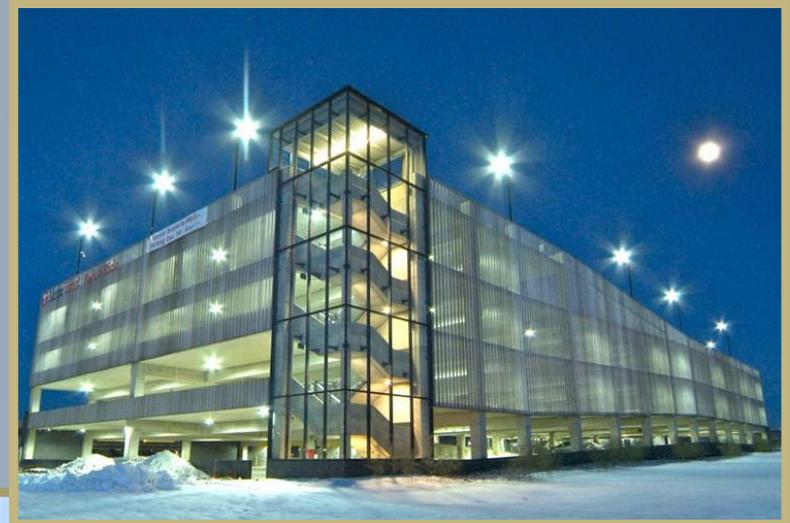


2030

PARK-AND-RIDE PLAN



ADOPTED
MAY 26, 2010



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| Appendix C: Stakeholder Comments on the January 2010 Draft Metropolitan Council Park-and-Ride Plan and Metropolitan Council Responses |



Purpose of the Park-and-Ride Plan

This Park-and-Ride Plan is part of the ongoing planning and implementation for transit service and facilities in the region. The 2030 Transportation Policy Plan, adopted in January, 2009, presents the Metropolitan Council's policies and plans to guide development of the region's transportation system to the year 2030. It addresses problems and issues in preserving the region's mobility and describes actions which will be undertaken to preserve, improve and expand the region's highways, transit and other transportation modes. Several policies address transit facilities, such as Policies 12 and 14 and strategies 12a and 14e included below:

Policy 12: Transit System Planning

Regional transit providers should plan, develop and operate their transit service so that it is cost-effective, reliable and attractive, providing mobility that reflects the region's diverse land use, socioeconomic conditions and travel patterns and mitigating roadway congestion with the goal of doubling regional transit ridership by 2030 and a 50% increase in ridership by 2020.

Strategy 12a. Transit Services Tailored to Diverse Markets: *Diverse transit markets need different-transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in Appendix G: Transit Market Areas and Service Standards.*

Policy 14: Transit System Operations and Management

The regional transit providers will promote innovation, efficiency, flexibility and greater diversity of options in operating and managing transit services.

Strategy 14e. Fleet and Facilities Policy: *The Council will develop, in consultation with regional providers, CTIB and other partners, regional fleet and facilities policies to guide investments in regional fleet and facilities.*

Source: Metropolitan Council 2030 Transportation Policy Plan (2009)

Chapter 7 of the 2030 Transportation Policy Plan is the long range transit plan for the region. While it includes some general discussion of existing and planned park-and-ride facilities in the section titled Transit Passenger Facilities, this Park-and-Ride Plan is intended to go a step further and serve as a more detailed guide to selecting, prioritizing and implementing those facilities. Although the Park-and-Ride Plan provides long-range planning and implementation guidance, it is subject to change both periodically and when a community joins the Transit Capital Levy Communities.



Existing Market Areas and Facility Utilization

1.1: Park-and-Ride System Overview

The nature of park-and-ride facilities in the Twin Cities has changed significantly over time. The system in its current form originated in the 1970s with shared use surface lots, typically at churches, that provided express bus service along the I-35W south corridor. Over time this system further evolved to include facilities along freeway corridors with an emphasis on high frequency service during the peak period. Currently there are several facilities along freeway corridors that fit this model and are successful due to increasing congestion and the series of “transit advantages” along the metropolitan freeway system. From the 1970s to the early 2000s there has been a steady 4-7% annual growth in park-and-ride usage. However, 2004-2005 brought about an unprecedented growth of over 20%, largely attributable to gasoline prices rising to a level in excess of \$3/gallon. From 2006-2007 growth in park-and-ride usage was over 9%, and from 2007-2008 growth was 6.7%, representing a gain of approximately 1,150 users.

