transit Station (Shakopee). Each facility increased capacity by 420 and 535 spaces respectively, resulting in a total of 955 new spaces added [Table 4]. During that same period, there was a total loss of 110 spaces due to the closing of the Safe Haven (Shakopee) park-and-ride facility. The Safe Haven facility was replaced by the new Eagle Creek Transit Station. In all, there was a net gain of 845 spaces in 2012.

A few facility capacity adjustments occurred since the 2011 report. The West River Rd & 117th Ave (Champlin) park-and-ride has been corrected to 151 spaces in lieu of the 139 spaces recorded in previous surveys. This adjustment is due to a lot resurfacing completed to maximize the capacity of the facility. Upon a recent contract review, the park-and-ride facility at Christ Episcopal Church (Woodbury) has been corrected to 100 spaces instead of the 50 spaces recorded in previous surveys. Furthermore, the East Creek Station (Chaska) park-and-ride (originally 225 spaces) lost 175 spaces due to construction resulting in an interim capacity of 50 spaces.

Table 4: 2011–2012 system expansion and contraction

New capacity since 2011 System Survey	Gained	Closed since 2011 System Survey	Lost
Chanhassen Transit Station	420	Safe Haven	-110
Eagle Creek Transit Station	535		
SPACES GAINED	955	SPACES LOST	-110
NET CHANGE IN CAPACITY			845

Facilities with the Largest Change in Usage

The tables below show facilities that experienced the largest change between the 2011 and 2012 surveys. Large facilities describe those that have capacities of 100 parking spaces or greater and small facilities refer to those that have capacities of less than 100. Hiawatha LRT and Northstar facilities are excluded from this section, as they are discussed in the following section.

Usage Increases. Tracking usage increases at the largest facilities throughout the system allows planners to better gauge service levels and to consider potential future expansions at these popular facilities. The large increase experienced by SouthWest Village (Chanhassen) can be attributed to the construction at the nearby East Creek Station (Chaska) facility [Table 5]. The construction dramatically reduced the amount of spaces available for users thus diverting a number of them to nearby SouthWest Village. Large usage increases at facilities such as Maple Grove Parkway Station and I-35 & Kenrick Ave (Lakeville) simply show the rising user familiarity with these relatively newer additions to the regional park-and-ride system.

Table 5: Large facilities with the largest increase in usage, 2011-2012

Facility	Capacity	2012	2011	2011-2012	
		Usage	Usage	Change	% Change
SouthWest Village	511	421	338	83	24.6%
Maple Grove Parkway	502	366	287	79	27.5%
I-35 & Kenrick Ave	750	458	395	63	15.9%
Coon Rapids/Riverdale Station	455	259	205	54	26.3%
Cottage Grove	525	314	260	54	20.8%
Big Lake Station	518	271	233	38	16.3%
St. Croix Valley Recreation Center	100	47	12	35	291.7%
Eagan Transit Station	679	324	289	35	12.1%
Anoka Station	377	215	181	34	18.8%
Hwy 61 & Lower Afton Rd	114	136	105	31	29.5%
TOTAL	4,531	2,811	2,305	506	22.0%

The park-and-ride system generally trends towards larger facilities with more frequent service, however smaller facilities offer service in established neighborhoods while remaining modest in size. Tracking usage increases at small facilities allows planners to grasp a better sense of user travel behavior patterns. Similar to the usage increase at SouthWest Village, the Clover Fields (Chaska) facility also experienced large gains due to construction activity at the nearby East Creek Station facility [Table 6].

Table 6: Small facilities with the largest increase in usage, 2011-2012

Facility	Capacity	2012	2011	2011-2012	
		Usage	Usage	Change	% Change
Rosemount Community Center	75	33	10	23	230.0%
Clover Fields	39	15	1	14	1400.0%
Minnetonka Blvd & Baker Rd	16	13	6	7	116.7%
St. Genevieve Church	50	22	16	6	37.5%
Westwood Lutheran Church	40	8	3	5	166.7%
TOTAL	220	91	36	55	152.8%

Usage Decreases. Table 7 and Table 8 show those facilities that experienced the largest decrease in usage between 2011 and 2012. Tracking usage decreases informs planners which facilities need further scrutiny in terms of overall service, marketing, and a host of other potential things. Given that large facilities usually represent a significant transit investment, usage decreases at these facilities prompt closer examination of user travel behavior patterns and the possibility of targeted marketing efforts to heighten public awareness of services available.

Rosedale Transit Center experienced another year of decreasing usage due to its imminent closure in December 2012 [Table 7]. As in 2011, it appears that users of the Rosedale park-and-ride now use the nearby I-35W & Co Rd C (Roseville) facility which observed an 18.5% usage increase in 2012 [Appendix B]. The usage decrease that occurred at Maple Grove Transit Station could likely be attributed to increasing user familiarity with the nearby Maple Grove Parkway Station which experienced notable usage increase in 2012 [Table 5]. This usage decrease at Maple Grove Transit Station was planned and addresses recent issues with overcrowding there. Maplewood Mall Transit Center showed a usage decrease likely due the concurrent construction of an approximately 1,000 space ramp that will be completed in 2013 to relieve previous capacity constraints.

Table 7: Large facilities with the biggest decrease in use, 2011–2012

Facility	Capacity	2012	2011	2011-2012	
		Usage	Usage	Change	% Change
28th Ave Station	1,443	584	743	-159	-21.4%
Apple Valley Transit Station	768	655	762	-107	-14.0%
Running Aces	300	97	200	-103	-51.5%
Maple Grove Transit Station	924	844	933	-89	-9.5%
Fort Snelling Station South	675	549	622	-73	-11.7%
Maplewood Mall Transit Center	420	333	389	-56	-14.4%
Fort Snelling Station North	398	238	288	-50	-17.4%
West River Rd & 117th Ave	151	106	147	-41	-27.9%
Foley Blvd	1,234	1155	1189	-34	-2.9%
Rosedale Transit Center	375	175	204	-29	-14.2%
TOTAL	6,688	4,736	5,477	-741	-13.5%

Large usages decrease at small facilities prompts closer review of the facility’s role in the overall park-and-ride system. Metro Transit is currently reviewing the use of small, poor performing facilities that Metro Transit serves. The relatively large usage decrease at Seagate Technology (Shakopee) may be due to the recent opening of the nearby East Creek Transit Station [Table 8].

Table 8: Small facilities with the biggest decrease in use, 2011–2012

Facility	Capacity	2012	2011	2011-2012	
		Usage	Usage	Change	% Change
Seagate Technology	82	9	28	-19	-67.9%
Hwy 212 & Shady Oak Rd	72	10	29	-19	-65.5%
Preserve Village Mall	50	5	20	-15	-75.0%
Hwy 100 & Duluth	50	75	90	-15	-16.7%
Richardson Park	66	20	33	-13	-39.4%
TOTAL	320	119	200	-81	-40.5%

Hiawatha Line LRT Facilities

Overall, usage of Hiawatha LRT park-and-ride facilities decreased (-15 percent) from 2011 to 2012 [Table 9]. It remains unclear why this decrease occurred, and it is being further investigated by Metro Transit staff. The Lake Street/Midtown Station park-and-ride was over capacity for this year's survey.

Table 9: Hiawatha Line facilities capacity and usage

Facility	Capacity	2012	2011	2011-2012	
		Usage	Usage	Change	% Change
28th Ave Station	1,443	584	743	-159	-21.4%
Fort Snelling Station North	398	238	288	-50	-17.4%
Fort Snelling Station South	675	549	622	-73	-11.7%
Lake St/Midtown Station West	163	165	172	-7	-4.1%
Park-and-Ride Total	2,679	1,536	1,825	-289	-15.8%

Northstar Commuter Rail Facilities

Overall usage at Northstar park-and-ride facilities has increased each year since the commuter rail line's opening in November of 2009. Four of its five facilities, in particular, have seen double digit growth rates in usage over the past year [Table 10]. The greatest growth percentage in usage was seen at the Fridley Station, adding 34.5 percent of users between the 2011 and 2012 system surveys. The greatest growth in number of users however was seen at Coon Rapids/Riverdale Station adding 54 new users between the 2011 and 2012 system surveys. For the first time since its inception, the Northstar Line has multiple facilities that surpass the 50 percent utilization rate.

Table 10: Northstar Line facilities capacity and usage

Name	2012	2012	2012	2011	2011-2012	
	Capacity	Usage	% Util	Usage	Change	% Change
Anoka Station	377	215	57.0%	181	34	18.8%
Big Lake Station	518	271	52.3%	233	38	16.3%
Coon Rapids/Riverdale Station	455	259	56.9%	205	54	26.3%
Elk River Station (171st Ave & Tyler St)	754	317	42.0%	329	-12	-3.6%
Fridley Station	668	39	5.8%	29	10	34.5%
Park-and-Ride Total	2,772	1101	39.7%	977	124	12.7%

Capacity Constraints

The system currently has several facilities at capacity (90–100 % full) or over capacity (over 100% full). Of the region’s 111 park-and-ride facilities, 20 currently fall into one of these three categories [Table 11]. What is notable about this roster of facilities is that they together account for approximately 37 percent of the total number of system users, but represent just under a quarter of the system’s capacity.

Table 11: Park-and-Ride facilities at or over capacity

<i>At Capacity</i> <i>90-100% full</i>	<i>Over Capacity</i> <i>>100% full</i>
Maple Grove Transit Station	Hmong Alliance Church
Burnsville Transit Center	Hwy 100 & Duluth
South Bloomington Transit Center	Hwy 61 & Lower Afton Rd
Foley Blvd	Hwy 610 & Noble Parkway
Como & Eustis	Lake St/Midtown Station West
Mermaid Supper Club	Messiah United Methodist Church
Woodbury Lutheran Church	Shoreview Community Center
General Mills Blvd & I-394	
Guardian Angels Catholic Church	
Louisiana Ave Transit Center	
Salem Covenant Church	
Hwy 61 & Co Rd C	
SouthWest Station	
5,637 Users	1,145 Users
5,997 Spaces	1,043 Spaces
6,782 Users (37% of system users)	
7,040 Spaces (24% of system spaces)	

There are planned projects within the next five years to address capacity constraints at the facilities in **bold** found in Table 11. The capacity constraints at Woodbury Lutheran Church and Guardian Angels Catholic Church (Oakdale) will be relieved by a planned park-and-ride at I-94 & Manning Ave (550 spaces) in 2014. The expansion of the Maplewood Mall Transit Center to 1000 spaces to be completed in 2013 will ease the capacity constraints at the Hmong Alliance Church (Maplewood) and Hwy 61 & Co Rd C (Maplewood) facilities. The Hwy 610 & Noble Parkway (Brooklyn Park) facility will be expanded to 1000 spaces in 2013. The capacity constraints currently experienced at facilities along the I-394 corridor will likely notice usage relief with the introduction of the Southwest Transitway LRT project.

A number of maps are provided in the appendix, which track the usage patterns of system users. They are divided by traffic corridor in relation to the Minneapolis CBD [Appendix A].

FACTORS IMPACTING USAGE

A number of factors contribute to the changes in usage of the park-and-ride system since yearly surveys began in 2002. This can in part be attributed to factors discussed below.

Major Factor: Recession Recovery and Stagnant Job Growth

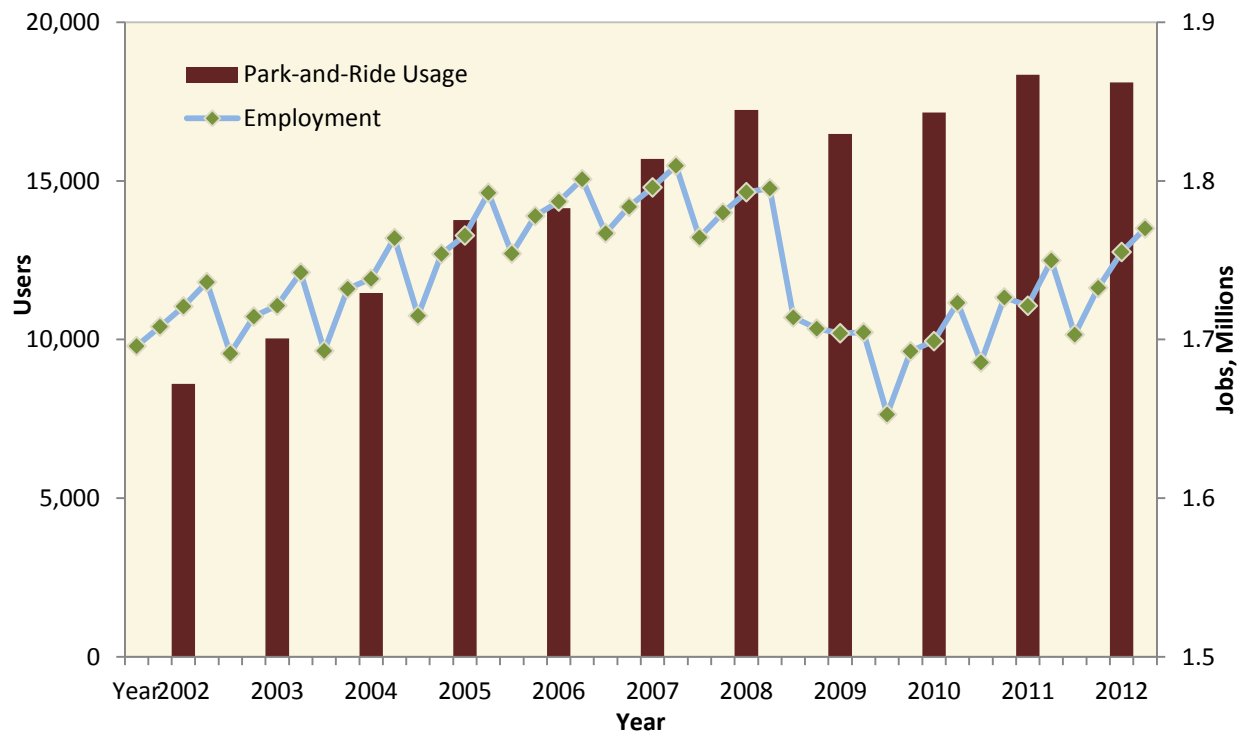
The global financial crisis, housing market collapse, and subsequent economic slowdown that began in 2007-2008 continue to impact transit ridership and park-and-ride usage.

