



2015 ANNUAL REGIONAL PARK-AND-RIDE SYSTEM REPORT

Prepared for:

Metropolitan Council

Metro Transit

Minnesota Valley Transit Authority

SouthWest Transit

Maple Grove Transit

Plymouth Metrolink

Northstar Corridor Development Authority

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EXECUTIVE SUMMARY

The 2015 Annual Regional Park-and-Ride System Report provides a summary of current trends in the Twin Cities regional park-and-ride system. This document is a system performance update that complements other Metropolitan Council long-term planning documents such as the 2040 Transportation Policy Plan, Thrive MSP 2040 and the 2030 Park-and-Ride Plan. A survey of the system was conducted in late September and early October 2015, which included vehicle counts for every facility.

In 2015, the regional park-and-ride system had 19,340 users, which was an increase of 5.9 percent from 18,265 users in 2014. Over the past five years, usage has fluctuated annually and remains within a range of 18,000 to 19,000 users. Annual changes in usage appear similar to express bus and commuter rail ridership patterns. Yearly changes in total capacity and usage of the park-and-ride system can be seen in Figure 1. The locations of all active park-and-ride facilities is shown in Figure 2.

The park-and-ride system currently has 33,907 spaces at 110 park-and-ride facilities, and 57 percent utilization of these spaces. In 2015, the system added 1,435 spaces to its capacity with the opening of five new facilities; five existing facilities were closed. One park-and-pool facility became a park-and-ride.

Six transit providers operate the region's park-and-ride facilities and associated transit service: Minnesota Valley Transit Authority (MVTA), Maple Grove Transit, Metro Transit, Northstar Corridor Development Authority (NCDA), Plymouth Metrolink and SouthWest Transit. The region's park-and-pools are provided by the Minnesota Department of Transportation (MnDOT), Wisconsin Department of Transportation (WisDOT) and the City of New Richmond, Wisconsin. The annual system survey is a collaborative effort conducted by the region's providers.

Figure 1: Regional Park-and-Ride System Usage 2004-2015

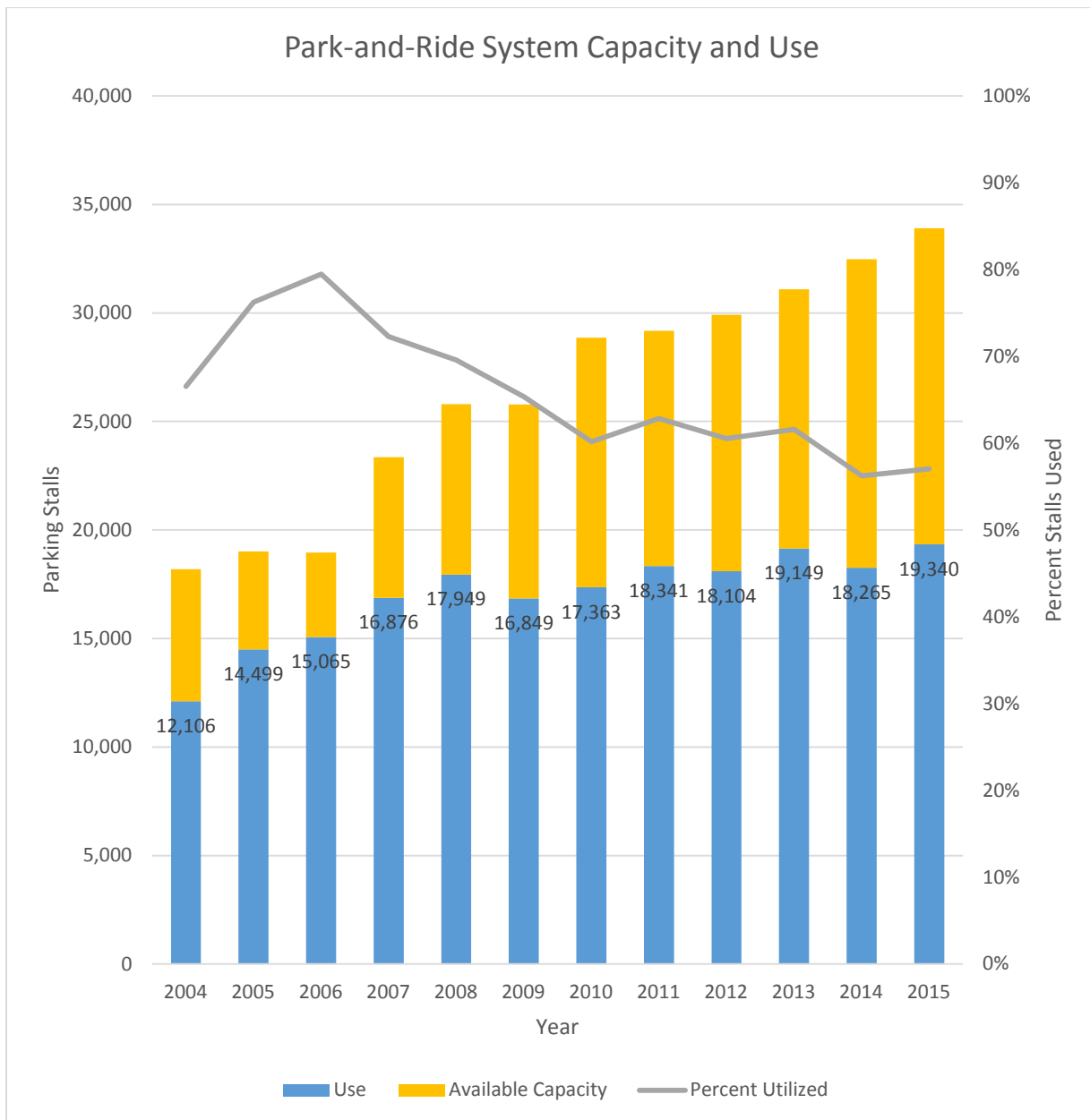
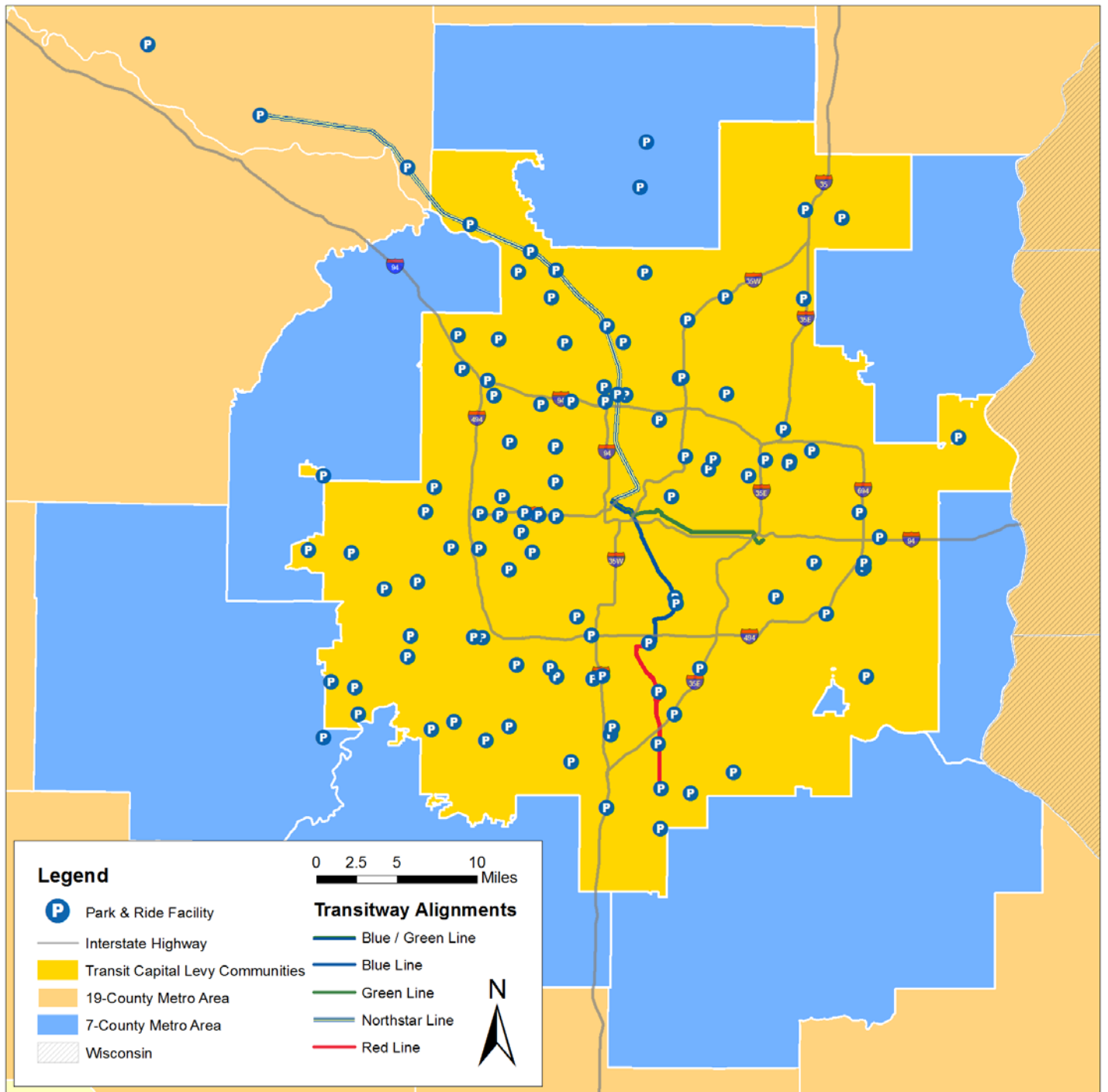


Figure 2: 2015 Regional Park-and-Ride System



OVERVIEW

As of December 2015, the regional park-and-ride system consisted of 110 active park-and-ride facilities throughout the Twin Cities metropolitan area. In addition to park-and-ride facilities, there are 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 line serving them), whereas park-and-pool facilities are designated parking areas that provide individuals a gathering point from which they can carpool to a common destination. Both types of facilities have been surveyed by regional and state transportation agencies since 1999. This report deals exclusively with park-and-ride facilities.

The 2015 Annual Regional Park-and-Ride System Report is complementary to the 2040 Transportation Policy Plan (TPP) adopted by the Metropolitan Council in January 2015. Goals for the regional transportation system, including the park-and-ride system, are outlined in the TPP.

This report also complements the 2030 Park-and-Ride Plan, which guides the Council in the planning and implementation of the regional park-and-ride system. This plan helps forecast future growth and capacity needs of the system. The capacities of the facilities that have been expanded or newly built in recent years reflect anticipated demand based on growth projections. This plan will be updated in the 2040 Park-and-Ride Plan to better align with the TPP and Thrive MSP 2040.

REGIONAL SYSTEM PROFILE

In 2015, the regional park-and-ride system had 19,340 users, which was an increase of 5.9 percent from 18,265 users in 2014. After seeing strong growth in usage from 2004 to 2008, the regional park-and-ride system saw a leveling off of use between 2008 and 2015. The trends in park-and-ride usage closely follow those of ridership trends seen on express bus routes, the METRO Blue Line and the Northstar Commuter Rail Line.

In 2014, all providers except one (Maple Grove Transit) saw a decrease in the use of their park-and-ride facilities. 2015 was quite different, with all but one provider (NCDA) seeing an increase in park-and-ride use. Capacity changes by service provider can be seen below in Table 1. Metro Transit saw the largest increase in use at its facilities that are served by rail (14.1 percent), while use at facilities served by bus did not show any change. A comparison of Metro Transit's October 2014 and 2015 ridership data shows that Blue Line ridership increased by 18.4 percent, express bus ridership decreased by 6.4 percent and Northstar ridership increased by 5.7 percent.

The park-and-ride system saw incremental usage growth over the last decade. Over the past five years, usage has fluctuated each year and remains steadily within a range of 18,000 to 19,000 users.

The overall capacity of the system is currently 33,907, with use totaling 19,340 for a utilization rate of 57 percent. Though this is down from a high of 79 percent in 2006, the excess capacity illustrates the importance of building the system to meet future growth projections.

