



2016 ANNUAL REGIONAL PARK-AND-RIDE SYSTEM REPORT

JANUARY 2017

Prepared for:

Metropolitan Council

Metro Transit

Minnesota Valley Transit Authority

SouthWest Transit

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Executive Summary

The 2016 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, including 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 2016, which included vehicle and bicycle counts for every facility as well as recording of license plates for analyzing user origins.

The 2016 survey counted 18,715 regional park-and-ride users, a decrease of approximately 3 percent from 19,340 users in 2015. 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 regional park-and-ride system currently offers 34,172 spaces at 109 park-and-ride facilities. The utilization rate of these spaces is about 55 percent. The system added 457 spaces to its capacity in 2016 with the opening of one new facility, four capacity corrections, and one relocated facility. Two facilities were closed in 2016, which removed 192 spaces from the overall system.

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, the 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 2004-2016

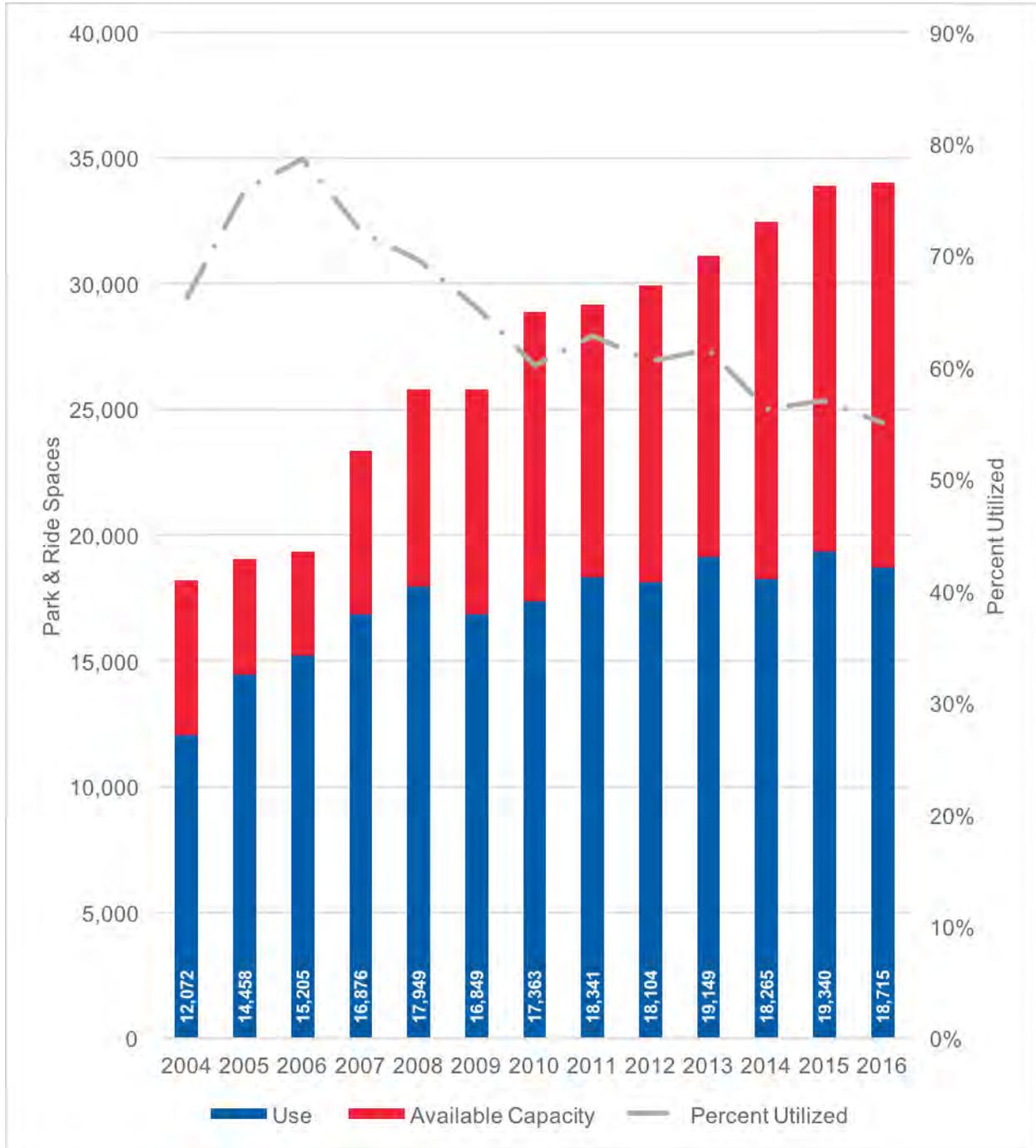


Figure 2: 2016 Regional Park-and-Ride System

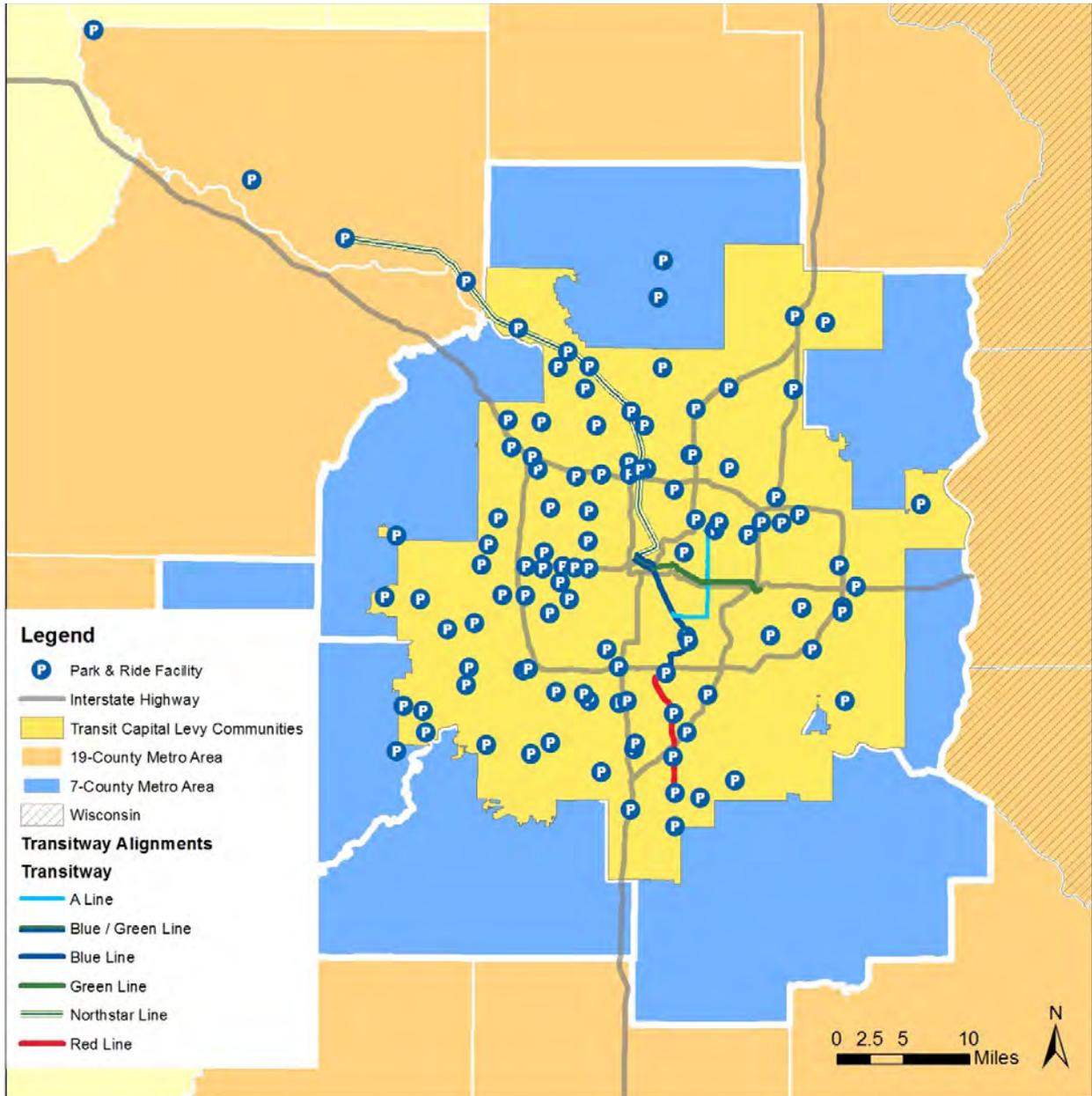
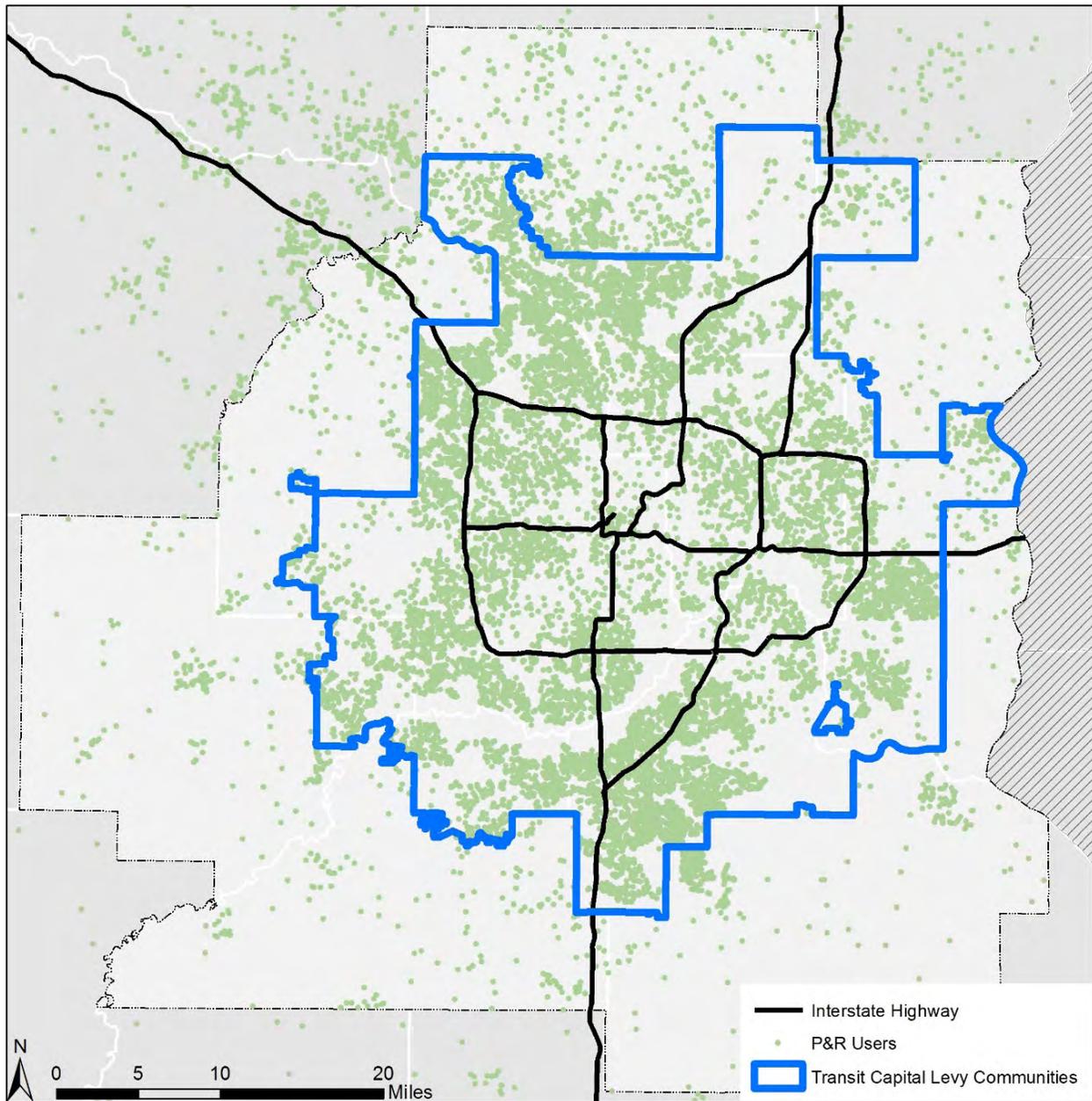


Figure 3: 2016 Park-and-Ride User Home Origins from Minnesota License Plates



Overview

As of December 2016, the regional park-and-rides consisted of 109 active park-and-ride facilities throughout the Twin Cities metropolitan area. In addition to park-and-ride facilities, there are 43 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 focuses primarily on park-and-ride facilities.

The 2016 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. The model used to project demand will be updated in the 2040 Park-and-Ride Plan to better align with the TPP and Thrive MSP 2040.

Regional System Profile

In 2016, the regional park-and-ride system had 18,715 users, which was a decrease of about 3 percent from 19,340 users in 2015. After seeing strong growth in usage from 2004 to 2008 utilization rates have leveled off since 2008. The trends in park-and-ride usage closely follow express bus ridership trends, the METRO Blue Line and the Northstar Commuter Rail Line.

In 2015, all providers except NCDA saw an increase in park-and-ride use. 2016 was quite different. All but two providers, Plymouth and Metro Transit, saw decreases in park-and-ride use. Capacity changes by service provider can be found in Table 1. Plymouth saw the largest increase (5.4 percent) while Metro Transit saw a small gain of 0.5 percent. Metro Transit facilities served by bus saw an increase of 3.12 percent, while facilities served by rail saw a decrease of 7.5 percent. A comparison of Metro Transit's October 2015 and 2016 ridership data shows that Blue Line ridership decreased by 3.3 percent, express bus ridership decreased by 2 percent and Northstar ridership decreased by 6.1 percent.

The park-and-ride system has seen incremental usage growth over the last decade, with a decrease in usage between 2015 and 2016. Over the past five years, usage has fluctuated each year but remains steadily within a range of 18,000 to 19,000 users. The decrease in park-and-ride usage between 2015 and 2016 fits within the context of overall decrease in ridership across services.

The overall capacity of the system is currently 34,172, with 18,715 spaces occupied during the survey for a utilization rate of 55 percent.

Table 1: 2015-2016 System Capacity and Usage by Provider

Provider	2016 Facilities	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	2015-16 Change	2015-16 % Change
Metro Transit	75	21,712	12,112	55.8%	12,055	57	0.5%
Bus	67	15,774	9,290	58.9%	9,009	281	3.1%
Rail	9	5,938	2,822	47.5%	3,052	-230	-7.5%
MVTA	14	6,362	3,233	50.8%	3,464	-231	-6.7%
SouthWest	9	3,151	1,590	50.5%	1,957	-367	-18.8%
Maple Grove	5	2,223	1,420	63.9%	1,506	-86	-5.7%
Plymouth	4	558	310	55.6%	294	16	5.4%
NCDA	2	166	50	30.1%	58	-8	-13.8%
Park-and-Ride Total	109	34,172	18,715	54.8%	19,340	-568	-2.9%
MnDOT	32	1,543	346	22.4%	410	-64	-15.6%
WisDOT	9	655	243	37.1%	212	31	14.6%
New Richmond	2	74	8	10.8%	4	4	100.0%
Park-and-Pool Total	43	2,272	597	26.3%	626	-29	-4.6%

Capacity Changes

Since 2015, 457 spaces have been added and 192 spaces have been removed from the regional park-and-ride system for a net gain of 265 spaces. One facility, Dunkirk Park & Ride, was added to the Plymouth Metrolink system to serve customers west of I-494 in the City of Plymouth and other communities to the west. Two facilities closed, Seagate Technology and Hmong Alliance Church. Hmong Alliance Church was an overflow lot for the Highway 61 & County Road C facility but was no longer needed due to shifting utilization patterns towards the Maplewood Mall Transit Center. The Seagate Technology Park & Ride closed based on findings from a transit study that indicated low ridership at the facility.

Several facilities' capacities were corrected given recent construction projects and data validation. Anoka Station's capacity was corrected from 377 to 525 spaces given a 2014 construction project. Southdale Transit Center's capacity was corrected from 102 to 147 spaces due to previous construction. The 28th Avenue Park & Ride's capacity was corrected to 1,585 spaces; the change in capacity is related to the reconfiguration of Lindau Lane, which runs through the surface lots of the facility. The Olive Lane Park & Ride moved to a nearby church and remains on County Road 6 in Plymouth. The new agreement included a capacity increase of five spaces. All 2016 capacity changes and corrections can be seen in Table 2 below; these facilities can also be seen mapped in Figure 3.

Table 2: Capacity changes and corrections

Park and Ride Facility	2016 Capacity	2015 Capacity	Capacity Change	Reason
28th Avenue Station P&R	1585	1383	202	Corrected Capacity
Southdale Transit Station P&R	147	102	45	Corrected Capacity
Maplewood Mall Transit Center P&R	1007	1000	7	Corrected Capacity
Anoka Station P&R	525	377	148	Corrected Capacity
Olive Lane P&R	100	95	5	Relocated Facility
Dunkirk P&R	50	--	50	New Facility
Hmong Alliance Church P&R	--	110	-110	Closed Facility
Seagate Technology P&R	--	82	-82	Closed Facility
Spaces Lost			192	
Spaces Gained			457	
Net Capacity Change			265	

Figure 4: 2016 System capacity changes and corrections



System Capacity and Usage by Travel Corridor

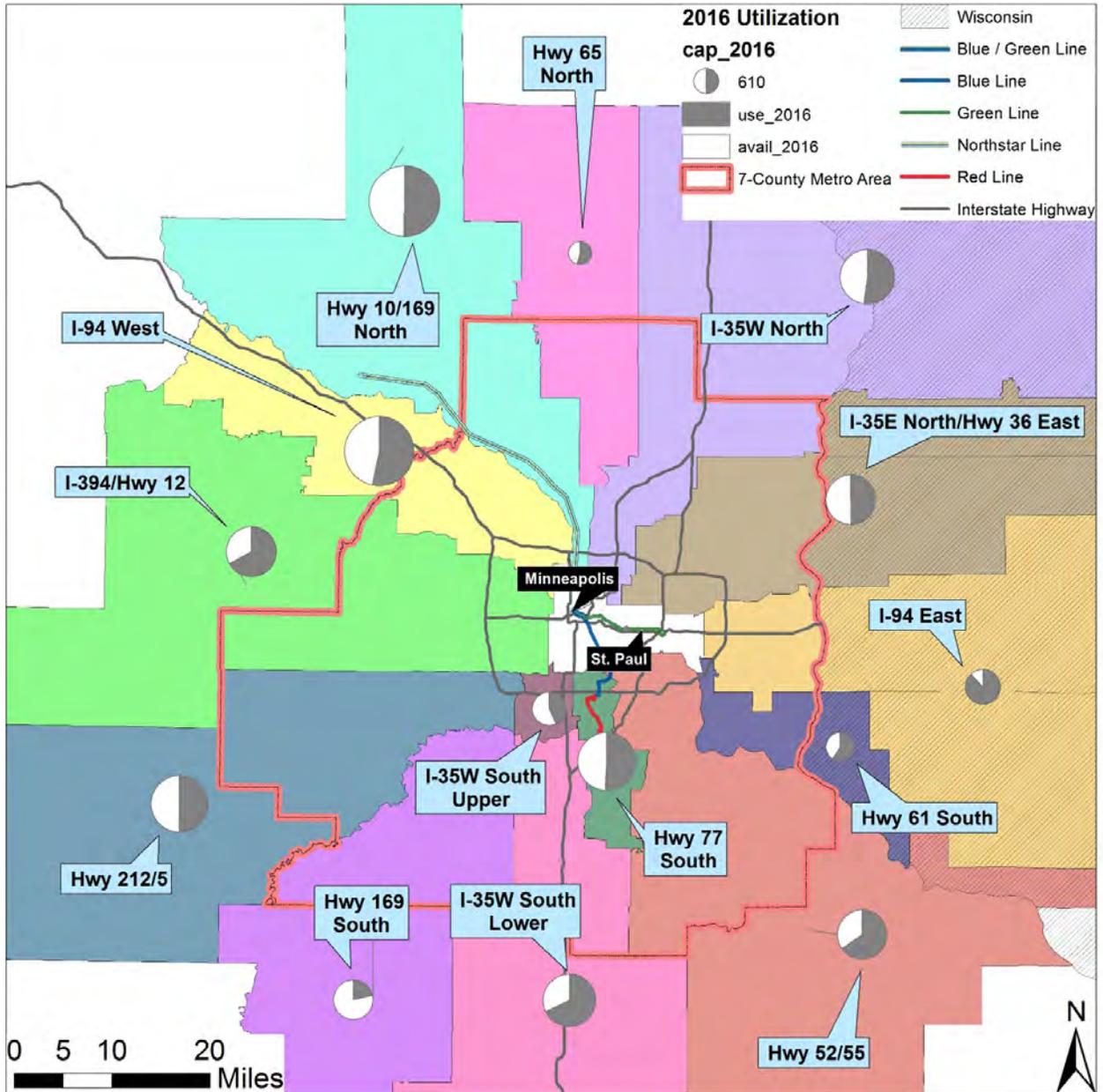
Park-and-ride capacity and utilization is aggregated by geographic travel corridor to better understand demand across the region. Figure 4 shows system utilization by travel corridor. Table 3 shows system capacity and usage by travel corridor.

