

2013 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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Facilities Planning
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EXECUTIVE SUMMARY

Since 1999, 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 2013 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. A park-and-ride facility is a parking facility with connecting bus service whereas a park-and-pool facility is a parking facility where users meet to carpool together. 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.

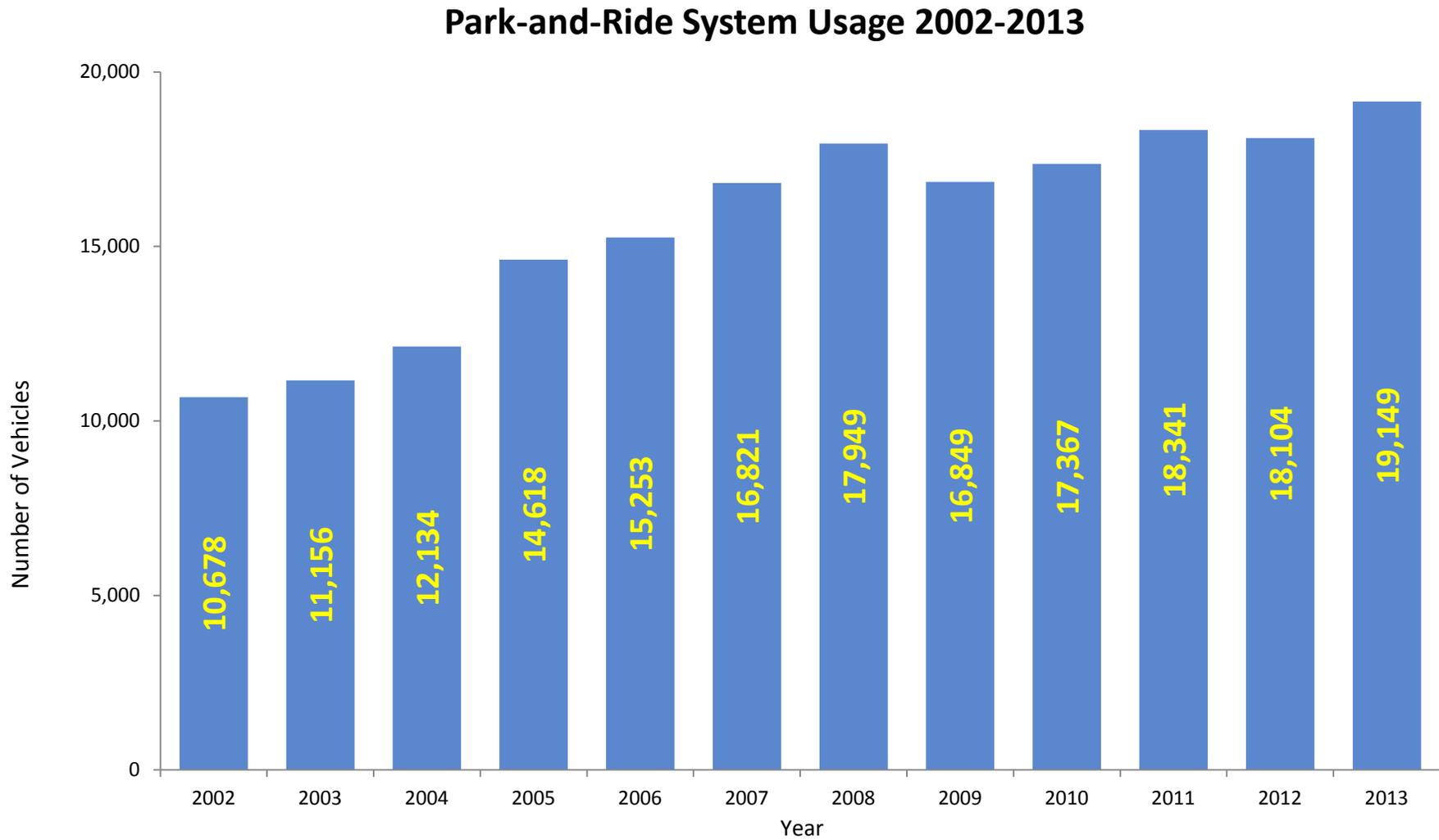
System usage rebounded from 2009's decrease and reached the highest level recorded in 2011. This year the system experienced the opening of 2 new facilities, the closing of 7 facilities and the expansion of 3 facilities. Park-and-Ride system usage increased 6.5 percent and the Park-and-Pool system usage increased 1.3 percent in 2013. **Total system usage (park-and-ride and park-and-pool) was 19,764 in 2013, the highest usage in system history.**

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 31,000 spaces and 19,000 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.

Figure 1: Regional Park-and-Ride System and Usage, 2002-2013



OVERVIEW

As of October 2013, the regional system consisted of 147 active facilities throughout the Twin Cities metropolitan area consisting of 106 park-and-ride and 41 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), and 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 “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 of 40,200 users to serve on a daily basis.

SYSTEM SURVEY

The 2013 Annual Regional System Survey provides a comprehensive vehicle count for the regional park and-ride/pool system for the thirteenth time since 1999. License plate surveys are conducted biennially as part of the system survey process, last collected in 2012. The 2013 survey included a comprehensive vehicle count conducted in September–October 2013.

Data Collection

In a collaborative effort, staff from state, county, and regional agencies counted vehicles parked at every park-and-ride and park-and-pool serving the Twin Cities metropolitan area. The data collection dates are typically in late September and early October. Fall is not a prime vacation time and school is newly in session, Metro Transit conducts the survey during this time to gain accurate data regarding the average or typical use of each facility. Usage data was collected one time for each facility within the following dates:

- Tuesday, September 24 -Thursday, September 26
- Tuesday, October 1–Thursday, October 3

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. In 2013, two new facilities opened, three facilities were expanded and seven facilities were closed.

The overall usage of the regional system has grown continuously since the early 1970s, ranging from a typical annual growth rate of 4% to 7% in the early 2000's 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 2013 data show that system usage increased by 6.5 percent 18,104 users to 19,149 users [Table 1]. Park-and-pool usage increased by 1.3 percent, from 624 users in 2012 to 632 users, which suggests a modest increase in park-and-pool usage overall.

Table 1: 2012-2013 regional system usage by provider

Provider	2013				2012	2012 – 2013	
	Facilities	Capacity	Usage	% Utilized	Usage	Change in Use	% Change
Metro Transit	74	19,824	12,244	61.8%	11,497	747	6.5%
Bus	65	14,433	9,514	65.8%	8,860	654	7.4%
Rail	9	5,391	2,730	50.6%	2,637	93	3.5%
MVTA	11	4,844	3,015	62.3%	2,962	53	1.8%
SouthWest Transit	8	2,823	1,673	71.9%	1,486	187	12.6%
Maple Grove Transit	5	1,804	1,428	69.3%	1,333	95	7.1%
Scott County	3	1,132	378	32.0%	362	16	4.4%
Plymouth	3	495	342	59.4%	288	54	18.7%
NCDA	2	166	69	36.7%	61	8	13.1%
Park-and-Ride Total	106	31,088	19,149	62.5%	17,989	1160	6.5%
Mn/DOT	28	1176	386	32.8%	373	13	3.5%
WisDOT	9	591	229	38.7%	239	-10	-4.2%
Maple Plain	1	150	4	0.03%	N/A	4	N/A
New Richmond, WI	2	74	13	1.8%	12	1	8.3%
Park-and-Pool Total	39	1991	632	31.7%	624	8	1.3%

Capacity Changes 2013

The Park-and-Ride system capacity has experienced many changes since 2012 in the form of new facilities, expanded facilities to accommodate demand, and the closure of poor performing facilities.

New

- Highway 36 & Rice St, 280 spaces
- Rosemount Transit Station, 102 spaces

Expansions

- Maplewood Mall Transit Center, +580 spaces
- Ramsey Station, + 210 spaces
- Salem Covenant Church, + 20 spaces
- East Creek Station, +625 spaces

Closures

- Transfiguration Lutheran Church, -35 spaces
- St. Phillip's Lutheran Church, -20 spaces
- Atonement Lutheran Church, -25 spaces
- Gustavus Adolphus Lutheran Church, -25 spaces
- Faith United Methodist Church, -100 spaces
- Rosemount Community Center, -75 spaces
- Richfield Municipal Pool, -25 spaces

Corrections

- Burnsville Transit Station
- Black Hawk
- Eagan Transit Station
- Cedar Grove
- SouthWest Station
- Messiah United Methodist Church

A few facility capacity adjustments occurred since the 2012 report. The majority of the corrections were due to information discrepancies between Metro Transit and the suburban providers.

In all, there was a net gain of spaces 1,756 in 2013.

Table 2: 2012–2013 system expansion, contraction, and corrections

New capacity since 2012 System Survey	Gained	Closed since 2012 System Survey	Lost
Highway 36 & Rice St (New)	280	Transfiguration Lutheran Church	35
Rosemount Transit Station (New)	102	St. Philip's Lutheran Church	20
Maplewood Mall Transit Center (Expanded)	580	Atonement Lutheran Church	25
East Creek Station (Expanded)	625	Gustavus Adolphus Lutheran Church	25
Ramsey Station (Expanded)	210	Faith United Methodist Church	100
Burnsville Transit Station (Correction)	52	Rosemount Community Center	75
Black Hawk (Correction)	3	Richfield Municipal Pool	25
Eagan Transit Station (Correction)	40	28th Ave Station (Correction)	60
Cedar Grove (Correction)	2	Heart of the City (Correction)	27
SouthWest Station (Correction)	82	Savage (Correction)	13
Messiah United Methodist Church (Correction)	10		
SPACES GAINED	+2,216	SPACES LOST	-460
		NET CHANGE IN CAPACITY	+1,756

Facilities with the Largest Change in Usage

The tables below show facilities that experienced the largest change between the 2012 and 2013 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. The Blue Line (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 I-35W & 95th Ave (Blaine) can be attributed to the construction on I-694 which forced traffic to remain on I-35W causing delays and encouraged users to use the park-and-ride service. Grace Church and I-35W & Co Rd C also experienced a large increase in users due to the closing of the Rosedale Transit Center. Station 73 in Plymouth increased service to Minneapolis and subsequently saw a large increase in usage. Large usage increases at facilities such as Ramsey's Station and I-35 & Kenrick Ave (Lakeville) reflect the rising user familiarity with these relatively newer additions to the regional park-and-ride system.

Table 3: Large facilities with the largest increase in usage, 2012-2013

Facility	Capacity	2013	2012	2012-2013	
		Usage	Usage	Change in Use	% Change
I-35W & 95 th Ave	1482	1051	894	157	17.6%
Ramsey Station	360	225	115	110	95.7%
I-35 & Kenrick Ave	750	554	458	96	21.0%
Station 73	280	143	95	48	50.5%
I-35W & Co Rd C	460	181	141	40	28.4%
Grace Church	115	99	62	37	59.7%
Crosswinds Methodist Church	125	89	68	21	30.9%
TOTAL	3,572	2,342	1,833	509	27.8%

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.

Table 4: Small facilities with the largest increase in usage, 2012-2013

Facility	Capacity	2013	2012	2012-2013	
		Usage	Usage	Change	% Change
Mound Transit Center	50	50	26	24	92.3%
Hopkins	52	50	30	20	66.7%
St. Luke's Lutheran Church	100	44	26	18	69.2%
Excelsior City Hall	20	22	13	9	69.2%
Westwood Lutheran Church	40	14	8	6	75.0%
Preserve Village Mall	50	10	5	5	100.0%
St. Edward's Catholic Church	100	9	7	2	28.5%
TOTAL	412	199	115	84	73.0%

Usage Decreases. Table 5 shows those facilities that experienced the largest decrease in usage between 2012 and 2013. Tracking usage decreases informs planners as to which facilities need further scrutiny in terms of overall service or marketing. 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.

SouthWest Village experienced a loss of ridership due to the newly opened East Creek facility. Construction of a new park-and-ride ramp at Anoka Station generated a temporary decrease in ridership. Hmong Alliance Church’s decrease in ridership can be attributed to the reopening of the Maplewood Mall Transit Center and the opening of the new Highway 36 and Rice St facility. Southdale Transit Center and 63rd Ave & Bottineau Blvd experienced a loss of ridership due to ongoing construction near each facility that compromised the accessibility to the facilities. Service was reduced at 157th St Station in Apple Valley which led to a decrease in ridership.

Table 5: Large facilities with the biggest decrease in use, 2012–2013

Facility	Capacity	2013	2012	2012-2013	
		Usage	Usage	Change	% Change
SouthWest Village	511	328	421	-93	-22.1%
Anoka Station	377	164	215	-51	-23.7%
Northtown Transit Center	366	219	268	-49	-18.3%
Hmong Alliance Church	110	75	113	-38	-33.6%
Hwy 61 & Lower Afton Rd	114	110	136	-26	-19.1%
Southdale Transit Center	102	30	54	-24	-44.4%
63 rd Ave & Bottineau Blvd	565	36	50	-14	-28.0%
157 th St Station	258	18	30	-12	-40.0%
TOTAL	2,403	980	1,287	-307	-23.9%

Large usage decreases at small facilities prompts the closer review of those 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 loss of usage in this survey is much less than the figures determined in both the 2010 and 2009 surveys. The top decreasing facilities in 2009 shed more than 700 drivers from the park-and-ride system. For this year, this number is less than 400.