Over 70% of park-and-ride users reside within the transit taxing district (TTD). An additional 14% of users originate from the seven-county metro area but reside outside of the TTD. Approximately 8.5% of users live in the collar counties surrounding the seven-county metro area, and another 1% of users come from outside the 19 county metro area. The remaining 6.4% of users have unknown origins. Figure 1-5 illustrates park-and-ride user origins throughout the 7-county metro area.

The basis for this plan is the 2008 Park-and-Ride Annual System Survey.



Figure 1-1: Como Ave. & Eustis Park-and-Ride

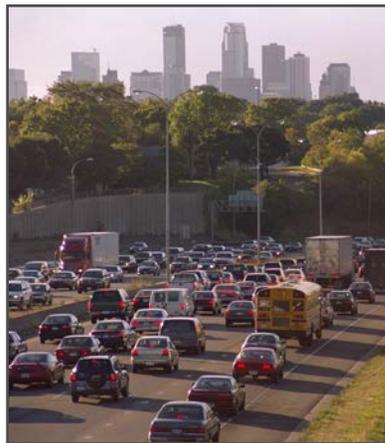


Figure 1-2: Congestion on a Twin Cities Metro Area freeway



Figure 1-3: Foley Blvd. Park & Ride in Coon Rapids



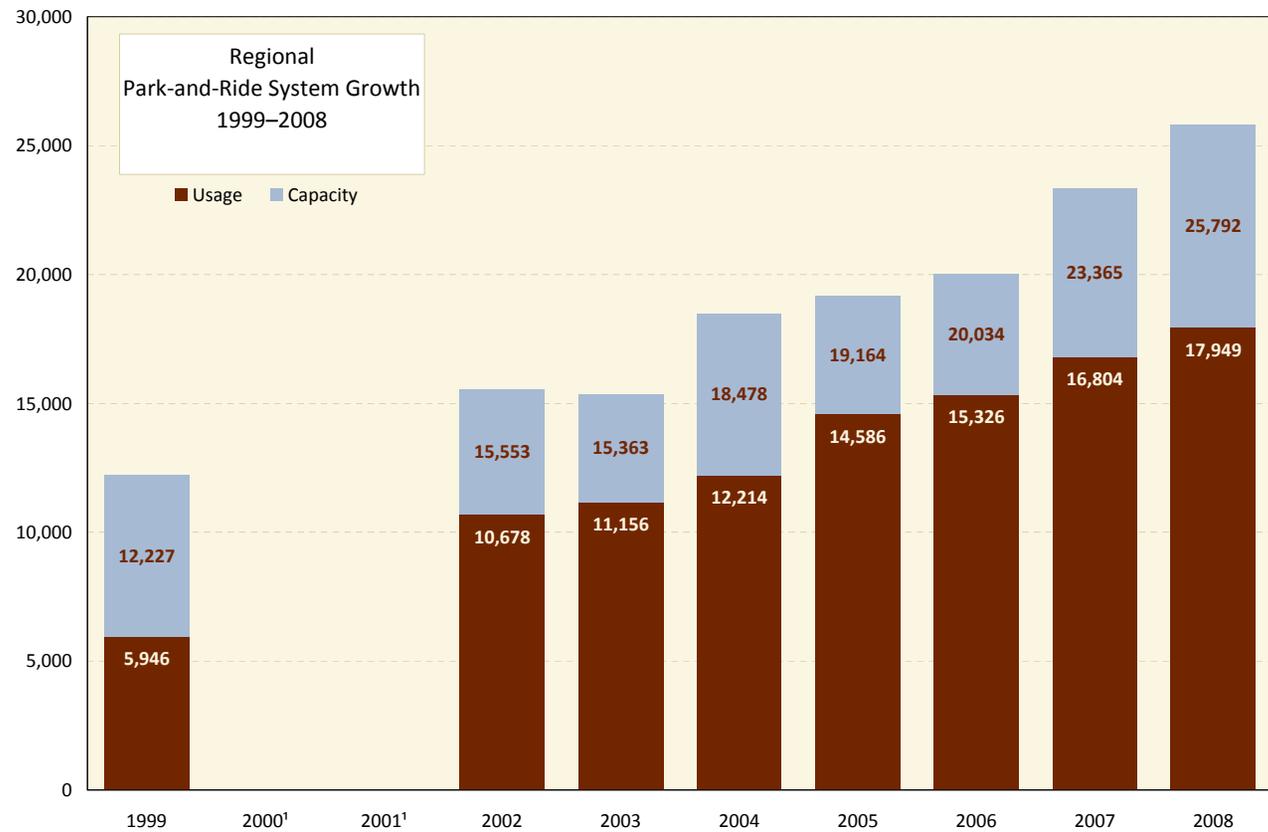
Figure 1-4: Bus-only shoulders- an example of a transit advantage