Total employment in the Twin Cities Metro Area declined from a peak of 1.809 million in October 2007 to a low of 1.652 million in January 2010. This loss of 157,000 jobs brought total employment 38,000 jobs below a previous low of 1.691 million in January 2003. Despite similar employment, park-and-ride usage in 2010 marked nearly double the 2002 levels [Figure 2].

There were approximately 1.721 million jobs in the Twin Cities Metro Area in 2011. Since then, employment levels remain stagnant with only a 1.1% increase resulting in 1.740 million jobs in 2012.

Employment trends directly impact transit ridership counts and park-and-ride/park-and-pool facility usage. Nearly all park-and-ride users commute to jobs located in downtown Minneapolis, downtown Saint Paul or the University of Minnesota-Twin Cities campus. Further, approximately 70 percent of all Twin Cities-area transit riders cite commuting to work as their primary reason for using transit. Taking this into consideration, it makes sense that park-and-ride usage growth remained stagnant this year, similar to the employment levels throughout the region.

Figure 2: 2002-2012 historical Twin Cities MSA employment¹ and park-and-ride usage

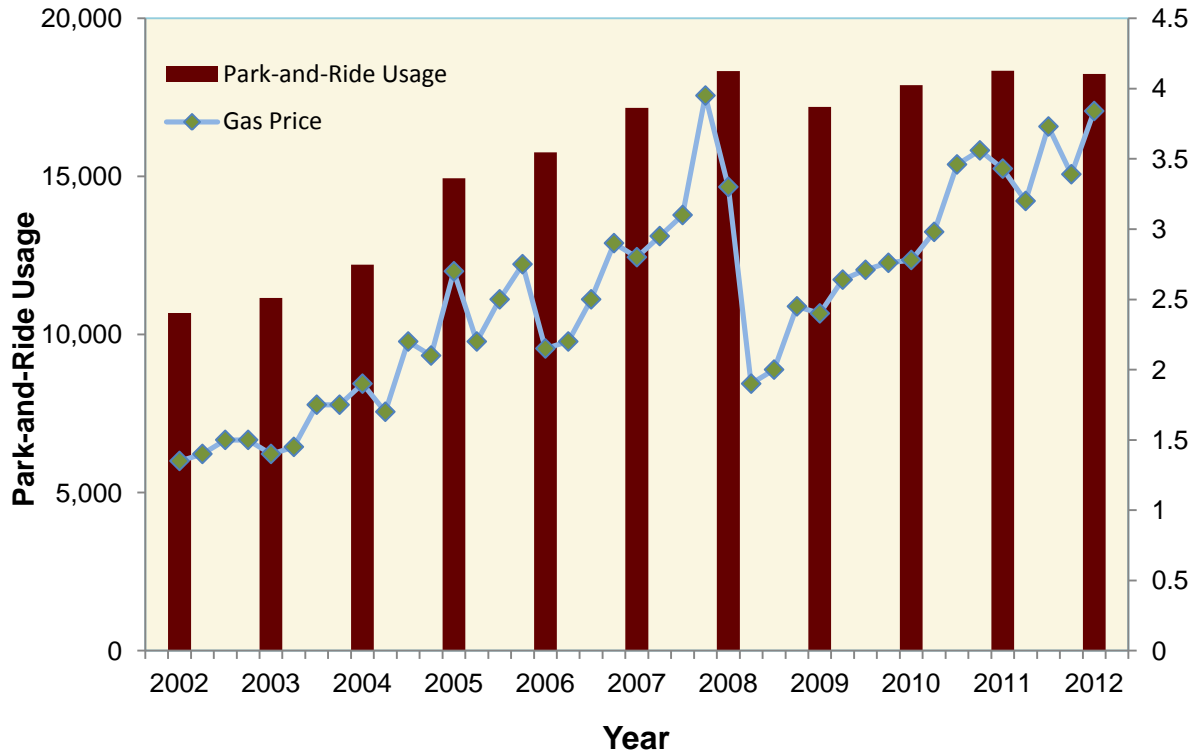


¹ Twin Cities MSA Employment, seasonally adjusted non-farm total employment. Bureau of Labor Statistics.

Minor Factor: Fuel Costs

The early half the past decade was distinguished by rapidly increasing and often volatile fuel costs. One effect of this trend in fuel costs was that transit ridership (and park-and-ride ridership) experienced large increases. Over the past year fuel costs have generally oscillated between \$3.50 and \$4.00 per gallon in the Twin Cities Metro [Figure 3]. This marks a slight increase when compared to fuel costs in 2011. This relatively minor change in fuel costs might be a reason for the flat park-and-ride usage changes in 2012 when compared to 2011. However, it is important to note that transit ridership is not directly correlated with changes in fuel prices, as a myriad of other factors also play a role in ridership increases.

Figure 3: 2002–2012 historical gas prices and park-and-ride usage



Minor Factor: Parking Costs








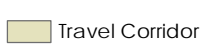
The availability of free parking at one's final work destination plays a significant role in determining whether or not someone drives to work. In the cases where free parking is not readily available at the final work destination, the price of parking one's vehicle begins to play a role in whether they drive alone or take transit. Historically, parking costs are higher in Downtown Minneapolis than in Downtown St. Paul which partially explains why a greater fraction of Downtown Minneapolis workers choose to take transit to work. Thus, parking costs impact the usage of park-and-ride facilities.

APPENDIX A:

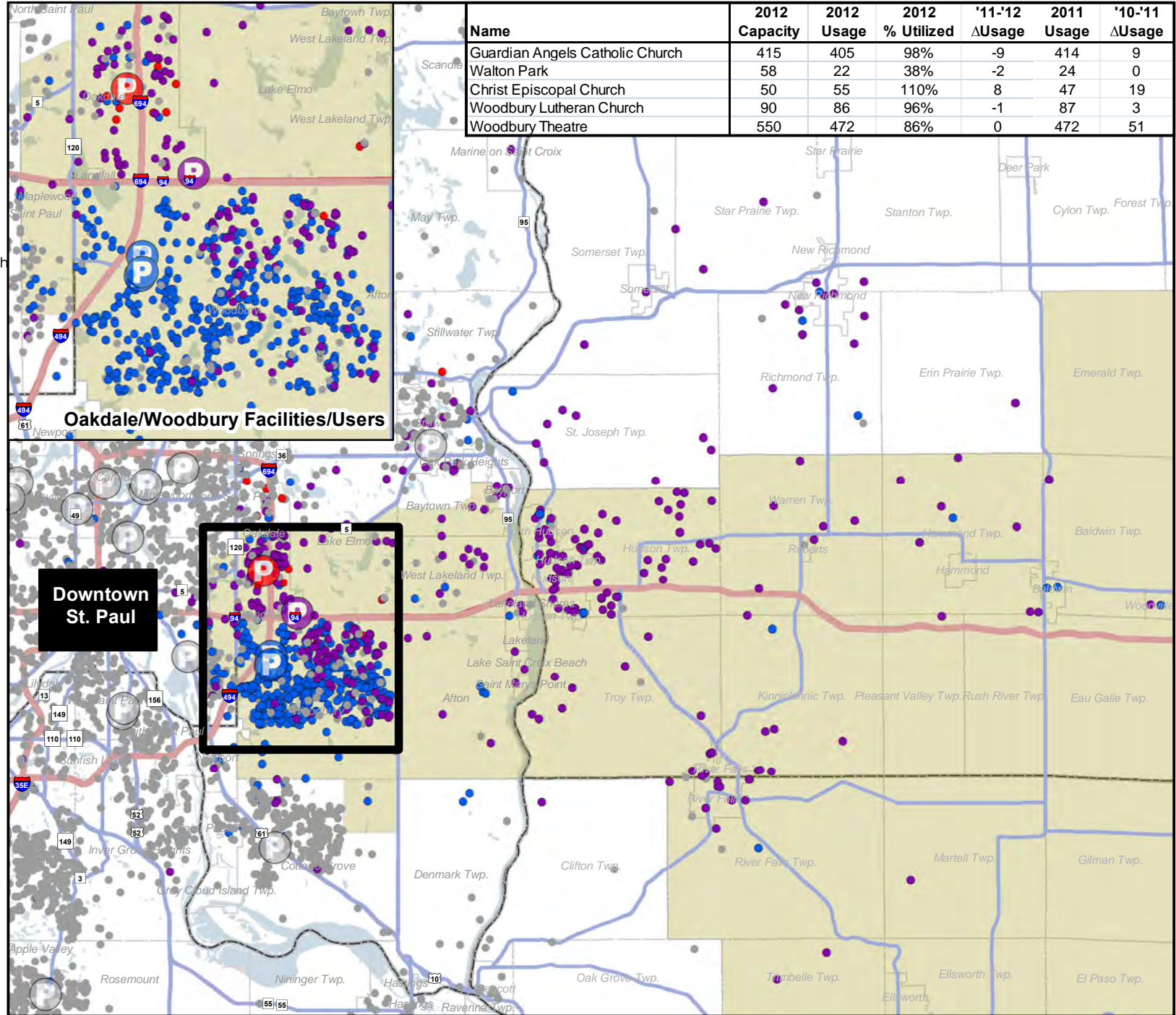
USER HOME ORIGINS BY TRAVEL CORRIDOR, 2012

- I. I-94 East
- II. Hwy 61 South
- III. Hwy 52/55
- IV. Hwy 77 South
- V. I-35W South Lower
- VI. I-35W South Upper
- VII. Hwy 169 South
- VIII. Hwy 212/5
- IX. I-394/Hwy 12
- X. I-94 West
- XI. Hwy 10/169 North
- XII. I-35W North
- XIII. I-35E North/Hwy 36 East
- XIV. Central Cities

I-94 East






-  Other Park and Ride Facilities
-  Christ Episcopal Church
-  Woodbury Lutheran Church
-  Woodbury Theatre
-  Guardian Angels Catholic Church
-  Walton Park
-  Other P&R Users
-  Travel Corridor

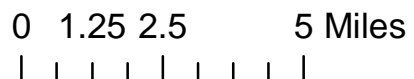
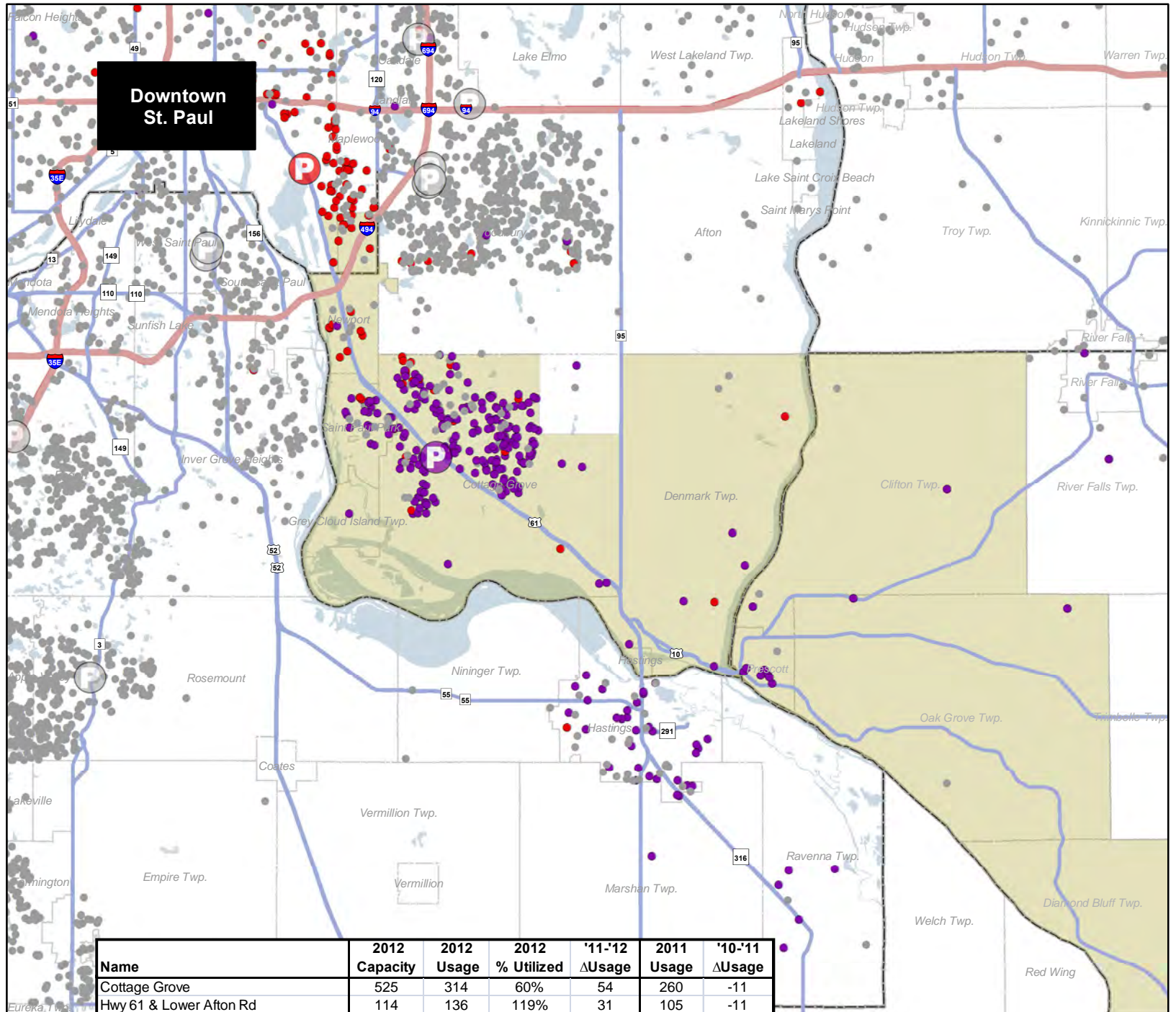
Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Guardian Angels Catholic Church	415	405	98%	-9	414	9
Walton Park	58	22	38%	-2	24	0
Christ Episcopal Church	50	55	110%	8	47	19
Woodbury Lutheran Church	90	86	96%	-1	87	3
Woodbury Theatre	550	472	86%	0	472	51