Blue Line LRT Facilities

Overall, usage of Blue Line LRT park-and-ride facilities increased 4% from 2012 to 2013 [Table 6]. The Lake Street/Midtown Station park-and-ride was over capacity for this year's survey once again.

Table 6: Blue Line facilities capacity and usage

Facility	Capacity	2013	2012	2012-2013	
		Usage	Usage	Change in Use	% Change
28th Ave Station	1383	632	584	48	8.2%
Fort Snelling Station North	398	264	238	26	10.9%
Lake St/Midtown Station West	163	166	165	1	0.6%
Fort Snelling Station South	675	540	549	-9	-1.6%
Park-and-Ride Total	2,619	1,602	1,536	66	4.3%

Northstar Commuter Rail Facilities 2013

Overall usage at Northstar park-and-ride facilities has increased each year since the commuter rail line's opening in November of 2009. Two of its five facilities have seen double digit growth rates in usage over the past year [Table 7]. The greatest growth percentage in usage was seen at the Coon Rapids/Riverdale Station, adding 15.1 percent of users between the 2012 and 2013 system surveys. The greatest growth in number of users however was seen at Elk River Station adding 40 new users between the 2012 and 2013 system surveys. Since 2012, the Northstar Line continues to have multiple facilities that surpass the 50 percent utilization rate.

Table 7: Northstar Line facilities capacity and usage

Name	2013	2013	2013	2012	2012-2013	
	Capacity	Usage	% Util	Usage	Change in Use	% Change
Elk River Station(171st Ave & Tyler St)	754	357	47.3%	317	40	12.6%
Coon Rapids/Riverdale Station	455	298	65.5%	259	39	15.1%
Big Lake Station	518	278	53.7%	271	7	2.6%
Fridley Station	668	31	4.6%	39	-8	-20.5%
Anoka Station	377	164	43.5%	215	-51	-23.7%
Park-and-Ride Total	2,772	1128	40.7%	1101	27	2.5%

Capacity Constraints 2013

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, 22 currently fall into one of these two categories [Table 8]. What is notable about this roster of facilities is that they together account for approximately 34 percent of the total number of system users, but represent just under a quarter of the system’s capacity.

Table 8: 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>
Apple Valley Transit Station	Excelsior City Hall
Becker Municipal Lot	Guardian Angels Catholic Church
Como & Eustis	Hwy 100 & Duluth
Foley Blvd	
Hopkins	Lake St/Midtown Station West
Hwy 61 & Co Rd C	
Hwy 61 & Lower Afton Rd	Mermaid Supper Club
Hwy 610 & Noble	
Louisiana Transit Center	Messiah United Methodist Church
Maple Grove Parkway	
Maple Grove Transit Station	Shoreview Community Center
Mound Transit Center	
SouthWest Station	South Bloomington Transit Center
5,637 Users	1,124 Users
5,996 Spaces	1,008 Spaces
6,761 Users (34% of system users)	
7,004 Spaces (21% of system spaces)	

Facilities in **BOLD** are those where projects are planning in the next five years to address capacity constraints.

There are planned projects within the next five years to address capacity constraints at the facilities in **bold** found in Table 10. The capacity constraints at Woodbury Theatre and Guardian Angels Catholic Church (Oakdale) will be relieved by a planned park-and-ride at I-94 & Manning Ave (550 spaces) in 2015. Hwy 61 & Co Rd C should soon experience capacity constraint relief from the newly expanded Maplewood Mall Transit Centers. Constraints at Hwy 61 & Lower Afton Rd should be relieved by the opening of the Newport facility in the fall of 2014. The Hwy 610 & Noble Parkway (Brooklyn Park) facility will be expanded to 1000 spaces in 2014. The capacity constraints currently experienced at facilities along the I-394 corridor will likely notice usage relief with the planned 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

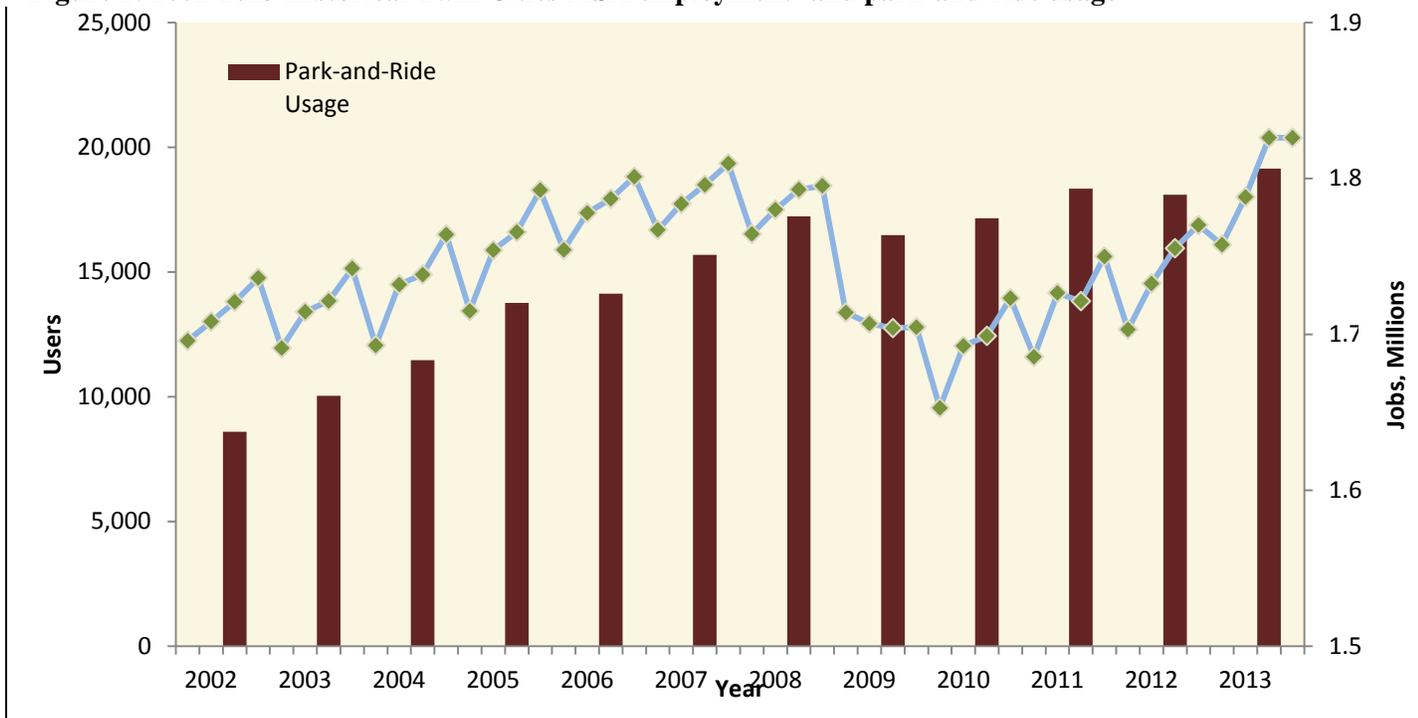
The global financial crisis, housing market collapse, and subsequent economic slowdown that began in 2007-2008 continue to impact transit ridership and park-and-ride usage.

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 1.740 million jobs in the Twin Cities Metro Area in 2012. Since then, employment levels have risen with a 4.7% increase resulting in 1.826 million jobs in 2013.

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 grew this year, similar to the employment levels throughout the region.

Figure 2: 2002-2013 Historical Twin Cities MSA employment¹ and park-and-ride usage

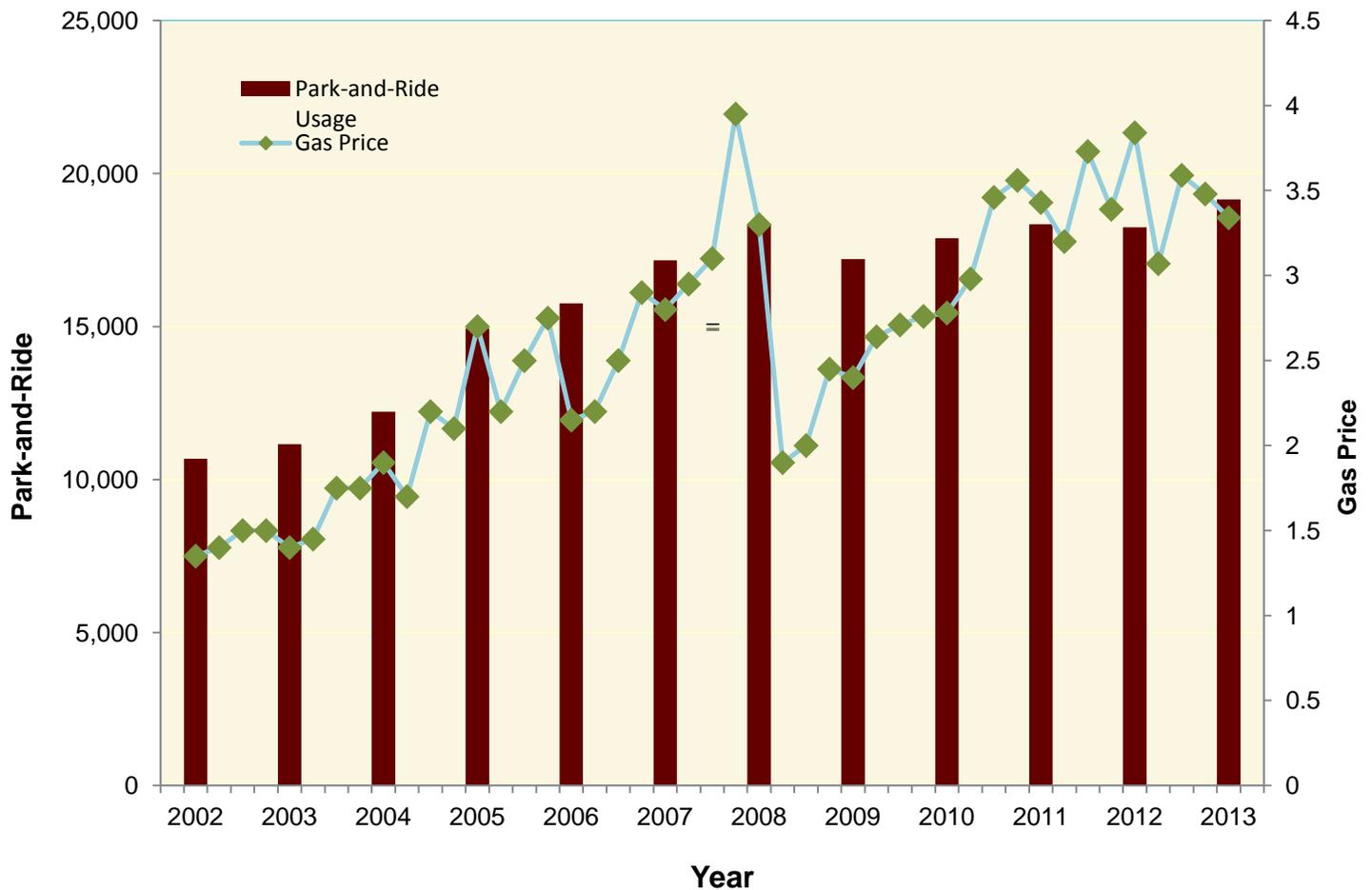


¹ Twin Cities MSA Employment, seasonally adjusted non-farm total employment. Bureau of Labor Statistics.