Table 1: 2014-2015 System Capacity and Usage by Provider

Provider	2015				2014	2014 - 2015	
	Facilities	Capacity	Usage	% Utilized	Usage	Change	% Change
Metro Transit	75	21,270	12,055	56.7%	11,677	378	3.2%
<i>Bus</i>	67	15,832	9,009	56.9%	9,002	1	0.0%
<i>Rail</i>	9	5,588	3,052	54.6%	2,675	377	14.1%
MVTA	15	6,444	3,464	53.8%	2,917	547	18.8%
SouthWest	9	3,151	1,957	62.1%	1,551	406	26.2%
Maple Grove	5	2,223	1,506	67.7%	1,445	61	4.2%
Plymouth	3	503	294	58.4%	271	23	8.5%
NCDA	2	166	58	34.9%	60	-2	-3.3%
Park-and-Ride							
Total	110	33,907	19,340	57.0%	17,921	1,413	7.9%
MnDOT	30	1,257	410	32.6%	418	-8	-1.9%
WisDOT	9	655	212	32.4%	249	-37	-14.9%
New Richmond	2	74	4	5.4%	5	-1	-20.0%
Maple Plain	N/A	N/A	N/A	N/A	5	1	20.0%
Park-and-Pool							
Total	41	1,986	626	31.5%	677	-46	-6.8%

CAPACITY CHANGES

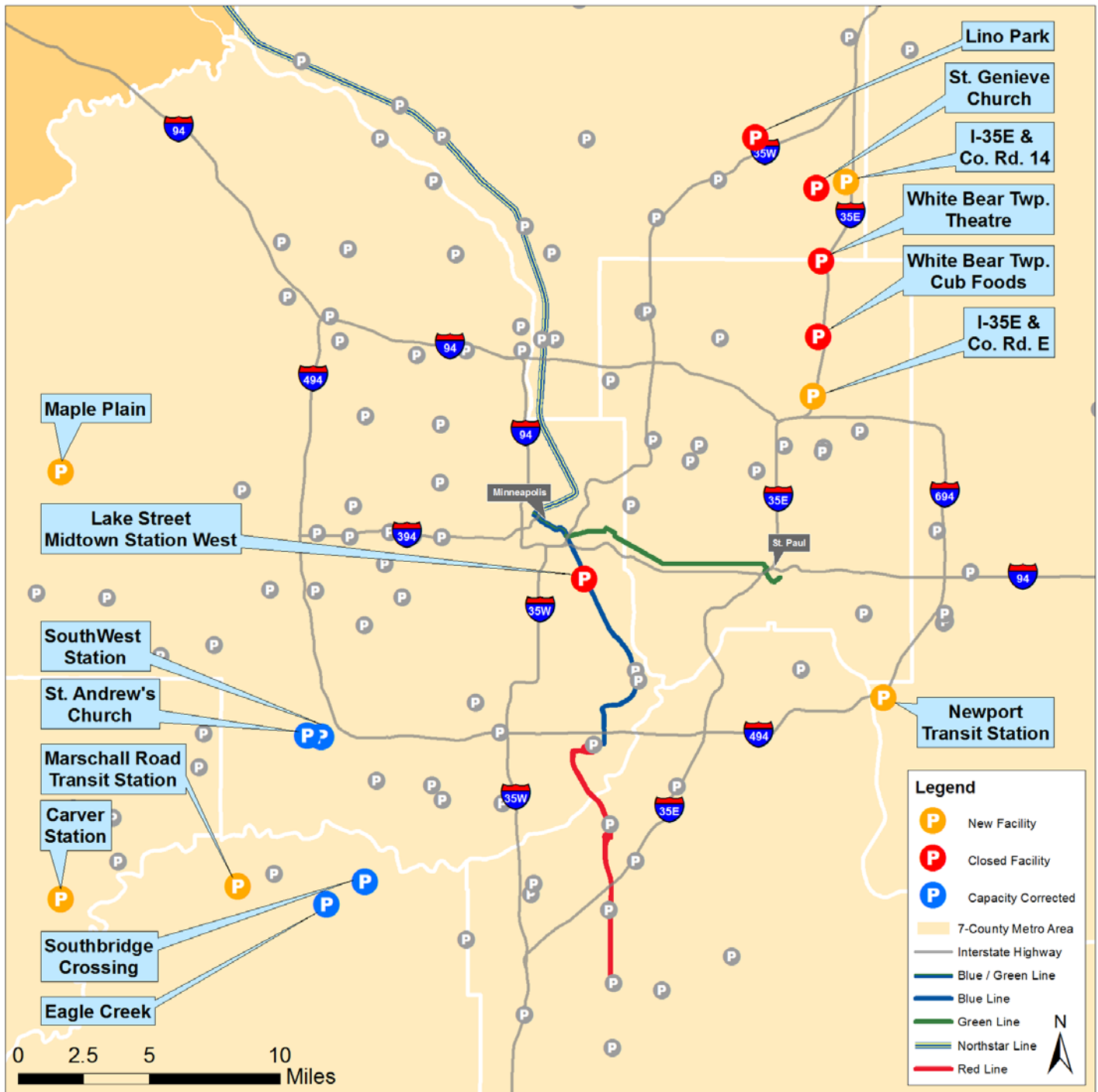
Since October 2014, five new park-and-ride facilities have opened and five facilities were closed. In 2015 the Maple Plain facility changed from a park-and-pool to a park-and-ride. There were no major facility expansions this year, meaning that the net gain of 1,435 spaces came primarily from the five newly opened facilities and the one facility that was converted from a park-and-pool to a park-and-ride. Two of the new facilities are located north of St. Paul on I-35E; these new facilities serve the same markets as four of the facilities that were closed this year. Three of the newly opened facilities are served by Metro Transit, one is served by SouthWest Transit, and one is served by MVTA. The capacity of two facilities was corrected based on reports from the surveyor. All of the 2015 capacity changes and corrections can be seen in Table 2 below; these facilities can also be seen mapped in Figure 3.

As of Jan. 1, 2015, MVTA provides transit service in Shakopee and Prior Lake; Scott County is no longer among the suburban providers. Park-and-rides that were reported as Scott County facilities in past annual reports are now MVTA facilities.

Table 2: Capacity changes and corrections

Facility Name	City	Change Since 2014	2015 Capacity	2014 Capacity
I-35E & County Road 14	Lino Lakes	New Facility	300	0
I-35E & County Road E	Vadnais Heights	New Facility	300	0
Carver Station	Carver	New Facility	400	0
Newport Transit Station	Newport	New Facility	150	0
Maple Plain	Maple Plain	New Facility	150	0
Marschall Road Transit Station	Shakopee	New Facility	442	0
Lino Park	Lino Lakes	Closed Facility	0	20
Cub Foods-White Bear Township	White Bear Twp.	Closed Facility	0	50
Lake St/Midtown Station West	Minneapolis	Closed Facility	0	163
St. Genevieve Church	Centerville	Closed Facility	0	50
White Bear Township Theatre	White Bear Lake	Closed Facility	0	50
Southbridge Crossing	Shakopee	Corrected Capacity	513	515
Eagle Creek Transit Station	Shakopee	Corrected Capacity	563	535
Southwest Station	Eden Prairie	Corrected Capacity	924	1006
St. Andrews Church	Eden Prairie	Corrected Capacity	82	0
Net Change in System Capacity			+1435	

Figure 3: 2015 System capacity changes and corrections



System Capacity and Usage by Travel Corridor

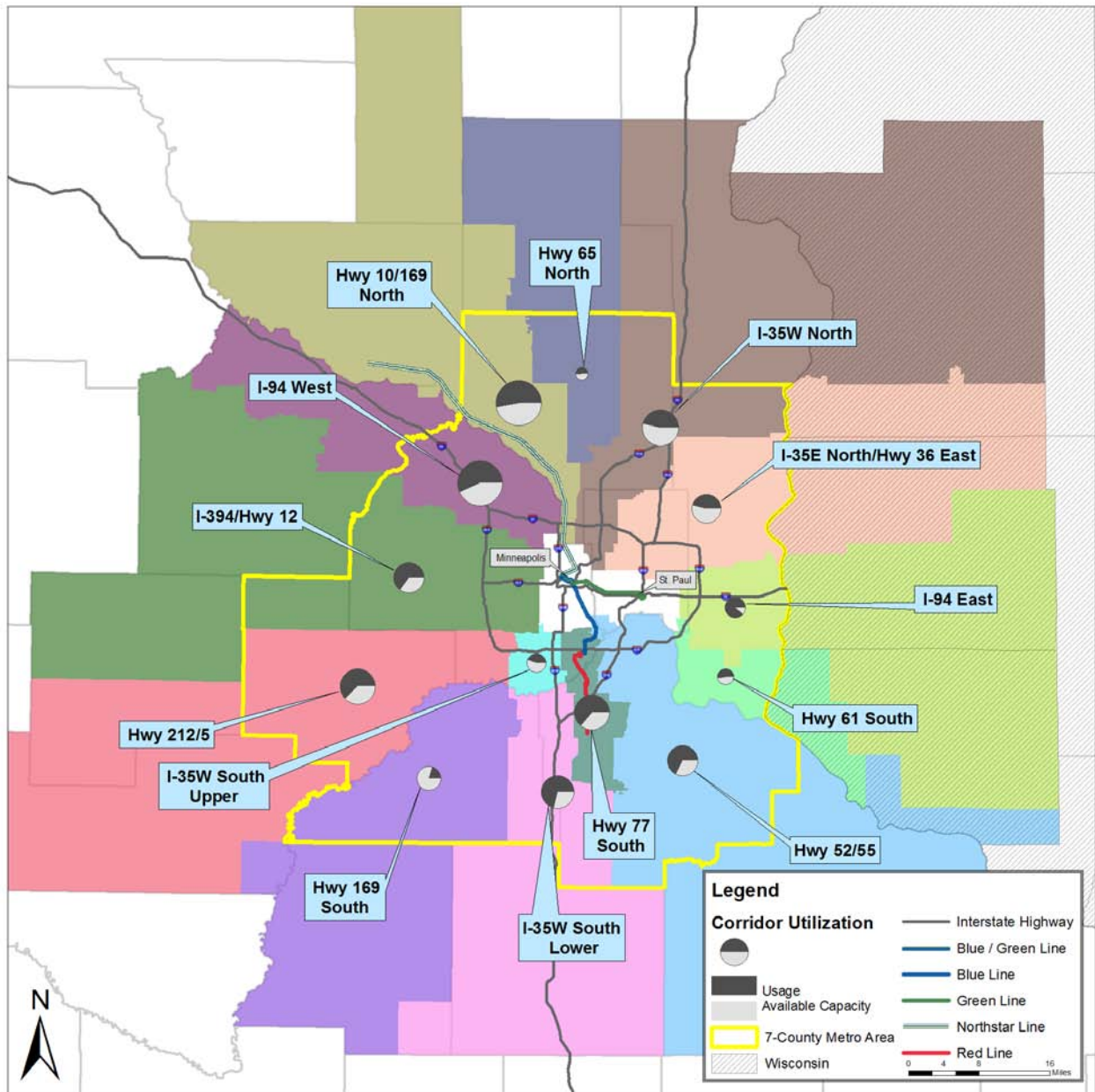
Park-and-ride capacity and utilization is aggregated by geographic travel corridor to better understand demand across the region. Figure 4 shows system utilization by travel corridor. Table 3 shows system capacity and usage by travel corridor.

- The Highway 10/Highway 169 North travel corridor has the largest total capacity of all the travel corridors, contains 10 facilities, and has remained at around 53 percent utilization during the last two years.
- The I-394/Highway 12 Corridor has 20 facilities within its boundaries, the most facilities of all of the travel corridors. Most of the facilities contained within the I-394/Highway 12 Corridor have capacities of fewer than 100, with only one facility exceeding 400 spaces.
- The I-94 East corridor has only five facilities with a total capacity of 1,213 spaces, yet has the highest utilization rate (89.3 percent) of all the travel corridors, followed by the I-35W South Lower corridor (71.3 percent).
- The corridor with the lowest utilization rate is Highway 169 South (20.8 percent), followed by I-35W South Upper (44.0 percent).
- The I-35W South Lower corridor saw the largest increase in percent utilized over the past year.
- The Highway 61 South corridor saw the largest decrease in percent utilized; this can be partially attributed to the opening of Newport Transit Station which added 150 spaces to the corridor's capacity and had few users in 2015.