Hwy 61 South










Park & Ride Facilities

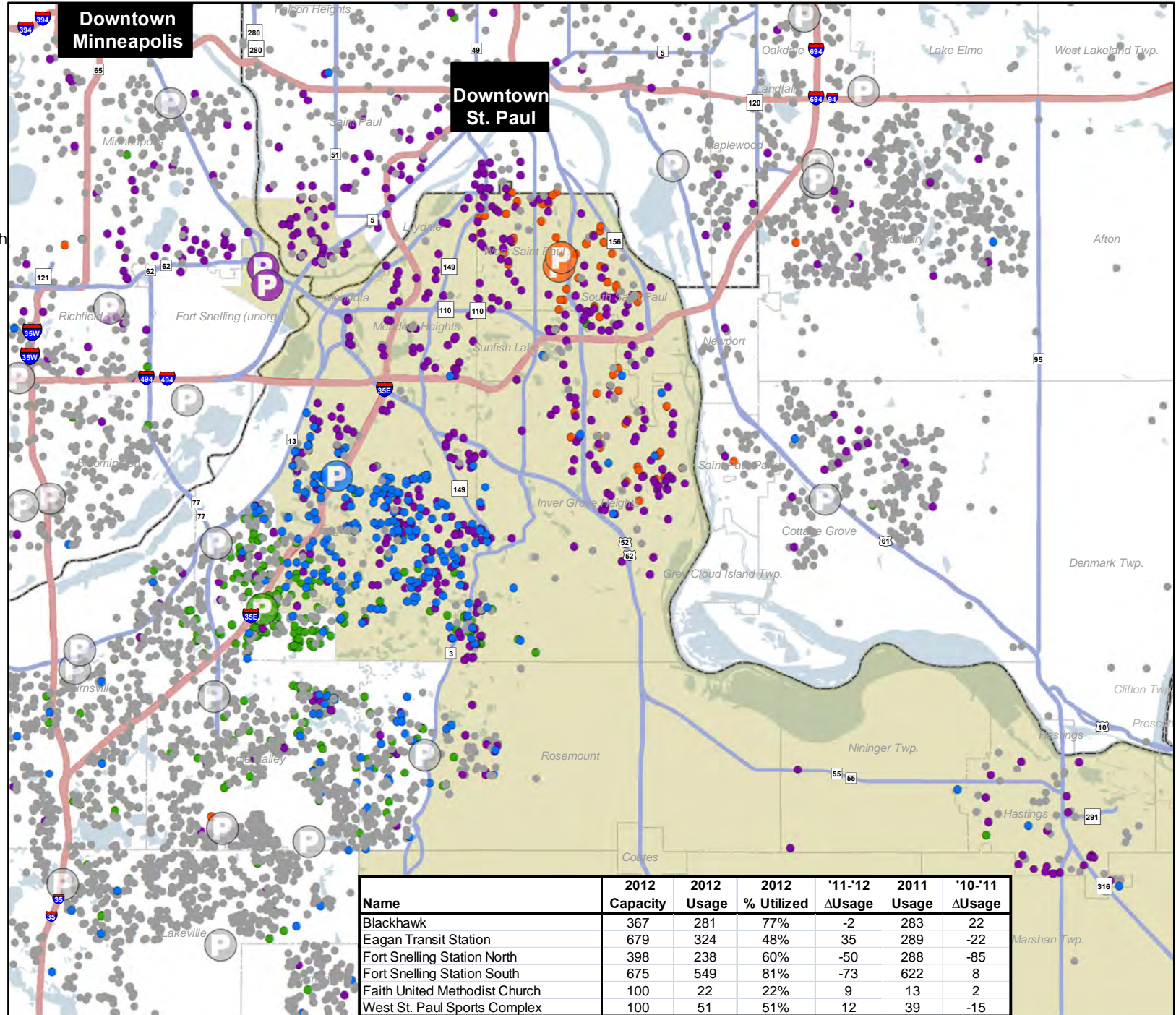
-  Other Park and Ride Facilities
-  Cottage Grove
-  Hwy 61 & Lower Afton Rd
-  Other P&R Users
-  Travel Corridor



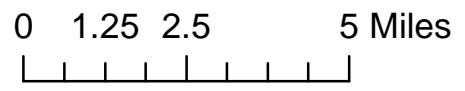
Hwy 52/55

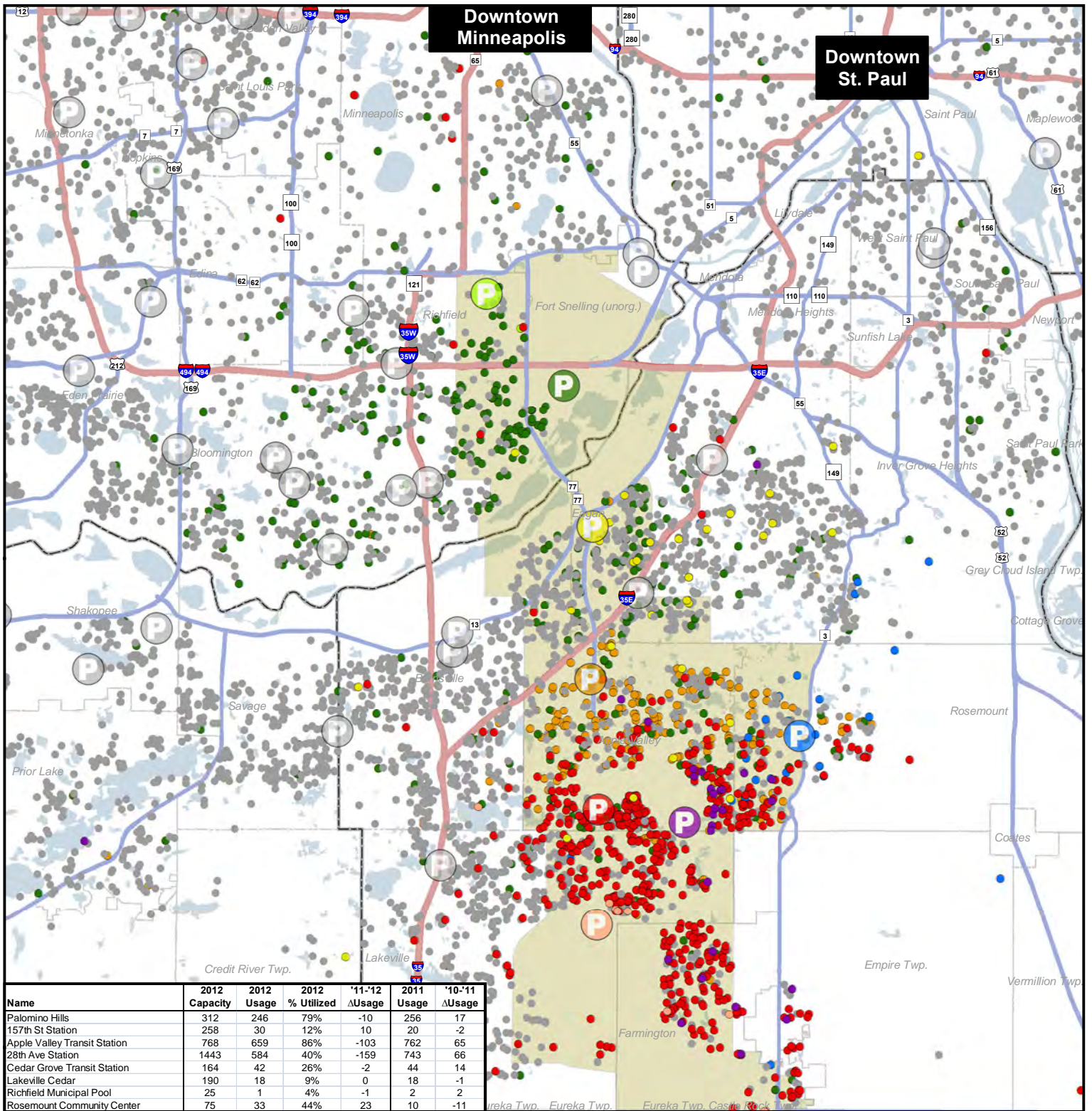
Park & Ride Facilities

-  Other Park and Ride Facilities
-  Blackhawk
-  Eagan Transit Station
-  Faith United Methodist Church
-  West St Paul Sports Complex
-  Fort Snelling Station North
-  Fort Snelling Station South
-  Other P&R Users
-  Travel Corridor








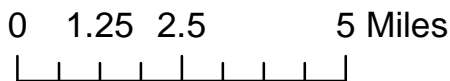
Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Blackhawk	367	281	77%	-2	283	22
Eagan Transit Station	679	324	48%	35	289	-22
Fort Snelling Station North	398	238	60%	-50	288	-85
Fort Snelling Station South	675	549	81%	-73	622	8
Faith United Methodist Church	100	22	22%	9	13	2
West St. Paul Sports Complex	100	51	51%	12	39	-15

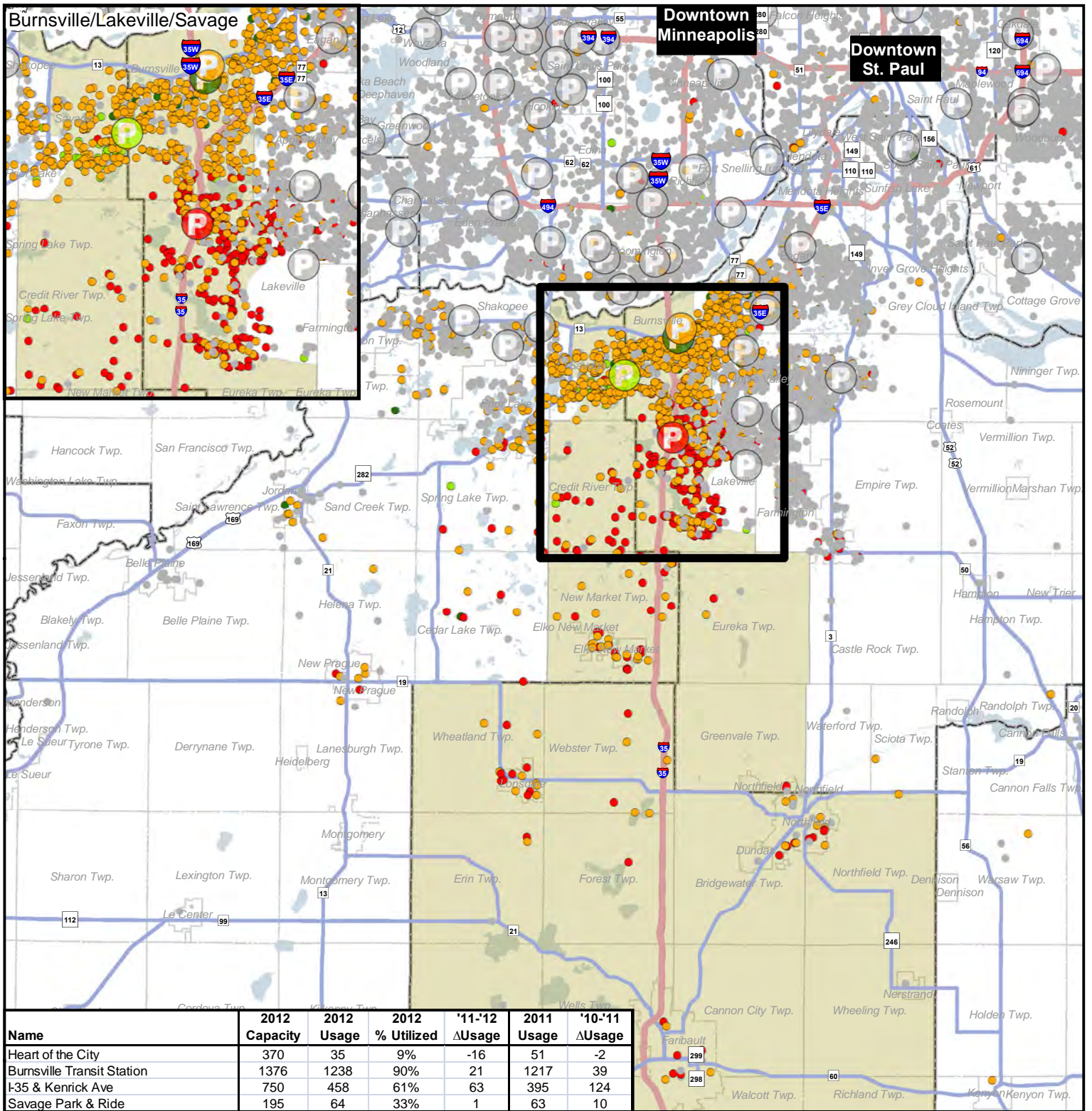




Hwy 77 South

- Park & Ride Facilities
-  Other Park and Ride Facilities
 -  28th Ave Station
 -  Apple Valley Transit Station
 -  Lakeville Cedar
 -  Richfield Municipal Pool
 -  Cedar Grove Park-and-Ride
 -  Rosemount Community Center
 -  Palomino Hills
 -  Other P&R Users
 -  Travel Corridor