Between the 2007 and 2008 park-and-ride system survey dates, a total of 2,169 spaces were added to the regional park-and-ride system. Eleven new facilities were added to the system, two facilities underwent expansion, and six facilities were closed. Prior to this year from 2006 to 2007 there was an even more significant growth in capacity with the addition of nearly 5,000 spaces. Figure 1-6 below visually depicts this growth in both park-and-ride usage and capacity over the past decade.

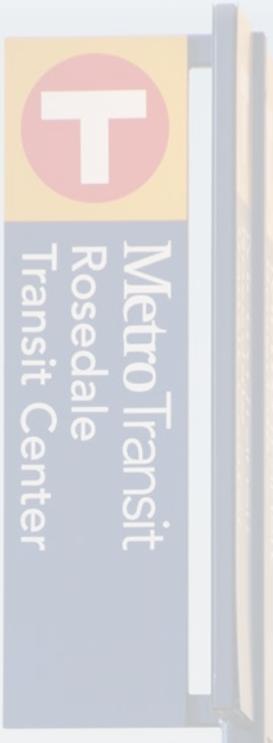
October of 2008 marked the most recent regional license plate survey. Regional transit agencies, coordinated by Metro Transit, partner to record license plate data for all park-and-ride users in a common three-week survey window. Metro Transit partners with Minnesota Driver and Vehicle Services (DVS) to obtain home origin data for park-and-ride users. Through data sharing practices developed by DVS, transit agencies protect private user information.

Figure 1-6: Park and Ride System Usage & Capacity (1999-2008)



¹ System Survey not conducted in these years

² Usage figures do not include Hiawatha hide-and-ride counts from 2005-2008. The four-year average of hide-and-ride vehicles parked at the 38th Street, 46th Street, and 50th Street LRT stations was approximately 384, which may reflect additional demand for parking spaces along the Hiawatha line.



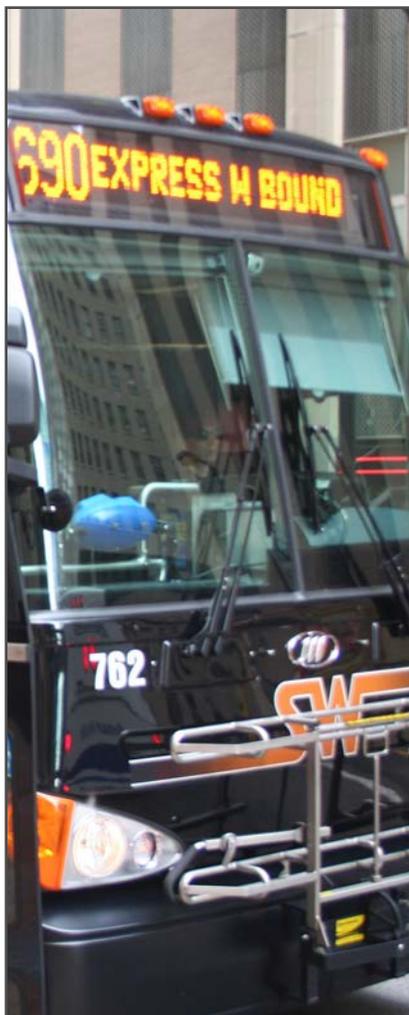


Figure 1-8: SouthWest Transit express bus

Using these data it is possible to observe how capacity and usage is distributed, both by mode and by provider. In total, the regional park-and-ride system currently operates at 71% capacity with approximately 18,335 out of 25,792 spaces used per day. Metro Transit's 72 bus facilities make up the majority of the regional system with a capacity of 12,541 spaces operating at 71% capacity. Metro Transit also operates 2,679 park-and-ride spaces at its rail facilities that are currently operating at 74% capacity. Second to Metro Transit's bus facilities are the bus facilities operated by Minnesota Valley Transit Authority, consisting of 4,400 spaces operating at 75% capacity. At the time of this survey Maple Grove Transit's facilities had the highest percent usage with 85% of its 1,601 spaces occupied. Table 1-7 below shows the complete composition of the regional park-and-ride system, organized by provider.