- The Highway 10/Highway 169 North travel corridor has the largest total capacity of all the travel corridors, contains 10 facilities, and decreased to a 50.4 percent usage rate after remaining at around 53 percent between 2014 and 2015.
- The I-394/Highway 12 Corridor is made up of 21 facilities, the most of any travel corridor. Most of the corridor's facilities have capacities of less than 100 spaces, with only one facility exceeding 400 spaces in capacity. Dunkirk Park & Ride, the newest addition to the system, lies within this corridor.
- The I-94 East corridor has only 5 facilities with a total capacity of 1,213 spaces, yet repeatedly has had the highest utilization rate (88.1 percent) of all the travel corridors, followed by the I-35W South Lower corridor (68.2 percent) and the I-395/Highway 12 corridor (67 percent).
- As was the case in 2015, the Highway 169 South corridor had the lowest utilization rate is (21.2 percent), followed by the I-35W South Upper corridor (43.3 percent).
- The I-35E North/Highway 36 East corridor saw the largest increase in utilization over the past year, with a 49.9 percent usage rate in 2016 versus a 45.8 usage rate in 2015. The second largest increase in percent utilization was in the Highway 61 South corridor, which increased by 13 percent for a 2016 utilization rate of almost 60 percent, versus a 2015 rate of 52.6 percent.
- The Highway 212/Highway 5 corridor saw the largest decrease in percent utilization (18.75 percent) from 62.1 percent utilization in 2015 to 50.5 percent utilization in 2016. The second largest decrease in percent utilization was the Highway 77 South corridor, with a 14.7 percent decrease.

Table 3: Capacity and usage by travel corridor

Travel Corridor	2016 Total Facilities	2016 Capacity	2016 Use	2016 % Utilized	2015 Total Facilities	2015 Capacity	2015 Use	2015 % Utilized
Hwy 10/169 North	10	4,959	2,500	50.4%	10	4,811	2,552	53.0%
I-94 West	14	4,739	2,525	53.3%	14	4,739	2,685	56.7%
I-35W North	8	2,923	1,524	52.1%	9	3,223	1,488	46.2%
Hwy 212/5	9	3,151	1,590	50.5%	9	3,151	1,957	62.1%
Hwy 77 South	6	3,285	1,676	51.0%	6	3,083	1,964	63.7%
I-35W South Lower	4	2,703	1,843	68.2%	4	2,703	1,928	71.3%
I-394/Hwy 12	21	2,476	1,660	67.0%	20	2,421	1,527	63.1%
Hwy 52/55	6	2,364	1,545	65.4%	6	2,364	1,590	67.3%
I-35E North/Hwy 36 East	10	2,411	1,204	49.9%	10	2,214	1,014	45.8%
Hwy 169 South	3	1,518	322	21.2%	4	1,600	332	20.8%
I-94 East	5	1,213	1,069	88.1%	5	1,213	1,083	89.3%
I-35W South Upper	6	1,092	473	43.3%	6	1,047	461	44.0%
Hwy 61 South	3	789	469	59.4%	3	789	415	52.6%
Hwy 65 North	3	511	279	54.6%	3	511	261	51.1%
Central Cities	1	38	36	94.7%	1	38	38	100.0%
Total	109	34,172	18,715	54.8%	110	33,907	19,295	56.9%

Figure 5: Metro Area Travel Corridors



System Capacity and Usage by Transitway

Overall, use of park-and-rides along the region's three transitways that have park-and-ride facilities, the METRO Blue Line, Northstar Commuter Rail Line and the METRO Red Line, decreased by 4 percent. This overall decrease fits in with lower ridership trends seen across the system. A comparison of Metro Transit's October 2015 and 2016 ridership data shows that Blue Line ridership decreased by 3.3 percent and Northstar ridership decreased by 6.1 percent. Table 4 shows facility usage by transitway. Both Blue Line and Red Line facilities saw significant decreases in utilization, while Northstar facilities saw a slight increase in usage (7 percent). Among facilities that serve transitways, 28th Avenue Station (serving the Blue Line) and Big Lake Station (serving Northstar) saw the largest decreases, while Fridley Station experienced a significant increase. No facility along a transitway experienced an increase in usage of more than 34 vehicles (Coon Rapids/Riverdale Station).

Facilities along the Blue Line saw an overall drop in usage of ten percent, with most of the decrease occurring at the 28th Avenue Station Park & Ride. It appears that this is a leveling off after large increases in usage from 2014-2015. The 28th Avenue facility was used by construction workers in 2015; the decline in usage this year is likely due to those workers no longer using the facility. Utilization in 2016 is in line with results from 2013 and earlier. Usage at Fort Snelling Station North decreased by 10 percent while Fort Snelling Station South increased by 3 percent.

Facilities along the Red Line experienced a similar decrease in usage. However, these decreases were not as significant as those along the Blue Line, with Cedar Grove Transit Station experiencing a nine vehicle drop and Lakeville Cedar experiencing a three vehicle drop. The Apple Valley Station remained at capacity, and relies on overflow lots to meet customer demand. Red Line facilities are also served by other express bus routes, so usage cannot be solely attributed to Red Line service.

Usage of facilities along the Northstar Line increased 7 percent between 2015 and 2016, although the changes in terms of sheer number of vehicles are generally small.

Table 4: Capacity and usage by transitway

PR Num	Park-and-Ride Name	Transitway	2016 Capacity	2016 Use	2015 Capacity	2015 Use	2015-2016 % Change
252	Fort Snelling Station North	Blue Line	398	256	398	284	-10%
253	Fort Snelling South	Blue Line	675	573	675	556	3%
251	28th Ave Station	Blue Line	1585	656	1383	861	-24%
284	Ramsey Station	Northstar	360	317	360	331	-4%
298	Anoka Station	Northstar	525	188	377	163	15%
231	Coon Rapids/Riverdale Station	Northstar	455	260	455	226	15%
300	Big Lake Station	Northstar	518	208	518	244	-15%
299	Fridley Station	Northstar	668	76	668	52	46%
244	Elk River Station (171st Ave & Tyler St)	Northstar	754	288	754	335	-14%
718	Cedar Grove Transit Station	Red Line	166	43	166	52	-17%
719	Lakeville Cedar	Red Line	190	4	190	7	-43%
712	Apple Valley Transit Station	Red Line	768	767	768	759	1%

Facilities with Significant Utilization Changes

Usage Increases

Tables 5 through 7 show facilities that experienced the largest increase in usage between the 2015 and 2016 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 illustrates user travel behavior patterns, fluctuations in demand for transit services among different travel corridors and highlights facilities that may warrant future expansion. Though many of the park-and-ride facilities located within neighborhoods have relatively small capacities, the system generally favors large facilities with more frequent service.

Several large facilities saw increases in use between 2015 and 2016, but the only significant change in usage took place at Maplewood Mall Transit Center. This increase can be attributed to more frequent service to downtown Minneapolis from Maplewood Mall that was funded through a CMAQ (Congestion Mitigation and Air Quality) grant. Several medium-sized facilities experienced significant changes, the largest being a 148 vehicle increase at Running Aces. This is likely due to an increase in frequency during recent years. Another medium-sized facility of note is Christ Episcopal Church, which experienced a 20 percent usage increase between 2015 and 2016. This is likely due to the introduction of larger articulated busses on Route 351, which can better meet the high demand on this route.

Of the small facilities with capacities less than 100, Highway 100 & Duluth as well as Mermaid Supper Club both showed significant increases in use. The increase at Highway 100 & Duluth is likely due to a survey counting error, as it is a shared-use facility and the spaces designated for the park-and-ride are not clearly marked. The large increase at the Mermaid Supper Club facility is likely due to the current popularity of Route 860, as well as the addition of a school geared-trip to the route. It is also possible that riders that would usually use the I-35W & County Road H facility would instead be using Mermaid Supper Club, as the I-35W & County Road H lot is temporarily closed, using a nearby church as its temporary lot.

Table 5: Large facilities with largest increase in usage, 2015-2016

Name	City	Usage Change 2015-2016	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	2015 % Utilized	2015 % Utilized
Maplewood Mall Transit Center	Maplewood	119	1007	592	59%	473	47%	53.0%
I35W & 95th Ave	Blaine	28	1482	777	52%	749	51%	56.7%
Anoka Station	Anoka	25	525	188	36%	163	43%	46.2%
Fridley Station	Fridley	24	668	76	11%	52	8%	62.1%
I-35 & Kenrick Ave	Lakeville	22	750	615	82%	593	79%	63.7%
Cottage Grove	Cottage Grove	18	525	301	57%	283	54%	71.3%

Table 6: Medium facilities with largest increase in usage, 2015-2016

Name	City	Usage Change 2015-2016	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	2015 % Utilized	2015 % Utilized
Running Aces	Columbus	148	300	242	81%	94	31%	53.0%
Marschall Road Transit Station	Shakopee	55	442	105	24%	50	11%	56.7%
Coon Rapids/Riverdale Station	Coon Rapids	34	455	260	57%	226	50%	46.2%
Hwy 36 & Rice St	Little Canada	30	280	177	63%	147	53%	62.1%
Heart of the City	Burnsville	28	343	92	27%	64	19%	63.7%
Hwy 61 & Lower Afton Rd	St. Paul	23	114	151	132%	128	112%	71.3%

Table 7: Small Facilities with largest increase in usage, 2015-2016

Name	City	Usage Change 2015-2016	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	2015 % Utilized	2015 % Utilized
Hwy 100 & Duluth	Golden Valley	46	50	116	232%	70	140%	53.0%
Mermaid Supper Club	Mounds View	21	80	82	103%	61	76%	56.7%
Park Place & I-394	St. Louis Park	13	55	48	87%	35	64%	46.2%
St. Andrews's Church	Eden Prairie	11	82	15	18%	4	5%	62.1%
Hopkins	Hopkins	11	52	48	92%	37	71%	63.7%
Mound Transit Center	Mound	11	50	53	106%	42	84%	71.3%

Usage Decreases

Table 8 shows facilities that saw the largest utilization decreases in use between 2015 and 2016. Tracking usage decreases offers insight into which park-and-rides may require changes to 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 raise public awareness of available services or the closure of facilities that no longer meet the needs of the regional park-and-ride system.

East Creek Station saw the largest decrease in utilization of all facilities, with usage falling by 220 vehicles between 2015 and 2016. The I-35W & Co. Rd. H facility also experienced a decrease in use of 28 percent, likely due to the temporary relocation of the facility. Several of the facilities that experienced decreases in usage, have no clear explanation other than a general decline in transit usage.

Table 8: Facilities with largest decrease in use, 2015-2016

Facility	Capacity	2016 Usage	2015 Usage	2015-16 Change	2015-16 % Change
Palomino Hills	318	188	256	-68	-27%
28th Ave Station	1585	656	861	-205	-24%
Burnsville Transit Station	1428	1080	1196	-116	-10%
Chanhasen Transit Station	420	146	198	-52	-26%
East Creek Station	675	273	493	-220	-45%
SouthWest Station	924	851	907	-56	-6%

Capacity Constraints

The system currently has several facilities operating close to or above capacity. Utilization for individual facilities is shown 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]. During the 2016 survey, there were 15 facilities at or above 90 percent utilization. This is an increase from last year, when 14 facilities were at or above 90 percent utilization. Most of these facilities were either small or medium facilities, with only two large facilities showing utilization at or above 90 percent. Several facilities with capacity constraints have been near capacity repeatedly over the years.

Table 9: Large facilities above 90% utilized

PR NUM	Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-2016	2015 Capacity	2015 Usage	2015 % Utilized
712	Apple Valley Transit Station	Apple Valley	768	767	99.87%	8	768	759	99%
713	Southwest Station	Eden Prairie	924	851	92%	-56	924	907	98%

Table 10: Medium Facilities above 90% utilized

PR NUM	Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-2016	2015 Capacity	2015 Usage	2015 % Utilized
707	South Bloomington Transit Center	Bloomington	195	202	104%	7	195	195	100%
180	General Mills Blvd & I-394	Golden Valley	123	117	95%	12	123	105	85%
262	Guardian Angels Catholic Church	Oakdale	415	386	93%	-26	415	412	99%
242	Olive Lane	Plymouth	100	99	99%	-14	95	113	119%
704	Louisiana Ave Transit Center	St. Louis Park	330	314	95%	-14	330	328	99%
173	Hwy 61 & Lower Afton Rd	St. Paul	114	151	132%	23	114	128	112%

Table 11: Small facilities above 90% utilized

PR NUM	Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-2016	2015 Capacity	2015 Usage	2015 % Utilized
256	Hwy 100 & Duluth	Golden Valley	50	116	232%	46	50	70	140%
309	Hopkins	Hopkins	52	48	92%	11	52	37	71%
715	Mound Transit Center	Mound	50	53	106%	11	50	42	26%
140	Mermaid Supper Club	Mounds View	80	82	103%	21	80	61	76%
272	Skating Center	Roseville	50	51	102%	0	50	51	102%
10	Como & Eustis	St. Paul	38	36	95%	-2	38	38	100%
222	Woodbury Lutheran Church	Woodbury	90	96	107%	5	90	91	101%

Figure 6: 2015 Park-and-Ride system utilization

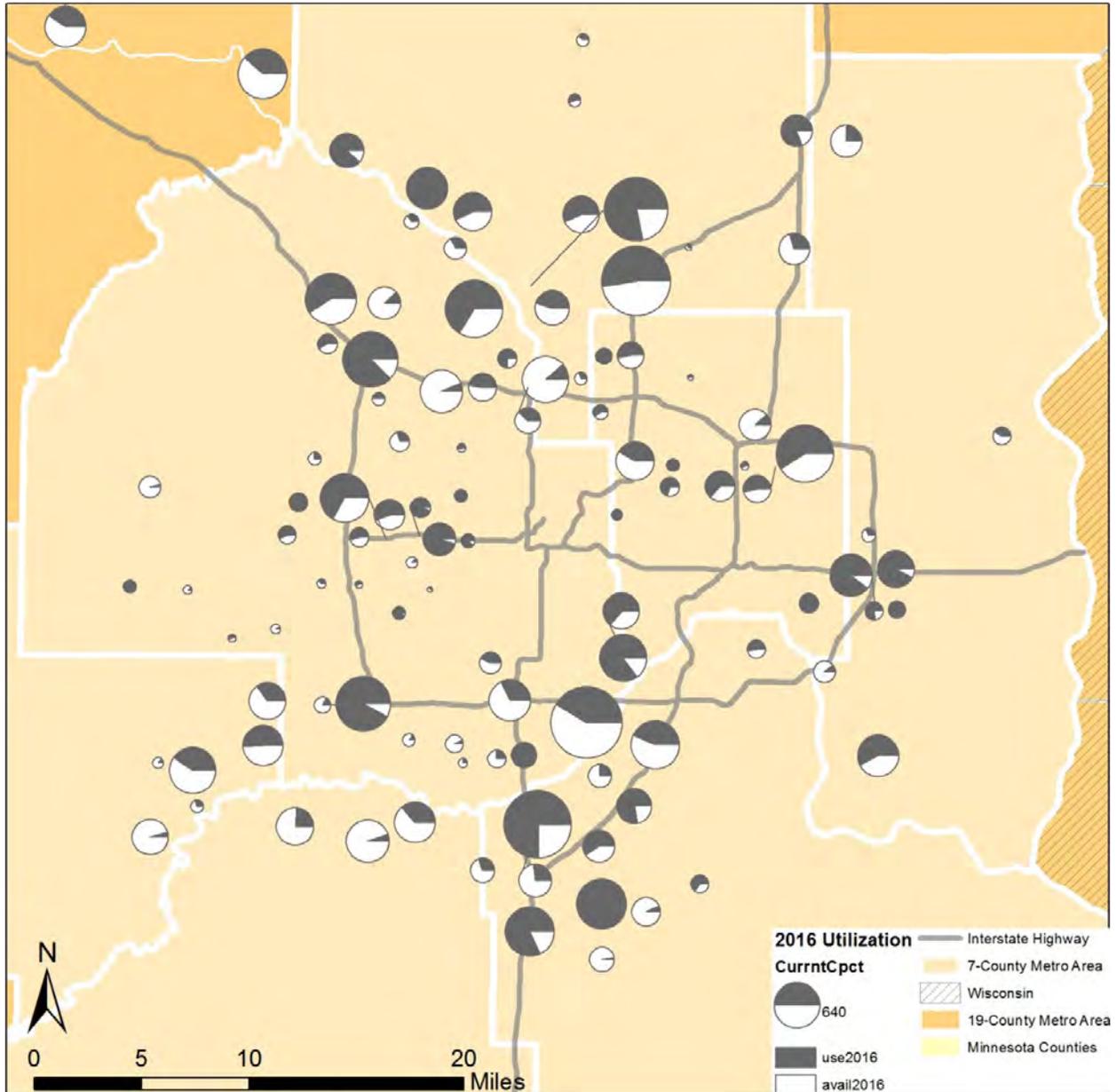
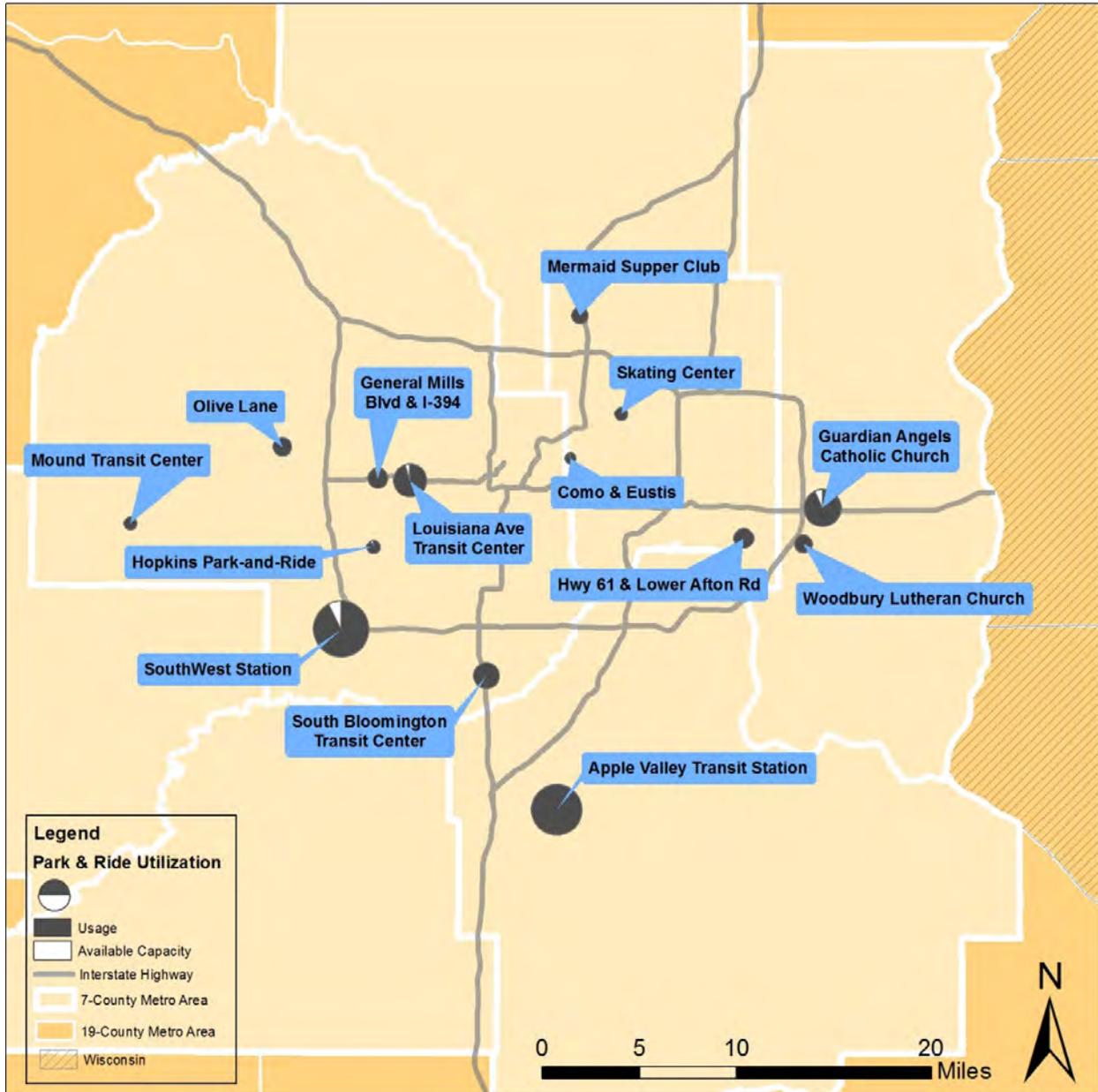