I-35W South Lower











Park & Ride Facilities

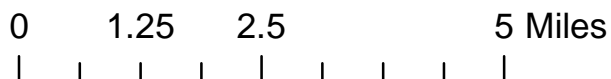
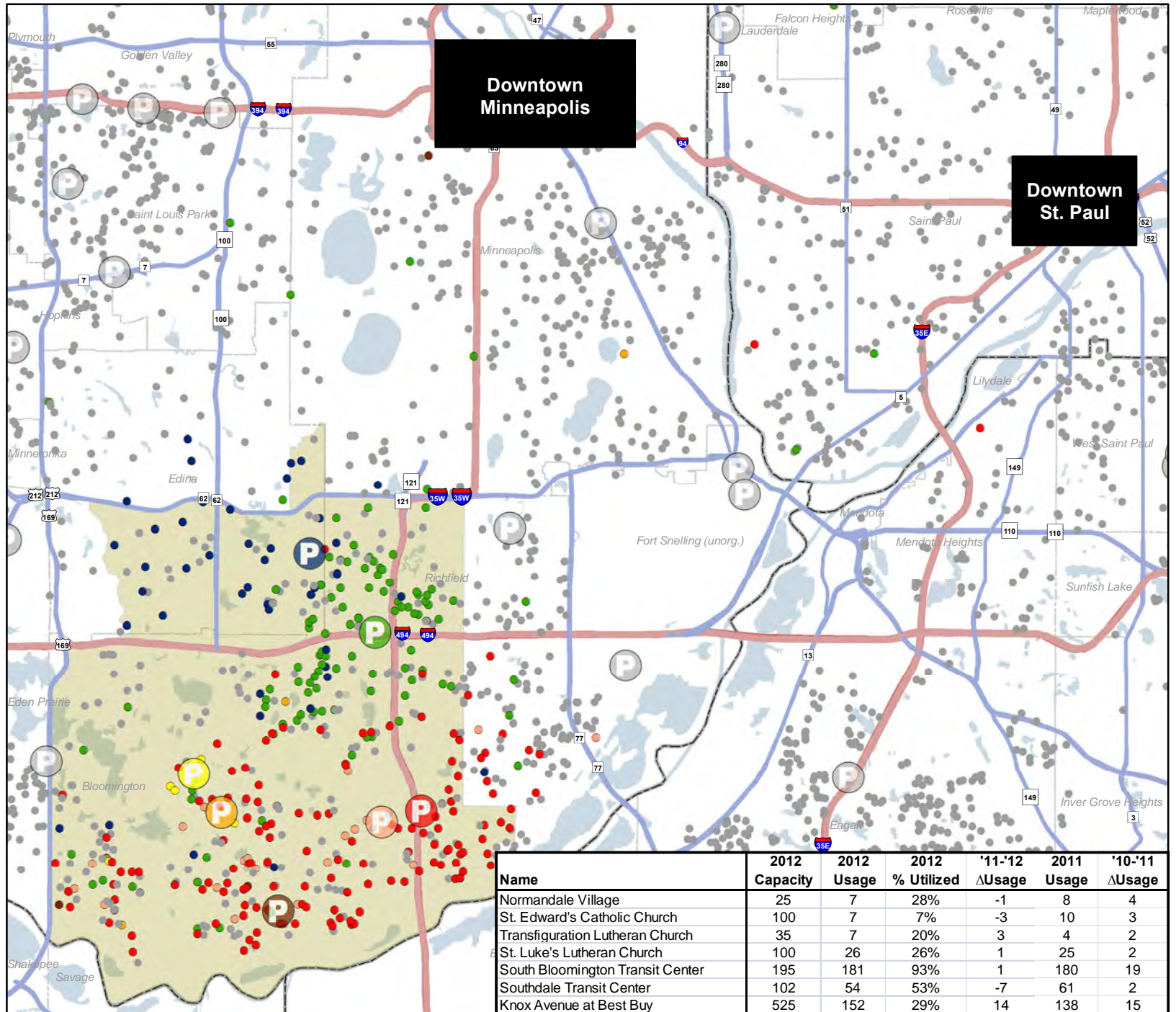
- Other Park and Ride Facilities
- Savage
- I-35 & Kenrick Ave
- Travel Corridor
- Burnsville Transit Station
- Heart of the City
- Other P&R Users



I-35W South Upper







Park & Ride Facilities

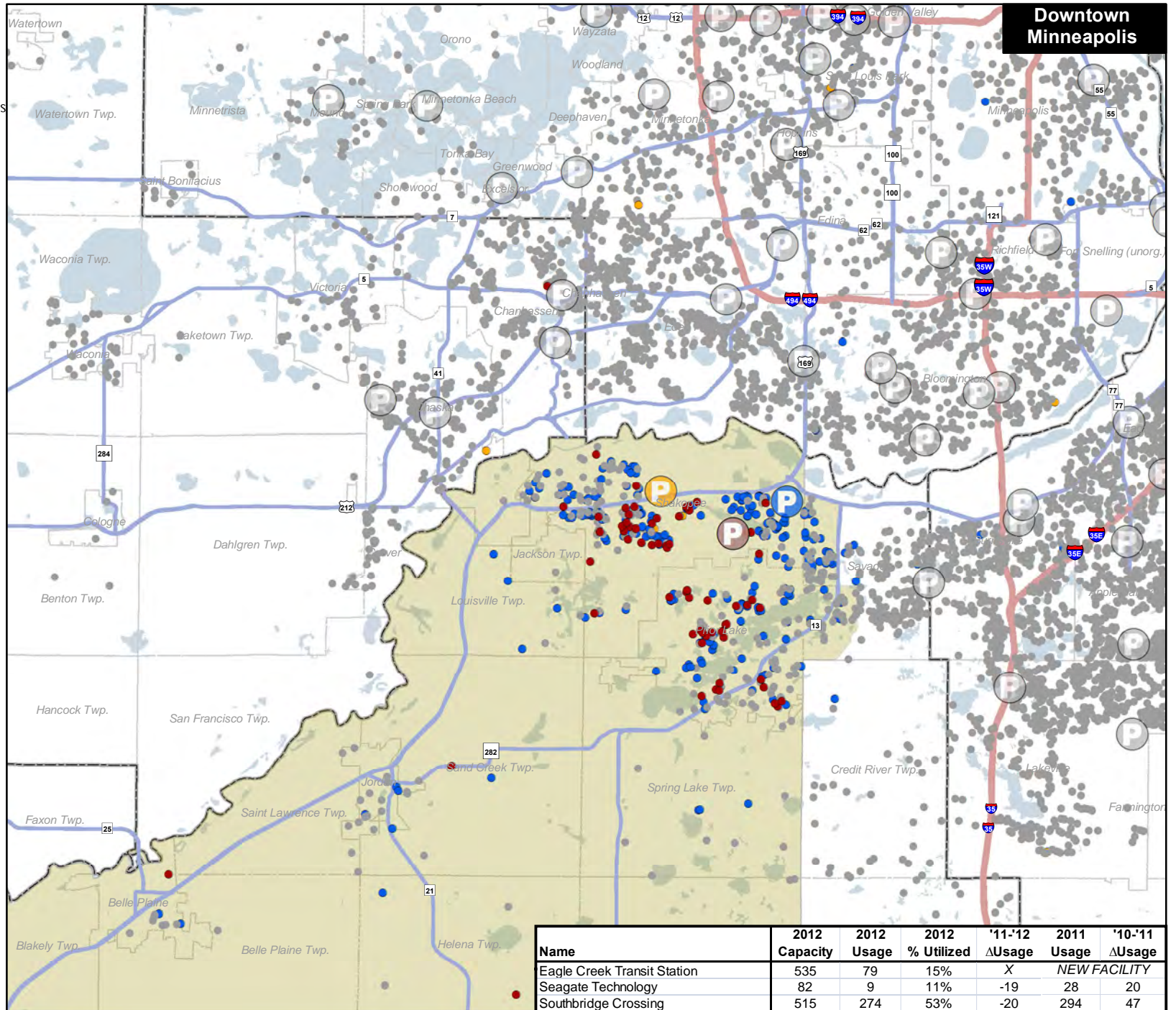
-  Other Park and Ride Facilities
-  Knox Avenue at Best Buy
-  Normandale Village
-  South Bloomington Transit Center
-  Southdale Transit Center
-  St. Edward's Catholic Church
-  St. Luke's Lutheran Church
-  Transfiguration Lutheran Church
-  Other P&R Users
-  Travel Corridor



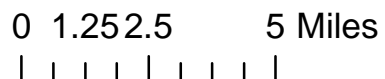
Hwy 169 South

Park & Ride Facilities

-  Other Park and Ride Facilities
-  Seagate Technology
-  Southbridge Crossing
-  Eagle Creek Transit Station
-  Other P&R Users
-  Travel Corridor













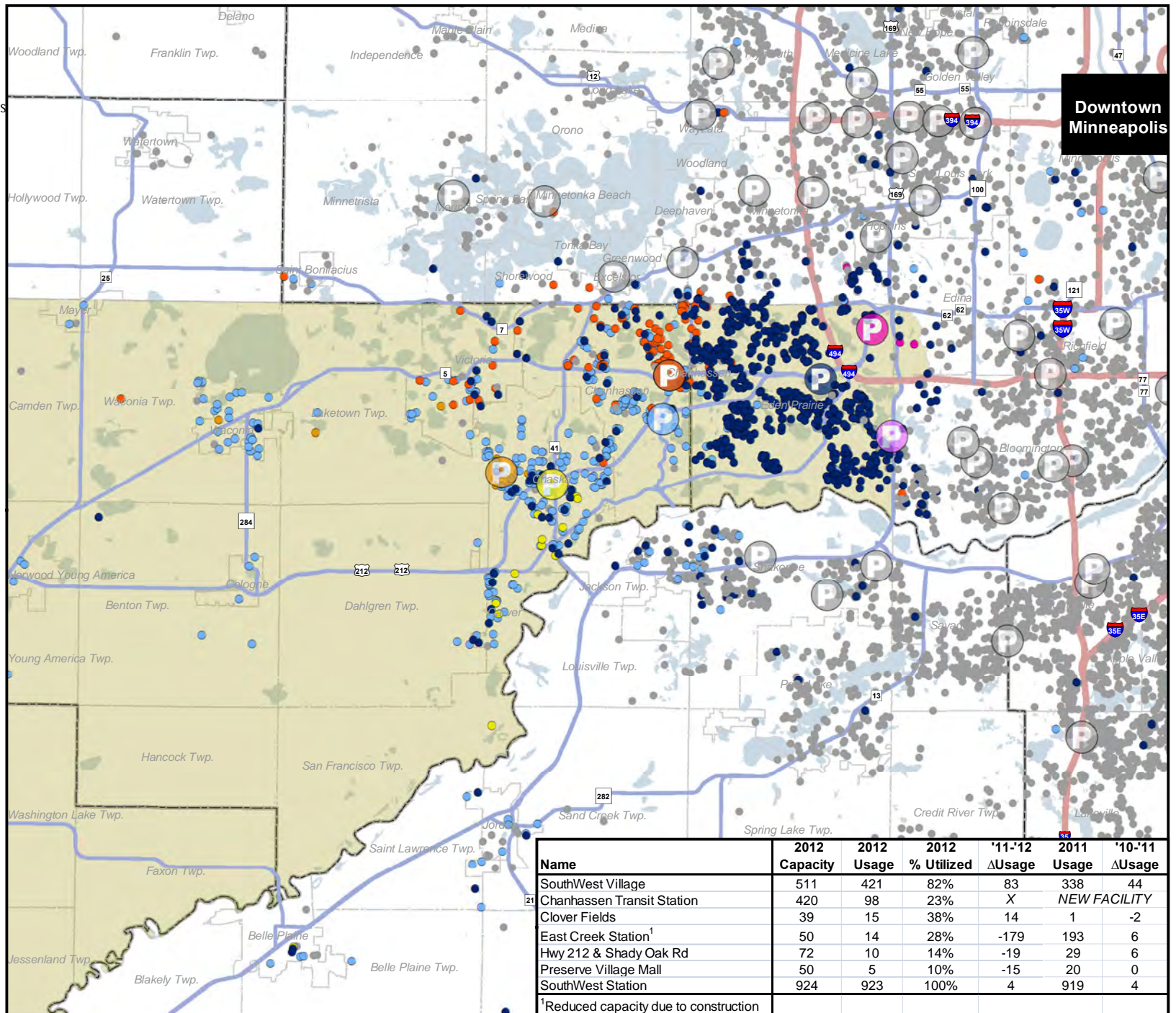
Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Eagle Creek Transit Station	535	79	15%	X	NEW FACILITY	
Seagate Technology	82	9	11%	-19	28	20
Southbridge Crossing	515	274	53%	-20	294	47