MnDOT and other providers offer parking lots that are not served by transit but provide for carpool parking. These park-and-pools are part of the regional system, but this plan does not forecast need or identify future locations for park-and-pool facilities. Some identified park-and-ride lots may be constructed in advance of transit service, and will provide park-and-pool opportunities prior to implementation of regular route transit service.

Table 1-7: 2008 Regional System Utilization by Provider

| Provider | Facilities | Capacity | Usage | %Utilized |
|----------------------------|------------|---------------|---------------|------------|
| Metro Transit (Bus) | 72 | 12,541 | 8,911 | 71% |
| Metro Transit (Rail) | 4 | 2,679 | 1,988 | 74% |
| MVTA | 9 | 4,400 | 3,279 | 75% |
| SouthWest | 9 | 1,982 | 1,492 | 75% |
| Maple Grove | 5 | 1,601 | 1,353 | 85% |
| NCDA and City of Ramsey | 3 | 1,397 | 758 | 54% |
| Plymouth | 3 | 485 | 279 | 58% |
| Shakopee/Prior Lake | 3 | 707 | 275 | 39% |
| Park-and-Ride Total | 108 | 25,792 | 18,335 | 71% |
| Mn/DOT | 30 | 1,282 | 479 | 37% |
| WisDOT | 12 | 600 | 314 | 52% |
| Park-and-Pool Total | 42 | 1,882 | 793 | 42% |



1.2: Travel Corridor Utilization



Figure 1-9: Heart of the City in Burnsville includes service to Downtown St. Paul via the I-35E South corridor



Figure 1-10: Southwest Station in Eden Prairie serves the Highway 212/5 corridor in the west metro

Market demand for park-and-ride facilities is organized by discrete travel corridors in the Metropolitan Council 2030 Park-and-Ride Plan. The strongest park-and-ride markets to downtown Minneapolis are to the northwest of the city along the I-94 West Corridor (2,300 users) and the Highway 10/169 North Corridor (1,900 users). When combined the West Metro corridors – Highway 212/5, I-94 West, and I-394/Highway 12 – have the greatest amount of users with a total of 5,200. The South Metro corridors – I-35W corridors, Hwy 77 South, Highway 52/55, and Highway 169 South -- also have significant usage with 5,000 users. St. Paul travel makes up a much smaller portion of regional park-and-ride users, only about 8% of all users, and most riders have origins in the North Metro corridors. However, the strongest single corridor in terms of St. Paul service is the I-35E South Corridor with 400 riders. There is currently no express service to St. Paul from the West Metro Corridors. Table 1-11 shows the utilization of all travel corridors to each central business district. Maps of the travel corridors and explanation of mode-split and the corridor methodology can be found in Chapter 3.

Table 1-11: Regional Park-and-Ride System Usage by Travel Corridor (2008)

| Minneapolis Corridor | Usage | St. Paul Corridor | Usage |
|---------------------------|---------------|-------------------------|---------------|
| <u>North Metro</u> | | <u>North Metro</u> | |
| Hwy 10/169 North | 1,900 | Hwy 10/169 North | 100 |
| I-35W North | 1,100 | Hwy 65 North | 100 |
| Hwy 65 North | 600 | I-35E North | 300 |
| <u>East Metro</u> | | <u>East Metro</u> | |
| I-35E North/Hwy 36 East | 900 | Hwy 36 West | 100 |
| Hwy 61 South | 200 | <u>East Metro</u> | |
| I-94 East | 800 | I-94 East | 200 |
| <u>South Metro</u> | | <u>South Metro</u> | |
| I-35W South Lower | 1,300 | Hwy 52/55 | 100 |
| I-35W South Upper | 500 | Hwy 61 South | 100 |
| Hwy 77 South | 1,600 | <u>South Metro</u> | |
| Hwy 52/55 | 1,000 | I-35E South | 400 |
| Hwy 169 South | 600 | <u>West Metro</u> | |
| <u>West Metro</u> | | <u>West Metro</u> | |
| Hwy 212/5 | 1,200 | I-394 West | 0 |
| I-94 West | 2,300 | Hwy 5 West | 0 |
| I-394/Hwy 12 | 1,700 | I-94 West | 0 |
| Total- Minneapolis | 16,700 | Total - St. Paul | 1,600 |
| | | GRAND TOTAL | 18,300 |
| | | MPLS/ ST. PAUL | 18,300 |



1.3: Market Area Variability: Facility Size, Service, Location



Figure 1-12: Southwest Station in Eden Prairie



Figure 1-14: Maple Grove Transit Station

Facility size and transit service levels can influence both the extent and concentration of a facility's market area. The combination of high capacity and high service levels strengthen the market for a park-and-ride facility. For example, sites such as Burnsville Transit Station, Southwest Station, Maple Grove Transit Station, and Foley Boulevard Park-and-Ride are all examples of very large facilities that offer high frequency express service during the peak period. These facilities have a higher geographic draw than smaller ones with a lower frequency of service.