Figure 7: Facilities with greater than 90% utilization



Greatest Available Capacity

Figure 8 shows the facilities with the most available capacity, where more than 50 percent of parking spaces are not used. 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

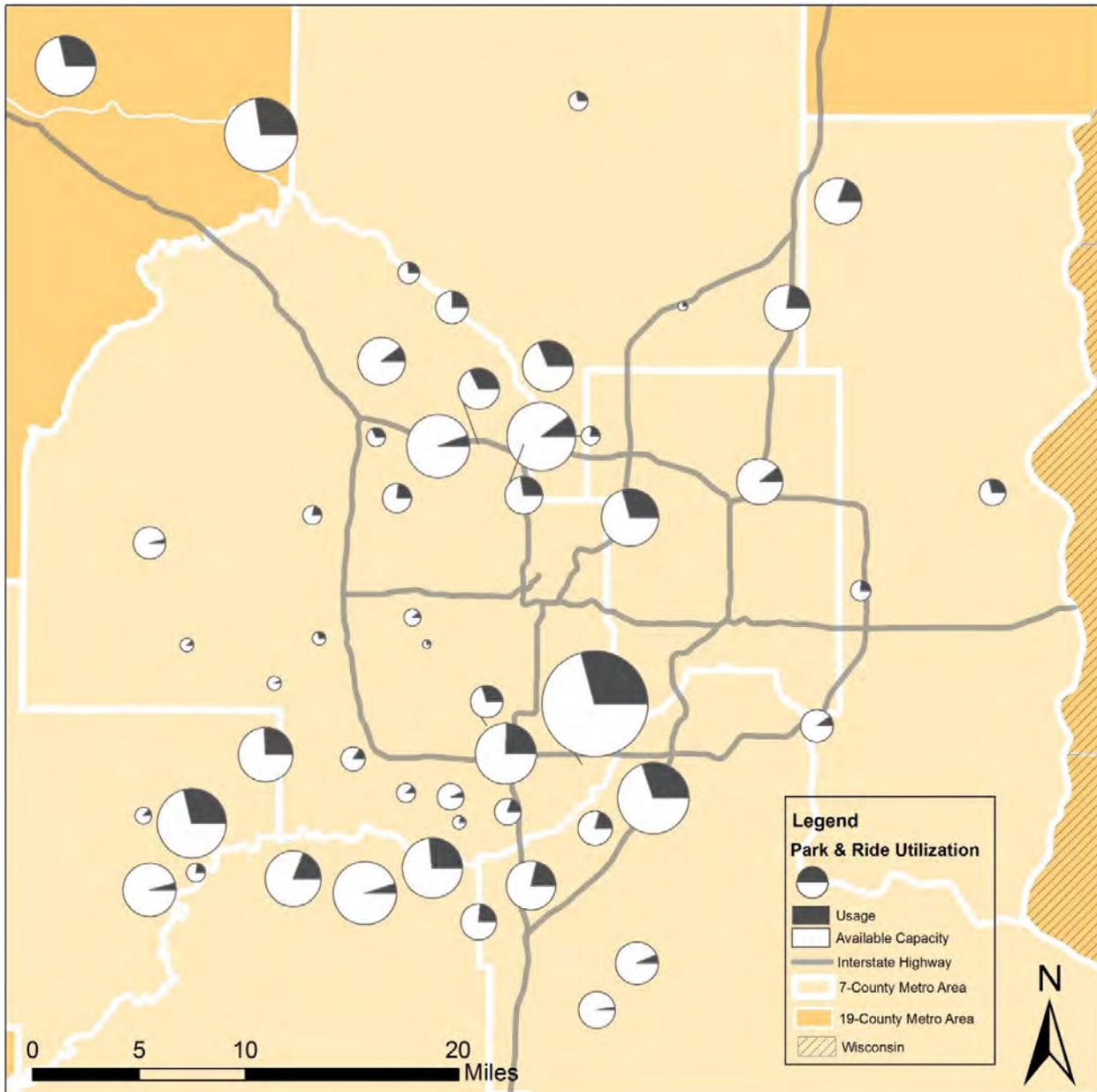


Table 12: Large facilities at less than 50% utilized

Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Available Capacity	Usage Change 2015-2016	2015 Usage	2015 % Utilized
28th Ave Station	Bloomington	1585	656	41%	929	-205	861	62%
Anoka Station	Anoka	525	188	36%	337	25	163	43%
Fridley Station	Fridley	668	76	11%	592	24	52	8%
Knox Avenue at Best Buy	Richfield	525	171	33%	354	9	162	31%
63rd Ave & Bottineau Blvd	Brooklyn Park	565	35	6%	530	4	31	5%
Southbridge Crossing	Shakopee	513	187	36%	326	-19	206	40%
Big Lake Station	Big Lake	518	208	40%	310	-36	244	47%
Eagle Creek Transit Station	Shakopee	563	30	5%	533	-42	72	13%
Eagan Transit Station	Eagan	719	310	43%	409	-44	354	49%
Elk River Station (171st Ave & Tyler St)	Elk River	754	288	38%	466	-47	335	44%
East Creek Station	Chaska	675	273	40%	402	-220	493	73%

Table 13: Medium facilities at less than 50% utilized

Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Available Capacity	Usage Change 2015-2016	2015 Usage	2015 % Utilized
I-35W & Co Rd C	Roseville	460	191	42%	269	-14%	223	48%
Marschall Road Transit Station	Shakopee	442	105	24%	337	110%	50	11%
Heart of the City	Burnsville	343	92	27%	251	44%	64	19%
Newport Transit Station	Newport	150	17	11%	133	325%	4	3%
I-35E & County Road 14	Lino Lakes	300	88	29%	212	9%	81	27%
St Croix Valley Recreation Center	Stillwater	100	41	41%	59	21%	34	34%
Nathan Lane	Plymouth	120	36	30%	84	16%	31	26%
Southdale Transit Center	Edina	147	62	42%	85	5%	59	58%
Forest Lake Transit Center	Forest Lake	308	74	24%	234	1%	73	24%
I-35E & County Road E	Vadnais Heights	300	36	12%	264	3%	35	12%
Regal Cinemas 20	Brooklyn Center	200	76	38%	124	0%	76	38%
Maple Plain	Maple Plain	150	6	4%	144	0%	6	4%
Carver Station	Carver	400	18	5%	382	-5%	19	5%
Northtown Transit Center	Blaine	366	166	45%	200	-1%	167	46%
St. Luke's Lutheran Church	Bloomington	100	25	25%	75	-7%	27	27%
Lakeville Cedar	Lakeville	190	4	2%	186	-43%	7	4%
St. Edward's Catholic Church	Bloomington	100	7	7%	93	-30%	10	10%
Northstar Link Lot	St. Cloud	146	38	26%	108	-12%	43	29%
Zachary Ln & 96th Ave	Maple Grove	322	39	12%	283	-13%	45	14%
Cedar Grove Transit Station	Eagan	166	43	26%	123	-17%	52	31%
157th St Station	Apple Valley	258	18	7%	240	-38%	29	11%
West River Rd & 117th Ave	Champlin	151	49	32%	102	-23%	64	42%
Savage Park & Ride	Savage	182	56	31%	126	-25%	75	41%
65th Ave & Brooklyn Blvd	Brooklyn Center	239	113	47%	126	-18%	138	58%
Chanhassen Transit Station	Chanhassen	420	146	35%	274	-26%	198	47%

Table 14: Small facilities at less than 50% utilized

Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Available Capacity	Usage Change 2015-2016	2015 Usage	2015 % Utilized
Dunkirk Park and Ride	Plymouth	50	14	28%	36	N/A	N/A	N/A
St. Andrews's Church (overflow from SW Station)	Eden Prairie	82	15	18%	67	11	4	5%
Minnetonka Blvd & Steele St	Minnetonka	25	10	40%	15	4	6	24%
Clover Fields	Chaska	39	6	15%	33	1	5	13%
Shepherd of the Grove Church	Maple Grove	50	24	48%	26	0	24	48%
Hwy 7 & Vinehill Rd	Shorewood	27	2	7%	25	-1	3	11%
St. Joseph's Church	Lino Lakes	12	4	33%	8	-1	5	42%
Hwy 7 & Texas Ave	St. Louis Park	10	3	30%	7	-1	4	40%
Normandale Village	Bloomington	25	6	24%	19	-2	8	32%
Walnut St & Chaska Blvd	Chaska	50	15	30%	35	-3	18	36%
Westwood Lutheran Church	St. Louis Park	40	5	13%	35	-4	9	23%
Navarre Center	Orono	25	3	12%	22	-6	9	36%
East Bethel Theatre	East Bethel	50	19	38%	31	-7	26	52%
Walton Park	Oakdale	58	18	31%	40	-10	28	48%
Preserve Village Mall	Eden Prairie	50	7	14%	43	-10	17	34%
Church of St. William	Fridley	50	15	30%	35	-13	28	56%
Richardson Park	Champlin	66	23	35%	43	-20	43	65%

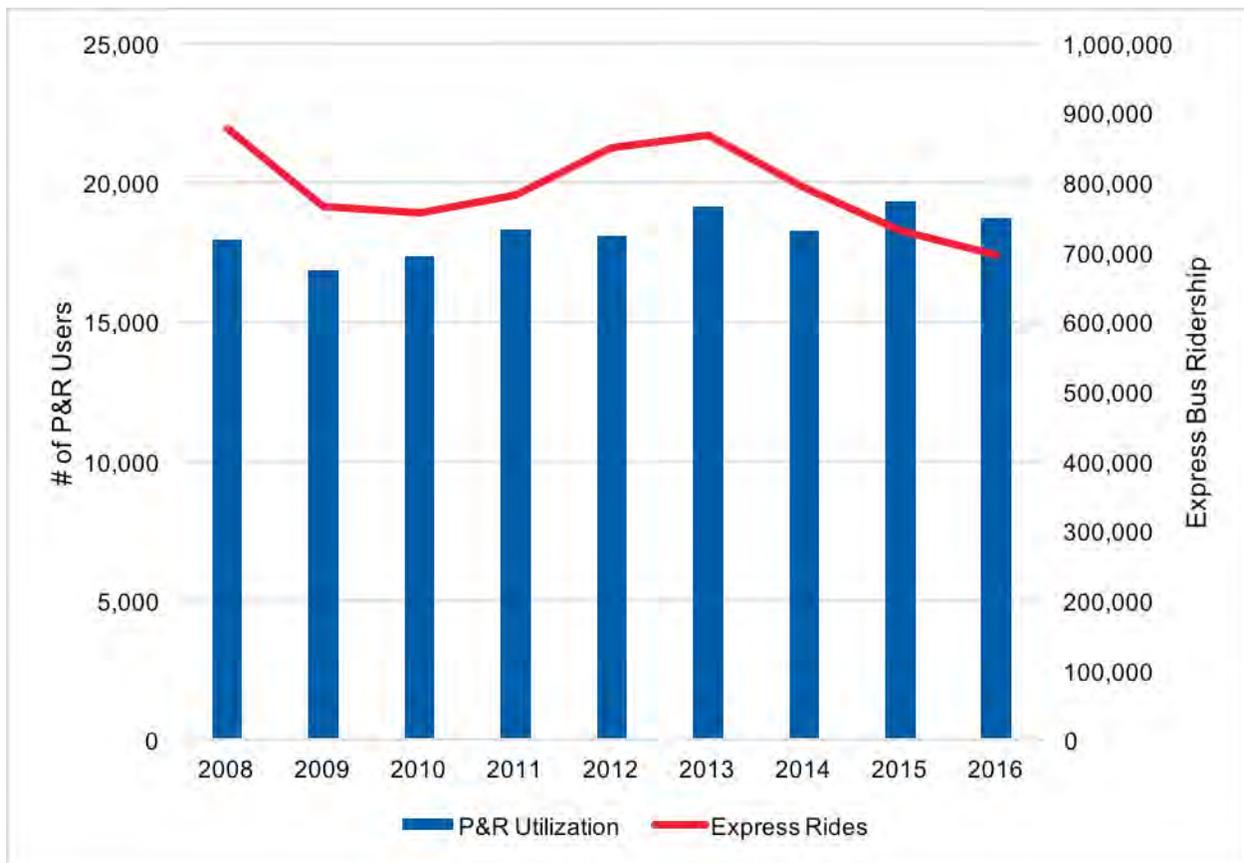
Factors Impacting Park-and-Ride Usage

Many variables influence the overall utilization of park and rides. Some of these factors are discussed in the following sections of this report.¹

Express Bus Ridership Levels

Most people who use park-and-ride facilities in the Twin Cities rely on express busses. As such, overall park-and-ride usage may fluctuate with the addition or elimination of express service. Increases or decreases in service frequency can also impact park-and-ride usage. Park-and-ride usage trends have closely followed overall express bus ridership in the region, though 2015 and 2016 have seen this relationship weaken to a slight degree.

Figure 9: October Express Bus Ridership & Park-and-Ride Usage, 2008 – 2016

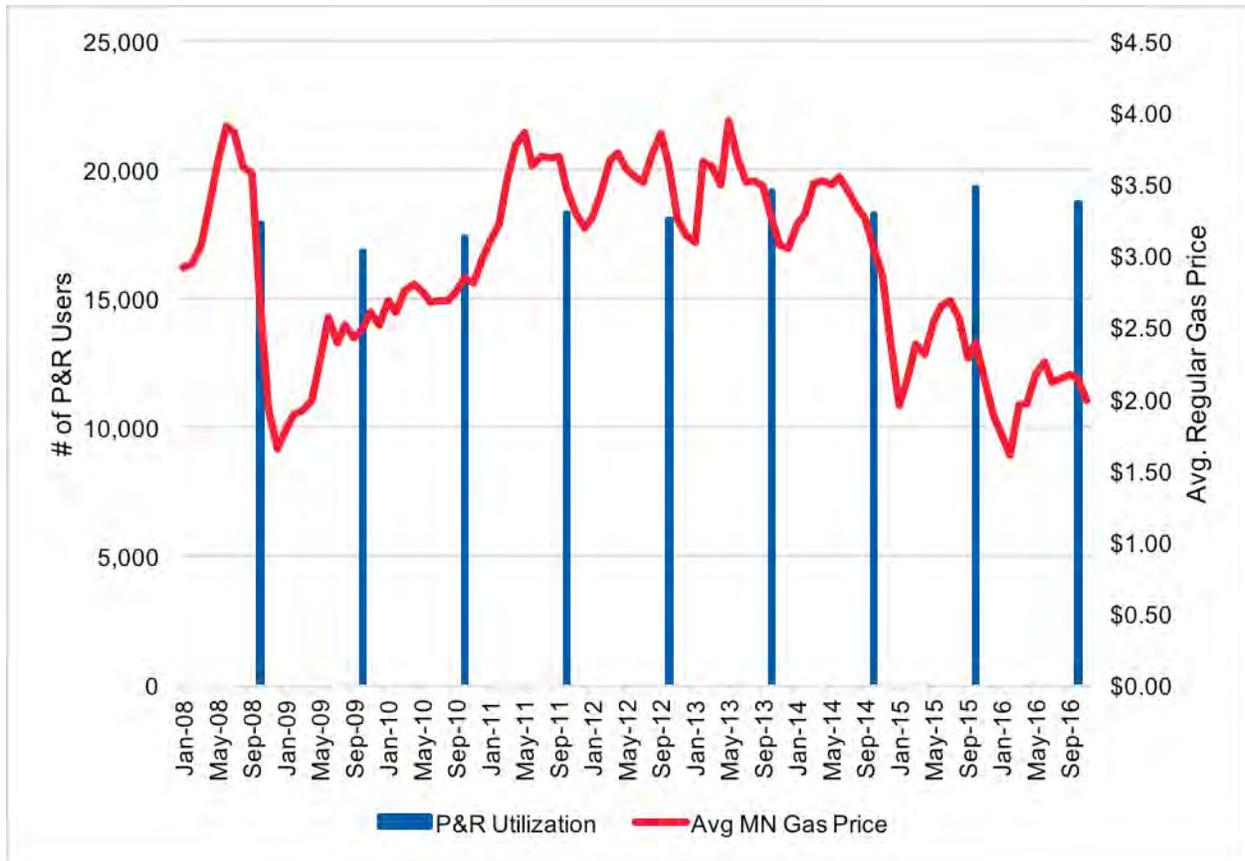


¹ Factors are not listed in order of magnitude.

Motor Vehicle Fuel Costs

The price of gasoline has fallen sharply in the last year-and-a-half to levels not seen since the mid-2000s. Lower fuel costs make it more challenging for transit to compete with private automobile usage, which may be contributing to the decline in express bus ridership as is seen in Figure 9 above. It is uncertain whether the discovery of additional domestic petroleum reserves will perpetuate the trend of lower gasoline prices, or if a return to the price volatility seen in past years is likely in the near future.

Figure 10: Average Gas Price in Minnesota & Park-and-Ride Utilization, 2008 – 2016²



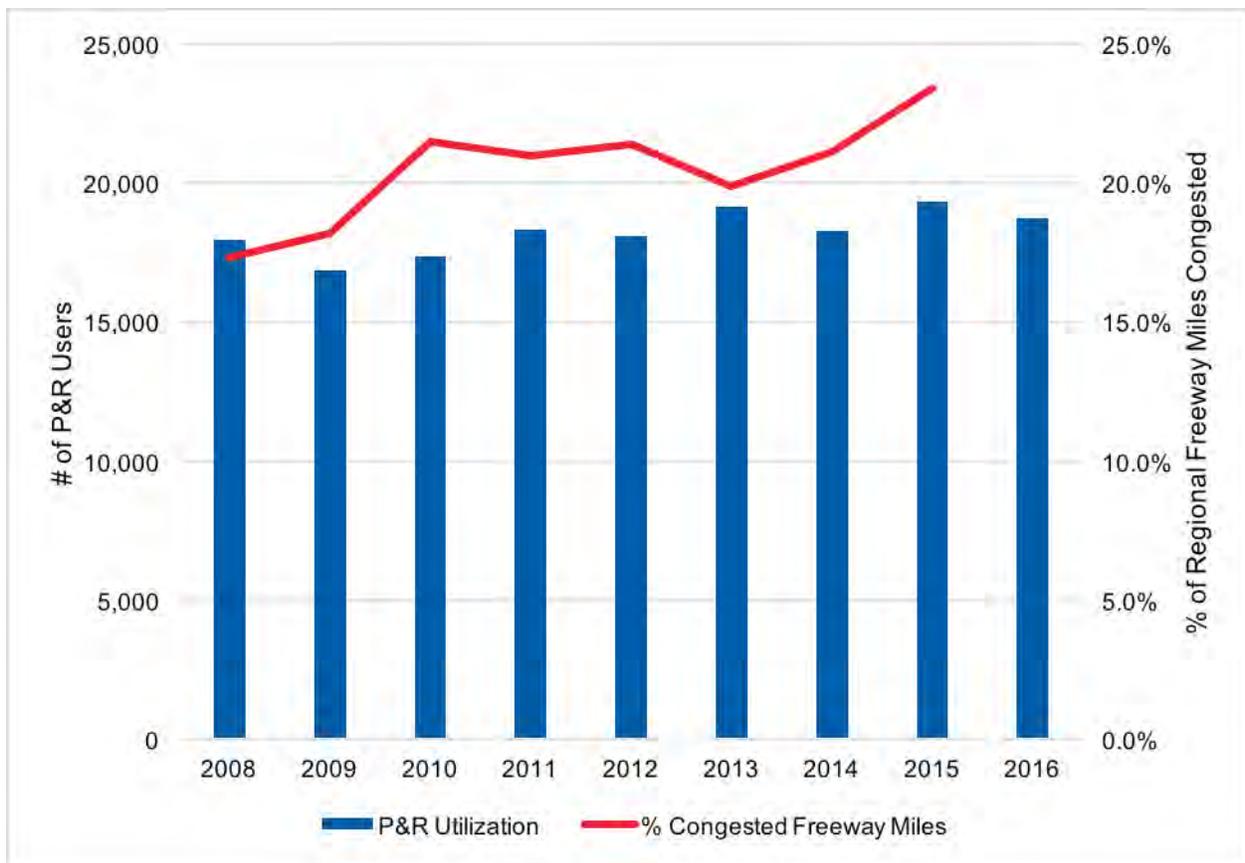
2 [Minnesota regular retail gasoline prices](#), U.S. Energy Information Administration.