Table 3: Capacity and usage by travel corridor

Travel Corridor	2015 Total Facilities	2015 Capacity	2015 Use	2015 % Utilized	2014 Total Facilities	2014 Capacity	2014 Use	2014 % Utilized
Hwy 10/169 North	10	4,811	2,552	53.0%	10	4,811	2,521	52.4%
I-94 West	14	4,739	2,685	56.7%	14	4,739	2,508	52.9%
I-35W North	9	3,223	1,488	46.2%	11	2,993	1,503	50.2%
Hwy 212/5	9	3,151	1,957	62.1%	9	2,751	1,551	56.4%
Hwy 77 South	6	3,083	1,964	63.7%	6	3,083	1,688	54.8%
I-35W South Lower	4	2,703	1,928	71.3%	4	2,703	1,603	59.3%
I-394/Hwy 12	20	2,421	1,572	64.9%	20	2,421	1,603	66.2%
Hwy 52/55	6	2,364	1,590	67.3%	6	2,364	1,440	60.9%
I-35E North/Hwy 36 East	10	2,214	1,014	45.8%	12	2,014	1,080	53.6%
Hwy 169 South	4	1,600	332	20.8%	4	1,132	344	30.4%
I-94 East	5	1,213	1,083	89.3%	5	1,213	1,083	89.3%
I-35W South Upper	6	1,047	461	44.0%	6	1,047	481	45.9%
Hwy 61 South	3	789	415	52.6%	3	639	449	70.3%
Hwy 65 North	3	511	261	51.1%	3	511	215	42.1%
Central Cities	1	38	38	100.0%	2	201	201	100.0%
Total	110	33,907	19,340	57.0%	115	32,622	18,270	56.0%

Figure 4: Metro Area Travel Corridors



System Capacity and Usage by Transitway

Overall, use of park-and-rides along the three transitways that have park-and-ride facilities – METRO Blue Line, Northstar and METRO Red Line – increased by 13.7 percent. This overall increase is due in part to significant increases in utilization at the Blue Line’s 28th Avenue Station and Northstar’s Fridley Station. Table 4 shows facility usage by transitway. Both Blue Line and Northstar facilities saw increases in utilization overall, while Red Line facilities saw decreases in usage [Figure 5].

The largest increase in usage of all park-and-ride facilities was at 28th Avenue Station, with an increase of 349 users over the 2014 survey. Though this increase is very large it should be considered that the count of 512 from 2014 was down significantly from the 2013 count of 632. The 2015 increase in parked vehicles can partially be attributed to construction workers that parked in the facility. Further investigation since the survey has shown that up to 150 of the cars counted could belong to local construction workers that did not use transit service at the facility.

Since the last park-and-ride survey, the Lake Street/Midtown Park-and-Ride, which was located on the Blue Line, was closed. The facility closure occurred as part of the transformation of the site into a mixed-use transit oriented development.

The change in utilization is quite dramatic among Blue Line facilities. After seeing decreases in use for all Blue Line facilities from 2013 to 2014, all of the facilities saw an increase in utilization from 2014 to 2015. This rebound mirrors increased Blue Line ridership, which may be attributed to fewer service disruptions this past year accompanied by direct mail marketing efforts made by Metro Transit.

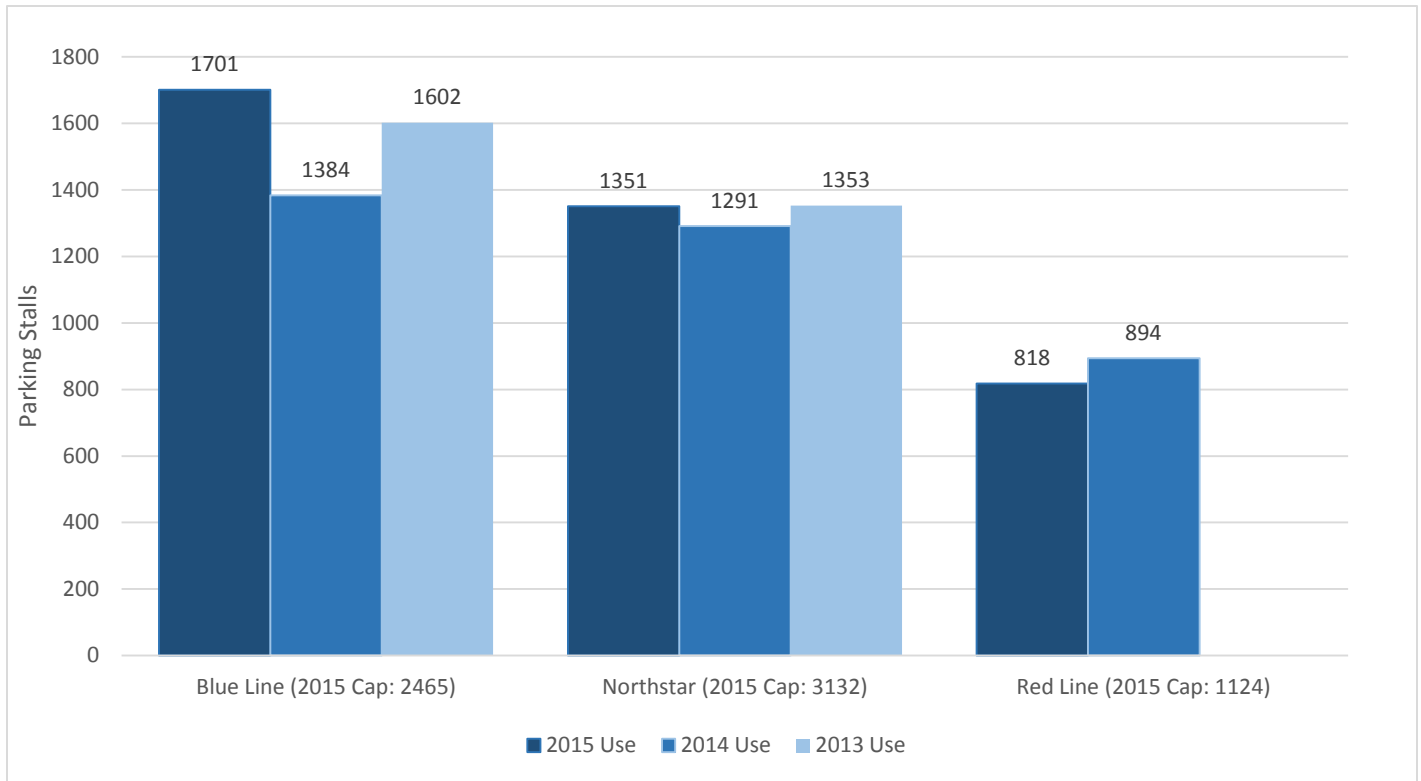
Of the six facilities served by Northstar, one facility (Anoka Station) saw a decrease in use, one station (Coon Rapids/Riverdale Station) remained the same and four facilities saw increases in utilization. Northstar ridership increased 5.7 percent between October of 2014 to October 2015.

The three facilities located along the Red Line saw decreases in use. The Red Line facilities are also served by other express bus routes, and therefore usage is not attributed solely to Red Line service. While Apple Valley Station saw a slight decline in usage, the facility remains very well utilized.

Table 4: Capacity and usage by transitway

Park-and-Ride Name	Transitway	2015 Capacity	2015 Use	2014 Capacity	2014 Use	2014-2015 % Change	2013 Use	2013-2014 % Change
Fort Snelling Station North	Blue Line	398	284	398	237	20%	264	-10%
Fort Snelling South	Blue Line	675	556	675	470	18%	540	-13%
Lake St/Midtown Station W.	Blue Line	0	0	163	165	-100%	166	-1%
28th Ave Station	Blue Line	1383	861	1383	512	68%	632	-19%
Ramsey Station	Northstar	360	331	360	314	5%	225	40%
Anoka Station	Northstar	377	163	377	174	-6%	164	6%
Coon Rapids/Riverdale Station	Northstar	455	226	455	226	0%	298	-24%
Big Lake Station	Northstar	518	244	518	234	4%	278	-16%
Fridley Station	Northstar	668	52	668	30	73%	31	-3%
Elk River Station	Northstar	754	335	754	313	7%	357	-12%
Cedar Grove Transit Station	Red Line	166	52	166	66	-21%	48	38%
Lakeville Cedar	Red Line	190	7	190	10	-30%	14	-29%
Apple Valley Transit Station	Red Line	768	759	768	818	-7%	758	8%

Figure 5: System usage by transitway



Facilities with the Largest Change in Usage

Usage Increases:

Tables 5 through 7 show facilities that experienced the largest increase in usage between the 2014 and 2015 surveys. The tables are organized by three size categories:

- Large facilities have capacities of 500+ parking spaces [Table 5],
- Medium facilities have capacities of 100-499 spaces [Table 6], and
- Small facilities have capacities of fewer than 100 parking spaces [Table 7].

Tracking changes in usage at park-and-ride facilities allows planners to get a better sense of user travel behavior patterns, understand fluctuations in demand for transit services among different travel corridors and determine which facilities may warrant future expansion. Though many of the park-and-ride facilities located within neighborhoods have smaller capacities, the system generally tends towards large facilities with more frequent service.

Several of the large facilities saw significant increases in use between 2014 and 2015. The largest increase in usage of all park-and-ride facilities was at 28th Avenue Station. This increase can partially be attributed to construction workers that were allowed to park in the facility, and a rebound in Blue Line ridership after a decline in 2014.

Burnsville Transit Station is the facility that saw the second largest jump in use from 2014 to 2015. Burnsville Transit Station experienced low utilization in 2014; usage reported in 2015 is more in line with past surveys. It has been noted in previous annual reports that vehicle count variability from year to year could be due in part to the time of day the lot is surveyed each year. There are a high number of college students that use the facility, and these users have varying travel times throughout the day.

East Creek Station is a facility that saw a large increase in usage between 2014 and 2015 for reasons that are unclear. Further investigation did not offer any explanations other than the survey date being an anomaly or a possible survey error. The facility was surveyed again on November 20 and showed a count of 263 cars; a number that is more in line with past surveys.

Both Highway 610 & Noble and Maple Grove Parkway were among the facilities with the largest usage gains in 2015 as well as in 2014. Capacity expansion projects paired with service improvements were completed at these facilities in 2014, making them more attractive to users.

Table 5: Large facilities with largest increase in usage, 2014-2015

Name	City	Usage Change 2014-2015	2015 Capacity	2015 Usage	2015 % Utilized	2014 Usage	2014 % Utilized
28th Ave Station	Bloomington	349	1,383	861	62%	512	37%
Burnsville Transit Station	Burnsville	266	1,428	1,196	84%	930	65%
East Creek Station	Chaska	213	675	493	73%	280	41%
Hwy 610 & Noble	Brooklyn Park	117	1,009	679	67%	562	56%
Fort Snelling South	Fort Snelling	86	675	556	82%	470	70%
Maple Grove Parkway	Maple Grove	75	800	504	63%	429	54%

Table 6: Medium facilities with largest increase in usage, 2014-2015

Name	City	Usage Change 2014-2015	2015 Capacity	2015 Usage	2015 % Utilized	2014 Usage	2014 % Utilized
Chanhassen Transit Station	Chanhassen	82	420	198	47%	116	28%
Fort Snelling Station North	Fort Snelling	47	398	284	71%	237	60%
Paul Pkwy	Blaine	46	411	214	52%	168	41%
Station 73	Plymouth	39	288	150	52%	111	39%
I-35W & Co Rd C	Roseville	37	460	223	48%	186	40%
Louisiana Ave Transit Center	St. Louis Park	35	330	328	99%	293	89%

Table 7: Small Facilities with largest increase in usage, 2014-2015

Name	City	Usage Change 2014-2015	2015 Capacity	2015 Usage	2015 % Utilized	2014 Usage	2014 % Utilized
Richardson Park	Champlin	14	66	43	65%	29	44%
Walnut St & Chaska Blvd	Chaska	13	50	18	36%	5	10%
Church of St. William	Fridley	11	50	28	56%	17	34%
Preserve Village Mall	Eden Prairie	11	50	17	34%	6	12%

Usage Decreases:

Table 8 shows facilities that saw the largest decreases in use between 2014 and 2015. Tracking usage decreases offers planners insight into which park-and-rides may need further scrutiny in terms of overall service or marketing. A facility with a large decrease is typically reviewed to determine the best course of action in response to this pattern. Many factors may influence a decrease in park-and-ride usage, including local construction, changes in transit service or changes in individual travel behavior patterns. Possible responses to usage decreases include more targeted marketing efforts to heighten public awareness of available services or the closure of facilities that no longer meet the needs of the regional park-and-ride system.