Minor Factor: Fuel Costs

The early half of 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 \$3.30 and \$3.80 per gallon in the Twin Cities Metro [Figure 3]. This marks a decrease when compared to average fuel costs in 2012. This decrease in fuel costs is inversely related to the park-and-ride usage increase in 2013 when compared to 2012. 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: 2002-2013 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:

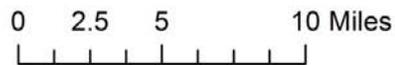
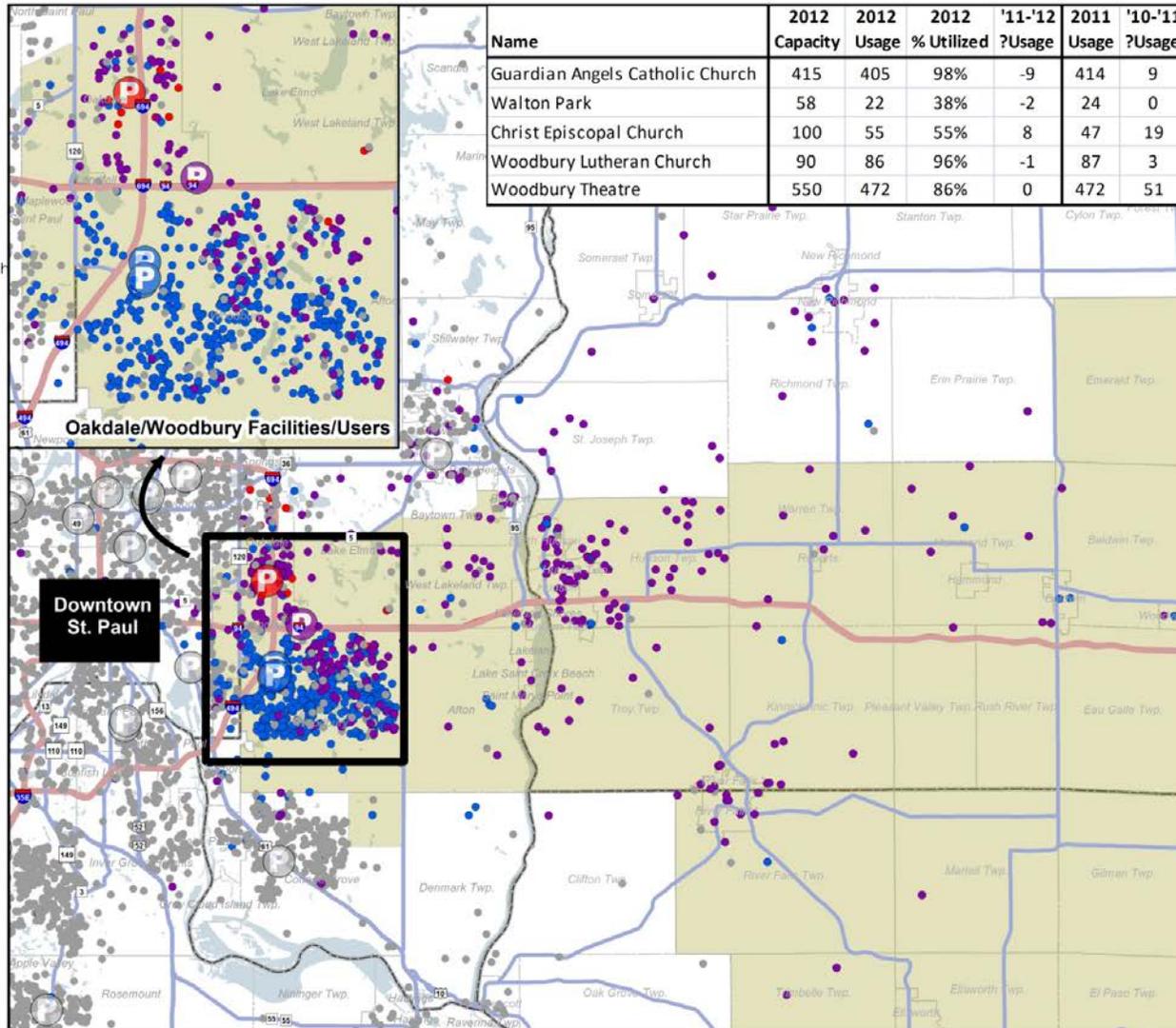
USER HOME ORIGINS BY TRAVEL CORRIDOR, 2012

- 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. I-94 East Corridor Users 2012

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

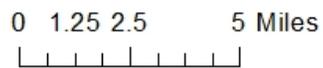
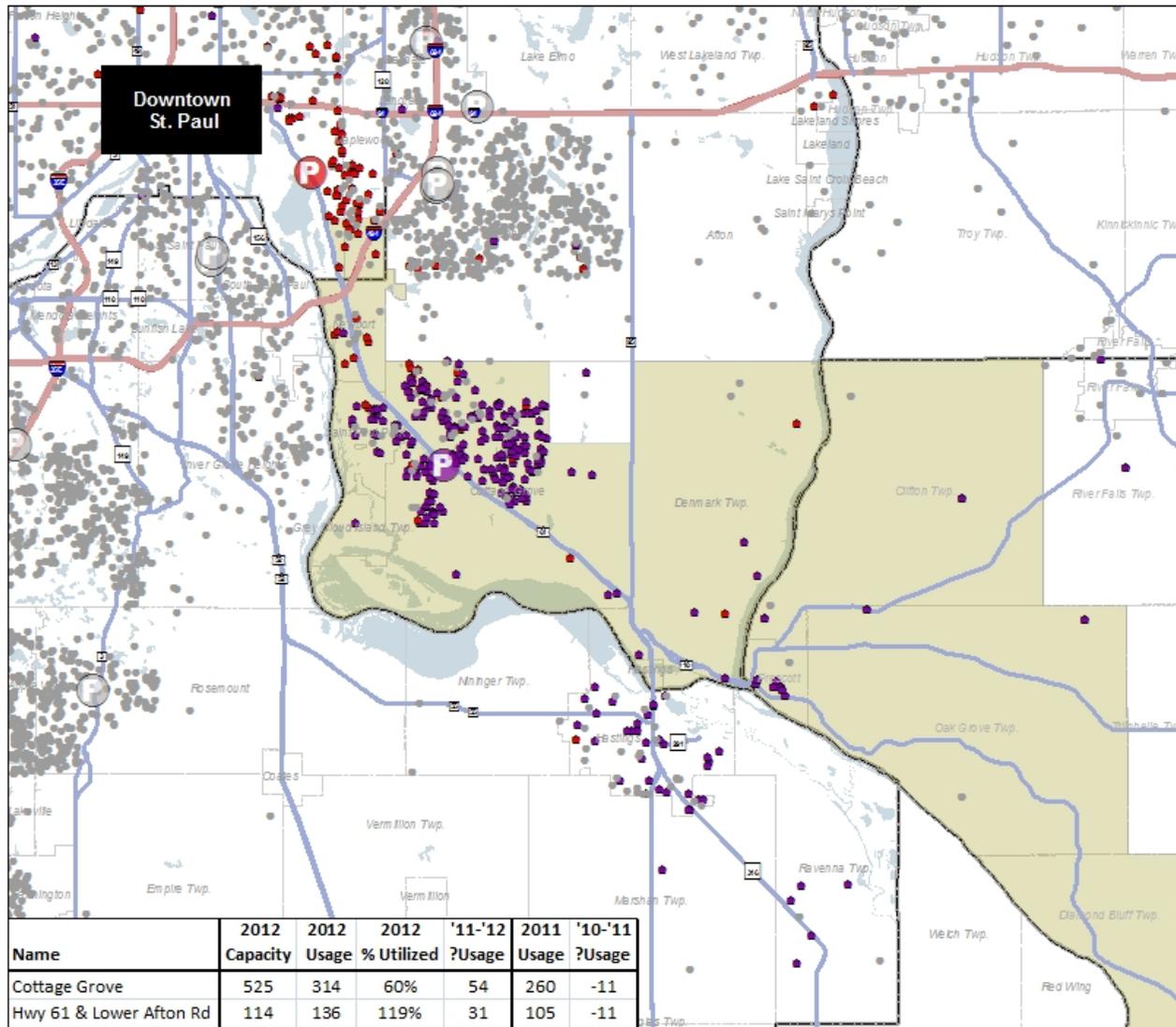


II. Hwy 61 South Corridor Users 2012

Hwy 61 South

Park & Ride Facilities

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

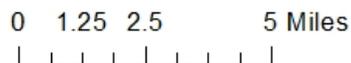
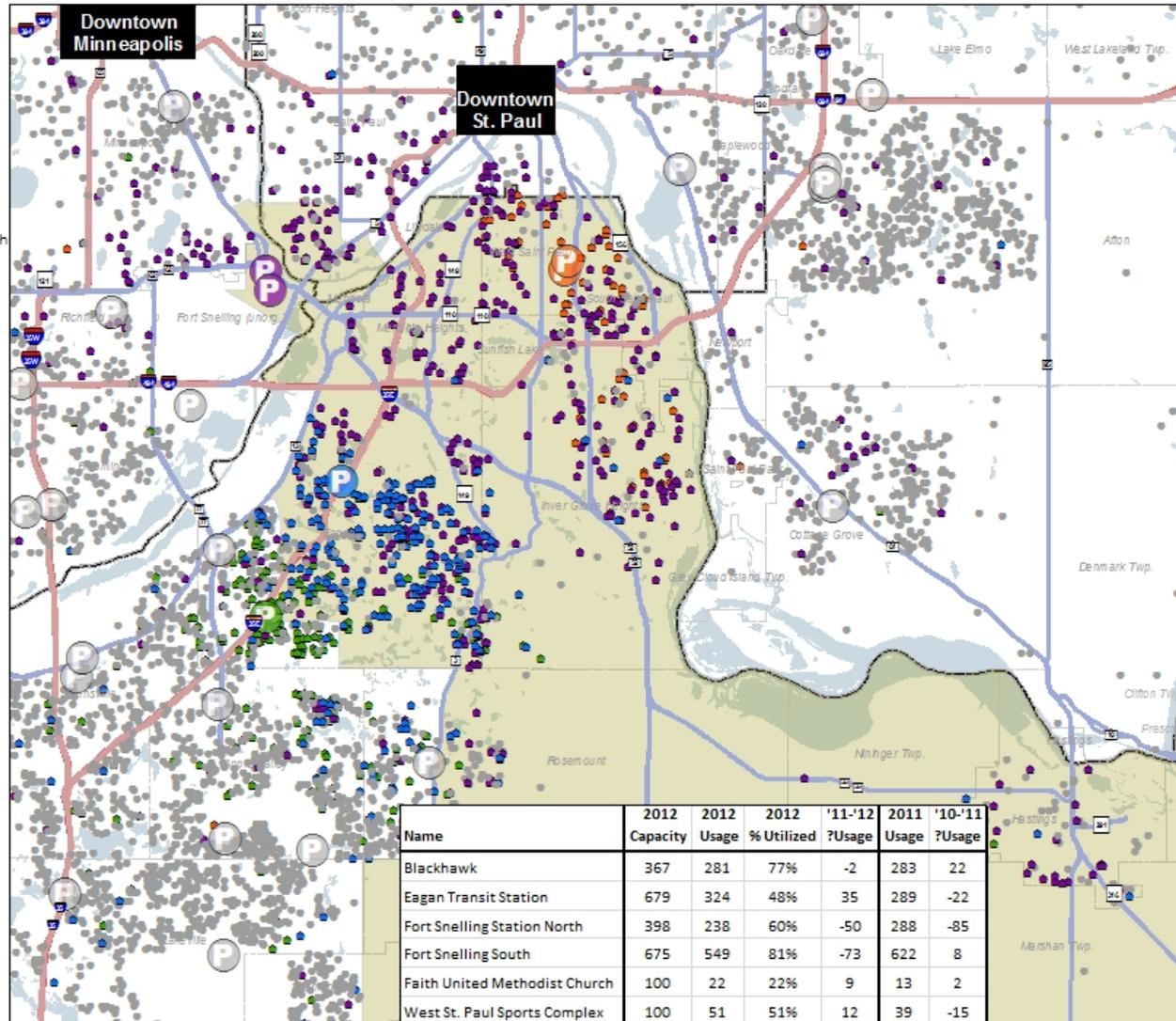