Twin Cities Freeway Congestion

Congestion on the Twin Cities' roadways has an impact on whether people choose to drive or select a different option to travel to work, school, or for other reasons. Many on-highway transit services can avoid significant congestion impacts by utilizing transit advantages like ramp bypass meters or bus-only shoulders. With these advantages transit providers are able to offer a low-stress, consistent experience even when congestion fluctuates on a day-to-day basis.

MnDOT's 2015 Metropolitan Freeway System Report provides data on congestion across the region's freeways. In 2015 23.4 percent of freeways were congested, a 2.3 percent increase over 2014, setting a new all-time high. From 2008 to 2014 congestion hovered around 20 percent, and it remains to be seen whether 2015 congestion levels are the beginning of a new trend or an outlier.

Figure 11: Metropolitan Congestion Levels and Park-and-Ride Utilization, 2008 - 2016³

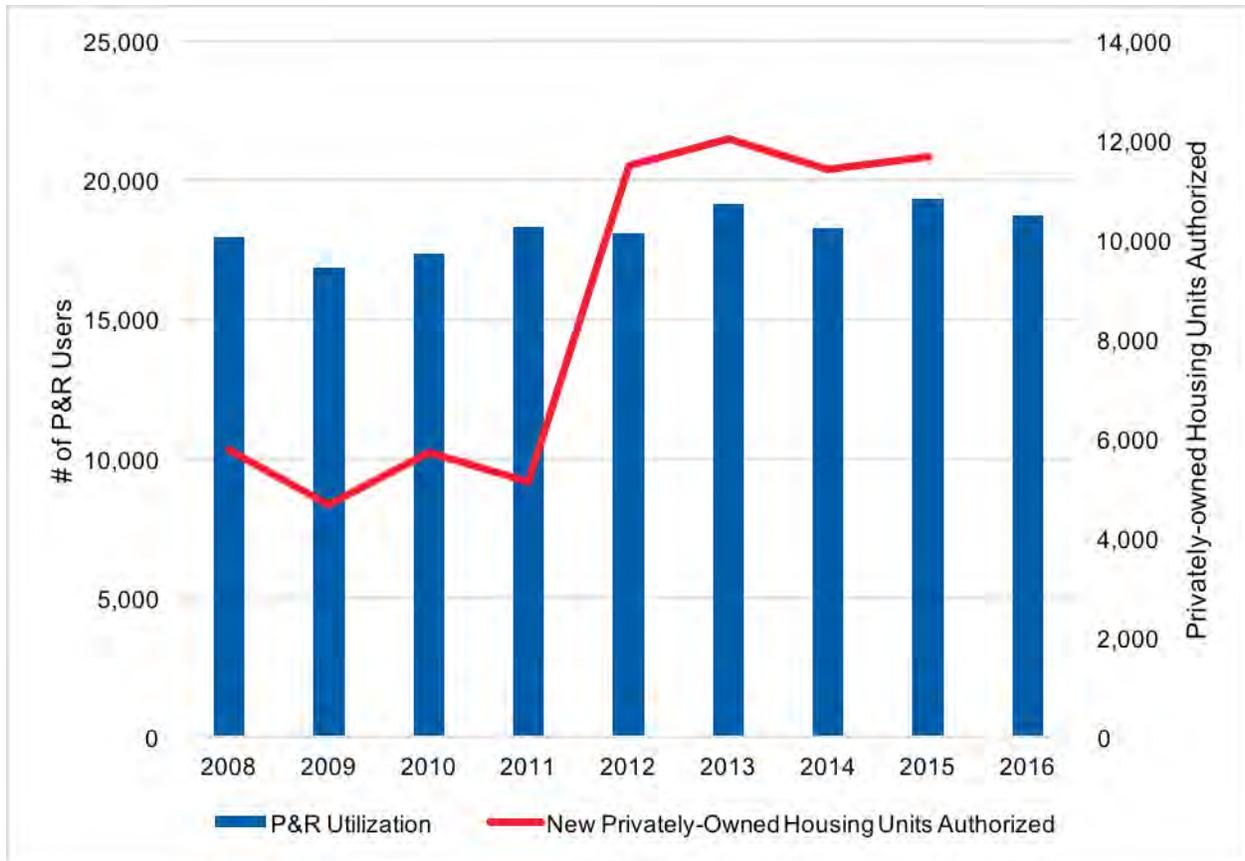


3 [Metropolitan Freeway System 2015 Congestion Report](#), MnDOT Metro District – Regional Transportation Management Center

Metropolitan Area Housing Starts

Park-and-Ride facilities predominantly serve suburban customers who travel to a park-and-ride to create artificial population densities that allow for greater levels of service. The largest proportions of future housing unit growth are projected to occur in the center cities of Minneapolis and St. Paul, and in cities on the suburban edge.⁴ The number of new private housing units constructed has increased in recent years, leading to more potential customers in suburban markets.

Figure 12: New Privately-Owned Housing Units Authorized & Park-and-Ride Utilization, 2008 - 2016⁵



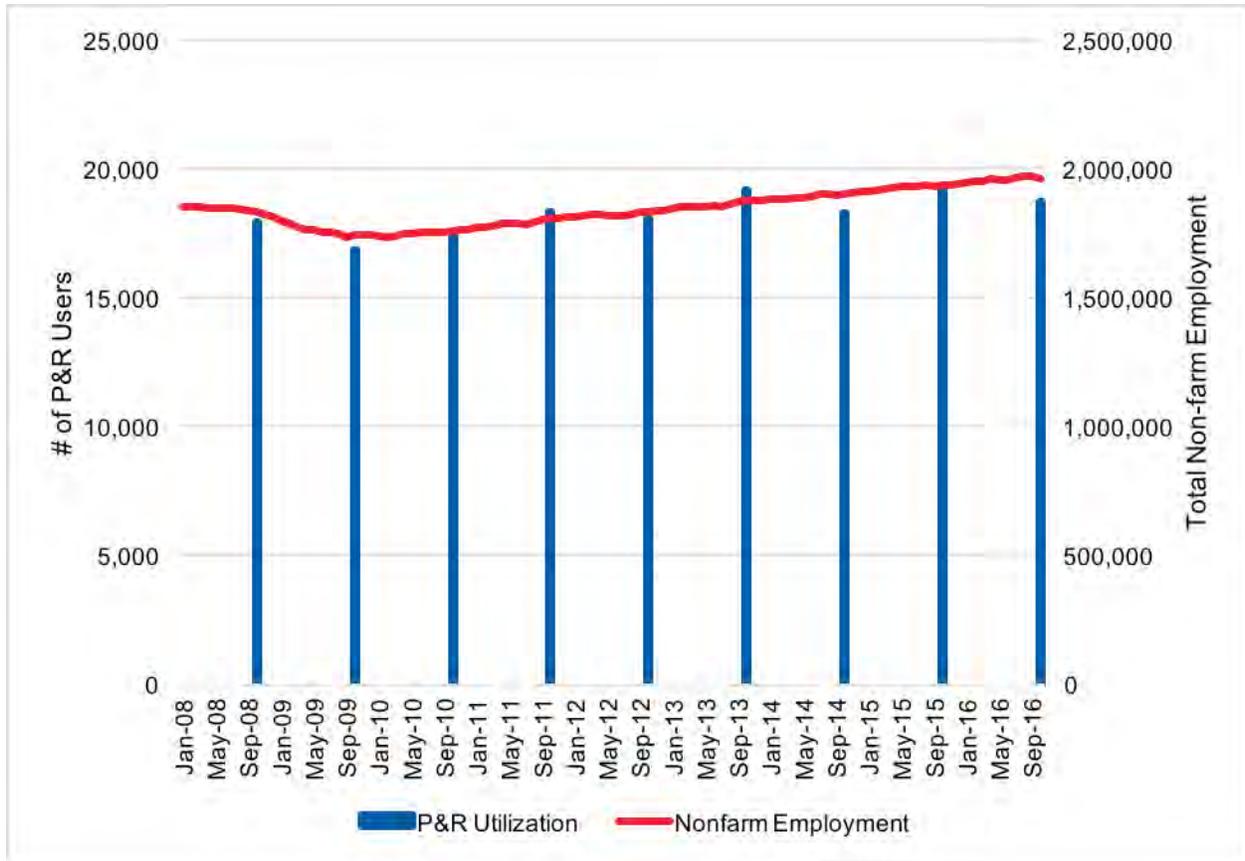
4 [Metropolitan Council MetroStats; The Twin Cities Region's Local Forecasts](#), July 2015

5 [U.S. Census Building Permits Survey, 2015](#)

Employment

Transit trips from park-and-rides are largely focused on serving peak-period work and school trips. Overall employment levels have continued to grow in the Twin Cities, though the degree to which this growth in employment fits the historically-dominant 9-to-5 model is uncertain. Flexible work schedules, locations, and employers that are located outside of the urban core all influence whether or not a commuter decides to use transit.

Figure 13: Non-farm Employment in the Minneapolis-St. Paul-Bloomington MSA & Park-and-Ride Utilization, 2008 - 2016⁶



6 [Bureau of Labor Statistics, 2016](#)

Data Processing

Metro Transit obtained Minnesota user origin data from the Driver and Vehicle Services (DVS) Division of the Minnesota Department of Public Safety. Geocoding user origin data makes it possible to show generalized customer origins while protecting individual user privacy. User data, including home addresses, are kept private and secure in accordance with a data practices agreement between DVS and the Metropolitan Council.

Table 15: User home origins from Minnesota license plates: geocoding process

Process	Count	Percentage
Successfully geocoded (mapped) addresses	17,753	91.9%
Addresses could not be mapped	503	2.6%
Duplicate license plates counted	173	0.9%
License plate did not generate address	85	0.4%
Out-of-state plates	730	3.8%
License plate not recorded (dealer plates)	68	0.4%
Total Number of Park-and-Ride/Pool Users	19,312	100%

Maps of customer origins provide information about user travel patterns and allows Metro Transit and other transit providers to plan accordingly. Plans are developed to meet demand partially through analysis of user home origins. This data also provides insights for transitway ridership forecasting. Specific driver data is kept private in conformance with state data privacy laws.

Several municipalities throughout the Twin Cities Metropolitan Area have reached an agreement with the Council to implement the Transit Capital Levy. Consequently, all taxable properties are assessed for transit and paratransit capital within these communities. These areas are collectively known as the Transit Capital Levy Communities (TCLC). The data from this year’s survey show that nearly 80 percent of all park-and-ride users reside within the TCLC and just over 20 percent of all users come from outside the TCLC to use park-and-ride facilities [Table 16].

Table 16: Park-and-Ride user home origins from Minnesota license plates by geography

Minnesota User Home Origins	Count	% of total
Inside Transit Capital Levy Communities	14,243	79.6%
Outside Transit Capital Levy Communities but Inside 7-County Metro	1,874	10.5%
Outside of the 7-County Metro Area	1,779	9.9%
GRAND TOTAL	17,896	100%

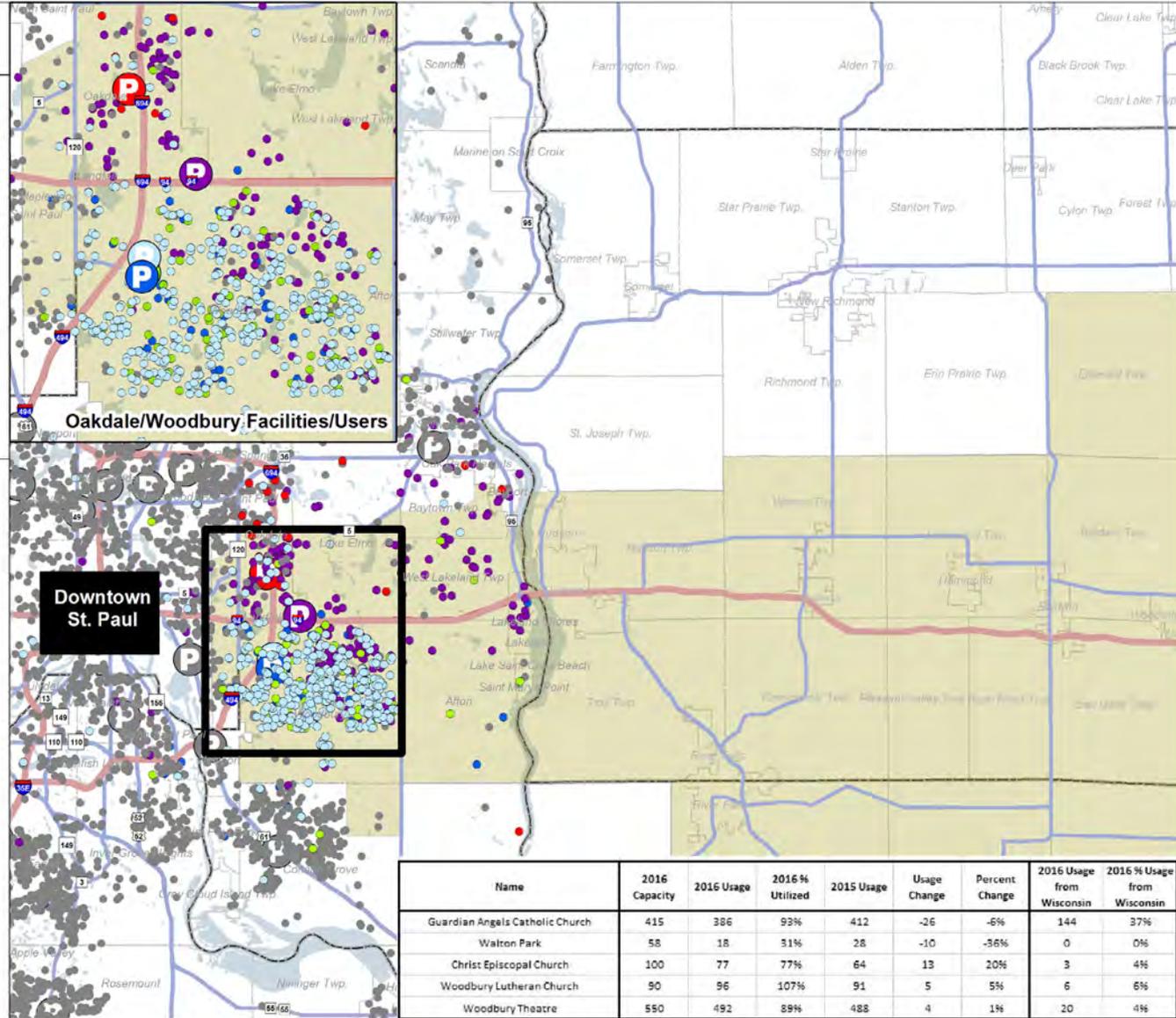
About the System Survey

The park-and-ride system has been surveyed annually since 1999, providing the region with valuable information about this critical transportation system component. System-wide license plate surveys are conducted biennially as part of the system survey process and were last collected in 2014. The 2016 survey included license plate collection at one facility that has opened since the 2015 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 were held 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 2016 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. 27 – Thursday, Sept. 29; and Tuesday, Oct. 4 – Thursday, Oct. 6.

Appendix A: Regional Park-and-Ride User Origin Maps

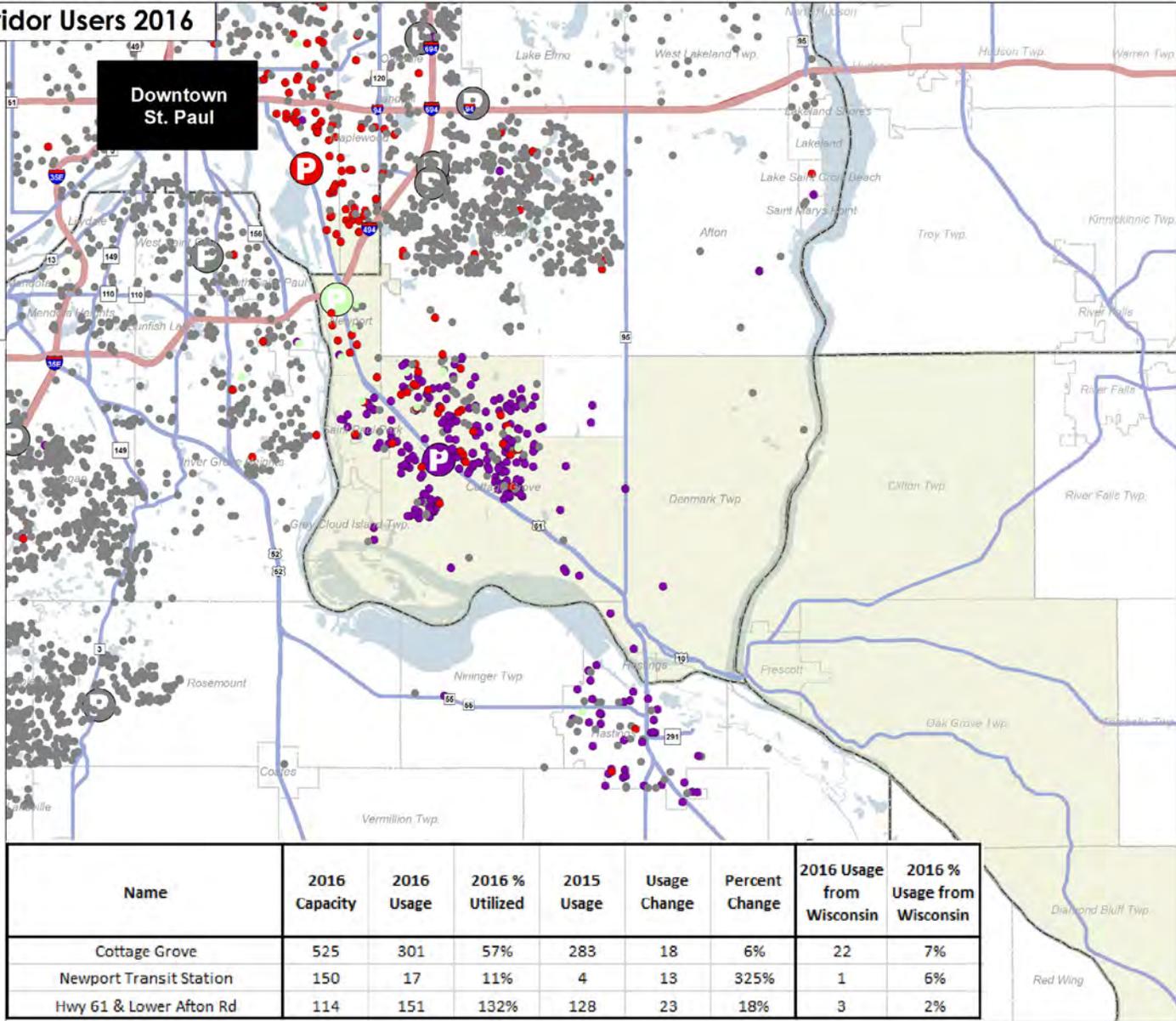
I. I-94 East Corridor Users 2016

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

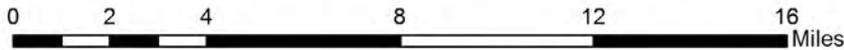


II. Hwy 61 South Corridor Users 2016

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



Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
Cottage Grove	525	301	57%	283	18	6%	22	7%
Newport Transit Station	150	17	11%	4	13	325%	1	6%
Hwy 61 & Lower Afton Rd	114	151	132%	128	23	18%	3	2%