Hwy 212/5

Park & Ride Facilities

-  Other Park and Ride Facilities
-  Clover Fields
-  East Creek Station
-  Hwy 212 & Shady Oak Rd
-  Preserve Village Mall
-  SouthWest Station
-  SouthWest Village
-  Chanhassen Transit Station
-  Other P&R Users
-  Travel Corridor

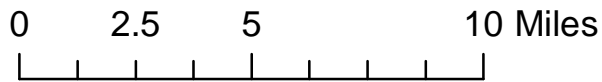
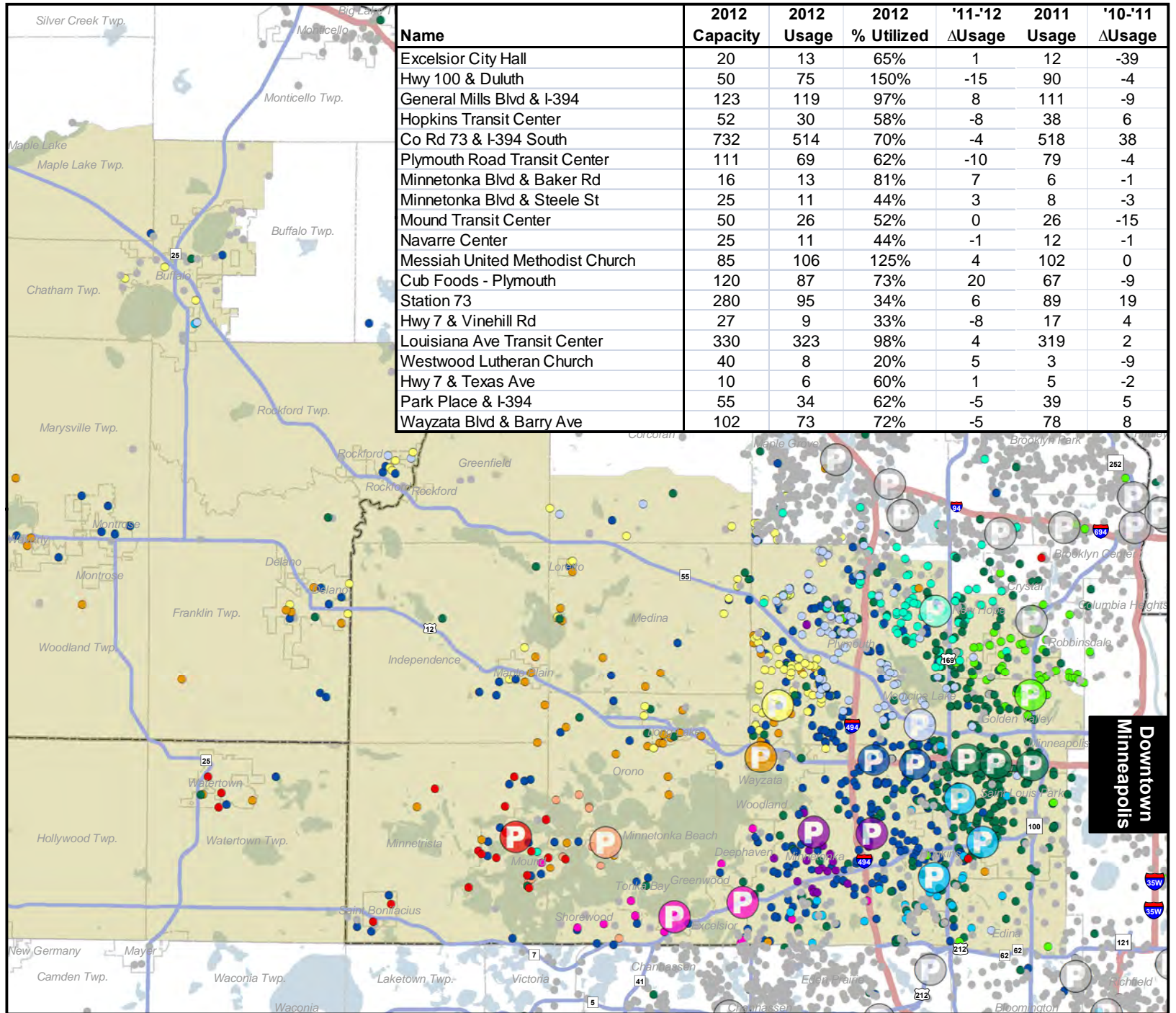


Downtown Minneapolis

I-394/Hwy 12

Park & Ride Facilities

















- Other Park and Ride Facilities
- General Mills Blvd & I-394
- Louisiana Ave Transit Center
- Park Place & I-394
- Hwy 100 & Duluth
- Hopkins Transit Center
- Hwy 7 & Texas Ave
- Westwood Lutheran Church
- Cub Foods - Plymouth
- Station 73
- Co Rd 73 & I-394 South
- Plymouth Road Transit Center
- Minnetonka Blvd & Baker Rd
- Minnetonka Blvd & Steele St
- Excelsior City Hall
- Hwy 7 & Vinehill Rd
- Messiah United Methodist Church
- Wayzata Blvd & Barry Ave
- Navarre Center
- Mound Transit Center
- Other P&R Users
- Travel Corridor

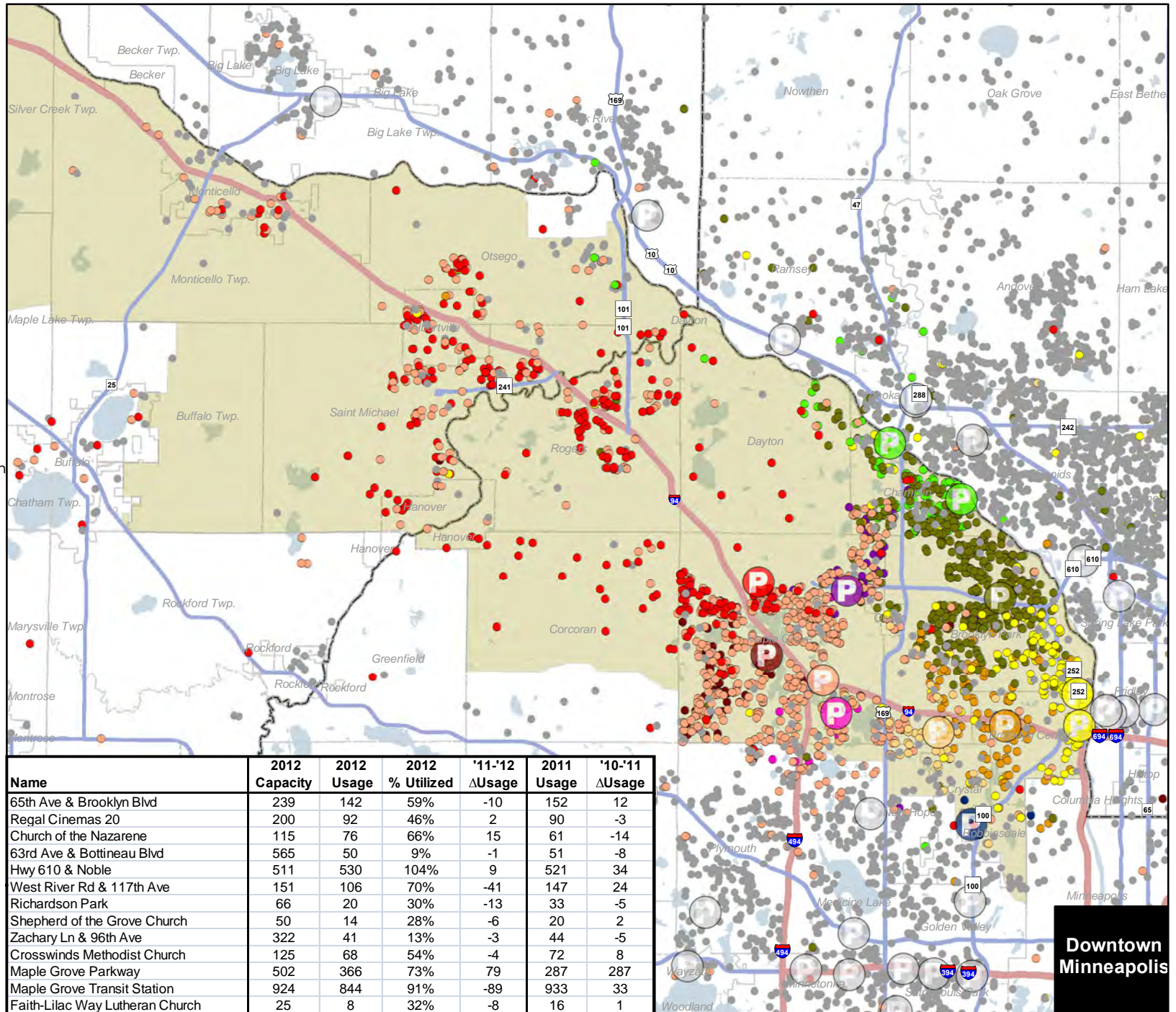


Downtown Minneapolis

I-94 West












Park & Ride Facilities




-  Other Park and Ride Facilities
-  63rd Ave & Bottineau Blvd
-  65th Ave & Brooklyn Blvd
-  Church of Nazarene
-  Regal Cinemas 20
-  Hwy 610 & Noble
-  Richardson Park
-  West River Rd & 117th Ave
-  Faith-Lilac Way Lutheran Church
-  Crosswinds Methodist Church
-  Maple Grove Transit Station
-  Parkway Station
-  Shepherd of the Grove Church
-  Zachary Ln & 96th Ave
-  Other P&R Users
-  Travel Corridor

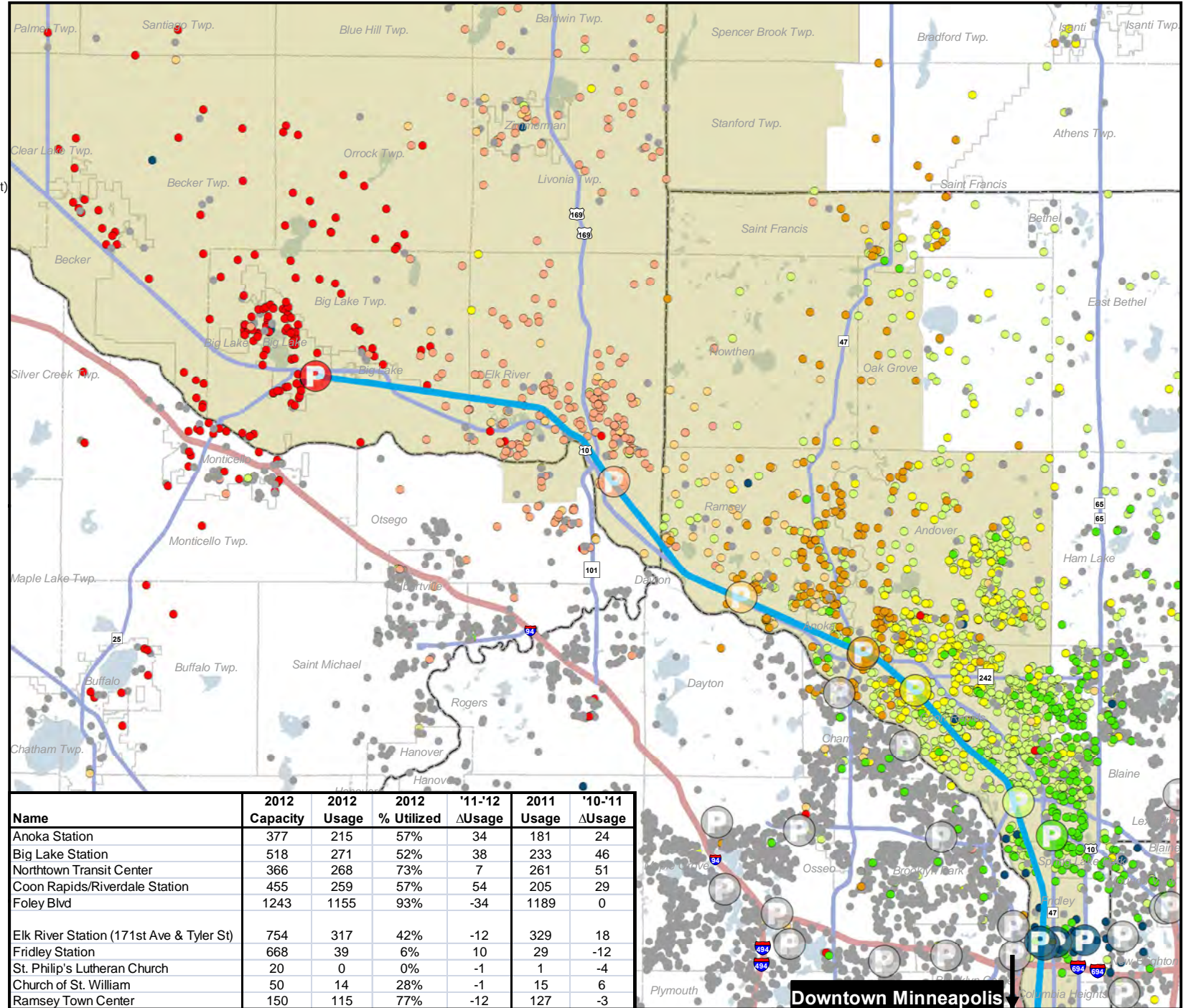


Downtown Minneapolis

Hwy 10/169 North

- Park & Ride Facilities**
-  Other Park and Ride Facilities
 -  Big Lake Station
 -  Elk River Station (171st Ave & Tyler St)
 -  Ramsey Town Center
 -  Anoka Station
 -  Coon Rapids/Riverdale Station
 -  Foley Blvd
 -  Northtown Transit Center
 -  Fridley Station
 -  Church of St. William
 -  St. Philip's Lutheran Church