III. Hwy 52/55 Corridor Users 2012

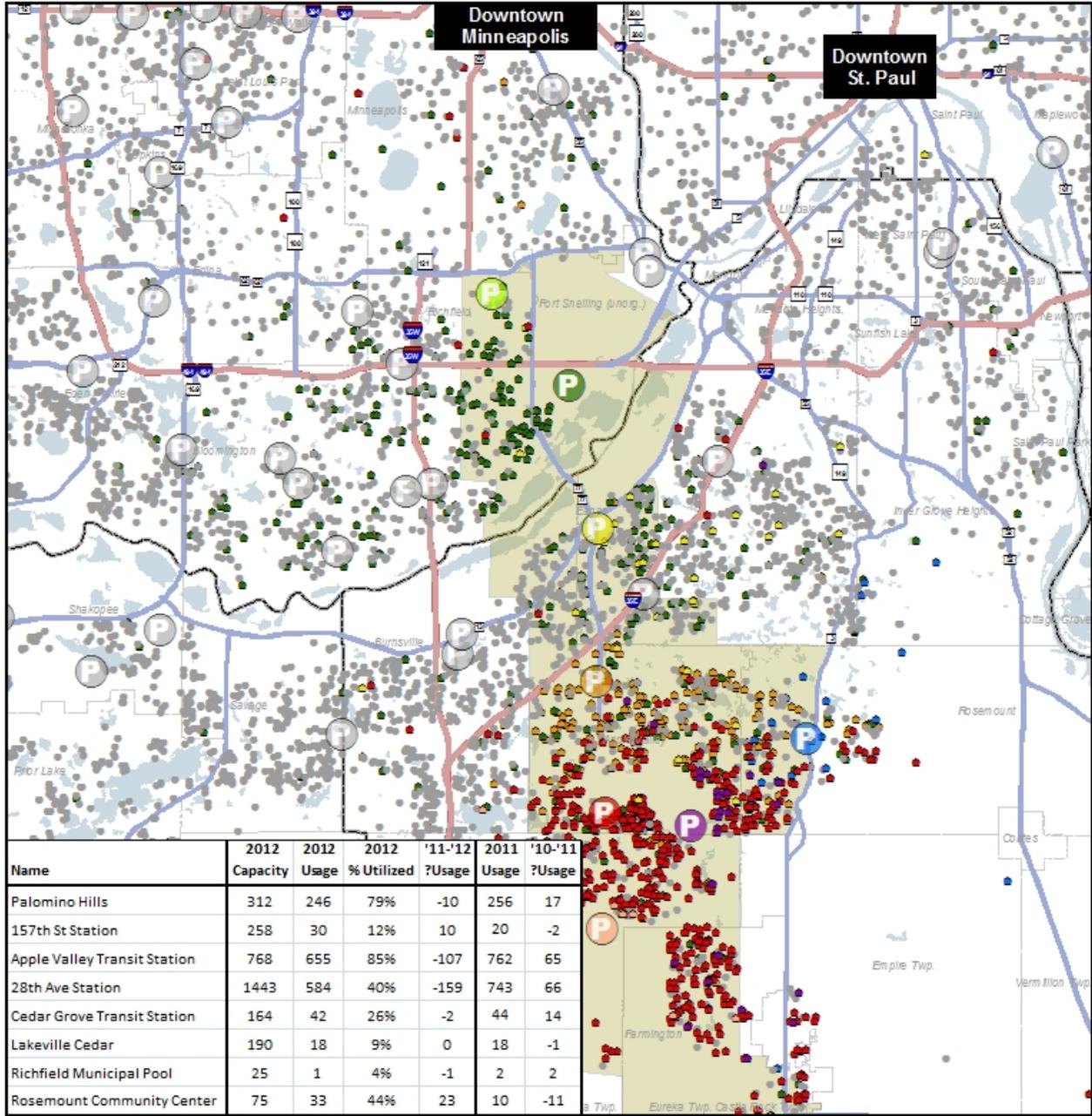
Hwy 52/55

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



IV. Hwy 77 South Corridor Users 2012



Hwy 77 South

Park & Ride Facilities



Other Park and Ride Facilities



157th St Station



28th Ave Station



Apple Valley Transit Station



Lakeville Cedar



Richfield Municipal Pool



Cedar Grove Park-and-Ride



Rosemount Community Center



Palomino Hills

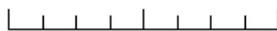


Other P&R Users

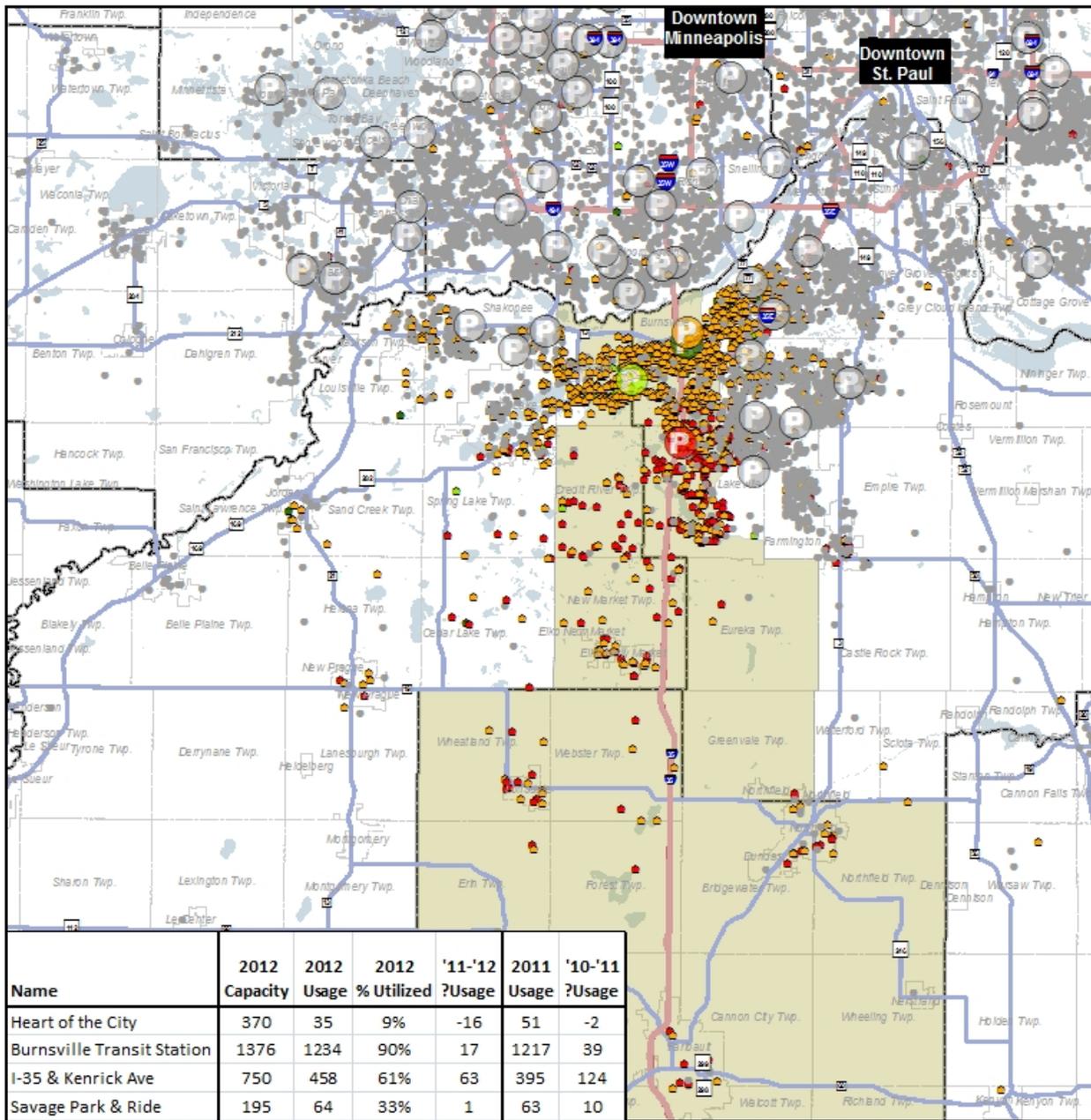


Travel Corridor

0 1.25 2.5 5 Miles



V. I-35W South Lower Corridor Users 2012



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

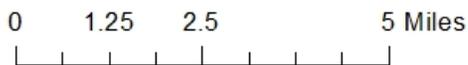
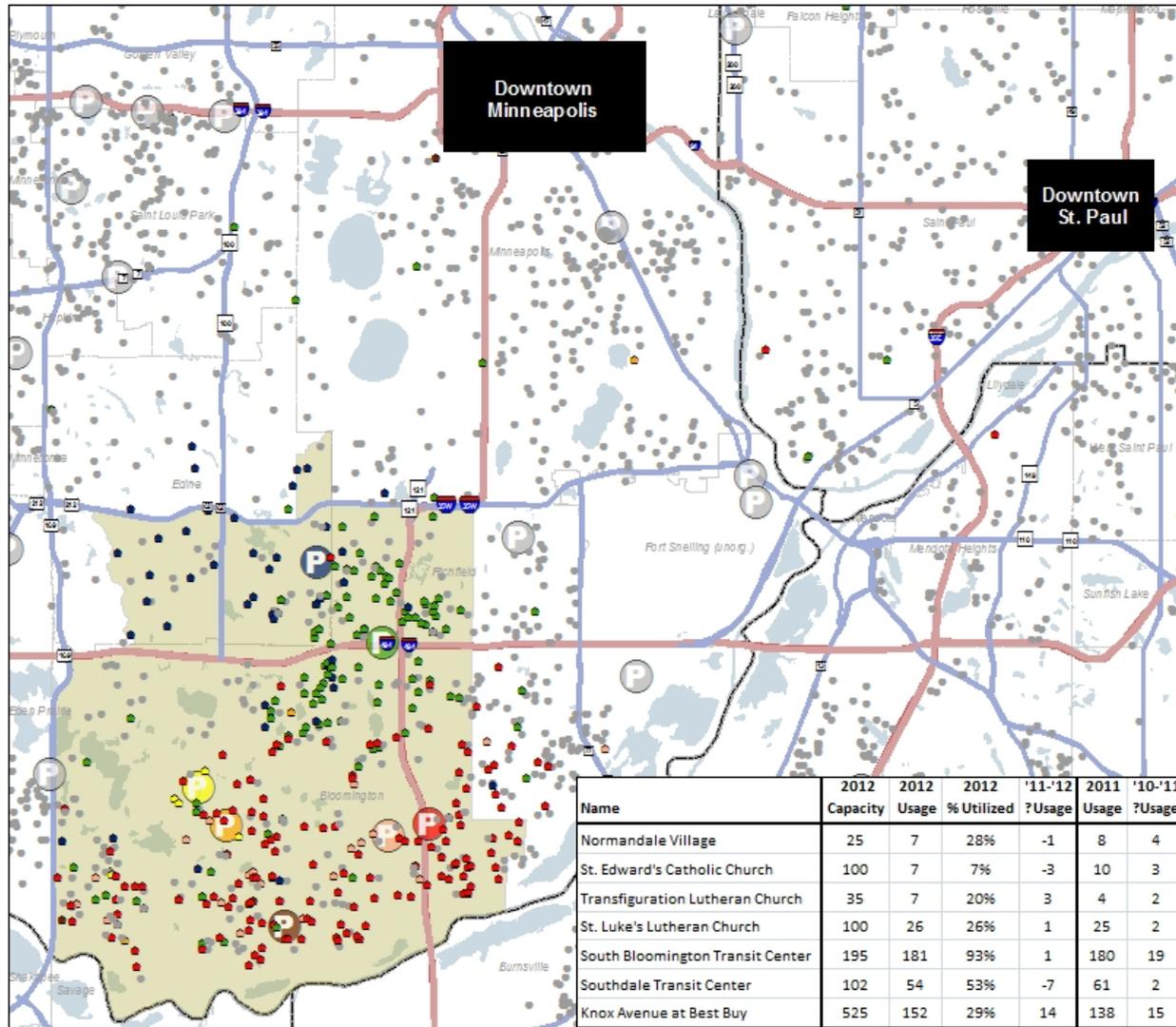