After seeing a large usage increase in 2013, the I-35W & 95th Avenue facility has seen decreases the past two years. After a decrease in utilization of 20.6 percent from 2013 to 2014, I-35W & 95th Avenue saw a decrease of 11.3 percent from 2014 to 2015. Apple Valley Transit Station saw the second largest decrease, with 59 fewer cars parked this year than last. However, Apple Valley Transit Center utilization nears 100 percent and the decline reflects a small number of the total spaces. The Foley Boulevard facility saw a decrease of 11.1 percent from 2013 to 2014, and an additional 5 percent decline from 2014 to 2015.

Decline at some facilities may be due to customers switching to a newly opened park-and-ride. The most likely reason for the decline at both I-35W & 95th and Foley park-and-rides is the opening of the Paul Parkway park-and-ride served by Route 865. Customers who previously used these facilities likely switched over to the newly opened Paul Parkway facility. It also appears that customers have shifted from both Forest Lake and Running Aces facilities to the I-35 & County Road 14 and I-35 & County Road E park-and-rides, which both opened in late 2014.

Table 8: Facilities with largest decrease in use, 2014-2015

Facility	Capacity	2015	2014	2014-2015	
		Usage	Usage	Change	% Change
I35W & 95th Ave	1482	749	834	-85	-11.3%
Apple Valley Transit Station	768	759	818	-59	-7.8%
Foley Blvd	1243	991	1041	-50	-5.0%
Maplewood Mall Transit Center	1000	473	521	-48	-10.1%
Southbridge Crossing	513	206	254	-48	-23.3%
Cottage Grove	525	283	315	-32	-11.3%
Forest Lake Transit Center	308	73	99	-26	-35.6%
Knox Avenue at Best Buy	525	162	186	-24	-14.8%
TOTAL	6,364	3,696	4,068	-372	-9.1%

Capacity Constraints

The system currently has several facilities at or above capacity. Utilization for individual facilities can be seen in Figure 6. Figure 7 shows facilities with greater than 90 percent utilization, and Figure 8 shows facilities with less than 50 percent utilization.

Facilities with capacity constraints have been divided into the same three size categories used previously: large facilities [Table 9], medium facilities [Table 10] and small facilities [Table 11]. There are 14 facilities at 90 percent or greater utilization. The majority of facilities that are 100 percent utilized are considered small (100 or fewer spaces). Guardian Angels Catholic Church is a facility that has been at or above capacity for a few years. The capacity constraints seen at this facility and at Woodbury Lutheran Church may be relieved by the planned 550-space park-and-ride at I-94 and Manning Avenue.

Figure 6: 2015 Park-and-Ride system utilization

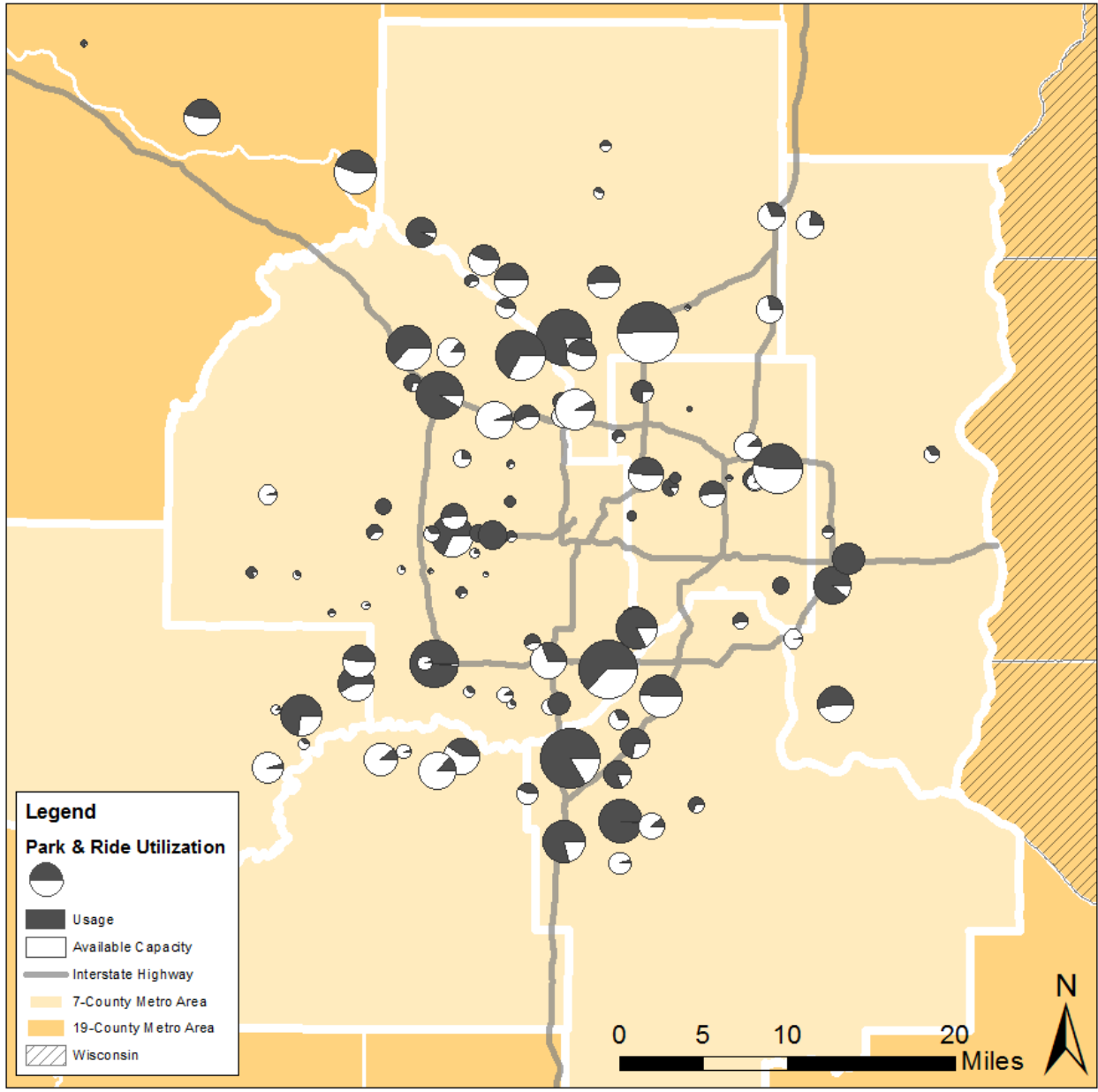


Figure 7: Facilities with greater than 90% utilization

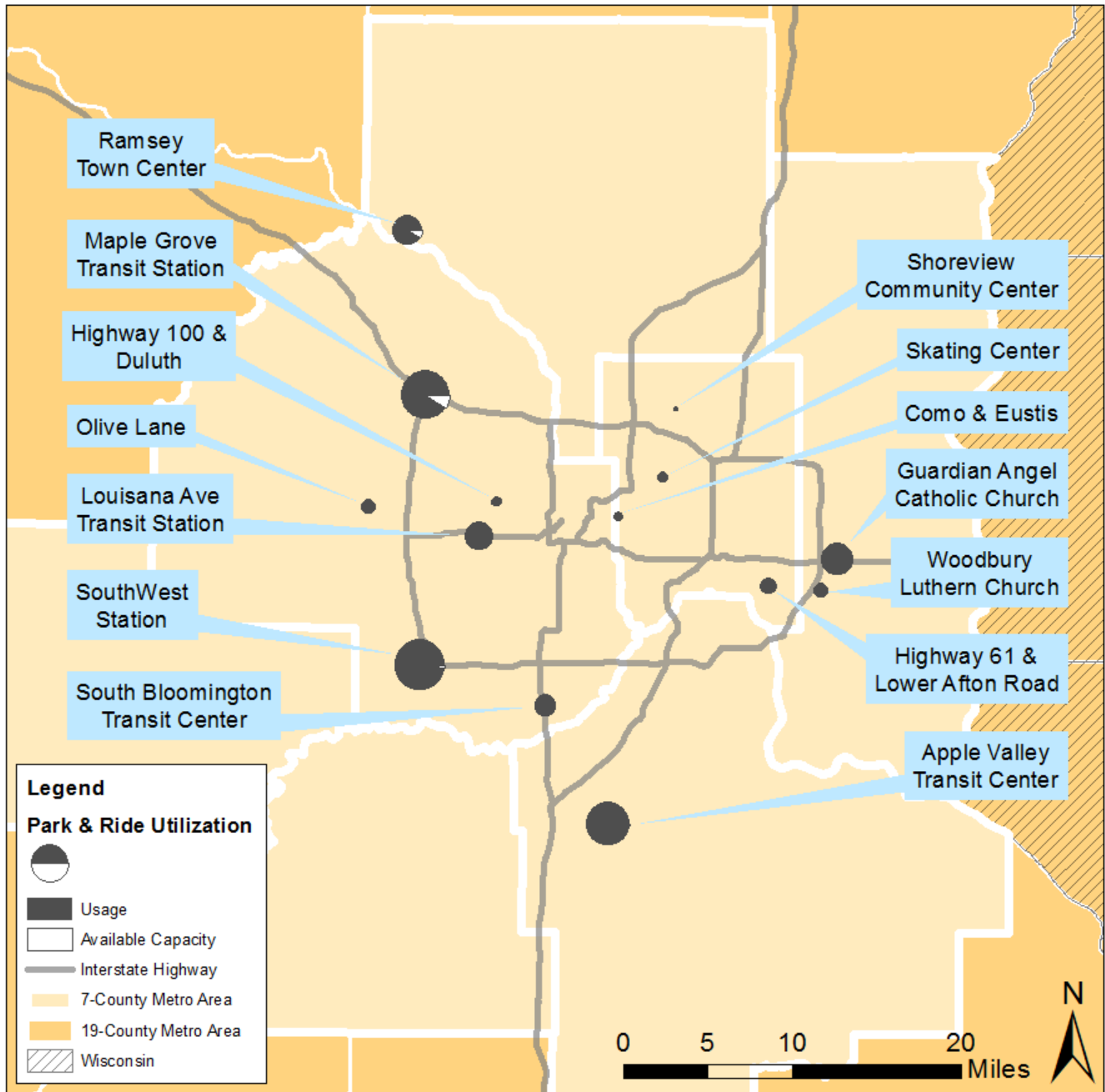


Table 9: Large facilities above 90% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Maple Grove Transit Station	Maple Grove	926	841	91%	-23	864	93%
SouthWest Station	Eden Prairie	924	907	98%	39	868	86%
Apple Valley Transit Station	Apple Valley	768	759	99%	-59	818	107%

Table 10: Medium facilities above 90% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Guardian Angels Church	Oakdale	415	412	99%	6	406	98%
Ramsey Station	Ramsey	360	331	92%	17	314	87%
Louisiana Ave Transit Center	St. Louis Park	330	328	99%	35	293	89%
S. Bloomington Transit Center	Bloomington	195	195	100%	17	178	91%
Hwy 61 & Lower Afton Rd	St. Paul	114	128	112%	-6	134	118%

Table 11: Small facilities above 90% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Olive Lane	Plymouth	95	113	119%	1	112	118%
Woodbury Lutheran Church	Woodbury	90	91	101%	7	84	93%
Skating Center	Roseville	50	51	102%	0	51	102%
Hwy 100 & Duluth	Golden Valley	50	70	140%	-22	92	184%
Como & Eustis	St. Paul	38	38	100%	2	36	95%
Shoreview Community Center	Shoreview	10	10	100%	-3	13	130%

Greatest Available Capacity

Figure 8 shows the facilities with the greatest available capacity, where more than 50 percent of parking spaces are not used. Facilities with a high level of capacity are often good candidates for further scrutiny or increased marketing. Large facilities that show high numbers of available capacity are evidence of the goal to build a park-and-ride system to meet future needs based on projected demand.