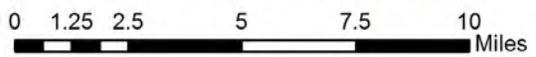
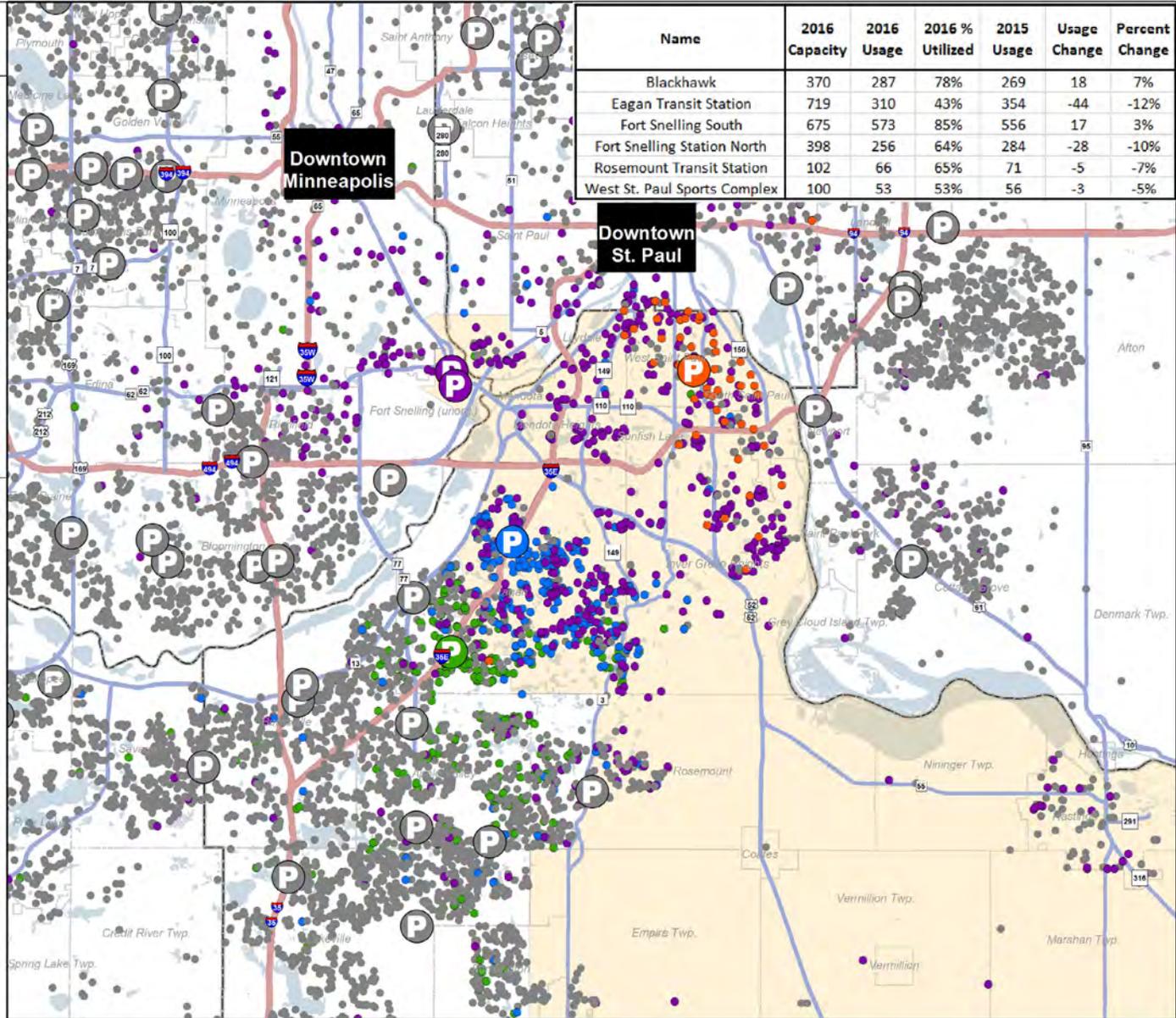


III. Hwy 52/55 Corridor Users 2016

Park & Ride Facilities

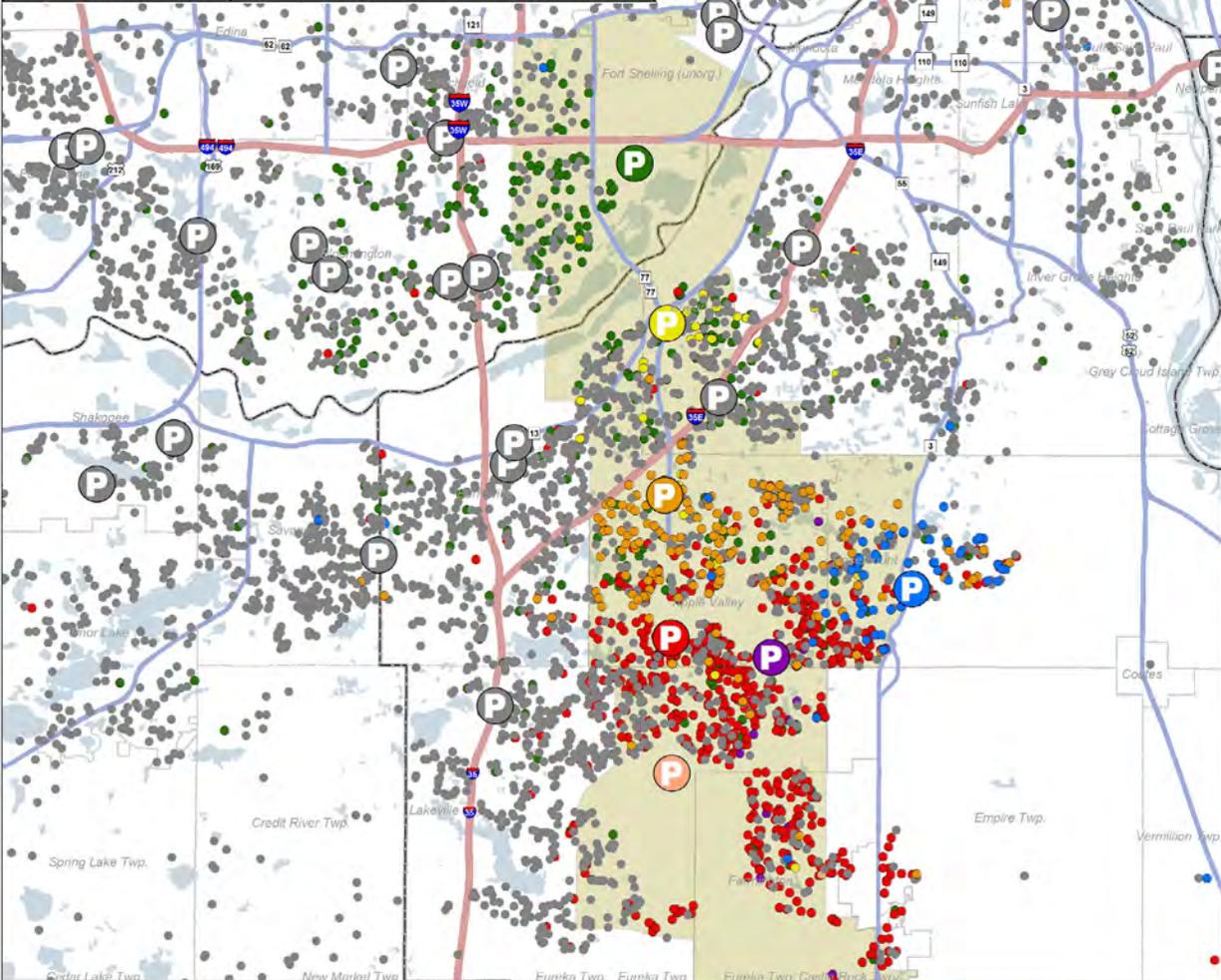
-  Blackhawk
-  Eagan Transit Station
-  Fort Snelling Station North
-  Fort Snelling Station South
-  West St Paul Sports Complex
-  Other Park & Ride Facilities
-  Other P&R Users
-  Travel Corridor

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
Blackhawk	370	287	78%	269	18	7%
Eagan Transit Station	719	310	43%	354	-44	-12%
Fort Snelling South	675	573	85%	556	17	3%
Fort Snelling Station North	398	256	64%	284	-28	-10%
Rosemount Transit Station	102	66	65%	71	-5	-7%
West St. Paul Sports Complex	100	53	53%	56	-3	-5%



IV. Hwy 77 South Corridor Users 2016

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
157th St Station	258	18	7%	29	-11	-38%
Apple Valley Transit Station	768	767	100%	759	8	1%
Palomino Hills	318	188	59%	256	-68	-27%
28th Ave Station	1585	656	41%	861	-205	-24%
Cedar Grove Transit Station	166	43	26%	52	-9	-17%
Lakeville Cedar	190	4	2%	7	-3	-43%





0 1 2 4 6 8 Miles

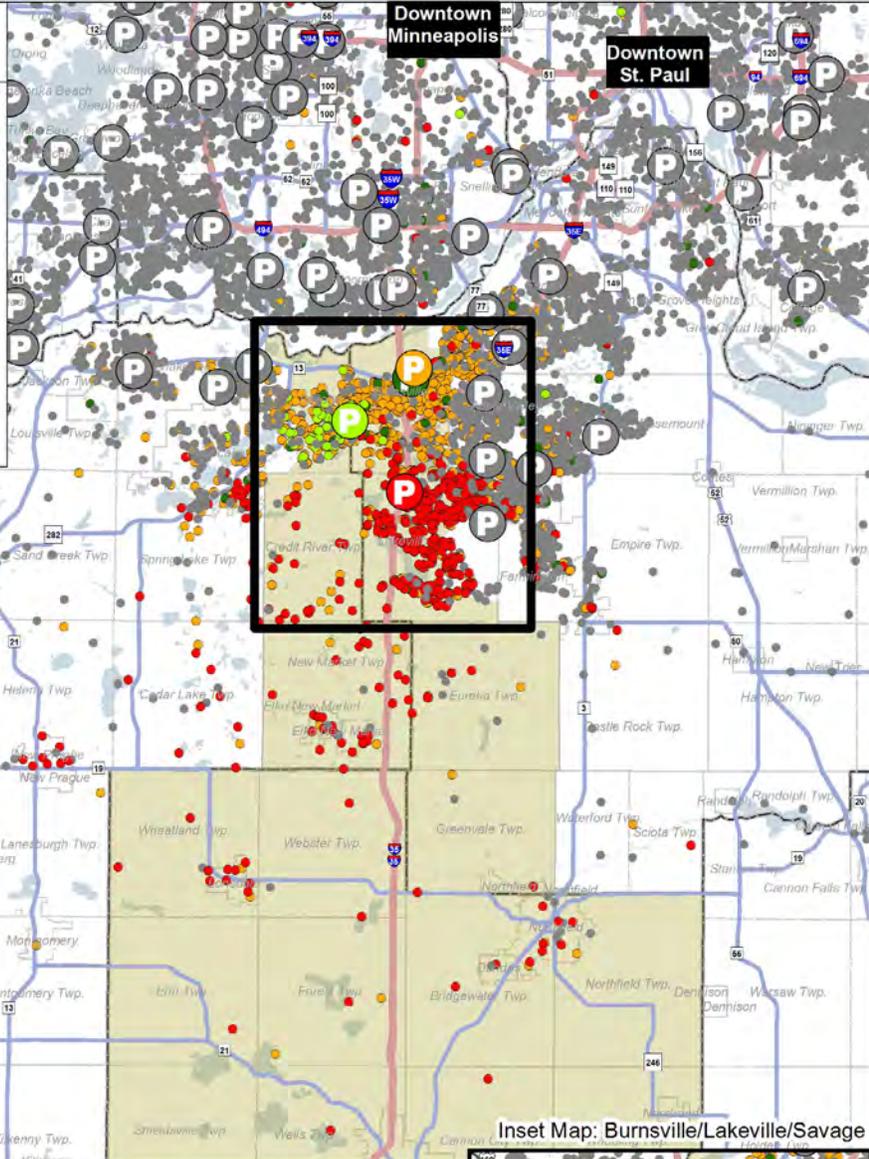



Park & Ride Facilities

- P 157th St Station
- P 28th Ave Station
- P Apple Valley Transit Station
- P Cedar Grove Park-and-Ride
- P Lakeville Cedar
- P Palomino Hills
- P Rosemount Transit Station
- P Other Park and Ride Facilities
- Other P&R Users
- Travel Corridor

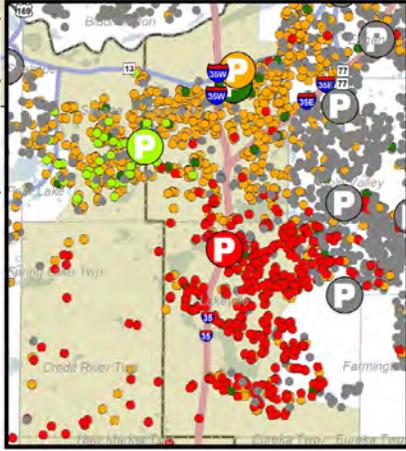
V. I-35W South Lower Corridor Users 2016

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



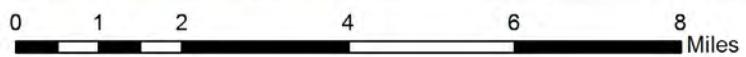
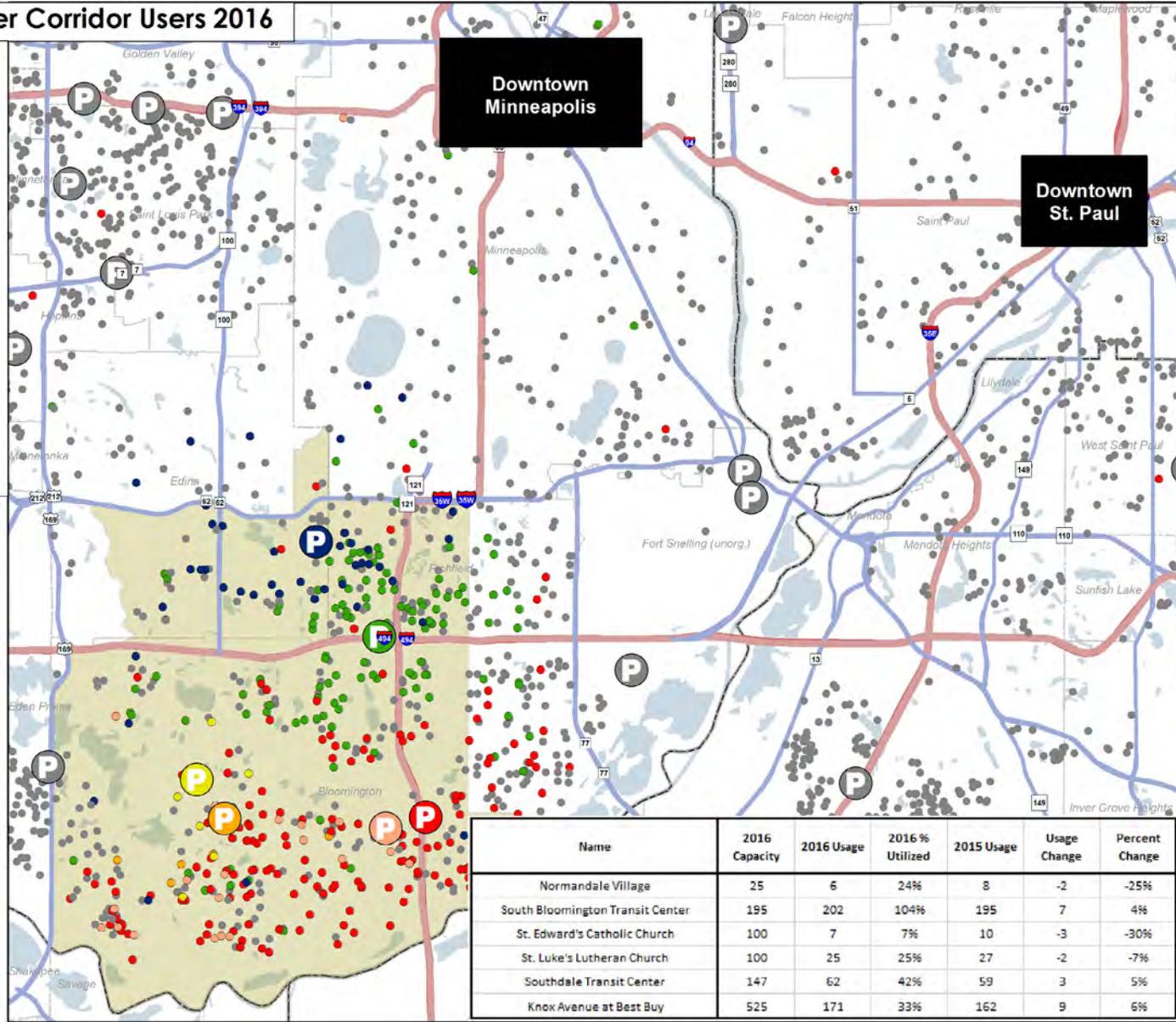
Inset Map: Burnsville/Lakeville/Savage

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
Burnsville Transit Station	1428	1080	76%	1196	-116	-10%
Heart of the City	343	92	27%	64	28	44%
I-35 & Kenrick Ave	750	615	82%	593	22	4%
Savage Park & Ride	182	56	31%	75	-19	-25%



VI. I-35W South Upper Corridor Users 2016

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



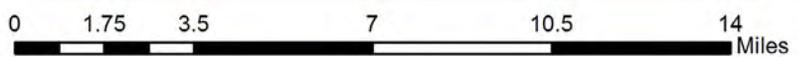
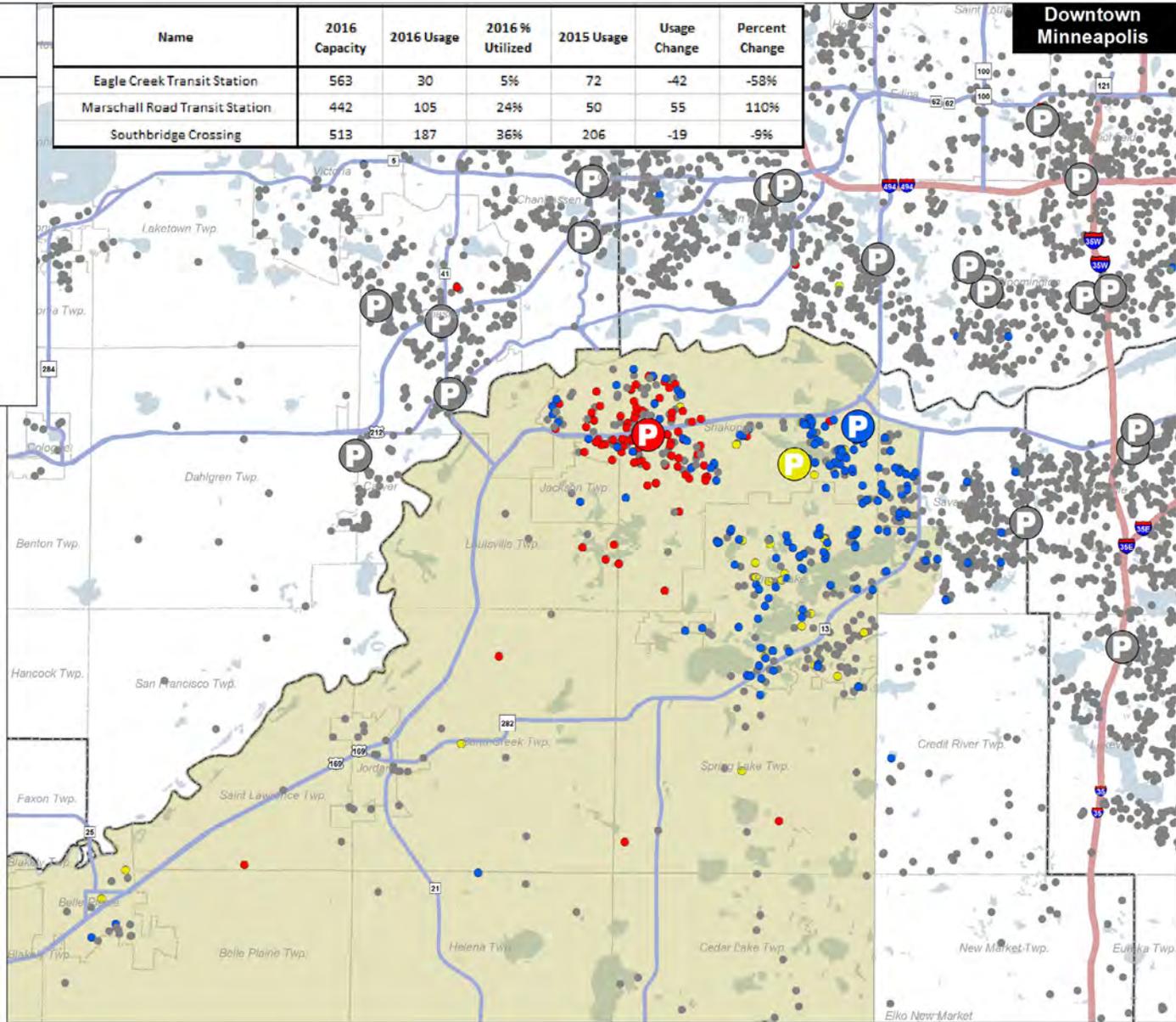
VII. Hwy 169 South Corridor Users 2016