VI. I-35W South Upper Corridor Users 2012

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

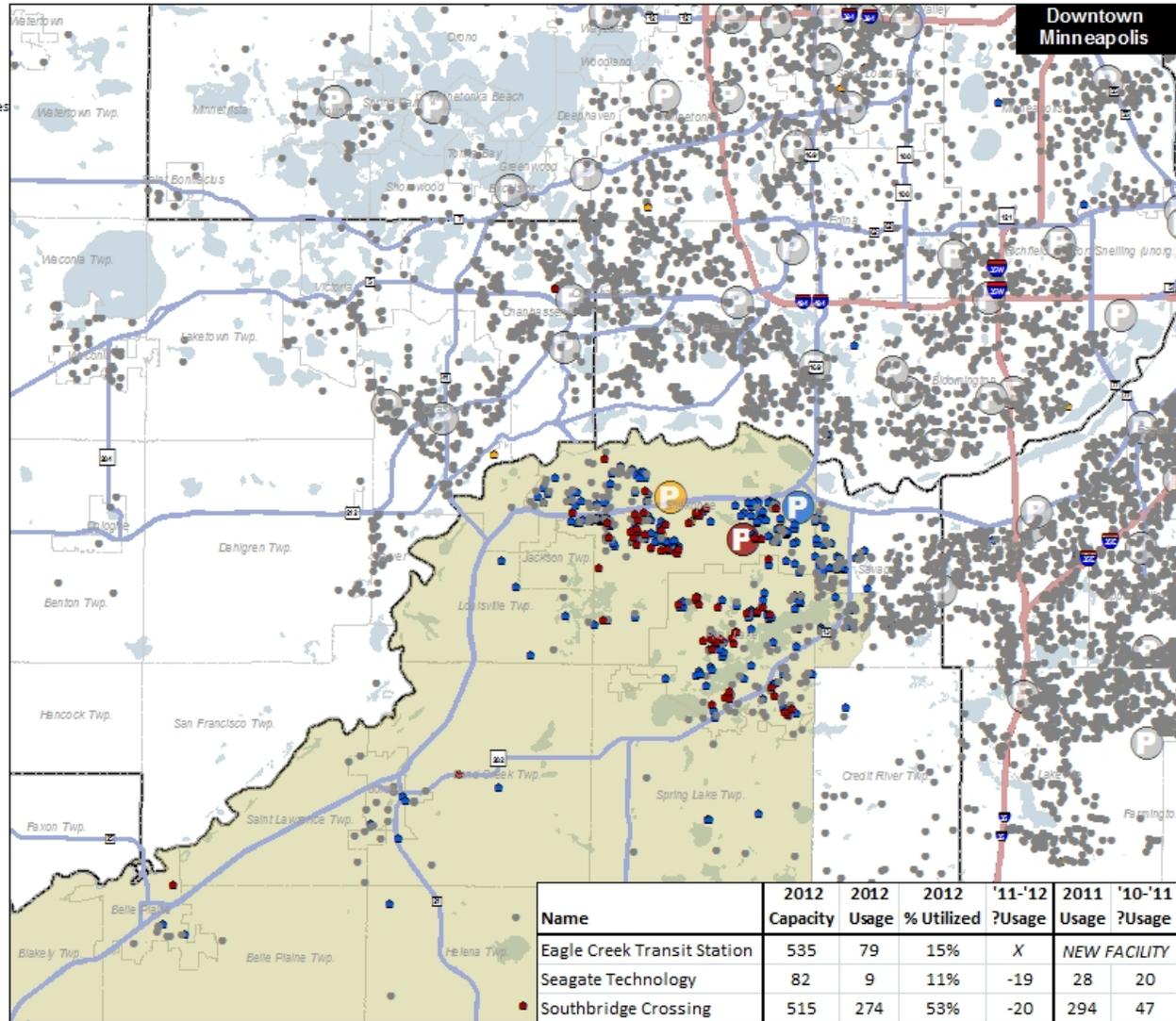


VII. Hwy 169 South Corridor Users 2012

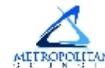
Hwy 169 South

Park & Ride Facilities

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



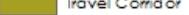
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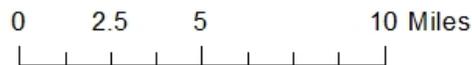
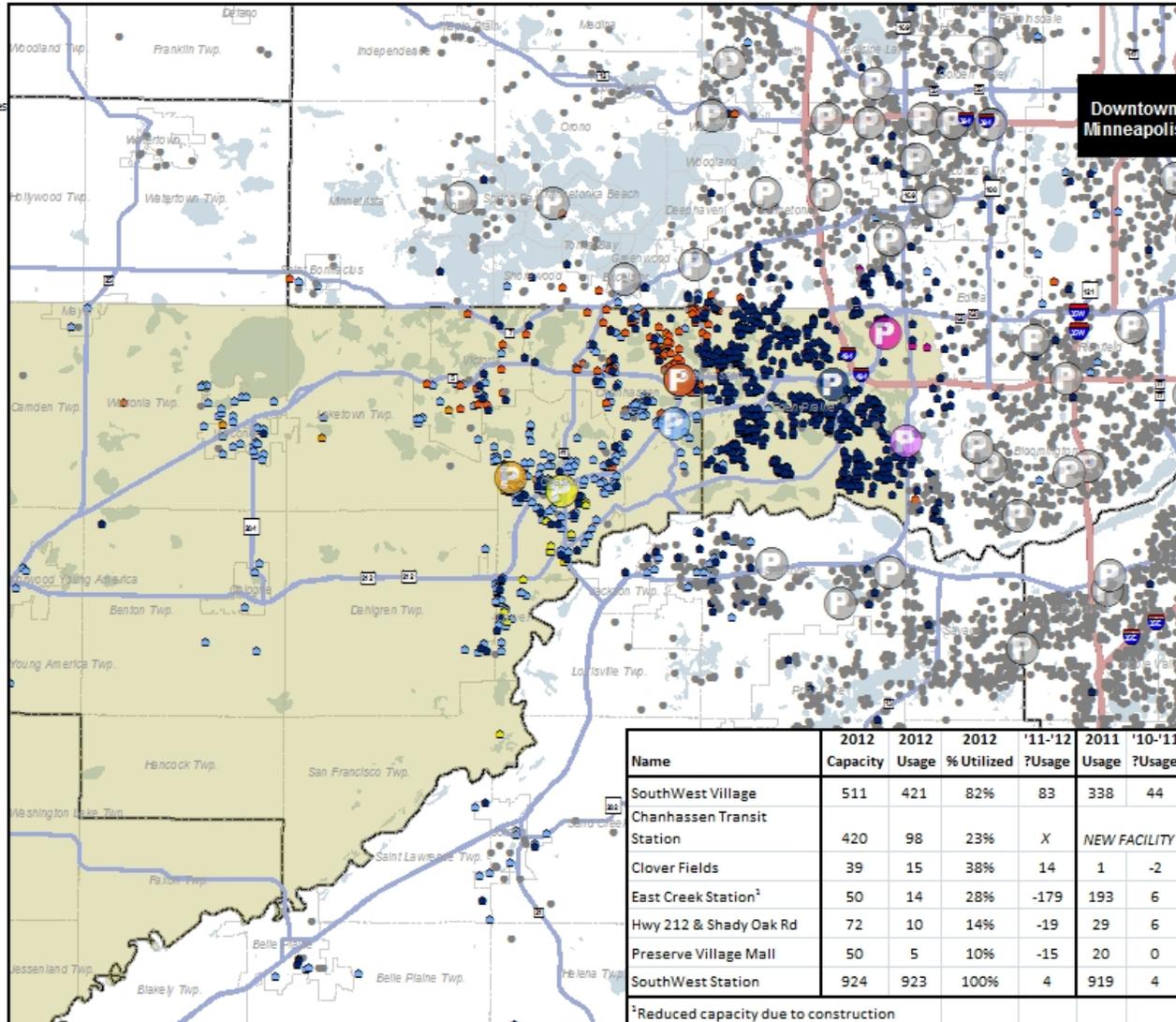


VIII. Hwy 212/5 Corridor Users 2012

Hwy 212/5

Park & Ride Facilities

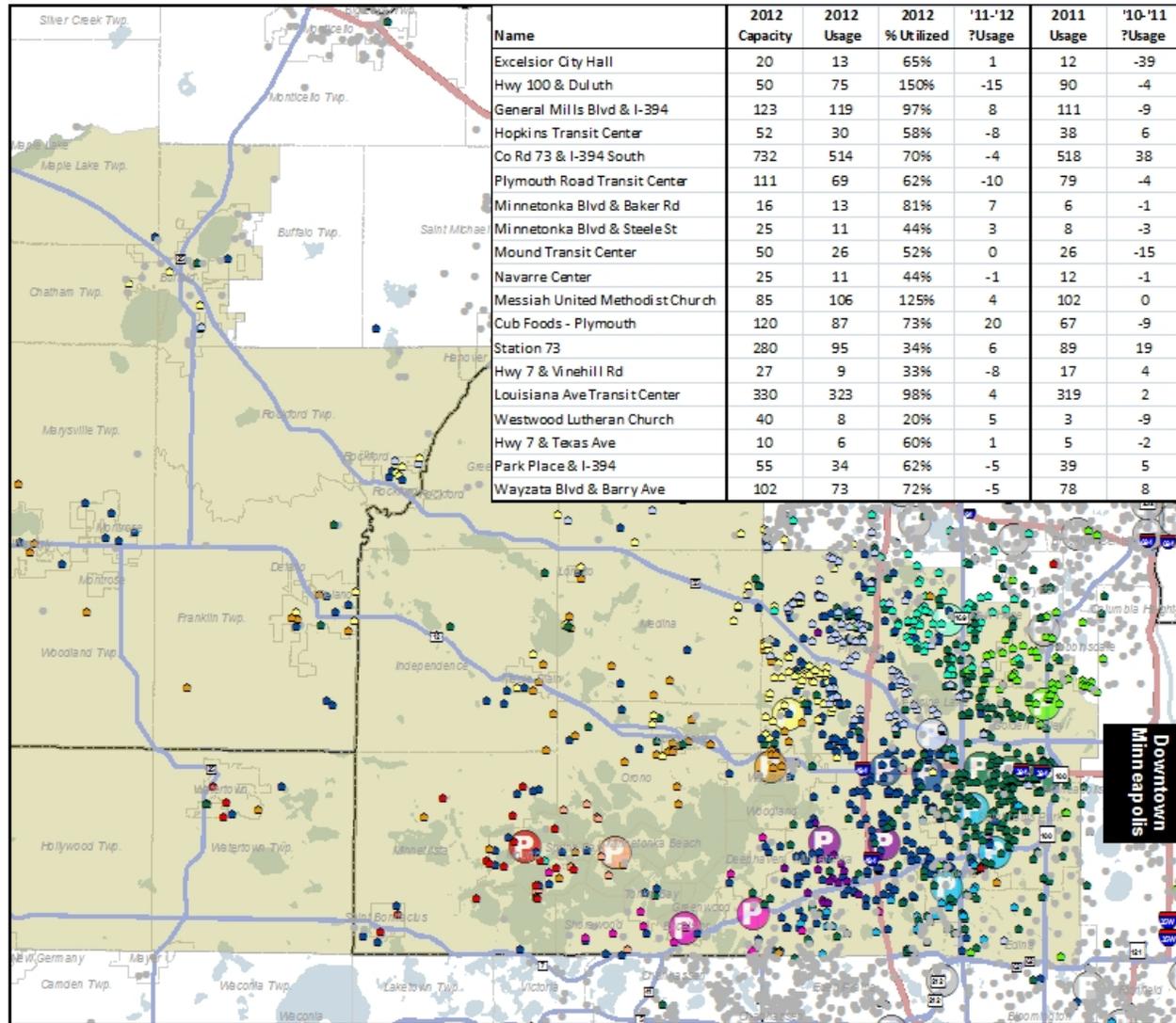
-  Other Park and Ride Facilities
-  Clover Fields
-  East Creek Station
-  Hwy 212 & Shady Oak Rd
-  Preserve Village Mall
-  SouthWest Station
-  SouthWest Village
-  Chanhassen Transit Station
-  Other P&R Users
-  Travel Corridor



IX. I-394/Hwy 12 Corridor Users 2012

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



Name	2012 Capacity	2012 Usage	2012 % Utilized	'11-'12 ?Usage	2011 Usage	'10-'11 ?Usage
Excelsior City Hall	20	13	65%	1	12	-39
Hwy 100 & Duluth	50	75	150%	-15	90	-4
General Mills Blvd & I-394	123	119	97%	8	111	-9
Hopkins Transit Center	52	30	58%	-8	38	6
Co Rd 73 & I-394 South	732	514	70%	-4	518	38
Plymouth Road Transit Center	111	69	62%	-10	79	-4
Minnetonka Blvd & Baker Rd	16	13	81%	7	6	-1
Minnetonka Blvd & Steele St	25	11	44%	3	8	-3
Mound Transit Center	50	26	52%	0	26	-15
Navarre Center	25	11	44%	-1	12	-1
Messiah United Methodist Church	85	106	125%	4	102	0
Cub Foods - Plymouth	120	87	73%	20	67	-9
Station 73	280	95	34%	6	89	19
Hwy 7 & Vinehill Rd	27	9	33%	-8	17	4
Louisiana Ave Transit Center	330	323	98%	4	319	2
Westwood Lutheran Church	40	8	20%	5	3	-9
Hwy 7 & Texas Ave	10	6	60%	1	5	-2
Park Place & I-394	55	34	62%	-5	39	5
Wayzata Blvd & Barry Ave	102	73	72%	-5	78	8