Tables are again divided into the same three size categories used previously: large facilities [Table 12], medium facilities [Table 13] and small facilities [Table 14].

Figure 8: Facilities with less than 50% utilization

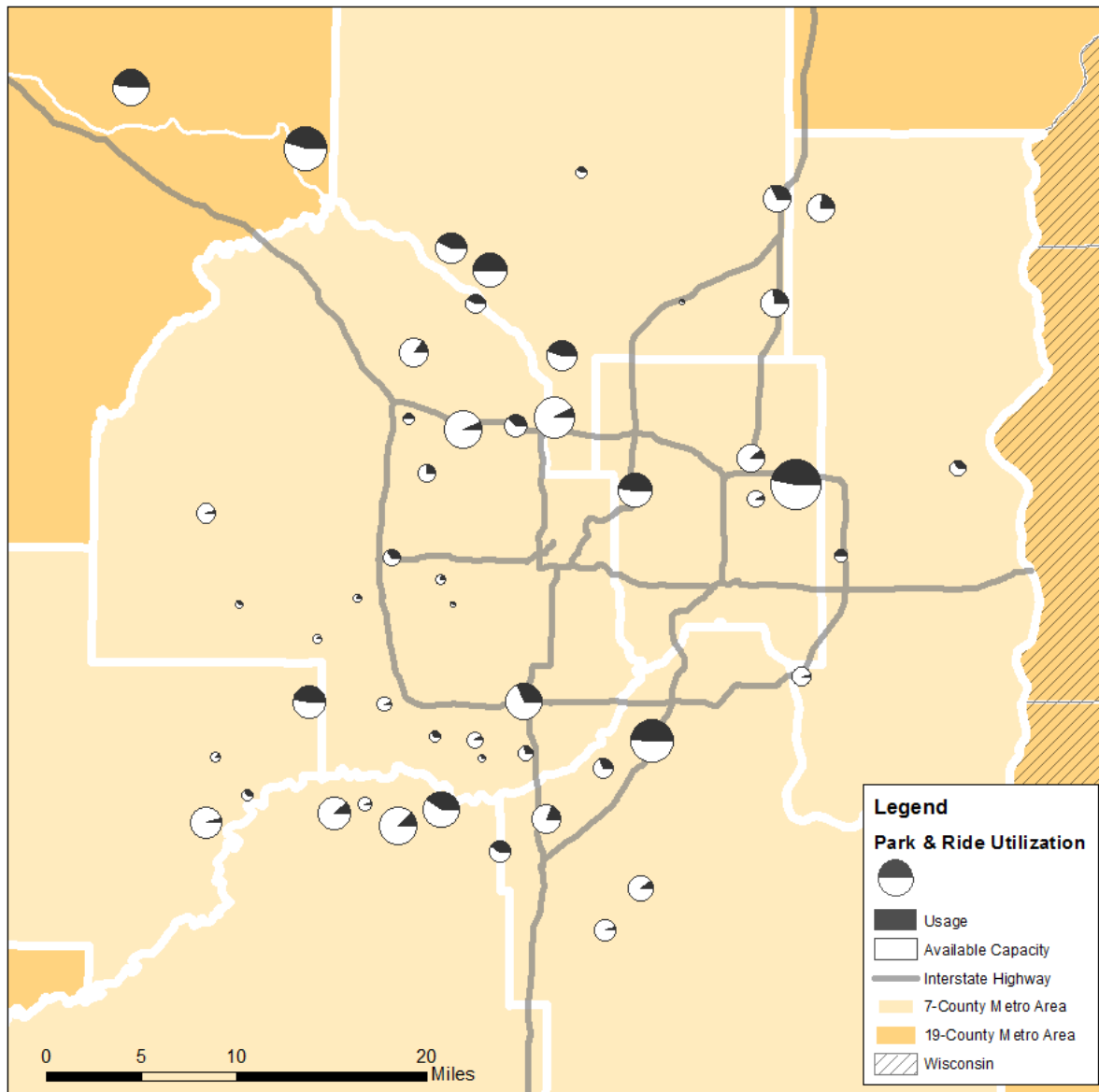


Table 12: Large facilities at less than 50% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Avail. Cap.	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Fridley Station	Fridley	668	52	8%	616	22	30	4%
63rd Ave & Bottineau Blvd	Brooklyn Park	565	31	5%	534	1	30	5%
Maplewood Mall Transit Ctr.	Maplewood	1000	473	47%	527	-48	521	52%
Eagle Creek Transit Station	Shakopee	563	72	13%	491	-13	85	16%
Elk River Station	Elk River	754	335	44%	419	22	313	42%
Eagan Transit Station	Eagan	719	354	49%	365	-1	355	49%
Knox Avenue at Best Buy	Richfield	525	162	31%	363	-24	186	35%
Southbridge Crossing	Shakopee	513	206	40%	307	-48	254	49%
Big Lake Station	Big Lake	518	244	47%	274	10	234	45%

Table 13: Medium facilities at less than 50% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Avail. Cap.	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Heart of the City	Burnsville	343	64	19%	279	7	57	17%
Zachary Ln & 96th Ave	Maple Grove	322	45	14%	277	2	43	13%
I-35W & Co Rd C	Roseville	460	223	48%	237	37	186	40%
Forest Lake Transit Center	Forest Lake	308	73	24%	235	-26	99	32%
157th St Station	Apple Valley	258	29	11%	229	-3	32	12%
Chanhassen Transit Station	Chanhassen	420	198	47%	222	82	116	28%
Anoka Station	Anoka	377	163	43%	214	-11	174	46%
Running Aces	Columbus	300	94	31%	206	-12	106	35%
Northtown Transit Center	Blaine	366	167	46%	199	4	163	45%
Lakeville Cedar	Lakeville	190	7	4%	183	-3	10	5%
Newport	Newport	150	4	3%	146	N/A	N/A	N/A
Maple Plain	Maple Plain	150	6	4%	144	1	5	3%
Regal Cinemas 20	Brooklyn Center	200	76	38%	124	-17	93	47%
Cedar Grove Transit Station	Eagan	166	52	31%	114	-14	66	40%
Savage Park & Ride	Savage	182	75	41%	107	-1	76	42%
Northstar Link Lot	St. Cloud	146	43	29%	103	-8	51	35%
Hmong Alliance Church	Maplewood	110	7	6%	103	2	5	5%
St. Edward's Catholic Church	Bloomington	100	10	10%	90	-1	11	11%
West River Rd & 117th Ave	Champlin	151	64	42%	87	-15	79	52%
St. Luke's Lutheran Church	Bloomington	100	27	27%	73	-6	33	33%
Plymouth Rd Transit Center	Minnetonka	111	39	35%	72	-8	47	42%
St Croix Valley Rec Center	Stillwater	100	34	34%	66	-2	36	36%

Table 14: Small facilities at less than 50% utilized

Name	City	2015 Capacity	2015 Usage	2015 % Utilized	Available Capacity	Usage Change 2014-2015	2014 Usage	2014 % Utilized
Seagate Technology	Shakopee	82	4	5%	78	-1	5	6%
Clover Fields	Chaska	39	5	13%	34	-5	10	26%
Preserve Village Mall	Eden Prairie	50	17	34%	33	11	6	12%
Walnut St & Chaska Blvd	Chaska	50	18	36%	32	13	5	10%
Westwood Lutheran Church	St. Louis Park	40	9	23%	31	-8	17	43%
Walton Park	Oakdale	58	28	48%	30	2	26	45%
Family/Christ Lutheran Church	Ham Lake	50	21	42%	29	7	14	28%
Shepherd of the Grove Church	Maple Grove	50	24	48%	26	4	20	40%
Hwy 7 & Vinehill Rd	Shorewood	27	3	11%	24	-3	6	22%
Minnetonka Blvd & Steele St	Minnetonka	25	6	24%	19	0	6	24%
Normandale Village	Bloomington	25	8	32%	17	2	6	24%
Navarre Center	Orono	25	9	36%	16	1	8	32%
St. Joseph's Church	Lino Lakes	12	5	42%	7	1	4	33%
Hwy 7 & Texas Ave	St. Louis Park	10	4	40%	6	-4	8	80%

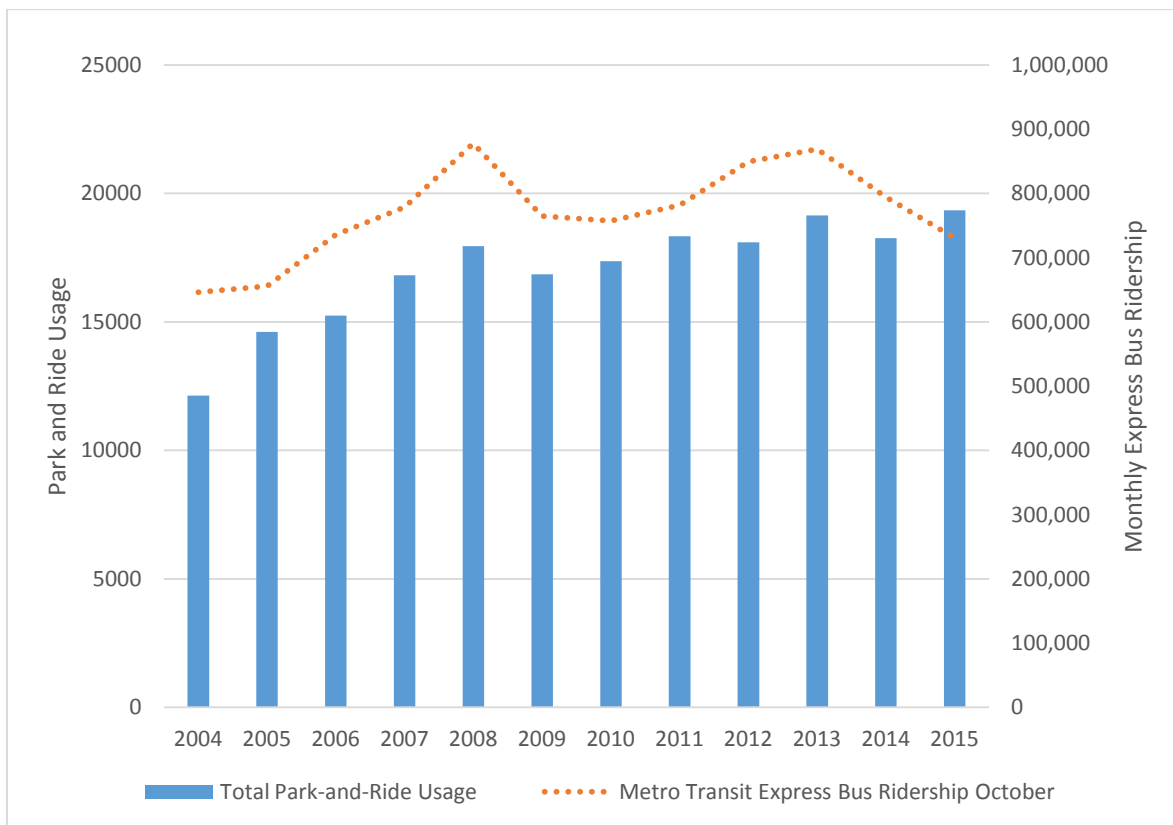
FACTORS AFFECTING USAGE

Several factors can influence changes in park-and-ride system usage. Some of these factors are discussed in the following sections.

Express Bus Ridership

Park-and-ride users ride express buses, suburban and urban local routes, light rail and commuter rail. The majority of park-and-ride facilities are served by express bus routes. Park-and-ride usage can change with the addition or elimination of express service or an increase or decrease in service frequency. The changes in park-and-ride system usage are similar to changes in express bus ridership usage over the past 11 years; this can be seen in Figure 9.