Park & Ride Facilities

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

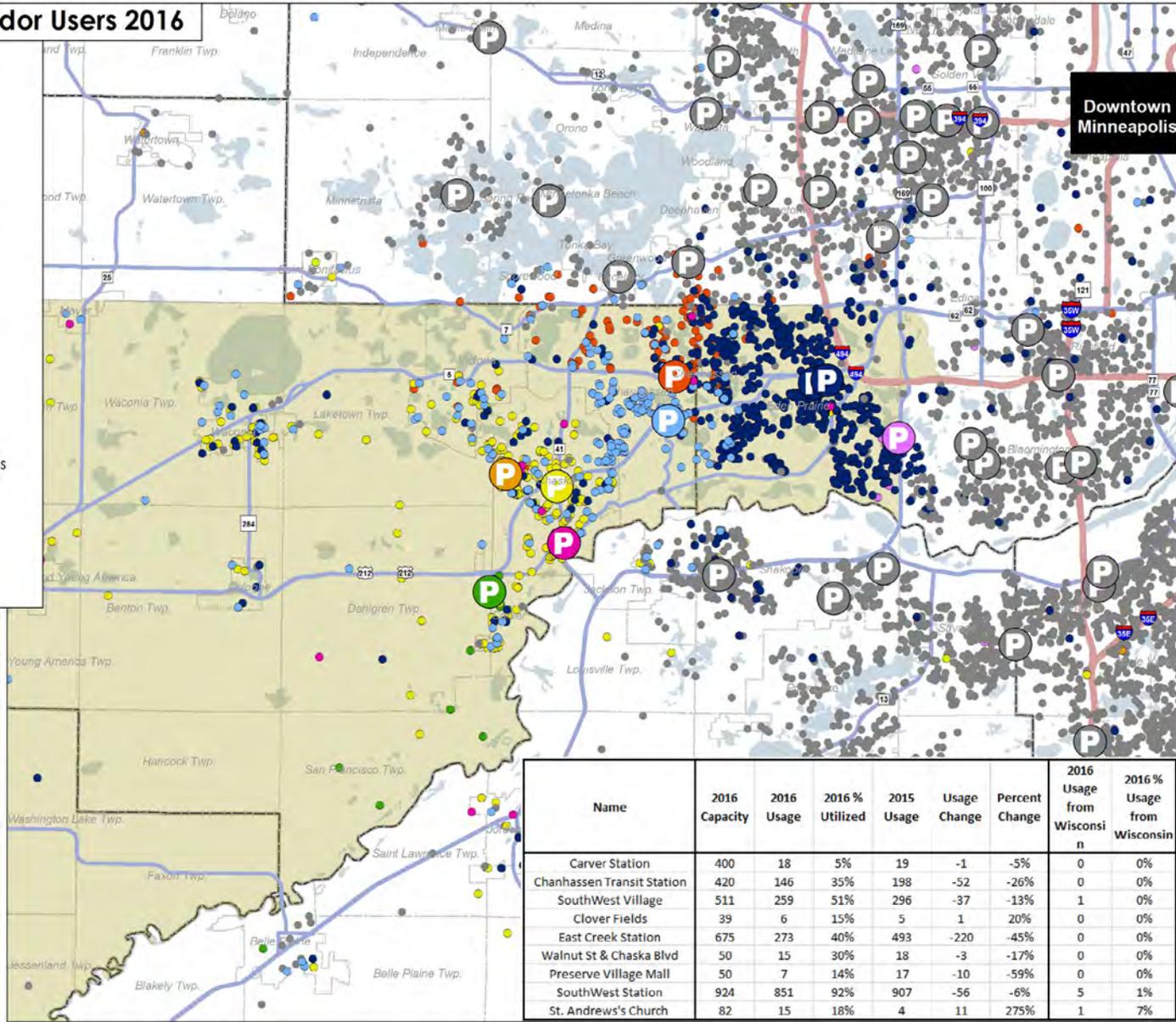
Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
Eagle Creek Transit Station	563	30	5%	72	-42	-58%
Marschall Road Transit Station	442	105	24%	50	55	110%
Southbridge Crossing	513	187	36%	206	-19	-9%

Downtown Minneapolis



VIII. Hwy 212/5 Corridor Users 2016

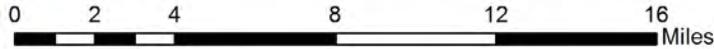
- Park & Ride Facilities**
- P Carver Station
 - P Chanhassen Transit Station
 - P Clover Fields
 - P East Creek Station
 - P Preserve Village Mall
 - P SouthWest Station
 - P SouthWest Village
 - P Walnut St & Chaska Blvd
 - P Other Park and Ride Facilities
 - Other P&R Users
 - ▭ Travel Corridor



Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
Carver Station	400	18	5%	19	-1	-5%	0	0%
Chanhassen Transit Station	420	146	35%	198	-52	-26%	0	0%
SouthWest Village	511	259	51%	296	-37	-13%	1	0%
Clover Fields	39	6	15%	5	1	20%	0	0%
East Creek Station	675	273	40%	493	-220	-45%	0	0%
Walnut St & Chaska Blvd	50	15	30%	18	-3	-17%	0	0%
Preserve Village Mall	50	7	14%	17	-10	-59%	0	0%
SouthWest Station	924	851	92%	907	-56	-6%	5	1%
St. Andrew's Church	82	15	18%	4	11	275%	1	7%



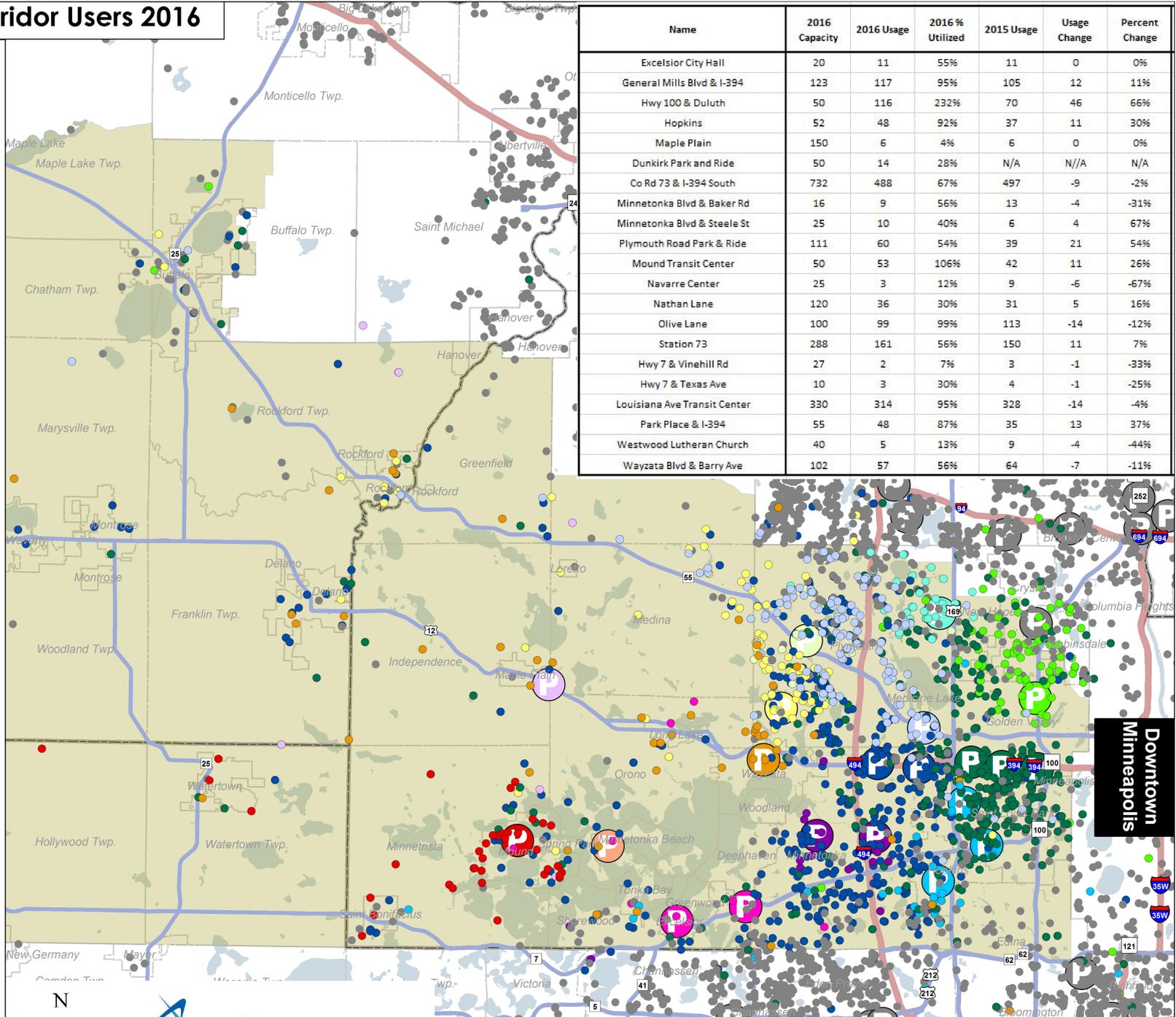
MetroTransit



IX. I-394/Hwy 12 Corridor Users 2016

-  Co Rd 73 & I-394 South
-  Dunkirk Park & Ride
-  Excelsior City Hall
-  General Mills Blvd & I-394
-  Hopkins Transit Center
-  Hwy 100 & Duluth
-  Hwy 7 & Texas Ave
-  Hwy 7 & Vinehill Rd
-  Louisiana Ave Transit Center
-  Maple Plain
-  Minnetonka Blvd & Baker Rd
-  Minnetonka Blvd & Steele St
-  Mound Transit Center
-  Nathan Lane
-  Navarre Center
-  Olive Lane
-  Park Place & I-394
-  Plymouth Road Transit Center
-  Station 73
-  Wayzata Blvd & Barry Ave
-  Westwood Lutheran Church
-  Other Park and Ride Facilities
-  Travel Corridor

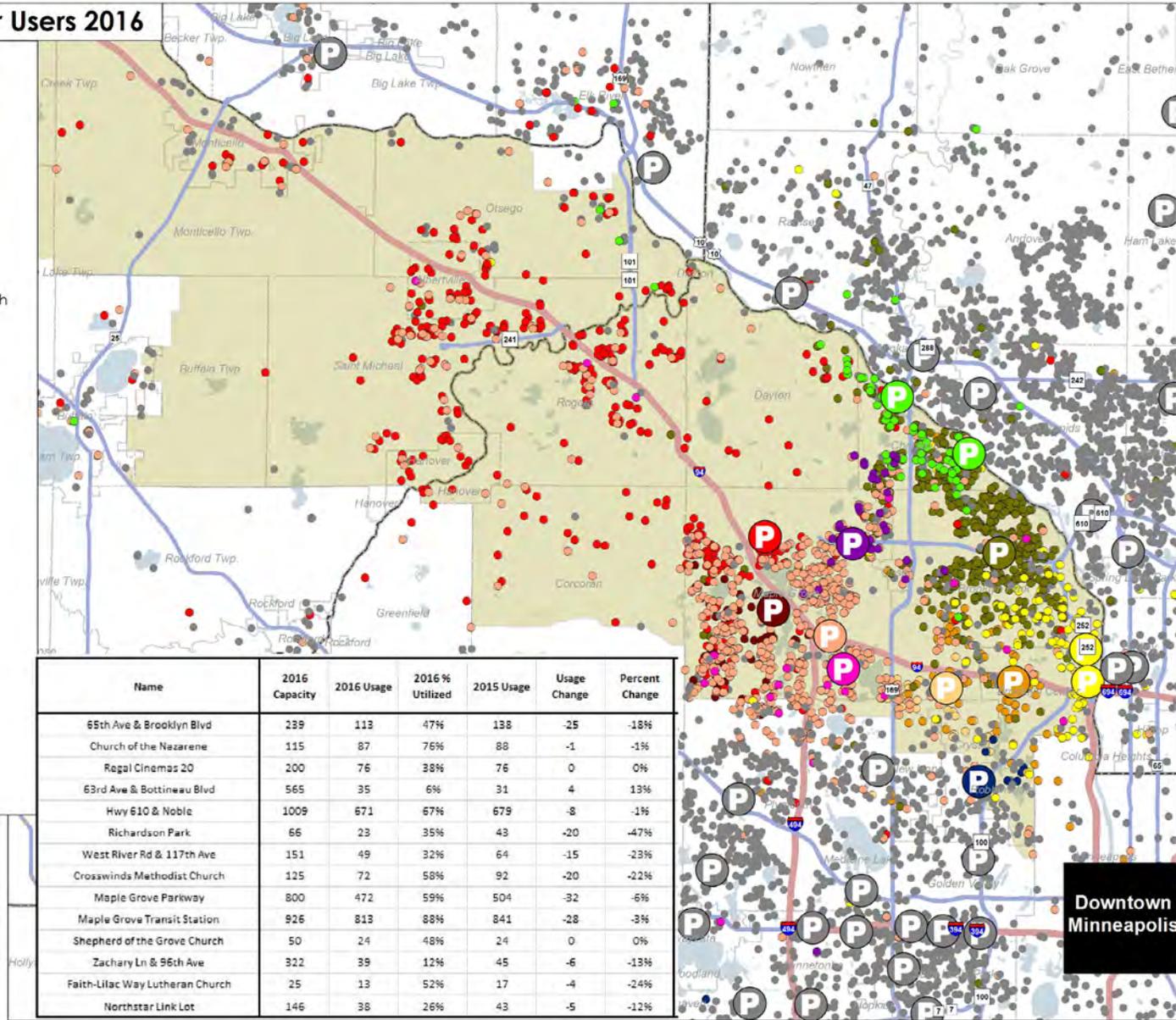
Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
Excelsior City Hall	20	11	55%	11	0	0%
General Mills Blvd & I-394	123	117	95%	105	12	11%
Hwy 100 & Duluth	50	116	232%	70	46	66%
Hopkins	52	48	92%	37	11	30%
Maple Plain	150	6	4%	6	0	0%
Dunkirk Park and Ride	50	14	28%	N/A	N/A	N/A
Co Rd 73 & I-394 South	732	488	67%	497	-9	-2%
Minnetonka Blvd & Baker Rd	16	9	56%	13	-4	-31%
Minnetonka Blvd & Steele St	25	10	40%	6	4	67%
Plymouth Road Park & Ride	111	60	54%	39	21	54%
Mound Transit Center	50	53	106%	42	11	26%
Navarre Center	25	3	12%	9	-6	-67%
Nathan Lane	120	36	30%	31	5	16%
Olive Lane	100	99	99%	113	-14	-12%
Station 73	288	161	56%	150	11	7%
Hwy 7 & Vinehill Rd	27	2	7%	3	-1	-33%
Hwy 7 & Texas Ave	10	3	30%	4	-1	-25%
Louisiana Ave Transit Center	330	314	95%	328	-14	-4%
Park Place & I-394	55	48	87%	35	13	37%
Westwood Lutheran Church	40	5	13%	9	-4	-44%
Wayzata Blvd & Barry Ave	102	57	56%	64	-7	-11%



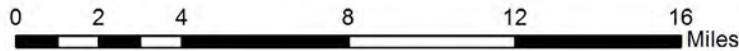
X. I-94 West Corridor Users 2016

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

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
65th Ave & Brooklyn Blvd	239	113	47%	138	-25	-18%
Church of the Nazarene	115	87	76%	88	-1	-1%
Regal Cinemas 20	200	76	38%	76	0	0%
63rd Ave & Bottineau Blvd	565	35	6%	31	4	13%
Hwy 610 & Noble	1009	671	67%	679	-8	-1%
Richardson Park	66	23	35%	43	-20	-47%
West River Rd & 117th Ave	151	49	32%	64	-15	-23%
Crosswinds Methodist Church	125	72	58%	92	-20	-22%
Maple Grove Parkway	800	472	59%	504	-32	-6%
Maple Grove Transit Station	926	813	88%	841	-28	-3%
Shepherd of the Grove Church	50	24	48%	24	0	0%
Zachary Ln & 96th Ave	322	39	12%	45	-6	-13%
Faith-Lilac Way Lutheran Church	25	13	52%	17	-4	-24%
Northstar Link Lot	146	38	26%	43	-5	-12%



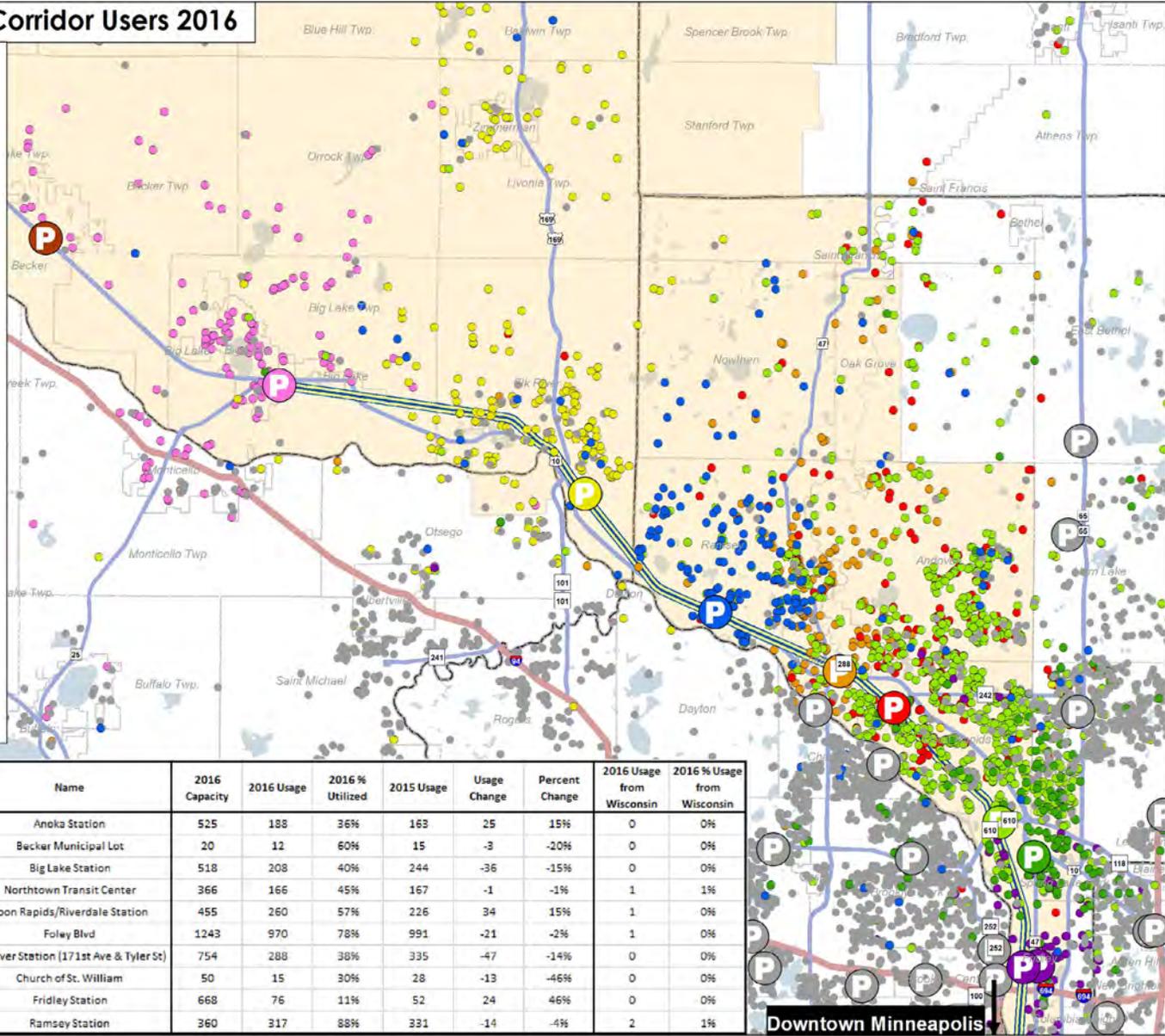
Downtown Minneapolis



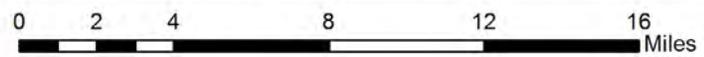
XI. Hwy 10/169 North Corridor Users 2016