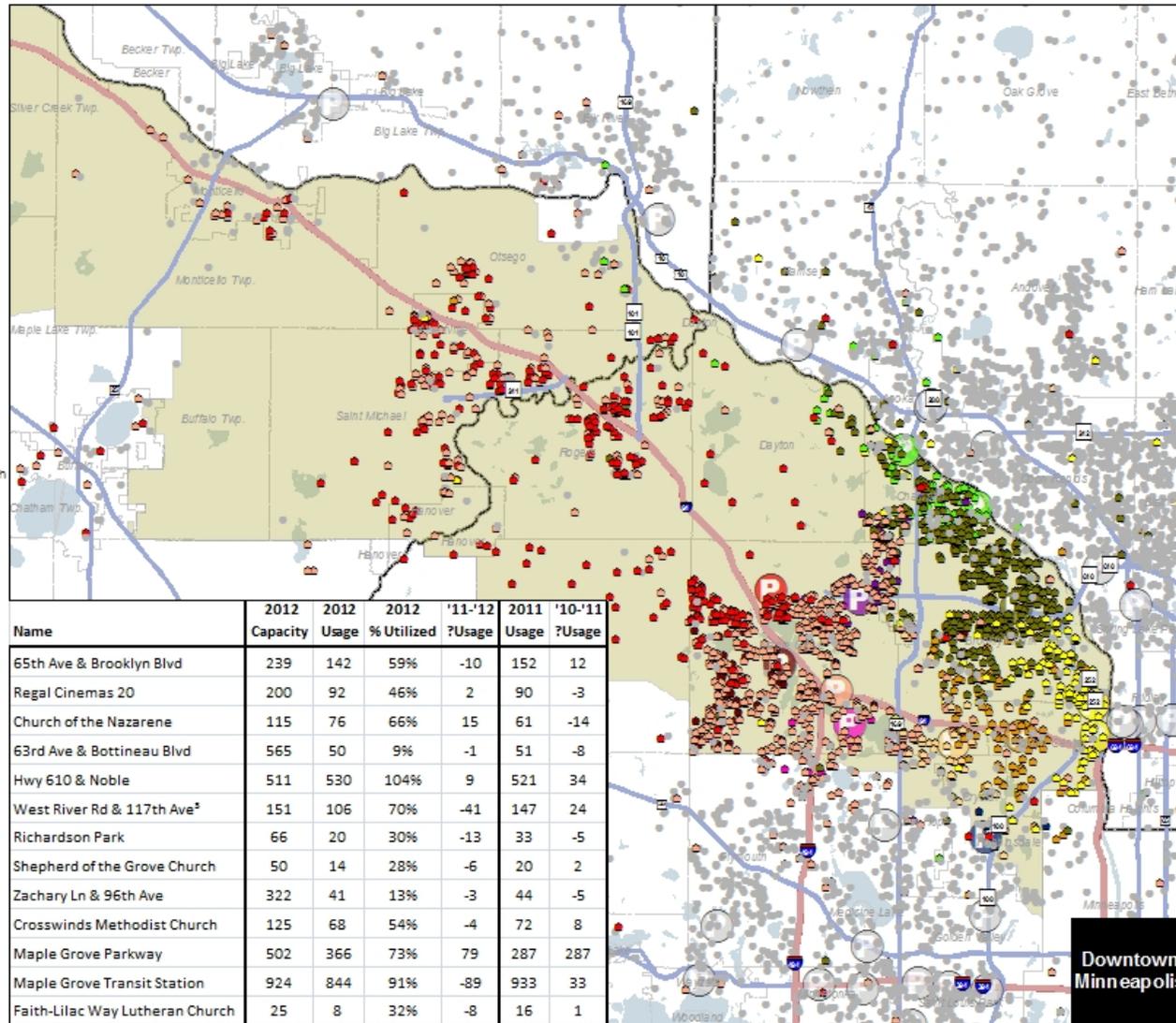
Downtown Minneapolis

X. I-94 West Corridor Users 2012

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



0 1.252.5 5 Miles

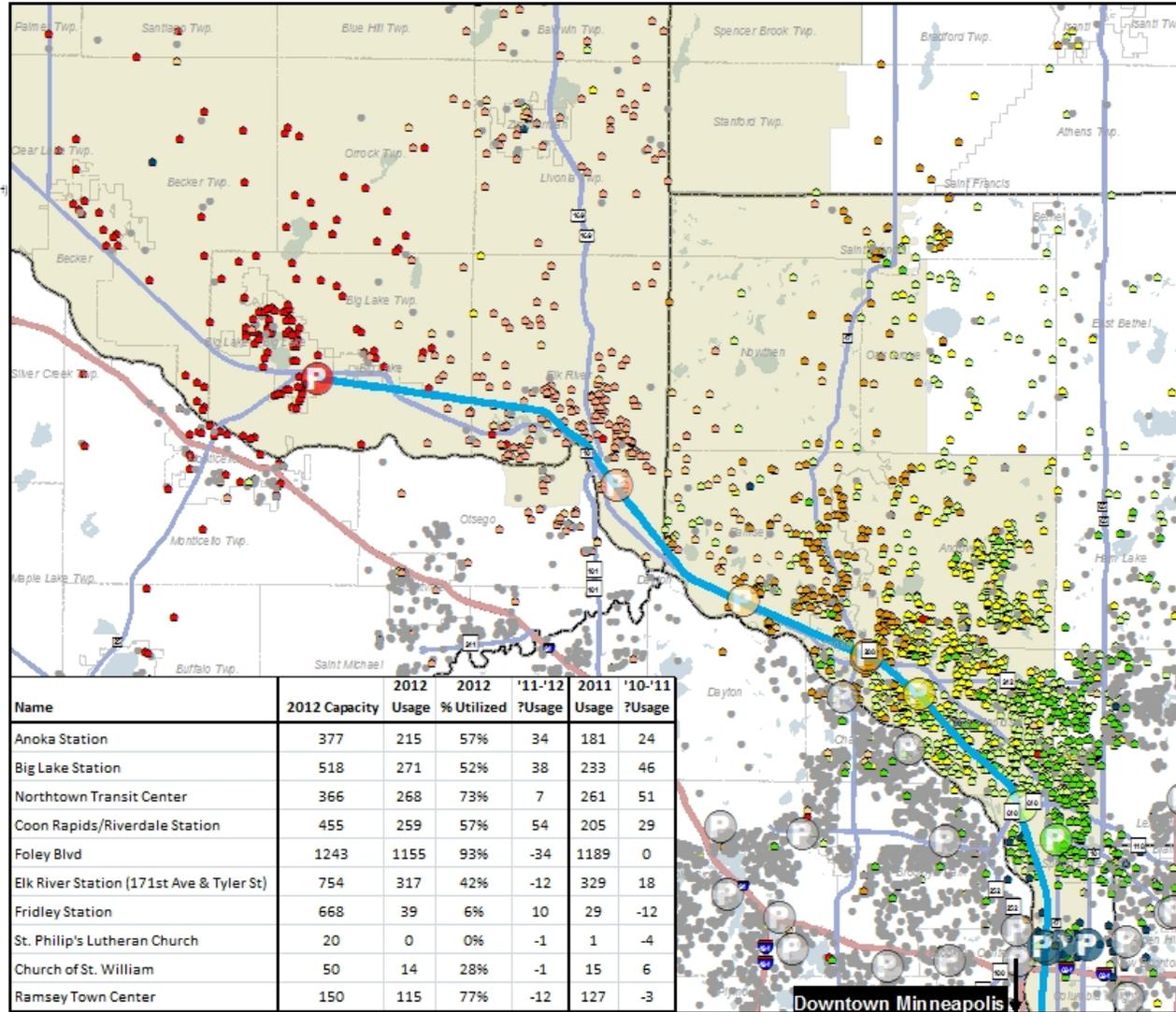


Downtown Minneapolis

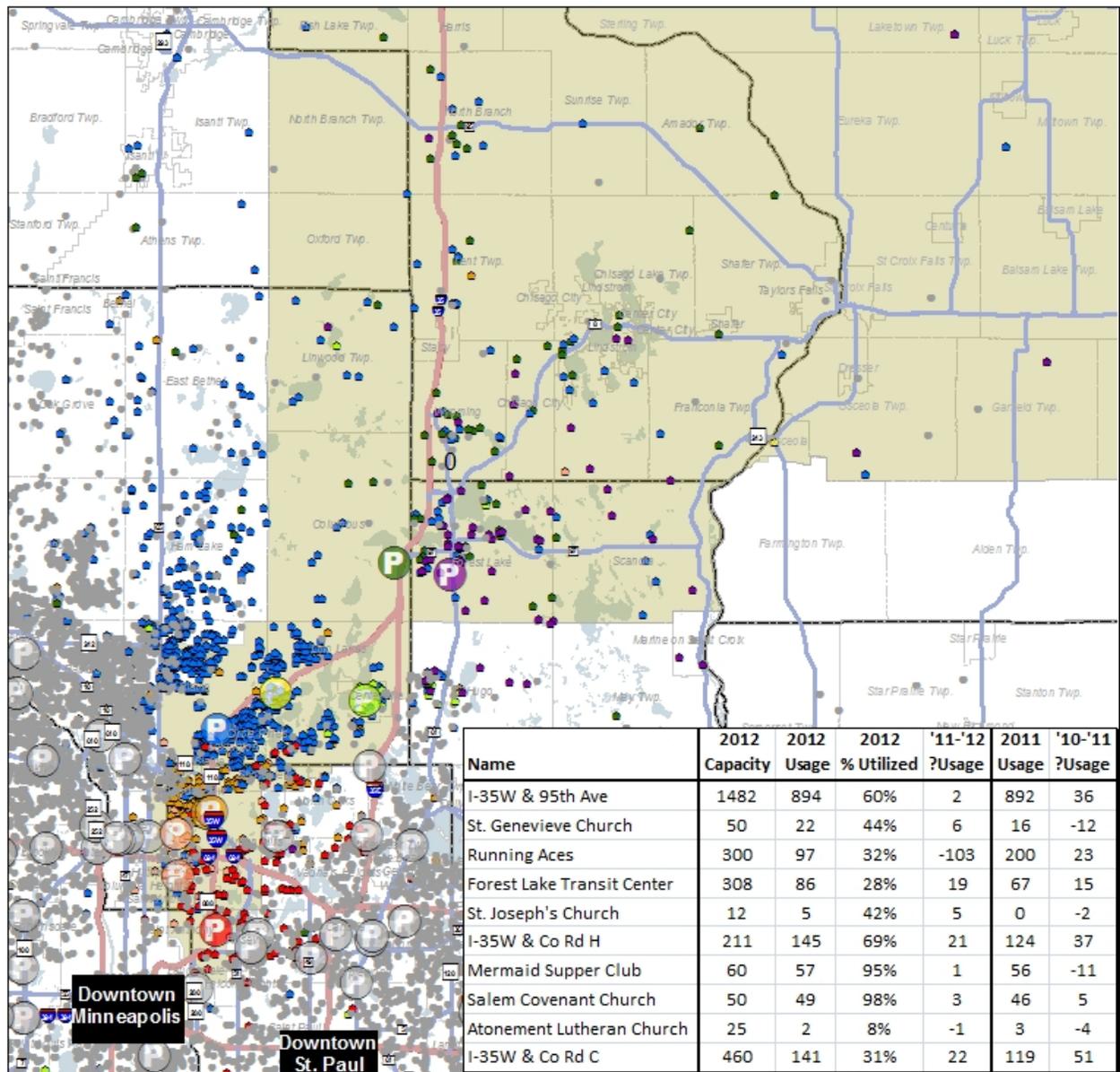
XI. Hwy 10/169 North Corridor Users 2012

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



XII. I-35W North Corridor Users 2012



I-35W North

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

0 2.5 5 10 Miles

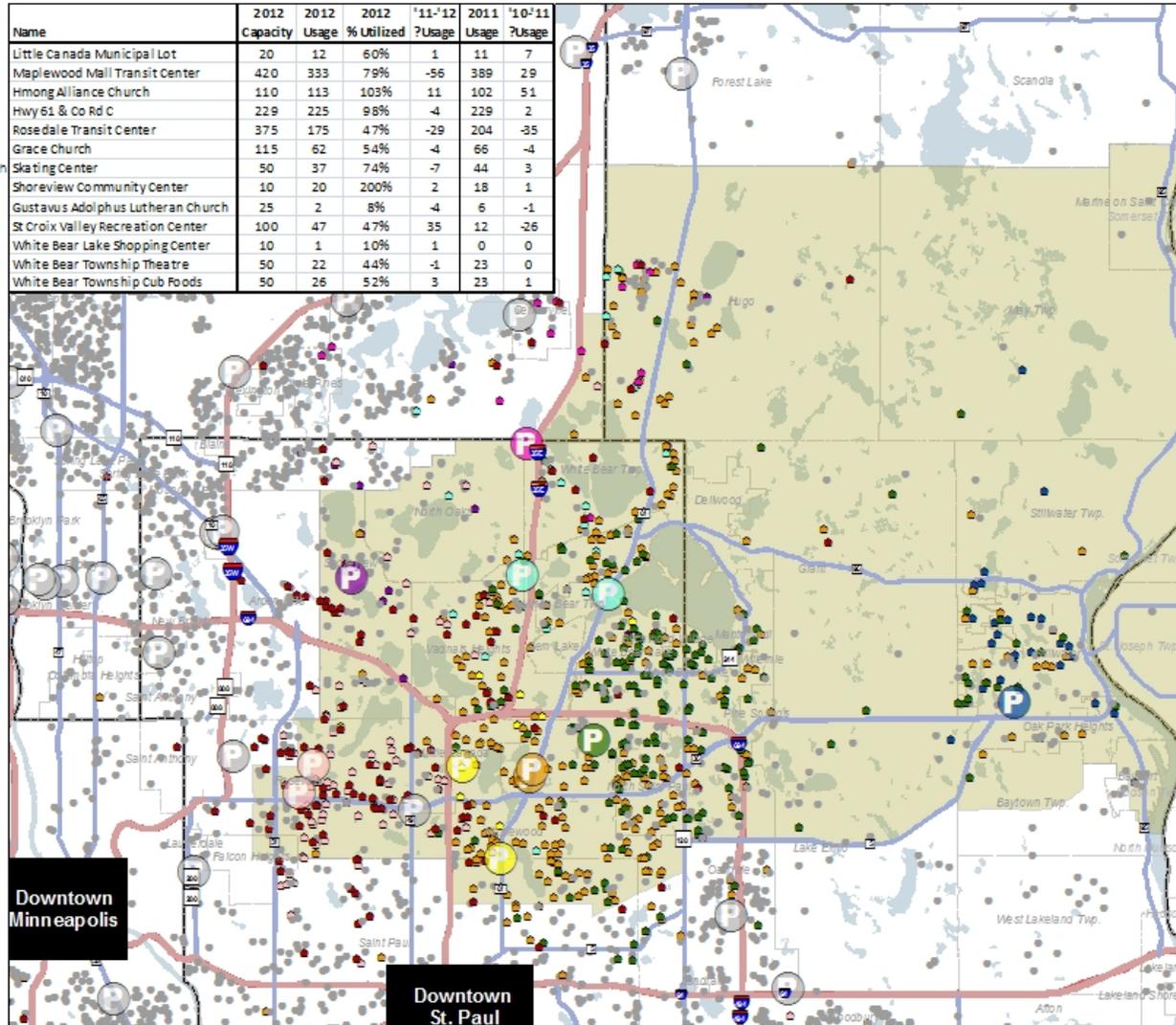


XIII. I-35E North/Hwy 36 East Corridor Users 2012

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 ?Usage	2011 Usage	'10-'11 ?Usage
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