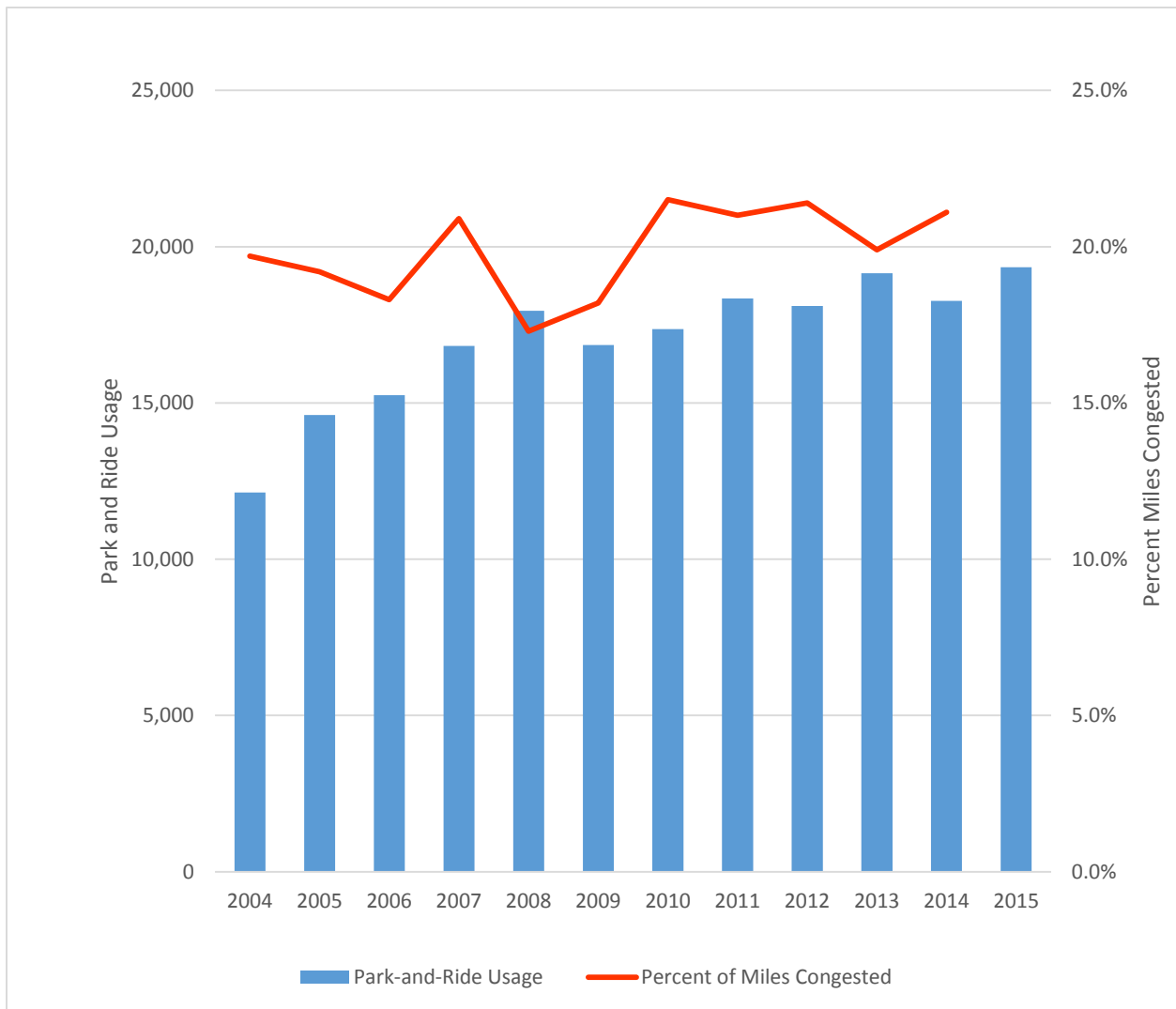
Figure 9: 2004-2015 Metro Transit monthly express bus ridership in October and park-and-ride usage



Congestion and Highway Construction projects

Roadway congestion can influence a person's decision whether to drive to work or take a different mode of transportation. Congestion can cause traffic delays and backups, and many transit routes serving park-and-ride facilities can avoid congestion by using bus-only shoulders on highways. Driving in congested traffic can be stressful, which can increase the appeal of transit as a low stress mode of transportation. Figure 10 shows park-and-ride usage, as well as the percentage of Twin Cities highway miles that are congested.

Figure 10: 2004-2014 percentage of miles of Twin Cities urban freeway system congested



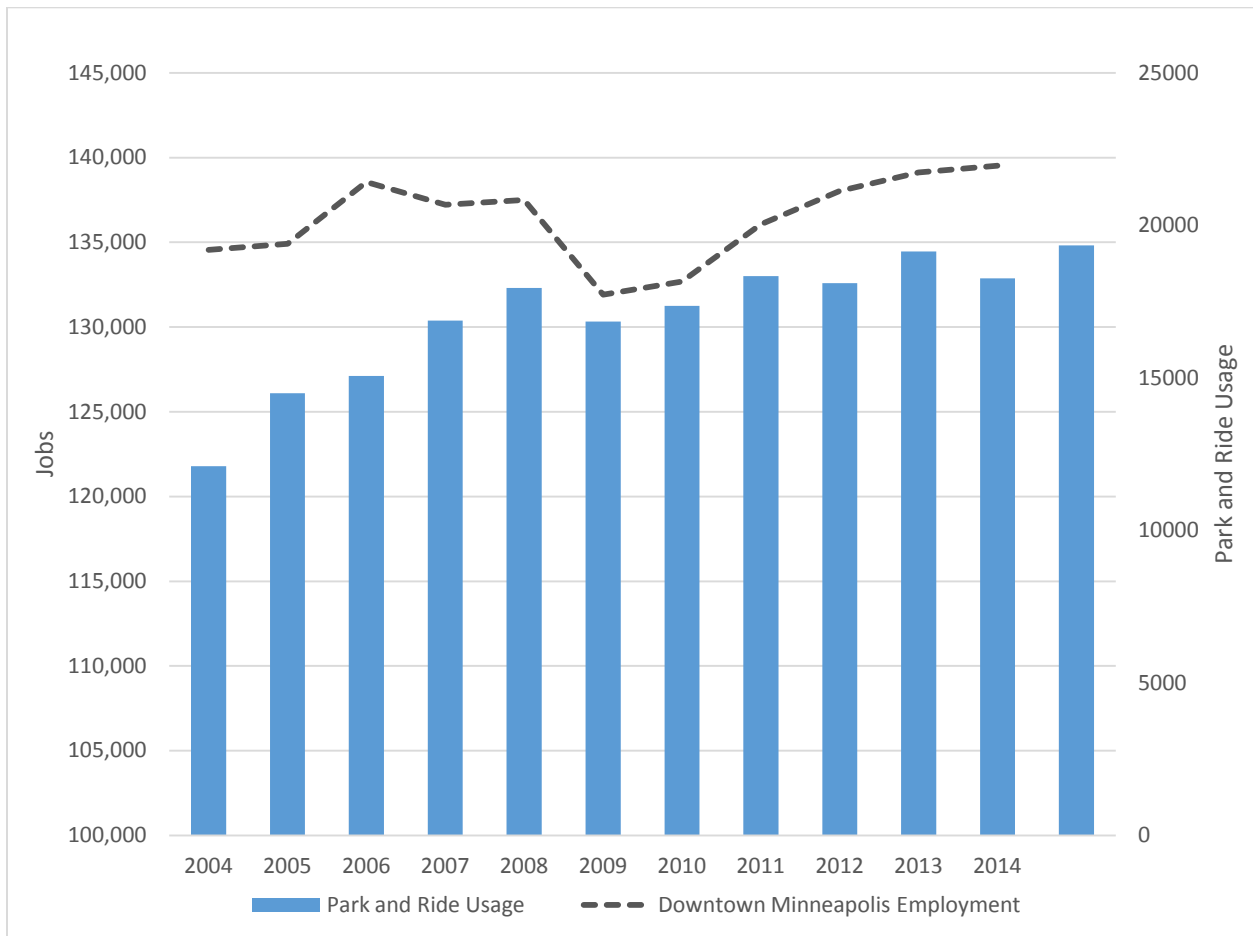
Source: Metropolitan Freeway System 2014 Congestion Report, MnDOT Metro District

Employment Levels

Employment trends directly affect transit ridership numbers and park-and-ride system usage. Nearly all park-and-ride users commute to jobs in downtown Minneapolis, downtown St. Paul or the University of Minnesota-Twin Cities campus.

Figure 11 shows employment in downtown Minneapolis and park-and-ride usage. The increase in downtown jobs is closely followed by an increase in park-and-ride usage between 2004 and 2008. There is a noticeable drop in both the number of downtown jobs and park-and-ride usage following the economic downturn of 2008, with both steadily increasing in the years since.

Figure 11: 2004-2015 Downtown Minneapolis employment and park-and-ride usage



Source: Metropolitan Council Regional Policy and Research, MN Dept. of Economic Development

Parking and Fuel Costs

Most parking in the downtowns and in the University area, the destination of the majority of transit routes serving park-and-rides, is not free.

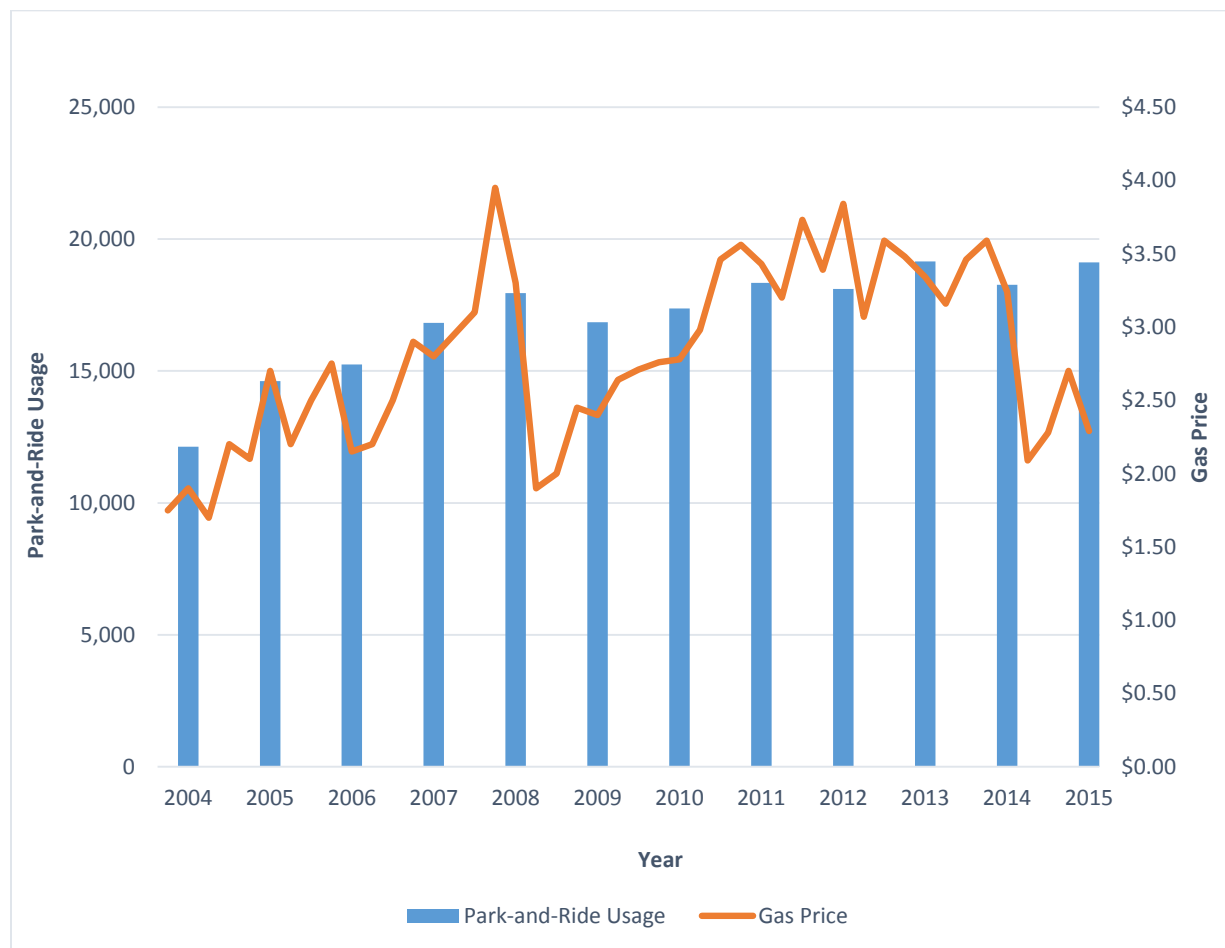
Online review of weekday parking rates in these areas found:

- Downtown Minneapolis prices range from \$4 to \$29 per day, on average over \$12 per day.
- Downtown St. Paul prices range from \$2.50 to \$27 per day, on average nearly \$11 per day.
- U of M - Minneapolis Campus prices range from \$3 to \$30 per day, on average over \$12 per day.