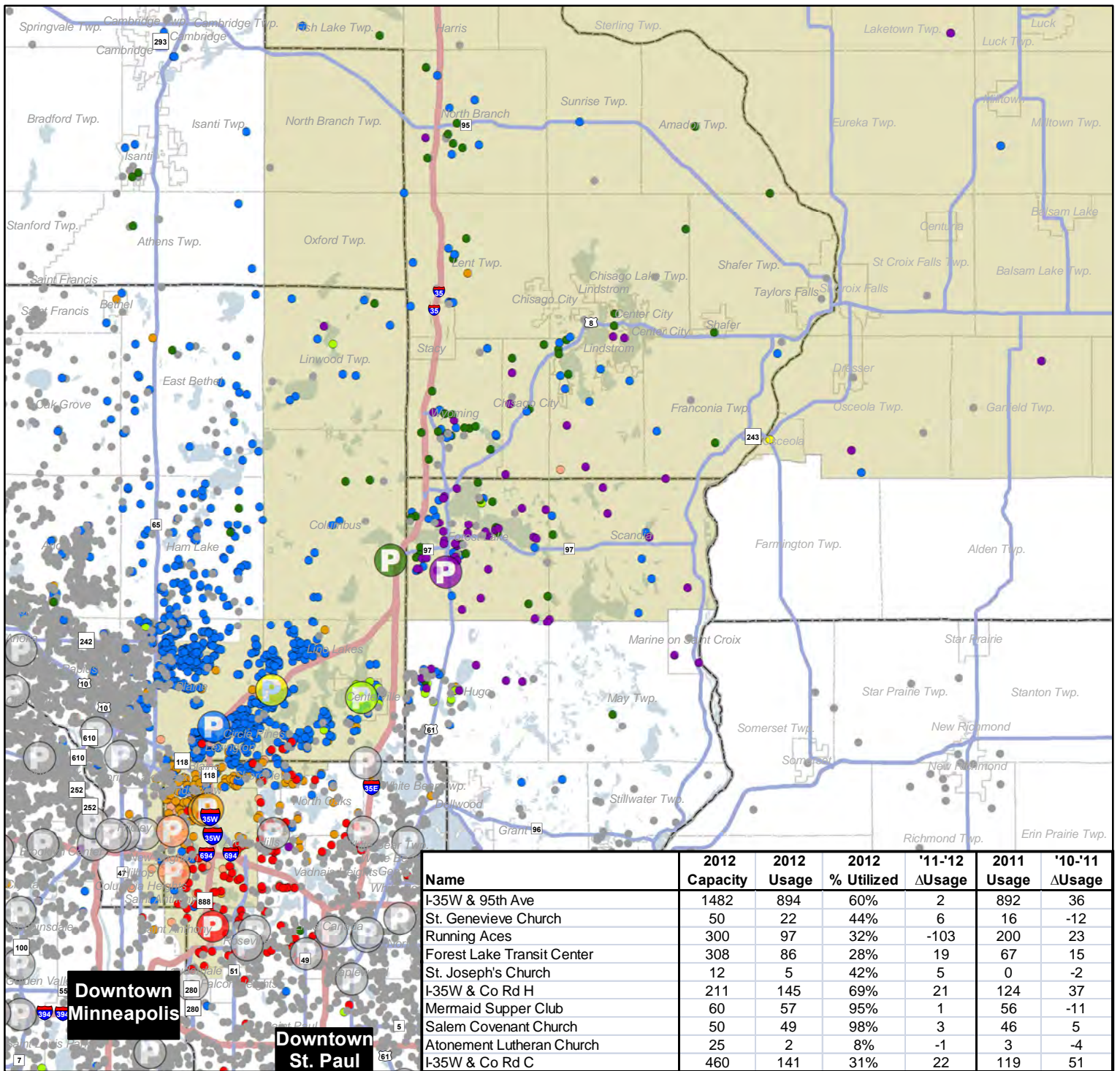
- Transitway**
-  Northstar Line
 -  Other P&R Users
 -  Travel Corridor
















Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Anoka Station	377	215	57%	34	181	24
Big Lake Station	518	271	52%	38	233	46
Northtown Transit Center	366	268	73%	7	261	51
Coon Rapids/Riverdale Station	455	259	57%	54	205	29
Foley Blvd	1243	1155	93%	-34	1189	0
Elk River Station (171st Ave & Tyler St)	754	317	42%	-12	329	18
Fridley Station	668	39	6%	10	29	-12
St. Philip's Lutheran Church	20	0	0%	-1	1	-4
Church of St. William	50	14	28%	-1	15	6
Ramsey Town Center	150	115	77%	-12	127	-3



Downtown Minneapolis



















I-35W North

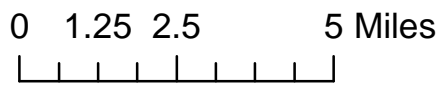
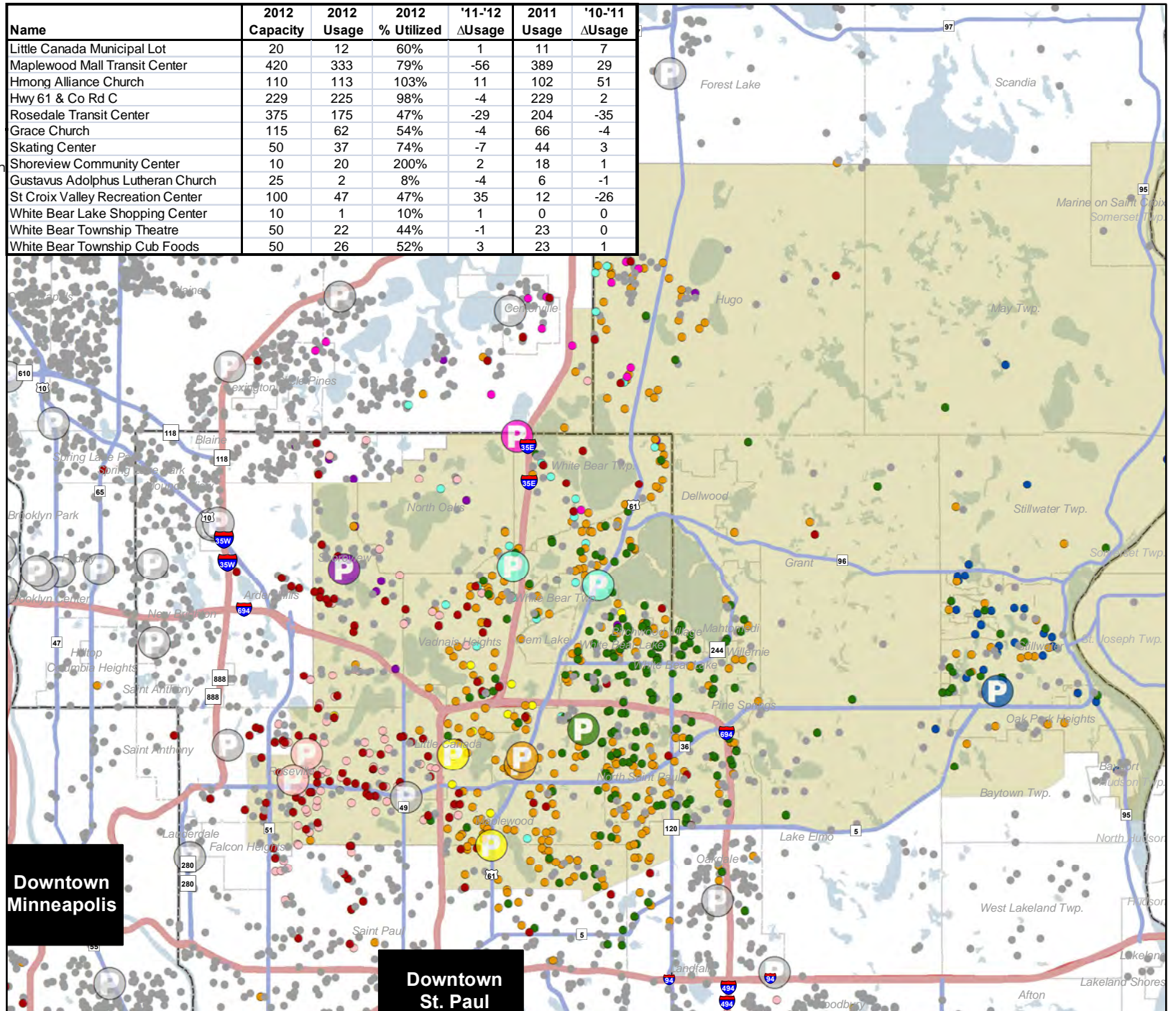
-  Other Park and Ride Facilities
-  Running Aces
-  Travel Corridor
-  Forest Lake Transit Center
-  St. Genevieve Church
-  I-35W & 95th Ave
-  Mermaid Supper Club
-  I-35W & Co Rd C
-  I-35W & Co Rd H
-  Atonement Lutheran Church
-  St. Joseph's Church
-  Salem Covenant Church
-  Other P&R Users



I-35E North/Hwy 36 East






-  Other Park and Ride Facilities
-  Little Canada Municipal Lot
-  Gustavus Adolphus Lutheran Church
-  Hmong Alliance Church
-  Hwy 61 & Co Rd C
-  Maplewood Mall Transit Center
-  Rosedale Transit Center
-  Grace Church
-  Skating Center
-  Shoreview Community Center
-  St Croix Valley Recreation Center
-  Cub Foods-White Bear Township
-  White Bear Lake Shopping Center
-  White Bear Township Theatre
-  Other P&R Users
-  Travel Corridor

Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Little Canada Municipal Lot	20	12	60%	1	11	7
Maplewood Mall Transit Center	420	333	79%	-56	389	29
Hmong Alliance Church	110	113	103%	11	102	51
Hwy 61 & Co Rd C	229	225	98%	-4	229	2
Rosedale Transit Center	375	175	47%	-29	204	-35
Grace Church	115	62	54%	-4	66	-4
Skating Center	50	37	74%	-7	44	3
Shoreview Community Center	10	20	200%	2	18	1
Gustavus Adolphus Lutheran Church	25	2	8%	-4	6	-1
St Croix Valley Recreation Center	100	47	47%	35	12	-26
White Bear Lake Shopping Center	10	1	10%	1	0	0
White Bear Township Theatre	50	22	44%	-1	23	0
White Bear Township Cub Foods	50	26	52%	3	23	1

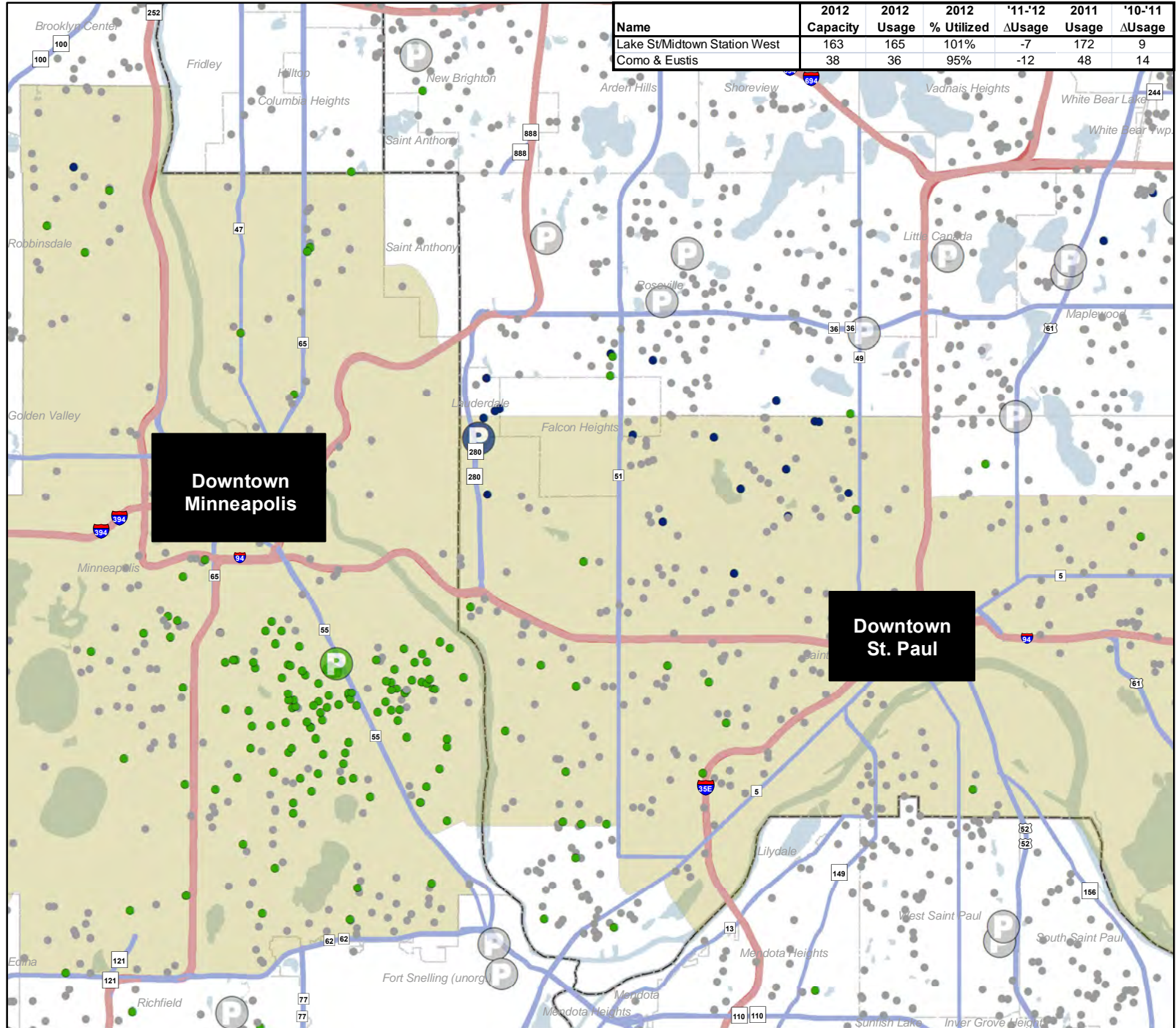


Central Cities

Park & Ride Facilities

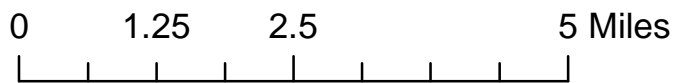
-  Other Park and Ride Facilities
-  Como & Eustis
-  Lake St/Midtown Station West
-  Other P&R Users
-  Travel Corridor

Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔUsage	2011 Usage	'10-'11 ΔUsage
Lake St/Midtown Station West	163	165	101%	-7	172	9
Como & Eustis	38	36	95%	-12	48	14



Downtown Minneapolis

Downtown St. Paul



APPENDIX B:
INDIVIDUAL FACILITY CAPACITY AND USAGE DETAIL, 2009–2012

2012 Park-and-Ride Capacity and Usage

PR NUM	Provider	Name	City	Year Established	Year Closed	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔCap	'11-'12 ΔUsage	2011 Capacity	2011 Usage	2011 % Utilized	'10-'11 ΔCap	'10-'11 ΔUsage	2010 Capacity	2010 Usage	2009 Capacity	2009 Usage
298	Metro Transit	Anoka Station	Anoka	2009	Active	377	215	57%	0	34	377	181	48.0%	0	24	377	157		
716	MVTA	157th St Station	Apple Valley	2006	Active	258	30	12%	0	10	258	20	7.8%	0	-2	258	22	258	24
712	MVTA	Apple Valley Transit Station	Apple Valley	2002	Active	768	655	85%	0	-107	768	762	99.2%	0	65	768	697	650	594
198	MVTA	Palomino Hills	Apple Valley	1993	Active	312	246	79%	0	-10	312	256	82.1%	0	17	312	239	312	266
534	NCDA	Becker Municipal Lot (Northstar Link Service)	Becker		Active	20	17	85%	0	4	20	13	65.0%	0	2	20	11	6	6
300	Metro Transit	Big Lake Station	Big Lake	2009	Active	518	271	52%	0	38	518	233	45.0%	0	46	518	187		
217	Metro Transit	I-35W & 95th Ave	Blaine	1997	Active	1482	894	60%	0	2	1482	892	60.2%	0	36	1482	856	1011	835
703	Metro Transit	Northtown Transit Center	Blaine	1997	Active	366	268	73%	0	7	366	261	71.3%	0	51	366	210	366	234
251	Metro Transit	28th Ave Station	Bloomington	2004	Active	1443	584	40%	0	-159	1443	743	51.5%	0	66	1443	677	1443	795
707	Metro Transit	South Bloomington Transit Center	Bloomington	2004	Active	195	181	93%	0	1	195	180	92.3%	0	19	195	161	195	111
28	Metro Transit	Normandale Village	Bloomington	1974	Active	25	7	28%	0	-1	25	8	32.0%	0	4	25	4	25	14
32	Metro Transit	St. Edward's Catholic Church	Bloomington	1974	Active	100	7	7%	0	-3	100	10	10.0%	0	3	100	7	100	10
199	Metro Transit	St. Luke's Lutheran Church	Bloomington	1993	Active	100	26	26%	0	1	100	25	25.0%	0	2	100	23	100	20
33	Metro Transit	Transfiguration Lutheran Church	Bloomington	1974	Active	35	7	20%	0	3	35	4	11.4%	0	2	35	2	35	8
210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	1995	Active	239	142	59%	0	-10	239	152	63.6%	0	12	239	140	239	129
155	Metro Transit	Church of the Nazarene	Brooklyn Center	1986	Active	115	76	66%	0	15	115	61	53.0%	0	-14	115	75	115	66
269	Metro Transit	Regal Cinemas 20	Brooklyn Center	2007	Active	200	92	46%	0	2	200	90	45.0%	0	-3	200	93	200	91
268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	2007	Active	565	50	9%	0	-1	565	51	9.0%	0	-8	565	59	565	63
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	2002	Active	511	530	104%	0	9	511	521	102.0%	0	34	511	487	511	472
710	MVTA	Burnsville Transit Station	Burnsville	1995	Active	1376	1234	90%	0	17	1376	1217	88.4%	0	39	1376	1178	1376	1225
258	MVTA	Heart of the City	Burnsville	2004	Active	370	35	9%	0	-16	370	51	13.8%	0	-2	370	53	370	114
270	Metro Transit	St. Genevieve Church	Centerville	2007	Active	50	22	44%	0	6	50	16	32.0%	0	-12	50	28	50	30
201	Metro Transit	Richardson Park	Champlin	1993	Active	66	20	30%	0	-13	66	33	50.0%	0	-5	66	38	66	34
142	Metro Transit	West River Rd & 117th Ave ³	Champlin	1984	Active	151	106	70%	12	-41	139	147	105.8%	0	24	139	123	139	113
306	SouthWest	Chanhassen Transit Station	Chanhassen	2011	Active	420	98	23%	420	98									
292	SouthWest	SouthWest Village ¹	Chanhassen	2008	Active	511	421	82%	0	83	511	338	66.1%	61	44	450	294	450	212
267	SouthWest	Clover Fields ¹	Chaska	2005	Active	39	15	38%	0	14	39	1	2.6%	0	-2	39	3	39	11
297	Southwest	East Creek Station Walnut St & Chask Blvd ¹	Chaska	2008	Active	50	14	28%	-175	-179	225	193	85.8%	-25	6	250	187	250	188
293	Metro Transit	Running Aces	Columbus	2008	Active	300	97	32%	0	-103	300	200	66.7%	0	23	300	177	300	142
231	Metro Transit	Coon Rapids/Riverdale Station	Coon Rapids	2002	Active	455	259	57%	0	54	455	205	45.1%	0	29	455	176	455	279
204	Metro Transit	Foley Blvd	Coon Rapids	1997	Active	1243	1155	93%	0	-34	1243	1189	95.7%	0	0	1243	1189	1243	1116
245	Metro Transit	Cottage Grove	Cottage Grove	2003	Active	525	314	60%	0	54	525	260	49.5%	0	-11	525	271	525	276
152	MVTA	Blackhawk	Eagan	1986	Active	367	281	77%	0	-2	367	283	77.1%	0	22	367	261	367	275
718	MVTA	Cedar Grove Transit Station	Eagan	2010	Active	164	42	26%	0	-2	164	44	26.8%	0	14	164	30		
711	MVTA	Eagan Transit Station	Eagan	1986	Active	679	324	48%	0	35	679	289	42.6%	0	-22	679	311	679	329
164	SouthWest	Hwy 212 & Shady Oak Rd	Eden Prairie	1988	Active	72	10	14%	0	-19	72	29	40.3%	0	6	72	23	72	40
230	SouthWest	Preserve Village Mall	Eden Prairie	2002	Active	50	5	10%	0	-15	50	20	40.0%	0	0	50	20	50	20
713	SouthWest	SouthWest Station	Eden Prairie	2002	Active	924	923	100%	0	4	924	919	99.5%	0	4	924	915	924	924
706	Metro Transit	Southdale Transit Center	Edina	1970	Active	102	54	53%	0	-7	102	61	59.8%	0	2	102	59	102	47
244	Metro Transit	Elk River Station (171st Ave & Tyler St)	Elk River	2002	Active	754	317	42%	0	-12	754	329	43.6%	0	18	754	311	339	245

continued on next page→

2012 Park-and-Ride Capacity and Usage

PR NUM	Provider	Name	City	Year Established	Year Closed	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔCap	'11-'12 ΔUsage	2011 Capacity	2011 Usage	2011 % Utilized	'10-'11 ΔCap	'10-'11 ΔUsage	2010 Capacity	2010 Usage	2009 Capacity	2009 Usage
57	Metro Transit	Excelsior City Hall	Excelsior	1976	Active	20	13	65%	0	1	20	12	60.0%	0	-39	20	51	20	4
294	Metro Transit	Forest Lake Transit Center	Forest Lake	2008	Active	308	86	28%	0	19	308	67	21.8%	0	15	308	52	308	35
253	Metro Transit	Fort Snelling Station South	Fort Snelling	2004	Active	675	549	81%	0	-73	675	622	92.1%	0	8	675	614	675	618
252	Metro Transit	Fort Snelling Station North	Fort Snelling	2004	Active	398	238	60%	0	-50	398	288	72.4%	0	-85	398	373	398	252
266	Metro Transit	Church of St. William	Fridley	2006	Active	50	14	28%	0	-1	50	15	30.0%	0	6	50	9	50	7
299	Metro Transit	Fridley Station	Fridley	2009	Active	668	39	6%	0	10	668	29	4.3%	0	-12	668	41		
96	Metro Transit	St. Phillip's Lutheran Church	Fridley	1978	Active	20	0	0%	0	-1	20	1	5.0%	0	-4	20	5	20	1
256	Metro Transit	Hwy 100 & Duluth	Golden Valley	2004	Active	50	75	150%	0	-15	50	90	180.0%	0	-4	50	94	50	75
180	Metro Transit	General Mills Blvd & I-394	Golden Valley	1990	Active	123	119	97%	0	8	123	111	90.2%	0	-9	123	120	123	128
708	Metro Transit	Hopkins Transit Center	Hopkins	1980	Active	52	30	58%	0	-8	52	38	73.1%	0	6	52	32	52	25
287	Metro Transit	I-35 & Kenrick Ave	Lakeville	2009	Active	750	458	61%	0	63	750	395	52.7%	0	124	750	271	750	134
719	MVTA	Lakeville Cedar	Lakeville	2009	Active	190	18	9%	0	0	190	18	9.5%	0	-1	190	19	190	10
187	Metro Transit	St. Joseph's Church	Lino Lakes	1991	Active	12	5	42%	0	5	12	0	0.0%	0	-2	12	2	12	4
82	Metro Transit	Little Canada Municipal Lot	Little Canada	1977	Active	20	12	60%	0	1	20	11	55.0%	0	7	20	4	20	6
247	Maple Grove	Maple Grove Transit Station	Maple Grove	2003	Active	924	844	91%	0	-89	924	933	101.0%	0	33	924	900	924	893
215	Maple Grove	Crosswinds Methodist Church	Maple Grove	1995	Active	125	68	54%	0	-4	125	72	57.6%	0	8	125	64	125	64
301	Maple Grove	Maple Grove Parkway	Maple Grove	2010	Active	502	366	73%	0	79	502	287	57.2%	502	287	0	0		
177	Maple Grove	Shepherd of the Grove Church	Maple Grove	1990	Active	50	14	28%	0	-6	50	20	40.0%	0	2	50	18	50	29
143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	1984	Active	322	41	13%	0	-3	322	44	13.7%	0	-5	322	49	322	52
257	Metro Transit	Hmong Alliance Church	Maplewood	2004	Active	110	113	103%	0	11	110	102	92.7%	0	51	110	51	110	48
701	Metro Transit	Maplewood Mall Transit Center ²	Maplewood	2004	Active	420	333	79%	0	-56	420	389	92.6%	0	29	420	360	420	361
205	Metro Transit	Hwy 61 & Co Rd C	Maplewood	1994	Active	229	225	98%	0	-4	229	229	100.0%	0	2	229	227	229	226
260	Metro Transit	Lake St/Midtown Station West	Minneapolis	2004	Active	163	165	101%	0	-7	163	172	105.5%	0	9	163	163	163	163
40	Metro Transit	Co Rd 73 & I-394 South	Minnetonka	1975	Active	732	514	70%	0	-4	732	518	70.8%	0	38	732	480	732	429
42	Metro Transit	Minnetonka Blvd & Baker Rd	Minnetonka	1975	Active	16	13	81%	0	7	16	6	37.5%	0	-1	16	7	16	7
43	Metro Transit	Minnetonka Blvd & Steele St	Minnetonka	1975	Active	25	11	44%	0	3	25	8	32.0%	0	-3	25	11	25	9
705	Metro Transit	Plymouth Road Transit Center	Minnetonka	1992	Active	111	69	62%	0	-10	111	79	71.2%	0	-4	111	83	111	105
715	Metro Transit	Mound Transit Center	Mound	2007	Active	50	26	52%	0	0	50	26	52.0%	0	-15	50	41	50	48
140	Metro Transit	Mermaid Supper Club	Mounds View	1983	Active	60	57	95%	0	1	60	56	93.3%	0	-11	60	67	60	71
161	Metro Transit	I-35W & Co Rd H	Mounds View	1987	Active	211	145	69%	0	21	211	124	58.8%	0	37	211	87	211	129
97	Metro Transit	Atonement Lutheran Church	New Brighton	1978	Active	25	2	8%	0	-1	25	3	12.0%	0	-4	25	7	25	0
98	Metro Transit	Salem Covenant Church	New Brighton	1978	Active	50	49	98%	0	3	50	46	92.0%	0	5	50	41	50	55
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	2006	Active	415	405	98%	0	-9	415	414	99.8%	-35	9	450	405	435	313
248	Metro Transit	Walton Park	Oakdale	2004	Active	58	22	38%	0	-2	58	24	41.4%	0	0	58	24	58	34
114	Metro Transit	Navarre Center	Orono	1980	Active	25	11	44%	0	-1	25	12	48.0%	0	-1	25	13	25	15
291	Plymouth	Cub Foods - Plymouth	Plymouth	2007	Active	120	87	73%	0	20	120	67	55.8%	0	-9	120	76	120	68
242	Plymouth	Messiah United Methodist Church	Plymouth	2002	Active	85	106	125%	0	4	85	102	120.0%	0	0	85	102	85	90
714	Plymouth	Station 73	Plymouth	2006	Active	280	95	34%	0	6	280	89	31.8%	0	19	280	70	280	63
296	Scott County	Safe Haven	Prior Lake	2008	2012	0	Closed	0%	-110	-37	110	37	33.6%	0	8	110	29	110	51
284	City of Ramsey	Ramsey Town Center	Ramsey	2007	Active	150	115	77%	0	-12	150	127	84.7%	0	-3	150	130	150	160