Park & Ride Facilities

-  Anoka Station
-  Becker Municipal Lot
-  Big Lake Station
-  Church of St. William
-  Coon Rapids/Riverdale Station
-  Elk River Station (171st Ave & Tyler St)
-  Foley Blvd
-  Fridley Station
-  Northtown Transit Center
-  Ramsey Station
-  Other Park-and-Ride Facilities
-  Other P&R Users
-  Northstar Commuter Rail
-  Travel Corridor



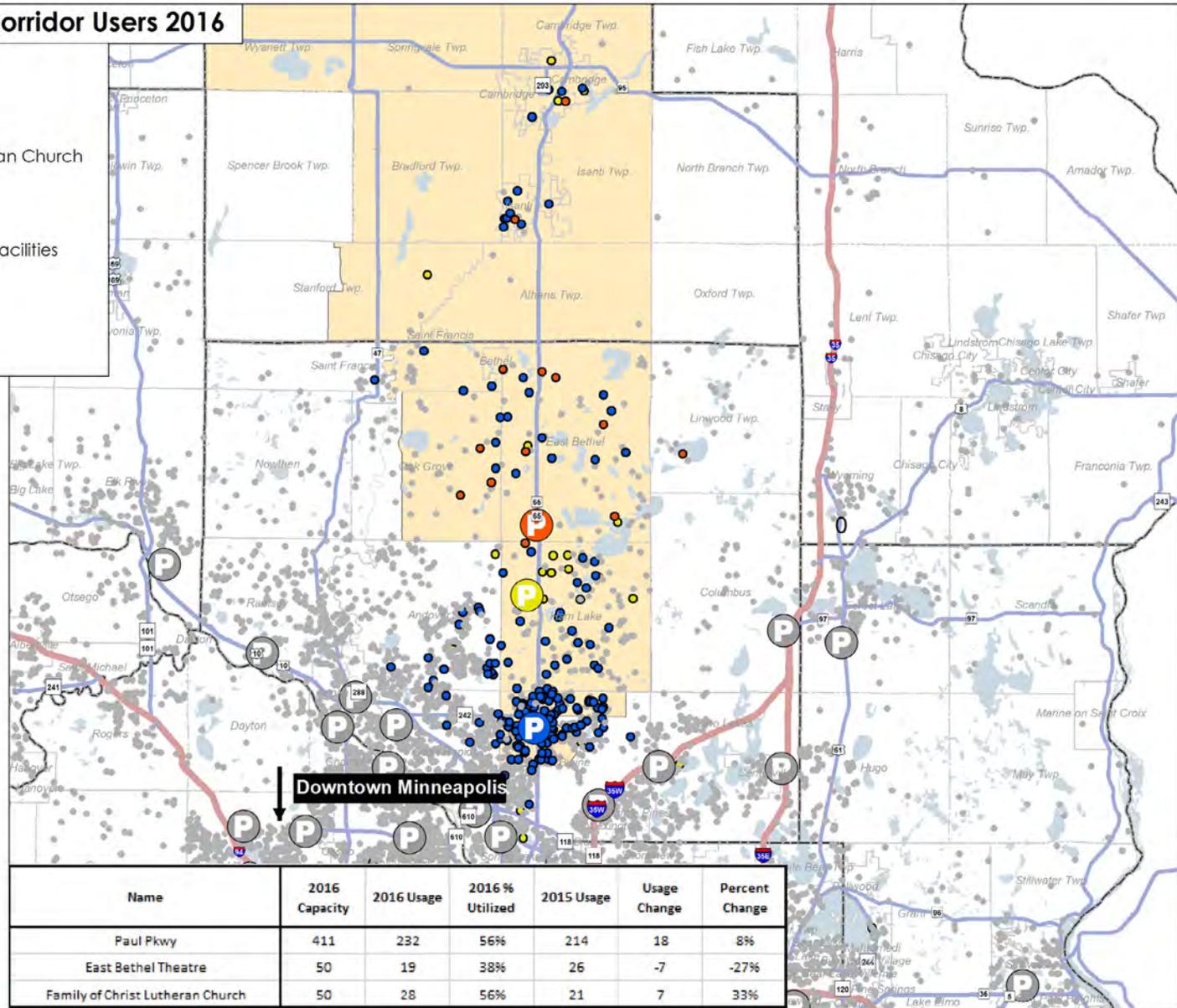
Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
Anoka Station	525	188	36%	163	25	15%	0	0%
Becker Municipal Lot	20	12	60%	15	-3	-20%	0	0%
Big Lake Station	518	208	40%	244	-36	-15%	0	0%
Northtown Transit Center	366	166	45%	167	-1	-1%	1	1%
Coon Rapids/Riverdale Station	455	260	57%	226	34	15%	1	0%
Foley Blvd	1243	970	78%	991	-21	-2%	1	0%
Elk River Station (171st Ave & Tyler St)	754	288	38%	335	-47	-14%	0	0%
Church of St. William	50	15	30%	28	-13	-46%	0	0%
Fridley Station	668	76	11%	52	24	46%	0	0%
Ramsey Station	360	317	88%	331	-14	-4%	2	1%



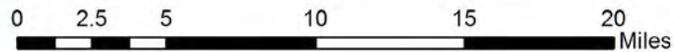
XII. Hwy 65 North Corridor Users 2016

Park & Ride Facilities

-  East Bethel Theatre
-  Family of Christ Lutheran Church
-  Paul Pkwy
-  Other Park-and-Ride Facilities
-  Other P&R Users
-  Travel Corridor

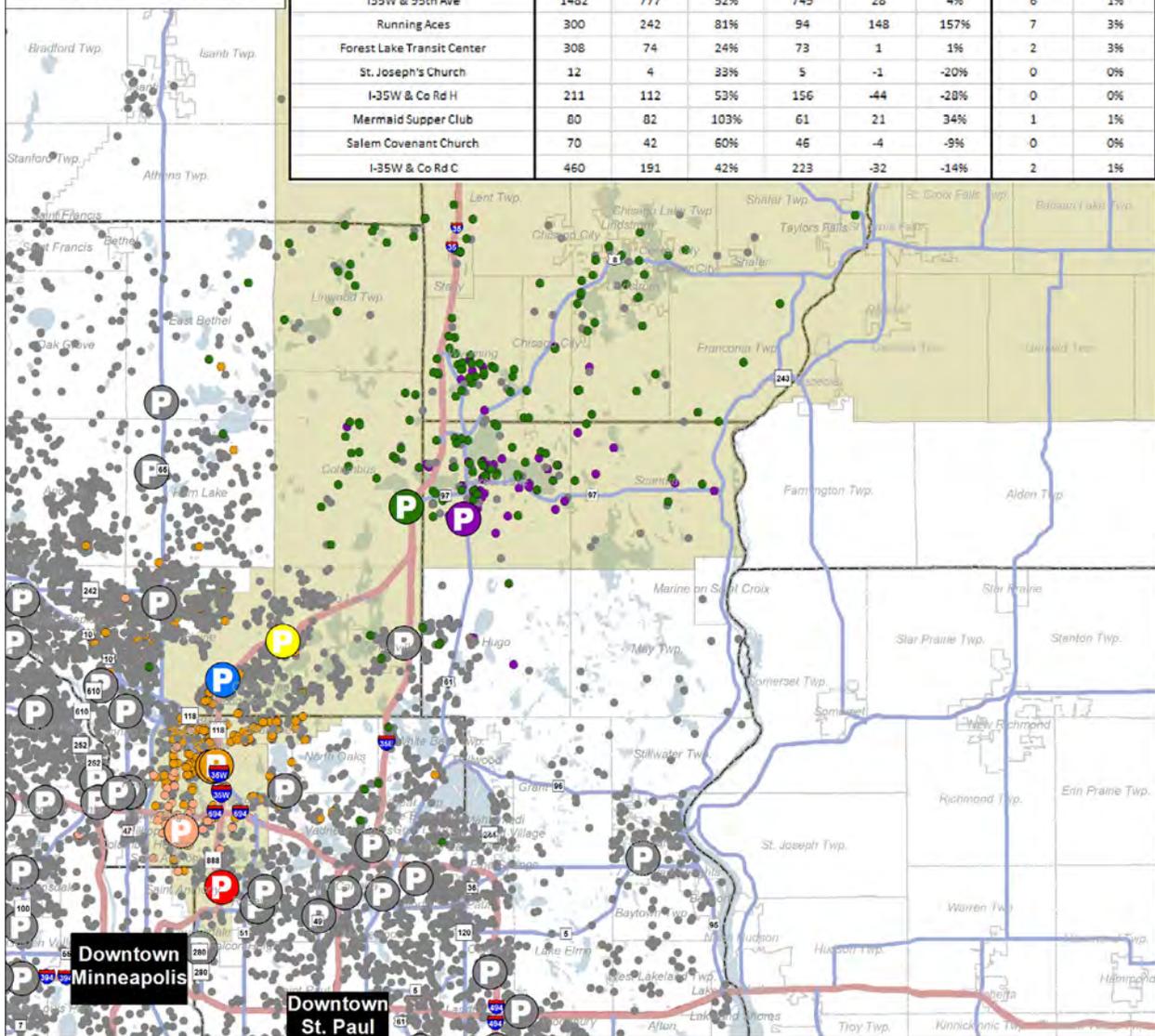


Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change
Paul Pkwy	411	232	56%	214	18	8%
East Bethel Theatre	50	19	38%	26	-7	-27%
Family of Christ Lutheran Church	50	28	56%	21	7	33%

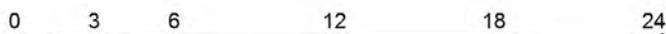


XIII. I-35W North Corridor Users 2016

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
I35W & 95th Ave	1482	777	52%	749	28	4%	6	1%
Running Aces	300	242	81%	94	148	157%	7	3%
Forest Lake Transit Center	308	74	24%	73	1	1%	2	3%
St. Joseph's Church	12	4	33%	5	-1	-20%	0	0%
I-35W & Co Rd H	211	112	53%	156	-44	-28%	0	0%
Mermaid Supper Club	80	82	103%	61	21	34%	1	1%
Salem Covenant Church	70	42	60%	46	-4	-9%	0	0%
I-35W & Co Rd C	460	191	42%	223	-32	-14%	2	1%

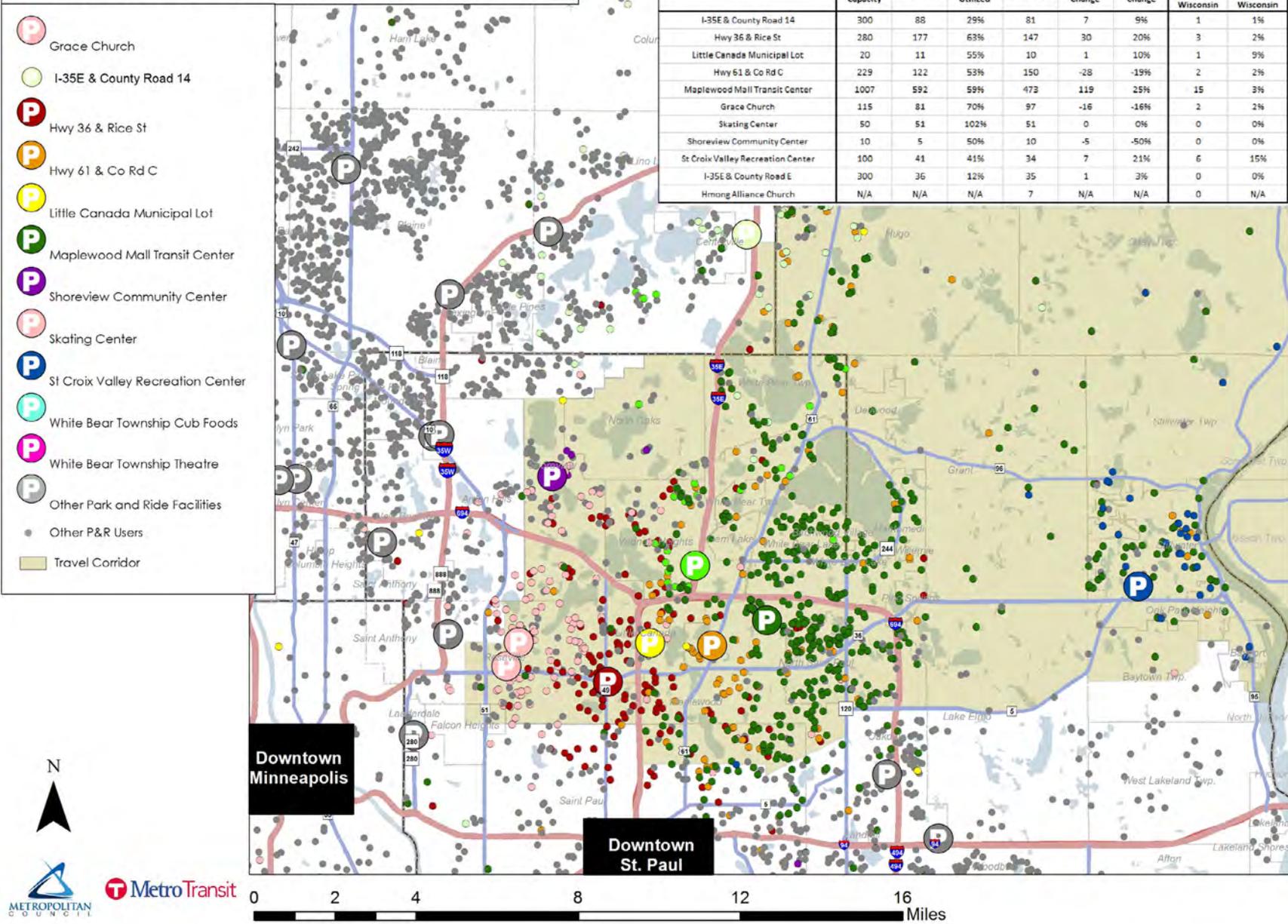


- P Forest Lake Transit Center
- P Mermaid Supper Club
- P Other Park and Ride Facilities
- P I-35W & 95th Ave
- P Running Aces
- Other P&R Users
- P I-35W & Co Rd C
- P Salem Covenant Church
- Travel Corridor
- P I-35W & Co Rd H
- P St. Genevieve Church
- P Lino Park
- P St. Joseph's Church



XIV. I-35E North/Hwy 36 East Corridor Users 2016

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
I-35E & County Road 14	300	88	29%	81	7	9%	1	1%
Hwy 36 & Rice St	280	177	63%	147	30	20%	3	2%
Little Canada Municipal Lot	20	11	55%	10	1	10%	1	9%
Hwy 61 & Co Rd C	229	122	53%	150	-28	-19%	2	2%
Maplewood Mall Transit Center	1007	592	59%	473	119	25%	15	3%
Grace Church	115	81	70%	97	-16	-16%	2	2%
Skating Center	50	51	102%	51	0	0%	0	0%
Shoreview Community Center	10	5	50%	10	-5	-50%	0	0%
St Croix Valley Recreation Center	100	41	41%	34	7	21%	6	15%
I-35E & County Road E	300	36	12%	35	1	3%	0	0%
Hmong Alliance Church	N/A	N/A	N/A	7	N/A	N/A	0	N/A

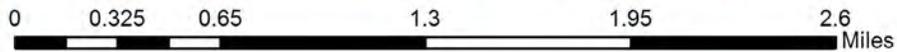
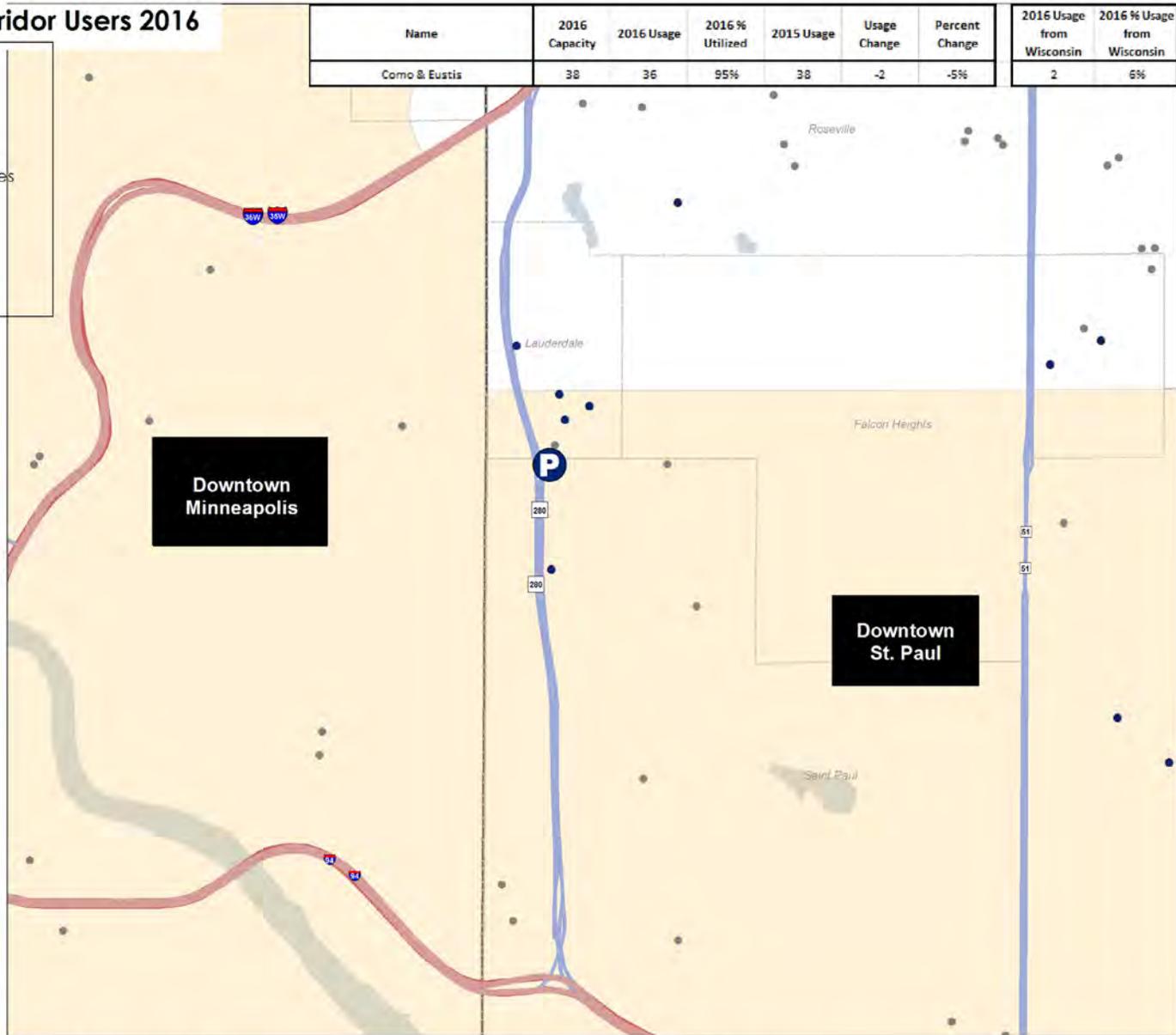