Source: *parkopedia.com*

Fuel cost and park-and-ride usage are shown in Figure 12. The much lower cost of fuel in 2014 and 2015 does not appear to have had an impact on park-and-ride usage.

Figure 12: Historical Twin Cities metro area gas prices and park-and-ride usage



Source: *Twin Cities metro area historical gas prices, Gas Buddy (<http://www.gasbuddy.com/>)*

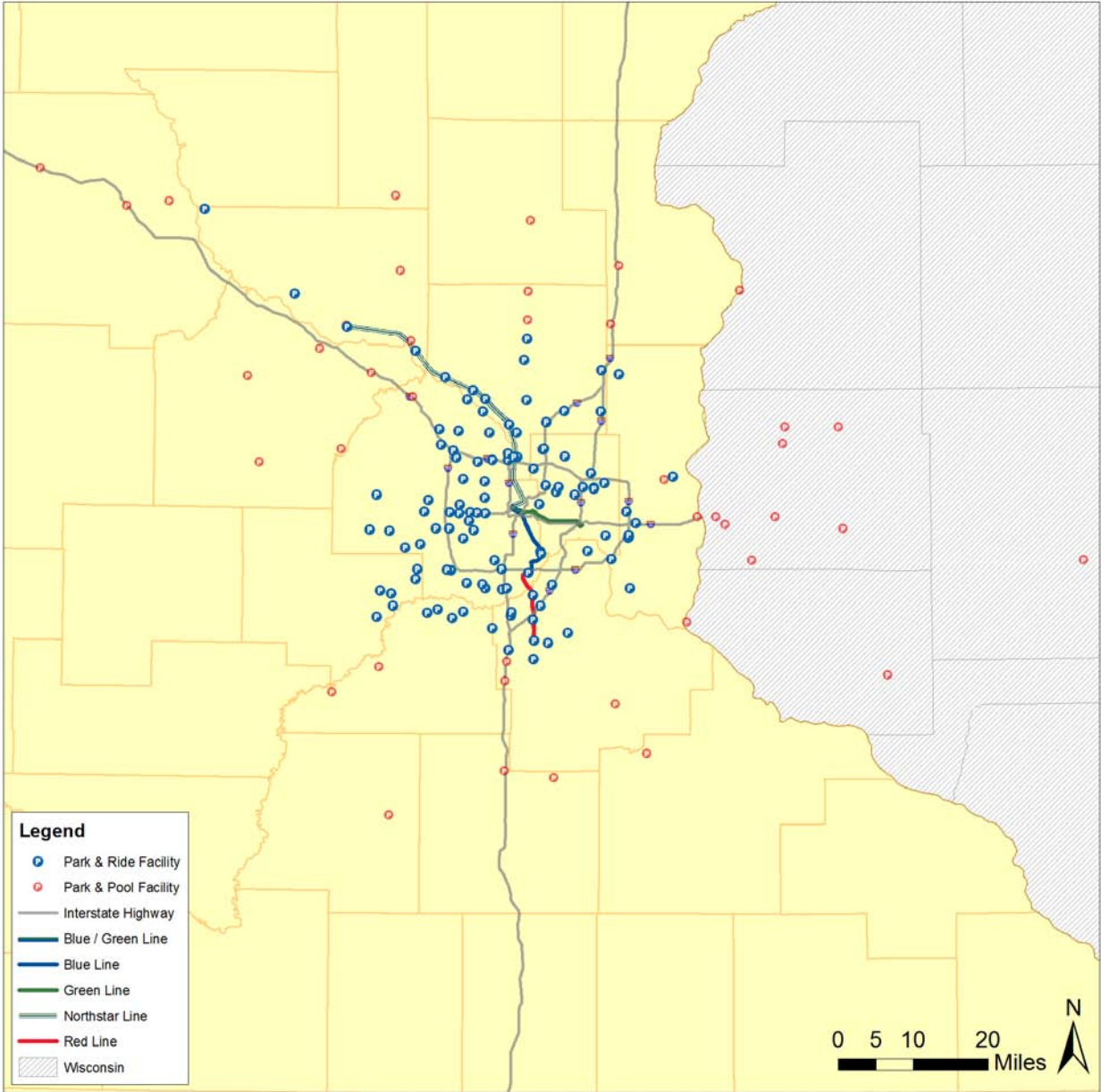
APPENDICES

System Map Showing Park-and-Pool Facilities

System Data

About the System Survey

System Map Showing Park-and-Pool Facilities



System Data

Park and Ride System Data

PR NUM	Provider	Name	City	Travel Corridor	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
298	Metro Transit Rail	Anoka Station	Anoka	Hwy 10/169 North	377	163	43%	-11	377	174	46%
716	MVTA	157th St Station	Apple Valley	Hwy 77 South	258	29	11%	-3	258	32	12%
198	MVTA	Palomino Hills	Apple Valley	Hwy 77 South	318	256	81%	6	318	250	79%
712	MVTA	Apple Valley Transit Station	Apple Valley	Hwy 77 South	768	759	99%	-59	768	818	107%
534	NCD	Becker Municipal Lot	Becker	Hwy 10/169 North	20	15	75%	6	20	9	45%
300	Metro Transit Rail	Big Lake Station	Big Lake	Hwy 10/169 North	518	244	47%	10	518	234	45%
217	Metro Transit	I35W & 95th Ave	Blaine	I-35W North	1482	749	51%	-85	1482	834	56%
315	Metro Transit	Paul Pkwy	Blaine	Hwy 65 North	411	214	52%	46	411	168	41%
703	Metro Transit	Northtown Transit Center	Blaine	Hwy 10/169 North	366	167	46%	4	366	163	45%
707	Metro Transit	South Bloomington Transit Center	Bloomington	I-35W South Upper	195	195	100%	17	195	178	91%
32	Metro Transit	St. Edward's Catholic Church	Bloomington	I-35W South Upper	100	10	10%	-1	100	11	11%
199	Metro Transit	St. Luke's Lutheran Church	Bloomington	I-35W South Upper	100	27	27%	-6	100	33	33%
28	Metro Transit	Normandale Village	Bloomington	I-35W South Upper	25	8	32%	2	25	6	24%
251	Metro Transit Rail	28th Ave Station	Bloomington	Hwy 77 South	1383	861	62%	349	1383	512	37%
210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	I-94 West	239	138	58%	15	239	123	51%
269	Metro Transit	Regal Cinemas 20	Brooklyn Center	I-94 West	200	76	38%	-17	200	93	47%
155	Metro Transit	Church of the Nazarene	Brooklyn Center	I-94 West	115	88	77%	2	115	86	75%
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	I-94 West	1009	679	67%	117	1009	562	56%
268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	I-94 West	565	31	5%	1	565	30	5%
258	MVTA	Heart of the City	Burnsville	I-35W South Lower	343	64	19%	7	343	57	17%
710	MVTA	Burnsville Transit Station	Burnsville	I-35W South Lower	1428	1196	84%	266	1428	930	65%
312	SouthWest	Carver Station	Carver	Hwy 212/5	400	19	5%		0	0	
270	Metro Transit	St. Genevieve Church	Centerville	I-35W North	0	0			50	16	32%
142	Metro Transit	West River Rd & 117th Ave	Champlin	I-94 West	151	64	42%	-15	151	79	52%

PR NUM	Provider	Name	City	Travel Corridor	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
201	Metro Transit	Richardson Park	Champlin	I-94 West	66	43	65%	14	66	29	44%
306	SouthWest	Chanhassen Transit Station	Chanhassen	Hwy 212/5	420	198	47%	82	420	116	28%
292	SouthWest	SouthWest Village	Chanhassen	Hwy 212/5	511	296	58%	30	511	266	52%
267	SouthWest	Clover Fields	Chaska	Hwy 212/5	39	5	13%	-5	39	10	26%
314	SouthWest	Walnut St & Chaska Blvd	Chaska	Hwy 212/5	50	18	36%	13	50	5	10%
297	SouthWest	East Creek Station	Chaska	Hwy 212/5	675	493	73%	213	675	280	41%
293	Metro Transit	Running Aces	Columbus	I-35W North	300	94	31%	-12	300	106	35%
204	Metro Transit	Foley Blvd	Coon Rapids	Hwy 10/169 North	1243	991	80%	-50	1243	1041	84%
231	Metro Transit Rail	Coon Rapids/Riverdale Station	Coon Rapids	Hwy 10/169 North	455	226	50%	0	455	226	50%
245	Metro Transit	Cottage Grove	Cottage Grove	Hwy 61 South	525	283	54%	-32	525	315	60%
718	MVTA	Cedar Grove Transit Station	Eagan	Hwy 77 South	166	52	31%	-14	166	66	40%
152	MVTA	Blackhawk	Eagan	Hwy 52/55	370	269	73%	-12	370	281	76%
711	MVTA	Eagan Transit Station	Eagan	Hwy 52/55	719	354	49%	-1	719	355	49%
310	Metro Transit	East Bethel Theatre	East Bethel	Hwy 65 North	50	26	52%	-7	50	33	66%
230	SouthWest	Preserve Village Mall	Eden Prairie	Hwy 212/5	50	17	34%	11	50	6	12%
285	SouthWest	St. Andrews's Church	Eden Prairie	Hwy 212/5	82	4	5%		0	0	
713	SouthWest	SouthWest Station	Eden Prairie	Hwy 212/5	924	907	98%	39	1006	868	86%
706	Metro Transit	Southdale Transit Center	Edina	I-35W South Upper	102	59	58%	-8	102	67	66%
244	Metro Transit Rail	Elk River Station	Elk River	Hwy 10/169 North	754	335	44%	22	754	313	42%
57	Metro Transit	Excelsior City Hall	Excelsior	I-394/Hwy 12	20	11	55%	1	20	10	50%
294	Metro Transit	Forest Lake Transit Center	Forest Lake	I-35W North	308	73	24%	-26	308	99	32%
252	Metro Transit Rail	Fort Snelling Station North	Fort Snelling	Hwy 52/55	398	284	71%	47	398	237	60%
253	Metro Transit Rail	Fort Snelling South	Fort Snelling	Hwy 52/55	675	556	82%	86	675	470	70%
299	Metro Transit Rail	Fridley Station	Fridley	Hwy 10/169 North	668	52	8%	22	668	30	4%
266	Metro Transit	Church of St. William	Fridley	Hwy 10/169 North	50	28	56%	11	50	17	34%
180	Metro Transit	General Mills Blvd & I-394	Golden Valley	I-394/Hwy 12	123	105	85%	-5	123	110	89%
256	Metro Transit	Hwy 100 & Duluth	Golden Valley	I-394/Hwy 12	50	70	140%	-22	50	92	184%