The location of a park-and-ride is also an important indicator of a facility's market area. Successful facilities are located with proximity and access to regional highways; this facilitates convenient access for both transit vehicles and park-and-ride customers. Few transit customers will backtrack to a park-and-ride facility, particularly if they must cross a river or other natural feature that serves as a barrier to movement. The best geographic location for a park-and-ride market area is one that is downstream of a residential population of users and upstream from natural barriers or points of major congestion on a roadway. This allows for an optimal level of service to a given market area.

The facility's location within a travel corridor is also important. Facilities that are spaced too close together along a corridor will compete with each other, and will dilute the effectiveness and efficiency of the park-and-ride service.



Figure 1-13: Burnsville Transit Station





2

Demand and Unmet Need: Methodology and Results

Projecting unmet park-and-ride need is the key indicator for park-and-ride expansion. There is gross demand and net new demand (also known as unmet need) for park-and-ride spaces. Net demand accounts for current and funded park-and-ride supply serving specific market areas. Funded supply entails specific funding sources tied to a project through a capital budget or future commitment. In contrast, “planned” projects are within capital improvement plans or programs, or long-range plans, but are not yet specifically funded by a committed funding source.

2.1: Travel Corridors

For this analysis, the 7-county metropolitan area and 13 adjacent counties have been arranged into two sets of distinct travel corridors, one set for each Downtown. These two sets of travel corridors were used to assign demand by transportation analysis zone (TAZ) and supply to avoid double counting, and to be used as a tool to understand and compare unmet need by more generalized areas. While this plan identifies ridership and demand by unique areas, today’s experience is that customers living in one corridor may use an adjacent corridor if there is a park-and-ride facility served by more frequent express service or with significant travel time advantage. Since the 2005 Park-and-ride Facility Site Location Plan, these express corridors have been revised to reflect spatial shifts in user demand due to enhanced service and park-and-ride facility expansion. The influences of adjacent corridors, improvement of transit service, and recently opened facilities are described in subsequent paragraphs of this section as they relate to each other in each of the projected growth years.

Since the travel corridors in this plan were delineated for accurate accounting purposes and capital investment priority comparisons, proposed facility expansions should be evaluated using specific market areas and not the corridor areas as a whole. In addition, since not every principal arterial is delineated into its own travel corridor, and because the different travel corridors are relatively large, demand estimates for defined market areas of proposed facility locations should be used to determine facility capacity (need).

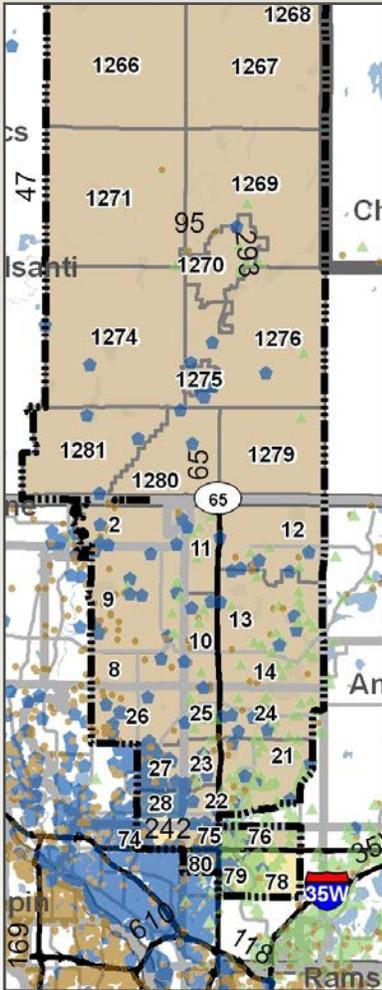
The process for conducting a market area analysis is described in Chapter 5, Site Location Criteria. The previous regional methodology defined a 2.5 radius around a facility as a 50 percent market area, which