XV. Central Cities Corridor Users 2016

Park & Ride Facilities

-  Como & Eustis
-  Other Park and Ride Facilities
-  Other P&R Users
-  Travel Corridor

Name	2016 Capacity	2016 Usage	2016 % Utilized	2015 Usage	Usage Change	Percent Change	2016 Usage from Wisconsin	2016 % Usage from Wisconsin
Como & Eustis	38	36	95%	38	-2	-5%	2	6%



Appendix B: Facility Utilization Data

Park-and-Ride System Data

PR NUM	Provider	Name	City	Travel Corridor	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-16	2015 Capacity	2015 Usage	2015 % Utilized
716	MVTA	157th St Station	Apple Valley	Hwy 77 South	258	18	6.98%	-38%	258	29	11%
251	Metro Transit Rail	28th Ave Station	Bloomington	Hwy 77 South	1585	656	41.39%	-24%	1383	861	62%
268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	I-94 West	565	35	6.19%	13%	565	31	5%
210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	I-94 West	239	113	47.28%	-18%	239	138	58%
298	Metro Transit Rail	Anoka Station	Anoka	Hwy 10/169 North	525	188	35.81%	15%	377	163	43%
712	MVTA	Apple Valley Transit Station	Apple Valley	Hwy 77 South	768	767	99.87%	1%	768	759	99%
534	NCDA	Becker Municipal Lot	Becker	Hwy 10/169 North	20	12	60.00%	-20%	20	15	75%
300	Metro Transit Rail	Big Lake Station	Big Lake	Hwy 10/169 North	518	208	40.15%	-15%	518	244	47%
152	MVTA	Blackhawk	Eagan	Hwy 52/55	370	287	77.57%	7%	370	269	73%
710	MVTA	Burnsville Transit Station	Burnsville	I-35W South Lower	1428	1080	75.63%	-10%	1428	1196	84%
312	SouthWest	Carver Station	Carver	Hwy 212/5	400	18	4.50%	-5%	400	19	5%
718	MVTA	Cedar Grove Transit Station	Eagan	Hwy 77 South	166	43	25.90%	-17%	166	52	31%
306	SouthWest	Chanhassen Transit Station	Chanhassen	Hwy 212/5	420	146	34.76%	-26%	420	198	47%
145	Metro Transit	Christ Episcopal Church	Woodbury	I-94 East	100	77	77.00%	20%	100	64	64%
266	Metro Transit	Church of St. William	Fridley	Hwy 10/169 North	50	15	30.00%	-46%	50	28	56%
155	Metro Transit	Church of the Nazarene	Brooklyn Center	I-94 West	115	87	75.65%	-1%	115	88	77%
267	SouthWest	Clover Fields	Chaska	Hwy 212/5	39	6	15.38%	20%	39	5	13%
40	Metro Transit	Co Rd 73 & I-394 South	Minnnetonka	I-394/Hwy 12	732	488	66.67%	-2%	732	497	68%
10	Metro Transit	Como & Eustis	St. Paul	Central Cities	38	36	94.74%	-5%	38	38	100%
231	Metro Transit Rail	Coon Rapids/Riverdale Station	Coon Rapids	Hwy 10/169 North	455	260	57.14%	15%	455	226	50%

PR NUM	Provider	Name	City	Travel Corridor	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-16	2015 Capacity	2015 Usage	2015 % Utilized
245	Metro Transit	Cottage Grove	Cottage Grove	Hwy 61 South	525	301	57.33%	6%	525	283	54%
215	Maple Grove	Crosswinds Methodist Church	Maple Grove	I-94 West	125	72	57.60%	-22%	125	92	74%
317	Plymouth	Dunkirk Park and Ride	Plymouth	I-394/Hwy 12	50	14	28.00%	n/a	n/a	n/a	n/a
711	MVTA	Eagan Transit Station	Eagan	Hwy 52/55	719	310	43.12%	-12%	719	354	49%
717	MVTA	Eagle Creek Transit Station	Shakopee	Hwy 169 South	563	30	5.33%	-58%	563	72	13%
310	Metro Transit	East Bethel Theatre	East Bethel	Hwy 65 North	50	19	38.00%	-27%	50	26	52%
297	SouthWest	East Creek Station	Chaska	Hwy 212/5	675	273	40.44%	-45%	675	493	73%
244	Metro Transit Rail	Elk River Station (171st Ave & Tyler St)	Elk River	Hwy 10/169 North	754	288	38.20%	-14%	754	335	44%
57	Metro Transit	Excelsior City Hall	Excelsior	I-394/Hwy 12	20	11	55.00%	0%	20	11	55%
110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	I-94 West	25	13	52.00%	-24%	25	17	68%
311	Metro Transit	Family of Christ Lutheran Church	Ham Lake	Hwy 65 North	50	28	56.00%	33%	50	21	42%
204	Metro Transit	Foley Blvd	Coon Rapids	Hwy 10/169 North	1243	970	78.04%	-2%	1243	991	80%
294	Metro Transit	Forest Lake Transit Center	Forest Lake	I-35W North	308	74	24.03%	1%	308	73	24%
253	Metro Transit Rail	Fort Snelling South	Fort Snelling	Hwy 52/55	675	573	84.89%	3%	675	556	82%
252	Metro Transit Rail	Fort Snelling Station North	Fort Snelling	Hwy 52/55	398	256	64.32%	-10%	398	284	71%
299	Metro Transit Rail	Fridley Station	Fridley	Hwy 10/169 North	668	76	11.38%	46%	668	52	8%
180	Metro Transit	General Mills Blvd & I-394	Golden Valley	I-394/Hwy 12	123	117	95.12%	11%	123	105	85%
271	Metro Transit	Grace Church	Roseville	I-35E North/Hwy 36 East	115	81	70.43%	-16%	115	97	84%
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	I-94 East	415	386	93.01%	-6%	415	412	99%
258	MVTA	Heart of the City	Burnsville	I-35W South Lower	343	92	26.82%	44%	343	64	19%
309	Metro Transit	Hopkins	Hopkins	I-394/Hwy 12	52	48	92.31%	30%	52	37	71%

PR NUM	Provider	Name	City	Travel Corridor	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-16	2015 Capacity	2015 Usage	2015 % Utilized
256	Metro Transit	Hwy 100 & Duluth	Golden Valley	I-394/Hwy 12	50	116	232.00%	66%	50	70	140%
302	Metro Transit	Hwy 36 & Rice St	Little Canada	I-35E North/Hwy 36 East	280	177	63.21%	20%	280	147	53%
205	Metro Transit	Hwy 61 & Co Rd C	Maplewood	I-35E North/Hwy 36 East	229	122	53.28%	-19%	229	150	66%
173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	Hwy 61 South	114	151	132.46%	18%	114	128	112%
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	I-94 West	1009	671	66.50%	-1%	1009	679	67%
158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	I-394/Hwy 12	10	3	30.00%	-25%	10	4	40%
209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	I-394/Hwy 12	27	2	7.41%	-33%	27	3	11%
287	Metro Transit	I-35 & Kenrick Ave	Lakeville	I-35W South Lower	750	615	82.00%	4%	750	593	79%
304	Metro Transit	I-35E & County Road 14	Lino Lakes	I-35E North/ Hwy 36 East	300	88	29.33%	9%	300	81	27%
305	Metro Transit	I-35E & County Road E	Vadnais Heights	I-35E North/Hwy 36 East	300	36	12.00%	3%	300	35	12%
217	Metro Transit	I35W & 95th Ave	Blaine	I-35W North	1482	777	52.43%	4%	1482	749	51%
290	Metro Transit	I-35W & Co Rd C	Roseville	I-35W North	460	191	41.52%	-14%	460	223	48%
161	Metro Transit	I-35W & Co Rd H	Mounds View	I-35W North	211	112	53.08%	-28%	211	156	74%
261	Metro Transit	Knox Avenue at Best Buy	Richfield	I-35W South Upper	525	171	32.57%	6%	525	162	31%
719	MVTA	Lakeville Cedar	Lakeville	Hwy 77 South	190	4	2.11%	-43%	190	7	4%
82	Metro Transit	Little Canada Municipal Lot	Little Canada	I-35E North/Hwy 36 East	20	11	55.00%	10%	20	10	50%
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	I-394/Hwy 12	330	314	95.15%	-4%	330	328	99%
301	Maple Grove	Maple Grove Parkway	Maple Grove	I-94 West	800	472	59.00%	-6%	800	504	63%
247	Maple Grove	Maple Grove Transit Station	Maple Grove	I-94 West	926	813	87.80%	-3%	926	841	91%
303	Metro Transit	Maple Plain	Maple Plain	I-394/Hwy 12	150	6	4.00%	0%	150	6	4%
701	Metro Transit	Maplewood Mall Transit Center	Maplewood	I-35E North/Hwy 36 East	1007	592	58.79%	25%	1000	473	47%
316	MVTA	Marschall Road Transit Station	Shakopee	Hwy 169 South	442	105	23.76%	110%	442	50	11%

PR NUM	Provider	Name	City	Travel Corridor	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-16	2015 Capacity	2015 Usage	2015 % Utilized
140	Metro Transit	Mermaid Supper Club	Mounds View	I-35W North	80	82	102.50%	34%	80	61	76%
42	Metro Transit	Minnetonka Blvd & Baker Rd	Minnetonka	I-394/Hwy 12	16	9	56.25%	-31%	16	13	81%
43	Metro Transit	Minnetonka Blvd & Steele St	Minnetonka	I-394/Hwy 12	25	10	40.00%	67%	25	6	24%
715	Metro Transit	Mound Transit Center	Mound	I-394/Hwy 12	50	53	106.00%	26%	50	42	84%
291	Plymouth	Nathan Lane	Plymouth	I-394/Hwy 12	120	36	30.00%	16%	120	31	26%
114	Metro Transit	Navarre Center	Orono	I-394/Hwy 12	25	3	12.00%	-67%	25	9	36%
313	Metro Transit	Newport Transit Station	Newport	Hwy 61 South	150	17	11.33%	325%	150	4	3%
28	Metro Transit	Normandale Village	Bloomington	I-35W South Upper	25	6	24.00%	-25%	25	8	32%
564	NCDA	Northstar Link Lot	St. Cloud	I-94 West	146	38	26.03%	-12%	146	43	29%
703	Metro Transit	Northtown Transit Center	Blaine	Hwy 10/169 North	366	166	45.36%	-1%	366	167	46%
242	Plymouth	Olive Lane	Plymouth	I-394/Hwy 12	100	99	99.00%	-12%	95	113	119%
198	MVTA	Palomino Hills	Apple Valley	Hwy 77 South	318	188	59.12%	-27%	318	256	81%
195	Metro Transit	Park Place & I-394	St. Louis Park	I-394/Hwy 12	55	48	87.27%	37%	55	35	64%
315	Metro Transit	Paul Pkwy	Blaine	Hwy 65 North	411	232	56.45%	8%	411	214	52%
705	Metro Transit	Plymouth Road Park & Ride	Minnetonka	I-394/Hwy 12	111	60	54.05%	54%	111	39	35%
230	SouthWest	Preserve Village Mall	Eden Prairie	Hwy 212/5	50	7	14.00%	-59%	50	17	34%
284	Metro Transit Rail	Ramsey Station	Ramsey	Hwy 10/169 North	360	317	88.06%	-4%	360	331	92%
269	Metro Transit	Regal Cinemas 20	Brooklyn Center	I-94 West	200	76	38.00%	0%	200	76	38%
201	Metro Transit	Richardson Park	Champlin	I-94 West	66	23	34.85%	-47%	66	43	65%
721	MVTA	Rosemount Transit Station	Rosemount	Hwy 52/55	102	66	64.71%	-7%	102	71	70%
293	Metro Transit	Running Aces	Columbus	I-35W North	300	242	80.67%	157%	300	94	31%
98	Metro Transit	Salem Covenant Church	New Brighton	I-35W North	70	42	60.00%	-9%	70	46	66%
232	MVTA	Savage Park & Ride	Savage	I-35W South Lower	182	56	30.77%	-25%	182	75	41%
177	Maple Grove	Shepherd of the Grove Church	Maple Grove	I-94 West	50	24	48.00%	0%	50	24	48%

PR NUM	Provider	Name	City	Travel Corridor	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change 2015-16	2015 Capacity	2015 Usage	2015 % Utilized
191	Metro Transit	Shoreview Community Center	Shoreview	I-35E North/Hwy 36 East	10	5	50.00%	-50%	10	10	100%
272	Metro Transit	Skating Center	Roseville	I-35E North/Hwy 36 East	50	51	102.00%	0%	50	51	102%
707	Metro Transit	South Bloomington Transit Center	Bloomington	I-35W South Upper	195	202	103.59%	4%	195	195	100%
278	MVTA	Southbridge Crossing	Shakopee	Hwy 169 South	513	187	36.45%	-9%	513	206	40%
706	Metro Transit	Southdale Transit Center	Edina	I-35W South Upper	147	62	42.18%	5%	102	59	58%
713	SouthWest	SouthWest Station	Eden Prairie	Hwy 212/5	924	851	92.10%	-6%	924	907	98%
292	SouthWest	SouthWest Village	Chanhassen	Hwy 212/5	511	259	50.68%	-13%	511	296	58%
223	Metro Transit	St Croix Valley Recreation Center	Stillwater	I-35E North/Hwy 36 East	100	41	41.00%	21%	100	34	34%
285	SouthWest	St. Andrews's Church (overflow from SW Station)	Eden Prairie	Hwy 212/5	82	15	18.29%	275%	82	4	5%
32	Metro Transit	St. Edward's Catholic Church	Bloomington	I-35W South Upper	100	7	7.00%	-30%	100	10	10%
187	Metro Transit	St. Joseph's Church	Lino Lakes	I-35W North	12	4	33.33%	-20%	12	5	42%
199	Metro Transit	St. Luke's Lutheran Church	Bloomington	I-35W South Upper	100	25	25.00%	-7%	100	27	27%
714	Plymouth	Station 73	Plymouth	I-394/Hwy 12	288	161	55.90%	7%	288	150	52%
314	SouthWest	Walnut St & Chaska Blvd	Chaska	Hwy 212/5	50	15	30.00%	-17%	50	18	36%
248	Metro Transit	Walton Park	Oakdale	I-94 East	58	18	31.03%	-36%	58	28	48%
130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	I-394/Hwy 12	102	57	55.88%	-11%	102	64	63%
142	Metro Transit	West River Rd & 117th Ave	Champlin	I-94 West	151	49	32.45%	-23%	151	64	42%
219	Metro Transit	West St. Paul Sports Complex	West St. Paul	Hwy 52/55	100	53	53.00%	-5%	100	56	56%
81	Metro Transit	Westwood Lutheran Church	St. Louis Park	I-394/Hwy 12	40	5	12.50%	-44%	40	9	23%
222	Metro Transit	Woodbury Lutheran Church	Woodbury	I-94 East	90	96	106.67%	5%	90	91	101%
229	Metro Transit	Woodbury Theatre	Woodbury	I-94 East	550	492	89.45%	1%	550	488	89%
143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	I-94 West	322	39	12.11%	-13%	322	45	14%
PARK-AND-RIDE TOTAL					34172	18715	55%	-3%	33715	19329	57%

Park-and-Pool System Data

PR NUM	Provider	Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change %	2015 Capacity	2015 Usage	2015 % Utilized
237	MnDOT	City Hall- Belle Plaine	Belle Plaine	20	4	20%	-56%	20	9	45%
238	MnDOT	Lions Park	Jordan	15	7	47%	75%	15	4	27%
500	WisDOT	I-94 & US 63 (St. Croix Co)	Baldwin	36	30	83%	88%	36	16	44%
502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	15	45%	67%	33	9	27%
503	MnDOT	Elk River P&P	Elk River	60	9	15%	-31%	60	13	22%
505	MnDOT	36 & Manning	Grant Twp./ Stillwater	15	1	7%	0%	15	1	7%
506	MnDOT	Hwy 52/Hwy 56/Hwy 50	Hampton	42	37	88%	-18%	42	45	107%
508	WisDOT	Old WIS 35 & Hanley Rd	Hudson	74	14	19%	8%	74	13	18%
510	MnDOT	I-94 & Hwy 95	Lakeland	79	29	37%	107%	48	14	29%
511	MnDOT	I-35 & Co Rd 70	Lakeville	80	12	15%	-20%	80	15	19%
512	MnDOT	Montgomery Twp-MN13 & MN 99	Montgomery Twp.	3	0	0%	0%	3	0	0%
514	MnDOT	Hwy 25 & School Blvd	Monticello	187	20	11%	67%	187	12	6%
515	MnDOT	Hwy 3 & 2nd St W	Northfield	15	0	0%	-100%	15	19	127%
516	MnDOT	I-35 & Co Rd 19	Webster Twp./ Northfield	30	22	73%	-21%	30	28	93%
517	MnDOT	Hwy 169 & LeGrande	Princeton	26	3	12%	-67%	26	9	35%
518	WisDOT	I-94 & WIS 65 (St. Croix Co)	Warren	112	35	31%	-27%	112	48	43%
519	MnDOT	I-94 & Hwy 101 (Hennepin Co)	Rogers	27	8	30%	-38%	27	13	48%
522	MnDOT	Wyoming	Wyoming	88	22	25%	-37%	56	35	63%
524	MnDOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	11	27%	-8%	41	12	29%
525	WisDOT	I-94 & Carmichael Rd (St. Croix Co)	Hudson	168	112	67%	30%	168	86	51%
526	MnDOT	Taylor's Falls	Taylor's Falls	10	5	50%	150%	10	2	20%
527	MnDOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	7	12%	75%	60	4	7%
529	MnDOT	St. Joseph	St. Joseph	134	40	30%	-13%	36	46	128%
531	New Richmond	WIS 65 & WIS 64 (St. Croix Co)	New Richmond	44	8	18%	167%	44	3	7%
533	MnDOT	Albany	Albany	28	17	61%	-48%	28	33	118%
535	MnDOT	I-94 & Co Rd 19 (Wright Co)	Albertville	34	8	24%	-47%	34	15	44%
540	MnDOT	Big Lake P&P	Big Lake	90	1	1%	0%	90	0	0%
546	MnDOT	Maple Lake VFW	Maple Lake	21	4	19%	-43%	21	7	33%
553	WisDOT	WIS 35 & WIS 65 (St. Croix Co)	River Falls	124	23	19%	44%	124	16	13%

PR NUM	Provider	Name	City	2016 Capacity	2016 Usage	2016 % Utilized	Usage Change %	2015 Capacity	2015 Usage	2015 % Utilized
554	WisDOT	US 63 & WIS 64 (St. Croix Co)	Cylon Twp.	20	4	20%	-60%	20	10	50%
557	MnDOT	I-35 & CR 60	Lakeville	64	8	13%	-50%	64	16	25%
558	MnDOT	East Bethel Ice Arena	East Bethel	53	0	0%	0%	53	0	0%
559	New Richmond	WIS 65 & Paperjack	New Richmond	30	0	0%	-100%	30	1	3%
560	WisDOT	Prescott WI	Prescott	68	6	9%	-45%	68	11	16%
561	MnDOT	Rockford	Rockford	4	8	200%	100%	4	4	100%
562	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Twp.	20	4	20%	33%	20	3	15%
565	MnDOT	Waverly	Waverly	27	4	15%	0%	27	4	15%
566	MnDOT	Zimmerman	Zimmerman	30	3	10%	0%	30	3	10%
567	MnDOT	I-35 & Co Rd 17	Stacy	85	8	9%	-20%	85	10	12%
568	MnDOT	Cannon Falls (S. US 19 across from athletic fields)	Cannon Falls	40	33	83%	-8%	40	36	90%
569	MnDOT	St. Cloud (Co Rd 4 & Co Rd 134)	St. Cloud	10	0	0%	-100%	10	1	10%
914	MnDOT	Hastings Park & Pool	Hastings	100	14	14%	n/a			
570	MnDOT	St. Bonifacius	St. Bonifacius	25	1	4%	n/a			
PARK-AND-POOL TOTALS				2272	597	26%	-5%	1986	626	32%