PR NUM	Provider	Name	City	Travel Corridor	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
311	Metro Transit	Family of Christ Lutheran Church	Ham Lake	Hwy 65 North	50	21	42%	7	50	14	28%
309	Metro Transit	Hopkins	Hopkins	I-394/Hwy 12	52	37	71%	-6	52	43	83%
287	Metro Transit	I-35 & Kenrick Ave	Lakeville	I-35W South Lower	750	593	79%	53	750	540	72%
719	MVTA	Lakeville Cedar	Lakeville	Hwy 77 South	190	7	4%	-3	190	10	5%
304	Metro Transit	I-35E & County Road 14	Lino Lakes	I-35W North	300	81	27%				
234	Metro Transit	Lino Park	Lino Lakes	I-35W North	0	0			20	6	30%
187	Metro Transit	St. Joseph's Church	Lino Lakes	I-35W North	12	5	42%	1	12	4	33%
302	Metro Transit	Hwy 36 & Rice St	Little Canada	I-35E North/Hwy 36 East	280	147	53%	-12	280	159	57%
82	Metro Transit	Little Canada Municipal Lot	Little Canada	I-35E North/Hwy 36 East	20	10	50%	1	20	9	45%
177	Maple Grove	Shepherd of the Grove Church	Maple Grove	I-94 West	50	24	48%	4	50	20	40%
215	Maple Grove	Crosswinds Methodist Church	Maple Grove	I-94 West	125	92	74%	3	125	89	71%
143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	I-94 West	322	45	14%	2	322	43	13%
301	Maple Grove	Maple Grove Parkway	Maple Grove	I-94 West	800	504	63%	75	800	429	54%
247	Maple Grove	Maple Grove Transit Station	Maple Grove	I-94 West	926	841	91%	-23	926	864	93%
303	Maple Plain	Maple Plain	Maple Plain	I-394/Hwy 12	150	6	4%	1	150	5	3%
701	Metro Transit	Maplewood Mall Transit Center	Maplewood	I-35E North/Hwy 36 East	1000	473	47%	-48	1000	521	52%
205	Metro Transit	Hwy 61 & Co Rd C	Maplewood	I-35E North/Hwy 36 East	229	150	66%	-7	229	157	69%
257	Metro Transit	Hmong Alliance Church	Maplewood	I-35E North/Hwy 36 East	110	7	6%	2	110	5	5%
260	Metro Transit Rail	Lake St/Midtown Station West	Minneapolis	Central Cities	0	0			163	165	101%
40	Metro Transit	Co Rd 73 & I-394 South	Minnetonka	I-394/Hwy 12	732	497	68%	-22	732	519	71%
705	Metro Transit	Plymouth Road Transit Center	Minnetonka	I-394/Hwy 12	111	39	35%	-8	111	47	42%
43	Metro Transit	Minnetonka Blvd & Steele St	Minnetonka	I-394/Hwy 12	25	6	24%	0	25	6	24%
42	Metro Transit	Minnetonka Blvd & Baker Rd	Minnetonka	I-394/Hwy 12	16	13	81%	5	16	8	50%
715	Metro Transit	Mound Transit Center	Mound	I-394/Hwy 12	50	42	84%	-1	50	43	86%
161	Metro Transit	I-35W & Co Rd H	Mounds View	I-35W North	211	156	74%	16	211	140	66%
140	Metro Transit	Mermaid Supper Club	Mounds View	I-35W North	80	61	76%	-13	80	74	93%
98	Metro Transit	Salem Covenant Church	New Brighton	I-35W North	70	46	66%	8	70	38	54%

PR NUM	Provider	Name	City	Travel Corridor	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
313	Metro Transit	Newport Transit Station	Newport	Hwy 61 South	150	4	3%		0	0	
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	I-94 East	415	412	99%	6	415	406	98%
248	Metro Transit	Walton Park	Oakdale	I-94 East	58	28	48%	2	58	26	45%
114	Metro Transit	Navarre Center	Orono	I-394/Hwy 12	25	9	36%	1	25	8	32%
242	Plymouth	Olive Lane	Plymouth	I-394/Hwy 12	95	113	119%	1	95	112	118%
291	Plymouth	Nathan Lane	Plymouth	I-394/Hwy 12	120	31	26%		120	48	
714	Plymouth	Station 73	Plymouth	I-394/Hwy 12	288	150	52%	39	288	111	39%
284	Metro Transit Rail	Ramsey Station	Ramsey	Hwy 10/169 North	360	331	92%	17	360	314	87%
261	Metro Transit	Knox Avenue at Best Buy	Richfield	I-35W South Upper	525	162	31%	-24	525	186	35%
110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	I-94 West	25	17	68%	7	25	10	40%
721	MVTA	Rosemount Transit Station	Rosemount	Hwy 52/55	102	71	70%	29	102	42	41%
290	Metro Transit	I-35W & Co Rd C	Roseville	I-35W North	460	223	48%	37	460	186	40%
271	Metro Transit	Grace Church	Roseville	I-35E North/Hwy 36 East	115	97	84%	23	115	74	64%
272	Metro Transit	Skating Center	Roseville	I-35E North/Hwy 36 East	50	51	102%	0	50	51	102%
232	MVTA	Savage Park & Ride	Savage	I-35W South Lower	182	75	41%	-1	182	76	42%
239	MVTA	Seagate Technology	Shakopee	Hwy 169 South	82	4	5%	-1	82	5	6%
316	MVTA	Marschall Road Transit Station	Shakopee	Hwy 169 South	442	50	11%				
278	MVTA	Southbridge Crossing	Shakopee	Hwy 169 South	513	206	40%	-48	515	254	49%
717	MVTA	Eagle Creek Transit Station	Shakopee	Hwy 169 South	563	72	13%	-13	535	85	16%
191	Metro Transit	Shoreview Community Center	Shoreview	I-35E North/Hwy 36 East	10	10	100%	-3	10	13	130%
209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	I-394/Hwy 12	27	3	11%	-3	27	6	22%
564	NCDA	Northstar Link Lot	St. Cloud	I-94 West	146	43	29%	-8	146	51	35%
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	I-394/Hwy 12	330	328	99%	35	330	293	89%
195	Metro Transit	Park Place & I-394	St. Louis Park	I-394/Hwy 12	55	35	64%	-8	55	43	78%
81	Metro Transit	Westwood Lutheran Church	St. Louis Park	I-394/Hwy 12	40	9	23%	-8	40	17	43%
158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	I-394/Hwy 12	10	4	40%	-4	10	8	80%
173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	Hwy 61 South	114	128	112%	-6	114	134	118%

PR NUM	Provider	Name	City	Travel Corridor	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
10	Metro Transit	Como & Eustis	St. Paul	Central Cities	38	38	100%	2	38	36	95%
223	Metro Transit	St Croix Valley Recreation Center	Stillwater	I-35E North/Hwy 36 East	100	34	34%	-2	100	36	36%
305	Metro Transit	I-35E & County Road E	Vadnais Heights	I-35E North/Hwy 36 East	300	35	12%				
130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	I-394/Hwy 12	102	64	63%	-10	102	74	73%
219	Metro Transit	West St. Paul Sports Complex	West St. Paul	Hwy 52/55	100	56	56%	1	100	55	55%
288	Metro Transit	White Bear Township Theatre	White Bear Lake	I-35E North/Hwy 36 East					50	28	56%
236	Metro Transit	White Bear Township Cub Foods	White Bear Twp.	I-35E North/Hwy 36 East					50	27	54%
222	Metro Transt	Woodbury Lutheran Church	Woodbury	I-94 East	90	91	101%	7	90	84	93%
229	Metro Transit	Woodbury Theatre	Woodbury	I-94 East	550	488	89%	-9	550	497	90%
145	Metro Transit	Christ Episcopal Church	Woodbury	I-94 East	100	64	64%	-6	100	70	70%
TOTAL					33907	19340	57.0%		32472	18265	56.2%

Park and Pool System Data

PR NUM	Provider	Name	City	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-1015	2014 Cap.	2014 Use	2014 % Util.
533	MnDOT	Albany	Albany	28	33	118%	6	28	27	96%
535	MnDOT	I-94 & Co Rd 19 (Wright Co)	Albertville	34	15	44%	11	34	4	12%
500	WisDOT	I-94 & US 63 (St. Croix Co)	Baldwin	36	16	44%	-4	36	20	56%
237	MnDOT	City Hall- Belle Plaine	Belle Plaine	20	9	45%	9	20	0	0%
540	MnDOT	Big Lake P&P	Big Lake	90	0	0%	-2	90	2	2%
527	MnDOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	4	7%	-5	60	9	15%
568	MnDOT	Cannon Falls (S. US 19 by sports fields)	Cannon Falls	40	36	90%	-2	40	38	95%
554	WisDOT	US 63 & WIS 64 (St. Croix Co)	Cylon Twp.	20	10	50%	3	20	7	35%
524	MnDOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	12	29%	1	41	11	27%
558	MnDOT	East Bethel Ice Arena	East Bethel	53	0	0%	0	53	0	0%
502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	9	27%	-13	33	22	67%
503	MnDOT	Elk River P&P	Elk River	60	13	22%	5	60	8	13%
505	MnDOT	36 & Manning	Grant Twp./Stillwater	15	1	7%	-2	15	3	20%
506	MnDOT	Hwy 52/Hwy 56/Hwy 50	Hampton	42	45	107%	-3	42	48	114%
508	WisDOT	Old WIS 35 & Hanley Rd	Hudson	74	13	18%	1	74	12	16%
525	WisDOT	I-94 & Carmichael Rd (St. Croix Co)	Hudson	168	86	51%	-30	168	116	69%
238	MnDOT	Lions Park	Jordan	15	4	27%	0	15	4	27%
510	MnDOT	I-94 & Hwy 95	Lakeland	48	14	29%	-3	48	17	35%
511	MnDOT	I-35 & Co Rd 70	Lakeville	80	15	19%	0	80	15	19%
557	MnDOT	I-35 & CR 60	Lakeville	64	16	25%	0	64	16	25%
546	MnDOT	Maple Lake VFW	Maple Lake	21	7	33%	1	21	6	29%
512	MnDOT	Montgomery Twp-MN13 & MN 99	Montgomery Twp.	3	0	0%	-2	3	2	67%
514	MnDOT	Hwy 25 & School Blvd	Monticello	187	12	6%	-9	187	21	11%
531	New Richmond	WIS 65 & WIS 64 (St. Croix Co)	New Richmond	44	3	7%	-11	68	14	21%
559	New Richmond	WIS 65 & Paperjack	New Richmond	30	1	3%	-21	124	22	18%
515	MnDOT	Hwy 3 & 2nd St W	Northfield	15	19	127%	N/A	N/A	N/A	N/A

PR NUM	Provider	Name	City	2015 Cap.	2015 Use	2015 % Util.	Usage Change 2014-2015	2014 Cap.	2014 Use	2014 % Util.
560	WisDOT	Prescott WI	Prescott	68	11	16%	9	20	2	10%
517	MnDOT	Hwy 169 & LeGrande	Princeton	26	9	35%	-11	26	20	77%
553	WisDOT	WIS 35 & WIS 65 (St. Croix Co)	River Falls	124	16	13%	-18	48	34	71%
561	MnDOT	Rockford	Rockford	4	4	100%	4	4	0	0%
519	MnDOT	I-94 & Hwy 101 (Hennepin Co)	Rogers	27	13	48%	3	27	10	37%
569	MnDOT	St. Cloud (Co Rd 4 & Co Rd 134)	St. Cloud	10	1	10%	-9	0	10	
529	MnDOT	St. Joseph	St. Joseph	36	46	128%	-9	36	55	153%
567	MnDOT	I-35 & Co Rd 17	Stacy	85	10	12%	0	85	10	12%
526	MnDOT	Taylors Falls	Taylors Falls	10	2	20%	-4	10	6	60%
562	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Twp.	20	3	15%	1	44	2	5%
518	WisDOT	I-94 & WIS 65 (St. Croix Co)	Warren	112	48	43%	45	30	3	10%
565	MnDOT	Waverly	Waverly	27	4	15%	-1	27	5	19%
516	MnDOT	I-35 & Co Rd 19	Webster Twp./Northfield	30	28	93%	-2	30	30	100%
522	MnDOT	Wyoming	Wyoming	56	35	63%	1	0	34	
566	MnDOT	Zimmerman	Zimmerman	30	3	10%	-4	30	7	23%
PARK-AND-POOL TOTAL				1986	626	32%				
SYSTEM TOTAL				35893	19966	56%				

About the System Survey

The park-and-ride system has been surveyed annually since 1999, providing planners with information that is valuable for future decision making.

The 2015 Annual Regional System Survey provides a comprehensive vehicle count for the regional park and-ride/park-and-pool system for the 15th time. System-wide license plate surveys are conducted biennially as part of the system survey process, last collected in 2014. The 2015 survey included license plate collection at five facilities that opened since the 2014 survey.

In a collaborative effort, staff from state, county and regional agencies collected data for vehicles parked at each park-and-ride and park-and-pool facility. Data collection dates are in late September and early October. The survey is conducted during this time to gain accurate data on the typical use of each facility, as fall is not a prime vacation time and schools are back in session. The 2015 data was collected once for each park-and-ride facility, generally between 9 a.m. and 3 p.m. and within the following dates: Tuesday, Sept. 29 – Thursday, Oct. 1; and Tuesday, Oct. 6 – Thursday, Oct. 8.