continued on next page→

2012 Park-and-Ride Capacity and Usage

PR NUM	Provider	Name	City	Year Established	Year Closed	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ?Cap	'11-'12 ?Usage	2011 Capacity	2011 Usage	2011 % Utilized	'10-'11 ?Cap	'10-'11 ?Usage	2010 Capacity	2010 Usage
261	Metro Transit	Knox Avenue at Best Buy	Richfield	2004	Active	525	152	29%	0	14	525	138	26.3%	0	15	525	123
127	Metro Transit	Richfield Municipal Pool	Richfield	1981	Active	25	1	4%	0	-1	25	2	8.0%	0	2	25	0
110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	1980	Active	25	8	32%	0	-8	25	16	64.0%	0	1	25	15
295	MVTA	Rosemount Community Center	Rosemount	2008	Active	75	33	44%	0	23	75	10	13.3%	0	-11	75	21
271	Metro Transit	Grace Church	Roseville	2007	Active	115	62	54%	0	-4	115	66	57.4%	0	-4	115	70
290	Metro Transit	I-35W & Co Rd C	Roseville	2009	Active	460	141	31%	0	22	460	119	25.9%	0	51	460	68
702	Metro Transit	Rosedale Transit Center	Roseville	1976	Active	375	175	47%	0	-29	375	204	54.4%	0	-35	375	239
272	Metro Transit	Skating Center	Roseville	2007	Active	50	37	74%	0	-7	50	44	88.0%	0	3	50	41
232	MVTA	Savage Park & Ride	Savage	2002	Active	195	64	33%	0	1	195	63	32.3%	0	10	195	53
717	Scott County	Eagle Creek Transit Station	Shakopee	2012	Active	535	79	15%	535	79							
239	Scott County	Seagate Technology	Shakopee	2002	Active	82	9	11%	0	-19	82	28	34.1%	0	20	82	8
278	Scott County	Southbridge Crossing	Shakopee	2007	Active	515	274	53%	0	-20	515	294	57.1%	0	47	515	247
191	Metro Transit	Shoreview Community Center	Shoreview	1992	Active	10	20	200%	0	2	10	18	180.0%	0	1	10	17
209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	1994	Active	27	9	33%	0	-8	27	17	63.0%	0	4	27	13
564	NCDA	Northstar Link Lot	St. Cloud	2009	Active	146	44	30%	0	11	146	33	22.6%	0	9	146	24
158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	1985	Active	10	6	60%	0	1	10	5	50.0%	0	-2	10	7
195	Metro Transit	Park Place & I-394	St. Louis Park	1992	Active	55	34	62%	0	-5	55	39	70.9%	0	5	55	34
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	1992	Active	330	323	98%	0	4	330	319	96.7%	0	2	330	317
81	Metro Transit	Westwood Lutheran Church	St. Louis Park	1977	Active	40	8	20%	0	5	40	3	7.5%	0	-9	40	12
10	Metro Transit	Como & Eustis	St. Paul	1970	Active	38	36	95%	0	-12	38	48	126.3%	0	14	38	34
95	Metro Transit	Gustavus Adolphus Lutheran Church	St. Paul	1978	Active	25	2	8%	0	-4	25	6	24.0%	0	-1	25	7
173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	1987	Active	114	136	119%	0	31	114	105	92.1%	0	-11	114	116
223	Metro Transit	St Croix Valley Recreation Center	Stillwater	1998	Active	100	47	47%	0	35	100	12	12.0%	0	-26	100	38
130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	1981	Active	102	73	72%	0	-5	102	78	76.5%	0	8	102	70
218	Metro Transit	Faith United Methodist Church	West St. Paul	1997	Active	100	22	22%	0	9	100	13	13.0%	0	2	100	11
219	Metro Transit	West St. Paul Sports Complex	West St. Paul	1998	Active	100	51	51%	0	12	100	39	39.0%	0	-15	100	54
109	Metro Transit	White Bear Lake Shopping Center	White Bear Lake	1980	Active	10	1	10%	0	1	10	0	0.0%	0	0	10	0
288	Metro Transit	White Bear Township Theatre	White Bear Lake	2007	Active	50	22	44%	0	-1	50	23	46.0%	0	0	50	23
236	Metro Transit	White Bear Township Cub Foods	White Bear Twp.	1986	Active	50	26	52%	0	3	50	23	46.0%	0	1	50	22
145	Metro Transit	Christ Episcopal Church ⁴	Woodbury	1985	Active	100	55	55%	50	8	50	47	94.0%	0	19	50	28
222	Metro Transit	Woodbury Lutheran Church	Woodbury	1974	Active	90	86	96%	0	-1	90	87	96.7%	0	3	90	84
229	Metro Transit	Woodbury Theatre	Woodbury	2002	Active	550	472	86%	0	0	550	472	85.8%	0	51	550	421
		SYSTEM TOTAL		111 Active Facilities		29,915	18,104	61%	732	-237	29,183	18,341	63%				

¹East Creek Station closed for construction. Service split between Southwest Village, Clover Field, and Walnut. Tails have been used from SouthWest Village to service Walnut and Clover.

²Maplewood Mall Transit Center closed for construction of parking structure. Service diverted to Myth Nightclub. Usage count includes 92 users from the Birch Run Hide & Ride lot.

³West River Rd capacity incorrectly recorded in previous surveys. Capacity adjusted from 139 to 151.

⁴Christ Episcopal Church capacity incorrectly recorded in previous surveys. Capacity adjusted from 50 to 100 spaces

2012 Park-and-Pool Capacity and Usage

PR NUM	Provider	Name	City	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ΔCap	'11-'12 ΔUsage	2011 Capacity	2011 Usage	2011 % Utilized	'10-'11 ΔCap	'10-'11 ΔUsage	2010 Capacity	2010 Usage	2009 Capacity	2009 Usage
531	City of New Richmond	WIS 65 & WIS 64 (St. Croix Co)	New Richmond	44	2	5%	0	0	44	2	4.5%	0	0	44	2	44	7
559	City of New Richmond	WIS 65 & Paperjack	New Richmond	30	10	33%	0	4	30	6	20.0%	0	0	30	6	30	7
505	Mn/DOT	36 & Manning	Grant Twp./Stillwater	15	2	13%	0	1	15	1	6.7%	0	1	15	0	15	1
533	Mn/DOT	Albany	Albany	28	20	71%	0	6	28	14	50.0%	0	-9	28	23	28	20
540	Mn/DOT	Big Lake P&P	Big Lake	90	3	3%	0	-4	90	7	7.8%	0	3	90	4	90	3
568	Mn/DOT	Cannon Falls	Cannon Falls	40	29	73%	0	-8	40	37	92.5%						
237	Mn/DOT	City Hall- Belle Plaine	Belle Plaine	20	5	25%	0	-1	20	6	30.0%	0	-7	20	13	3	3
558	Mn/DOT	East Bethel Ice Arena	East Bethel	53	0	0%	0	0	53	0	0.0%	0	0	53	0	53	0
503	Mn/DOT	Elk River P&P	Elk River	60	12	20%	0	5	60	7	11.7%	0	0	60	7	60	13
214	Mn/DOT	Hwy 13 & Dakota St. (Prior Lake)	Prior Lake	0	Closed	0%	-15	-1	15	1	6.7%	15	1				
517	Mn/DOT	Hwy 169 & LeGrande	Princeton	26	17	65%	0	-6	26	23	88.5%	0	7	26	16	26	26
514	Mn/DOT	Hwy 25 & School Blvd	Monticello	187	13	7%	0	-7	187	20	10.7%	0	8	187	12	187	13
506	Mn/DOT	Hwy 52/Hwy 56/Hwy 50	Hampton	42	40	95%	0	22	42	18	42.9%	0	-17	42	35	26	25
524	Mn/DOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	16	39%	0	-2	41	18	43.9%	0	6	41	12	41	4
527	Mn/DOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	6	10%	0	-2	60	8	13.3%	0	-1	60	9	60	11
567	Mn/DOT	I-35 & Co Rd 17	Stacy	85	15	18%	0	7	85	8	9.4%	85	8				
516	Mn/DOT	I-35 & Co Rd 19	Webster Twp./Northfield	30	44	147%	0	17	30	27	90.0%	0	4	30	23	30	26
511	Mn/DOT	I-35 & Co Rd 70	Lakeville	80	8	10%	0	-2	80	10	12.5%	0	2	80	8	80	0
557	Mn/DOT	I-35 & CR 60	Lakeville	64	40	63%	0	10	64	30	46.9%	0	5	64	25	64	25
535	Mn/DOT	I-94 & Co Rd 19 (Wright Co)	Albertville	34	16	47%	0	4	34	12	35.3%	0	2	34	10	34	6
519	Mn/DOT	I-94 & Hwy 101 (Hennepin Co)	Rogers	27	3	11%	0	1	27	2	7.4%	0	-4	27	6	27	11
510	Mn/DOT	I-94 & Hwy 95	Lakeland	48	21	44%	0	-5	48	26	54.2%	0	-22	48	48	48	43
238	Mn/DOT	Lions Park	Jordan	15	3	20%	0	-5	15	8	53.3%	0	6	15	2	4	4
546	Mn/DOT	Maple Lake VFW	Maple Lake	21	3	14%	0	-7	21	10	47.6%	0	3	21	7	21	21
512	Mn/DOT	Montgomery Twp-MN13 & MN 99	Montgomery Twp.	3	0	0%	0	-2	3	2	66.7%	0	2	3	0	3	0
561	Mn/DOT	Rockford	Rockford	4	4	100%	0	-2	4	6	150.0%	0	5	4	1	4	4
529	Mn/DOT	St. Joseph	St. Joseph	36	32	89%	0	4	36	28	77.8%	0	-7	36	35	36	27
526	Mn/DOT	Taylor's Falls	Taylor's Falls	10	2	20%	0	0	10	2	20.0%	0	-6	10	8	10	7
565	Mn/DOT	Waverly	Waverly	27	5	19%	0	-2	27	7	25.9%	0	2	27	5		
522	Mn/DOT	Wyoming ¹	Wyoming	0	Closed	0%	-56	-32	56	32	57.1%	0	-7	56	39	56	30
566	Mn/DOT	Zimmerman	Zimmerman	30	14	47%	0	-2	30	16	53.3%	0	13	30	3		
518	WisDOT	I-94 & WIS 65 (St. Croix Co)	Warren	48	24	50%	0	-23	48	47	97.9%	0	8	48	39	48	55
525	WisDOT	I-94 & Carmichael Rd (St. Croix Co)	Hudson	168	117	70%	0	-20	168	137	81.5%	0	12	168	125	168	127
502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	12	36%	0	-5	33	17	51.5%	0	8	33	9	33	13
553	WisDOT	WIS 35 & WIS 65 (St. Croix Co)	River Falls	124	10	8%	0	0	124	10	8.1%	0	1	124	9	124	13
562	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Twp.	20	2	10%	0	-2	20	4	20.0%	0	3	20	1	20	3
554	WisDOT	US 63 & WIS 64 (St. Croix Co)	Cylon Twp.	20	11	55%	0	3	20	8	40.0%	0	2	20	6	20	6
508	WisDOT	Old WIS 35 & Hanley Rd	Hudson	74	12	16%	0	4	74	8	10.8%	0	-3	74	11	74	13
560	WisDOT	Prescott WI	Prescott	68	14	21%	0	4	68	10	14.7%	0	3	68	7	68	3
500	WisDOT	I-94 & US 63 (St. Croix Co)	Baldwin	36	37	103%	0	6	36	31	86.1%	0	5	36	26	36	35
		SYSTEM TOTAL		1,841	624	34%	-71	-42	1,912	666	35%	100	37	1,772	592	1,671	605

¹Wyoming P&P closed for construction during 2012 survey