0 1.25 2.5 5 Miles

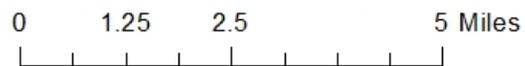
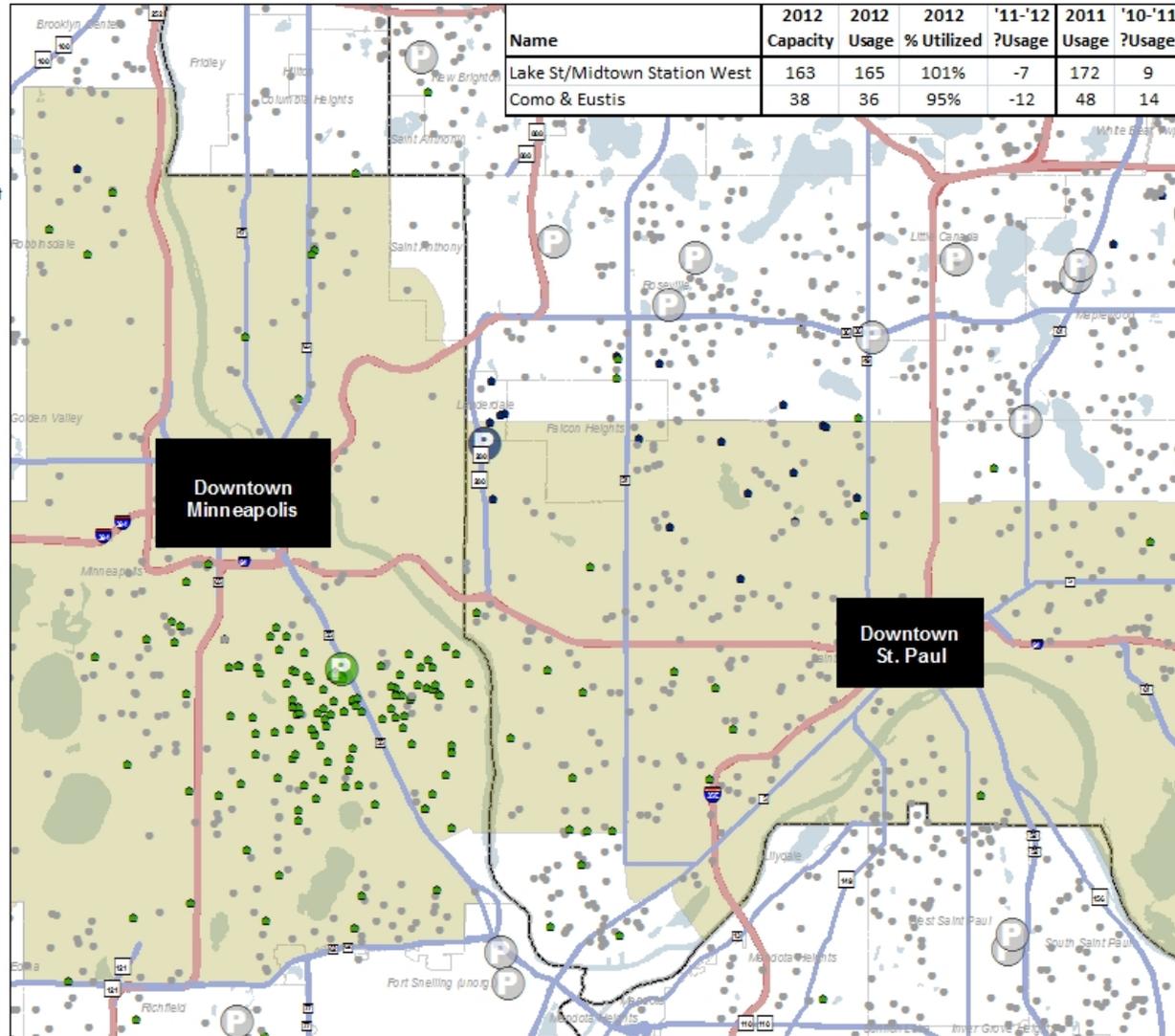


XIV. Central Cities Corridor Users 2012

Central Cities

Park & Ride Facilities

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



APPENDIX B:
INDIVIDUAL FACILITY CAPACITY AND USAGE DETAIL, 2011–2013

2013 System Capacity and Usage

PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2013		2013 % Utilized	Usage Change	Percent Change	2012			2011		
				Capacity	2013 Usage				Capacity	Usage	2012 % Utilized	Capacity	Usage	2011 % Util
298	Metro Transit	Anoka Station	Anoka	377	164	44%	-51	-24%	377	215	57%	377	181	48%
198	MVTA	Palomino Hills	Apple Valley	318	272	86%	26	11%	312	246	79%	312	256	82%
712	MVTA	Apple Valley Transit Station	Apple Valley	768	758	99%	103	16%	768	655	85%	768	762	99%
716	MVTA	157th St Station	Apple Valley	258	18	7%	-12	-40%	258	30	12%	258	20	8%
534	NCDA	Becker Municipal Lot	Becker	20	18	90%	1	6%	20	17	85%	20	13	65%
300	Metro Transit	Big Lake Station	Big Lake	518	278	54%	7	3%	518	271	52%	518	233	45%
217	Metro Transit	I-35W & 95th Ave	Blaine	1482	1,051	71%	157	18%	1482	894	60%	1482	892	60%
703	Metro Transit	Northtown Transit Center	Blaine	366	219	60%	-49	-18%	366	268	73%	366	261	71%
28	Metro Transit	Normandale Village	Bloomington	25	6	24%	-1	-14%	25	7	28%	25	8	32%
32	Metro Transit	St. Edward's Catholic Church	Bloomington	100	9	9%	2	29%	100	7	7%	100	10	10%
199	Metro Transit	St. Luke's Lutheran Church	Bloomington	100	44	44%	18	69%	100	26	26%	100	25	25%
251	Metro Transit	28th Ave Station	Bloomington	1383	632	46%	48	8%	1443	584	40%	1443	743	51%
707	Metro Transit	South Bloomington Transit Center	Bloomington	195	201	103%	20	11%	195	181	93%	195	180	92%
33*	Metro Transit	Transfiguration Lutheran Church	Bloomington	35*	1*	2.9%*	-6	-86%	35	7*	20%	35*	4*	11%
155	Metro Transit	Church of the Nazarene	Brooklyn Center	115	80	70%	4	5%	115	76	66%	115	61	53%
210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	239	149	62%	7	5%	239	142	59%	239	152	64%
269	Metro Transit	Regal Cinemas 20	Brooklyn Center	200	83	42%	-9	-10%	200	92	46%	200	90	45%
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	511	506	99%	-24	-5%	511	530	104%	511	521	102%
268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	565	36	6%	-14	-28%	565	50	9%	565	51	9%
258	MVTA	Heart of the City	Burnsville	343	42	12%	7	20%	370	35	9%	370	51	14%
710	MVTA	Burnsville Transit Station	Burnsville	1428	1,138	80%	-96	-8%	1376	1234	90%	1376	1217	88%
270	Metro Transit	St. Genevieve Church	Centerville	50	21	42%	-1	-5%	50	22	44%	50	16	32%
142	Metro Transit	West River Rd & 117th Ave	Champlin	151	128	85%	22	21%	151	106	70%	139	147	106%
201	Metro Transit	Richardson Park	Champlin	66	31	47%	11	55%	66	20	30%	66	33	50%
292	SouthWest	SouthWest Village	Chanhassen	511	328	64%	-93	-22%	511	421	82%	511	338	66%
306	SouthWest	Chanhassen Transit Station	Chanhassen	420	117	28%	19	19%	420	98	23%	0	0	0%
267	SouthWest	Clover Fields	Chaska	39	8	21%	-7	-47%	39	15	38%	39	1	3%
297	SouthWest	East Creek Station	Chaska	675	257	38%	257	N/A*	0	0	0%	225	193	86%
314	SouthWest	Walnut St & Chaska Blvd	Chaska	50	10	20%	-4	-29%	50	14	28%	N/A*	N/A*	N/A*
293	Metro Transit	Running Aces	Columbus	300	110	37%	13	13%	300	97	32%	300	200	67%
204	Metro Transit	Foley Blvd	Coon Rapids	1243	1,171	94%	16	1%	1243	1155	93%	1243	1189	96%
231	Metro Transit	Coon Rapids/Riverdale Station	Coon Rapids	455	298	65%	39	15%	455	259	57%	455	205	45%
245	Metro Transit	Cottage Grove	Cottage Grove	525	313	60%	-1	0%	525	314	60%	525	260	50%
152	MVTA	Blackhawk	Eagan	370	278	75%	-3	-1%	367	281	77%	367	283	77%
711	MVTA	Eagan Transit Station	Eagan	719	337	47%	13	4%	679	324	48%	679	289	43%

2013 System Capacity and Usage

PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2013		2013 %	Usage	Percent	2012	2012	2012 %	2011	2011	2011 %
				Capacity	2013 Usage	Utilized	Change	Change	Capacity	Usage	Utilized	Capacity	Usage	Util
718	MVTA	Cedar Grove Transit Station	Eagan	166	48	29%	6	14%	164	42	26%	164	44	27%
164	SouthWest	Hwy 212 & Shady Oak Rd	Eden Prairie	72	11	15%	1	10%	72	10	14%	72	29	40%
230	SouthWest	Preserve Village Mall	Eden Prairie	50	10	20%	5	100%	50	5	10%	50	20	40%
713	SouthWest	SouthWest Station	Eden Prairie	1006	932	93%	9	1%	924	923	100%	924	919	99%
706	Metro Transit	Southdale Transit Center	Edina	102	30	29%	-24	-44%	102	54	53%	102	61	60%
244	Metro Transit	Elk River Station (171st Ave & Tyler St)	Elk River	754	357	47%	40	13%	754	317	42%	754	329	44%
57	Metro Transit	Excelsior City Hall	Excelsior	20	22	110%	9	69%	20	13	65%	20	12	60%
294	Metro Transit	Forest Lake Transit Center	Forest Lake	308	94	31%	8	9%	308	86	28%	308	67	22%
252	Metro Transit	Fort Snelling Station North	Fort Snelling	398	264	66%	26	11%	398	238	60%	398	288	72%
253	Metro Transit	Fort Snelling South	Fort Snelling	675	540	80%	-9	-2%	675	549	81%	675	622	92%
266	Metro Transit	Church of St. William	Fridley	50	15	30%	1	7%	50	14	28%	50	15	30%
299	Metro Transit	Fridley Station	Fridley	668	31	5%	-8	-21%	668	39	6%	668	29	4%
96*	Metro Transit	St. Philip's Lutheran Church	Fridley	20*	5*	1%*	5*	500%*	20	0*	0%	20*	1*	5%*
180	Metro Transit	General Mills Blvd & I-394	Golden Valley	123	108	88%	-11	-9%	123	119	97%	123	111	90%
256	Metro Transit	Hwy 100 & Duluth	Golden Valley	50	94	188%	19	25%	50	75	150%	50	90	180%
309	Metro Transit	Hopkins	Hopkins	52	50	96%	20	67%	52	30	58%	52	38	73%
287	Metro Transit	I-35 & Kenrick Ave	Lakeville	750	554	74%	96	21%	750	458	61%	750	395	53%
719	MVTA	Lakeville Cedar	Lakeville	190	14	7%	-4	-22%	190	18	9%	190	18	9%
187	Metro Transit	St. Joseph's Church	Lino Lakes	12	5	42%	0	0%	12	5	42%	12	0	0%
232	Metro Transit	Lino Park	Lino Lakes	20	3	15%	-2	-40%	12	5	42%	195	63	32%
82	Metro Transit	Little Canada Municipal Lot	Little Canada	20	2	10%	-10	-83%	20	12	60%	20	11	55%
302	Metro Transit	Hwy 36 & Rice St	Little Canada	280	138	49%	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	322	42	13%	1	2%	322	41	13%	322	44	14%
177	Maple Grove	Shepherd of the Grove Church	Maple Grove	50	19	38%	5	36%	50	14	28%	50	20	40%
215	Maple Grove	Crosswinds Methodist Church	Maple Grove	125	89	71%	21	31%	125	68	54%	125	72	58%
247	Maple Grove	Maple Grove Transit Station	Maple Grove	924	908	98%	64	8%	924	844	91%	924	933	101%
301	Maple Grove	Maple Grove Parkway	Maple Grove	383	370	97%	4	1%	502	366	73%	502	287	57%
205	Metro Transit	Hwy 61 & Co Rd C	Maplewood	229	224	98%	-1	0%	229	225	98%	229	229	100%
257	Metro Transit	Hmong Alliance Church	Maplewood	110	75	68%	-38	-34%	110	113	103%	110	102	93%
701	Metro Transit	Maplewood Mall Transit Center	Maplewood	1000	382	38%	49	15%	420	333	79%	420	389	93%
260	Metro Transit	Lake St/Midtown Station West	Minneapolis	163	166	102%	1	1%	163	165	101%	163	172	106%
40	Metro Transit	Co Rd 73 & I-394 South	Minnetonka	732	523	71%	9	2%	732	514	70%	732	518	71%
42	Metro Transit	Minnetonka Blvd & Baker Rd	Minnetonka	16	11	69%	-2	-15%	16	13	81%	16	6	38%
43	Metro Transit	Minnetonka Blvd & Steele St	Minnetonka	25	4	16%	-7	-64%	25	11	44%	25	8	32%
705	Metro Transit	Plymouth Road Transit Center	Minnetonka	111	61	55%	-8	-12%	111	69	62%	111	79	71%

2013 System Capacity and Usage

PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2013		2013 % Utilized	Usage Change	Percent Change	2012			2011		
				Capacity	2013 Usage				Capacity	Usage	2012 % Utilized	Capacity	Usage	2011 % Util
715	Metro Transit	Mound Transit Center	Mound	50	50	100%	24	92%	50	26	52%	50	26	52%
140	Metro Transit	Mermaid Supper Club	Mounds View	60	72	120%	15	26%	60	57	95%	60	56	93%
161	Metro Transit	I-35W & Co Rd H	Mounds View	211	140	66%	-5	-3%	211	145	69%	211	124	59%
98	Metro Transit	Salem Covenant Church	New Brighton	70	39	56%	-10	-20%	50	49	98%	50	46	92%
97*	Metro Transit	Atonement Lutheran Church	New Brighton	25*	0*	0%*	-2	-1%	25	2*	8%	25*	3*	12%*
248	Metro Transit	Walton Park	Oakdale	58	26	45%	4	18%	58	22	38%	58	24	41%
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	415	421	101%	16	4%	415	405	98%	415	414	100%
114	Metro Transit	Navarre Center	Orono	25	7	28%	-4	-36%	25	11	44%	25	12	48%
242	Plymouth	Messiah United Methodist Church	Plymouth	95	108	114%	2	2%	85	106	125%	85	102	120%
291	Plymouth	Cub Foods - Plymouth	Plymouth	120	91	76%	4	5%	120	87	73%	120	67	56%
714	Plymouth	Station 73	Plymouth	280	143	51%	48	51%	280	95	34%	280	89	32%
284	Metro Transit	Ramsey Station	Ramsey	360	225	63%	110	96%	150	115	77%	150	127	85%
261	Metro Transit	Knox Avenue at Best Buy	Richfield	525	171	33%	19	13%	525	152	29%	525	138	26%
127*	Metro Transit	Richfield Municipal Pool	Richfield	25*	1*	4%*	0	0%	25	1	4%	25	2	8%
110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	25	13	52%	5	63%	25	8	32%	25	16	64%
721	MVTA	Rosemount Transit Station	Rosemount	102	33	32%	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
	MVTA	Rosemount Community Center	Rosemount	0*	0*	0%	-33	-100%	75	33*	44%	75*	10*	13%
271	Metro Transit	Grace Church	Roseville	115	99	86%	37	60%	115	62	54%	115	66	57%
272	Metro Transit	Skating Center	Roseville	50	41	82%	4	11%	50	37	74%	50	44	88%
290	Metro Transit	I-35W & Co Rd C	Roseville	460	181	39%	40	28%	460	141	31%	460	119	26%
232	MVTA	Savage Park & Ride	Savage	182	77	42%	13	20%	195	64	33%	195	63	32%
239	Scott County	Seagate Technology	Shakopee	82	10	12%	1	11%	82	9	11%	82	28	34%
278	Scott County	Southbridge Crossing	Shakopee	515	286	56%	12	4%	515	274	53%	515	294	57%
717	Scott County	Eagle Creek Transit Station	Shakopee	535	82	15%	3	4%	535	79	15%	0	0	0%
191	Metro Transit	Shoreview Community Center	Shoreview	10	40	400%	20	100%	10	20	200%	10	18	180%
209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	27	7	26%	-2	-22%	27	9	33%	27	17	63%
564	NCDA	Northstar Link Lot	St. Cloud	146	51	35%	7	16%	146	44	30%	146	33	23%
81	Metro Transit	Westwood Lutheran Church	St. Louis Park	40	14	35%	6	75%	40	8	20%	40	3	8%
158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	10	3	30%	-3	-50%	10	6	60%	10	5	50%
195	Metro Transit	Park Place & I-394	St. Louis Park	55	36	65%	2	6%	55	34	62%	55	39	71%
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	330	327	99%	4	1%	330	323	98%	330	319	97%
10	Metro Transit	Como & Eustis	St. Paul	38	37	97%	1	3%	38	36	95%	38	48	126%
173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	114	110	96%	-26	-19%	114	136	119%	114	105	92%
95*	Metro Transit	Gustavus Adolphus Lutheran Church	St. Paul	25*	4*	16%*	2*	100%	25	2*	8%*	25*	6*	24%*
223	Metro Transit	St Croix Valley Recreation Center	Stillwater	100	40	40%	-7	-15%	100	47	47%	100	12	12%
130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	102	81	79%	8	11%	102	73	72%	102	78	76%
219	Metro Transit	West St. Paul Sports Complex	West St. Paul	100	64	64%	13	25%	100	51	51%	100	39	39%
218*	Metro Transit	Faith United Methodist Church	West St. Paul	100*	10*	10%*	-12	-55%	100	22*	22%*	100*	13*	13%*
288	Metro Transit	White Bear Township Theatre	White Bear Lake	50	23	46%	1	5%	50	22	44%	50	23	46%
236	Metro Transit	White Bear Township Cub Foods	White Bear Twp.	50	25	50%	-1	-4%	50	26	52%	50	23	46%
145	Metro Transit	Christ Episcopal Church	Woodbury	100	61	61%	6	11%	100	55	55%	50	47	94%
222	Metro Transit	Woodbury Lutheran Church	Woodbury	90	73	81%	-13	-15%	90	86	96%	90	87	97%
229	Metro Transit	Woodbury Theatre	Woodbury	550	535	97%	63	13%	550	472	86%	550	472	86%
PARK-AND-RIDE TOTAL				31,088	19,149	62%	1,059	6.5%	29,915	18,104	*			

2013 System Capacity and Usage

PARK-AND-POOL FACILITIES

PR NUM	Provider	Name	City	2013					2012			2011		
				Capacity	2013 Usage	2013 % Utilized	Usage Change	Percent Changed	Capacity	2012 Usage	2012 % Utilized	Capacity	2011 Usage	2011 % Util
533	Mn/DOT	Albany	Albany	28	32	114%	12	60%	28	20	71%	28	14	50%
535	Mn/DOT	I-94 & Co Rd 19 (Wright Co)	Albertville	34	8	24%	-8	-50%	34	16	47%	34	10	29%
500	WisDOT	I-94 & US 63 (St. Croix Co)	Baldwin	36	30	83%	-7	-19%	36	37	103%	36	31	96%
237	Mn/DOT	City Hall- Belle Plaine	Belle Plaine	20	7	35%	2	40%	20	5	25%	20	6	30%
540	Mn/DOT	Big Lake P&P	Big Lake	90	2	2%	-1	-33%	90	3	3%	90	7	8%
527	Mn/DOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	6	10%	0	0%	60	6	10%	60	8	13%
568	Mn/DOT	Cannon Falls (S. US 19 across from athletic fields)	Cannon Falls	40	33	83%	4	14%	40	29	73%	40	37	93%
554	WisDOT	US 63 & WIS 64 (St. Croix Co)	Cylon Twp.	20	8	40%	-3	-27%	20	11	55%	20	8	40%
524	Mn/DOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	16	39%	0	0%	41	16	39%	41	18	43%
558	Mn/DOT	East Bethel Ice Arena	East Bethel	53	0	0%	0	0%	53	0	0%	53	0	0%
502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	11	33%	-1	-8%	33	12	36%	33	17	52%
503	Mn/DOT	Elk River P&P	Elk River	60	7	12%	-5	-42%	60	12	20%	60	7	12%
505	Mn/DOT	36 & Manning	Twp./Stillwater	15	0	0%	-2	-100%	15	2	13%	15	1	7%
506	Mn/DOT	Hwy 52/Hwy 56/Hwy 50	Hampton	42	36	86%	-4	-10%	42	40	95%	42	18	42%
508	WisDOT	Old WIS 35 & Hanley Rd	Hudson	74	9	12%	-3	-25%	74	12	16%	74	8	11%
525	WisDOT	I-94 & Carmichael Rd (St. Croix Co)	Hudson	168	111	66%	-6	-5%	168	117	70%	168	137	82%
238	Mn/DOT	Lions Park	Jordan	15	6	40%	3	100%	15	3	20%	15	8	53%
510	Mn/DOT	I-94 & Hwy 95	Lakeland	48	35	73%	14	67%	48	21	44%	48	21	44%
511	Mn/DOT	I-35 & Co Rd 70	Lakeville	80	11	14%	3	38%	80	8	10%	80	10	13%
557	Mn/DOT	I-35 & CR 60	Lakeville	64	13	20%	-27	-68%	64	40	63%	64	30	47%
546	Mn/DOT	Maple Lake VFW	Maple Lake	21	10	48%	7	233%	21	3	14%	21	10	48%
303	Maple Plain	Maple Plain	Maple Plain	150	4	0%	4	0%	0	0	N/A	N/A	N/A	N/A
512	Mn/DOT	Montgomery Twp-MN13 & MN 99	Montgomery Twp.	3	2	67%	2	0%	3	0	0%	3	2	67%
514	Mn/DOT	Hwy 25 & School Blvd	Monticello	187	9	5%	-4	-31%	187	13	7%	187	13	7%
531	New Richmond	WIS 65 & WIS 64 (St. Croix Co)	New Richmond	44	6	14%	4	200%	44	2	5%	44	2	5%
559	New Richmond	WIS 65 & Paperjack	New Richmond	30	7	23%	-3	-30%	30	10	33%	30	6	20%
515	Mn/DOT	Northfield	Northfield	0	0	0%	0	0%	0	0	#DIV/0!			
560	WisDOT	Prescott WI	Prescott	68	12	18%	-2	-14%	68	14	21%	68	10	15%
517	Mn/DOT	Hwy 169 & LeGrande	Princeton	26	17	65%	0	0%	26	17	65%	26	23	89%
553	WisDOT	WIS 35 & WIS 65 (St. Croix Co)	River Falls	124	20	16%	10	100%	124	10	8%	124	10	8%
561	Mn/DOT	Rockford	Rockford	4	0	0%	-4	-100%	4	4	100%	4	6	150%
519	Mn/DOT	I-94 & Hwy 101 (Hennepin Co)	Rogers	27	8	30%	5	167%	27	3	11%	27	2	7%
529	Mn/DOT	St. Joseph	St. Joseph	36	41	114%	9	28%	36	32	89%	36	28	50%
567	Mn/DOT	I-35 & Co Rd 17	Stacy	85	17	20%	2	13%	85	15	18%	85	8	9%
526	Mn/DOT	Taylor's Falls	Taylor's Falls	10	2	20%	0	0%	10	2	20%	10	2	20%
562	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Twp.	20	1	5%	-1	-50%	20	2	10%	20	4	20%
518	WisDOT	I-94 & WIS 65 (St. Croix Co)	Warren	48	27	56%	3	13%	48	24	50%	48	47	98%
565	Mn/DOT	Waverly	Waverly	27	5	19%	0	0%	27	5	19%	27	7	26%
516	Mn/DOT	I-35 & Co Rd 19	Webster											
			Twp./Northfield	30	19	63%	-25	-57%	30	44	147%	30	27	90%
522	Mn/DOT	Wyoming	Wyoming	0	34	0%	34	0%	34	0	0%	56	32	57%
566	Mn/DOT	Zimmerman	Zimmerman	30	10	33%	-4	-29%	30	14	47%	30	16	53%
PARK-AND-POOL TOTAL				1991	632	1401%	8	374%	1841	624	34%			