Figure 2-1: Foley Blvd. Park & Ride in Coon Rapids has high frequency express bus service to Downtown Minneapolis



Example of a Custom Market Area Based on TAZ's



was doubled to find 100 percent demand. This method overstated actual demand in most cases, so defining a customized (irregular shaped) market area for each proposed facility site location is preferred as each project is developed. Park-and-ride site location requires careful analysis and significant planning, but is justified by the scale of investment and financial commitments to transit facilities development in the region. Ridership estimation is the most time consuming and difficult element; this work was completed by the Metropolitan Council. Providers can simply evaluate corridor market areas and competitive effects as described in Chapter 5.

2.2: Transit Demand Estimation Methodology

2005 Model

The 2005 Park-and-ride Facility Site Location Plan included development of a demand estimation model to project future work commute transit ridership from the seven county region into downtown Minneapolis and Saint Paul. The TAZ was the unit of analysis chosen for this model and the variables used to project demand included park-and-ride user origins and destinations, population, employment, and travel behavior. These variables were combined and analyzed at the TAZ-level using a geographic information system (GIS) platform. The twenty county metropolitan area served as the study area for the model.

The 2005 model exercised a five step process, as shown in Figure 2-2. The baseline data used for this model was population from the 2000 Census. The data were subsequently manipulated using multipliers for workforce data, commuters as a share of population, transit users as a share of population, and park-and-ride users as a share of population. Linear projections of each multiplier could be exchanged to calculate final forecasts of park-and-ride users.

Figure 2-2: 2005 Park-and-Ride Demand Model Methodology

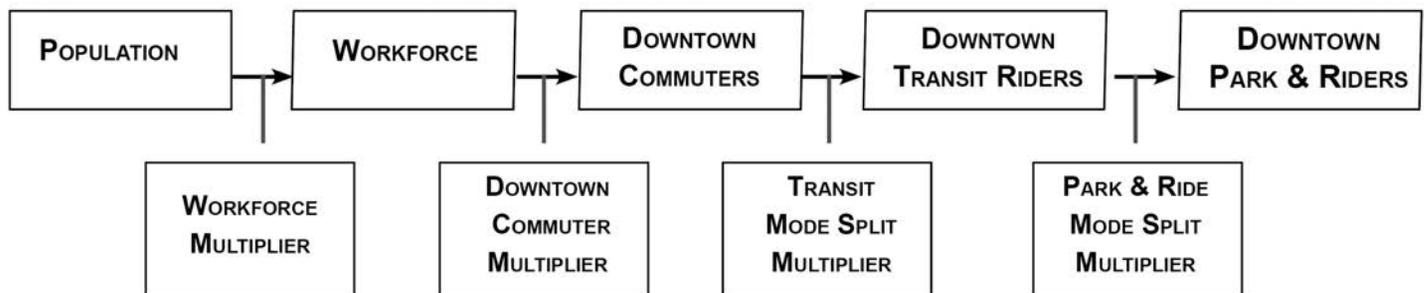




Figure 2-3: Boarding a bus to the Minnesota State Fair from the Burnsville Transit Station



Figure 2-4: Boarding a Hiawatha LRT train in Downtown Minneapolis

2009 Demand Model Methodology & Results

A hallmark of the 2005 model was the ability to update any of the input variables to update final projections. However, one of the limitations of this model was that it was restricted to the decennial census as a primary source of data; as one moves farther from the date of the census, the accuracy of the model diminishes due to changes in market forces, population growth, and other unforeseen variables. For 2009, there are a series of new baselines and data sources that can be updated more readily to overcome the limitations of the 2005 model. These new data sources include park-and-ride user origins from the 2008 survey and 2006 Longitudinal Employer-Household Dynamics survey (LEHD) data showing downtown worker origins, each of which can supplement census data for more accurate projections at two year intervals, while still using the TAZ as the basic unit of analysis. The 2010 census will not include all data used in the previous demand methodology, so a return to the old model (with a common unit of analysis) will not be possible. However, select data inputs (such as population) may be updated with new census data.

The process used to forecast 2020 and 2030 demand by TAZ is illustrated in Figure 2-6, *2030 Park-and-Ride Demand Model Methodology*. Put simply, the 2009 Park-and-Ride Demand Model synthesizes projections of population growth and employment growth with up to date park-and-ride user data to predict future demand on the park-and-ride system for years 2020 and 2030 by transit corridor.

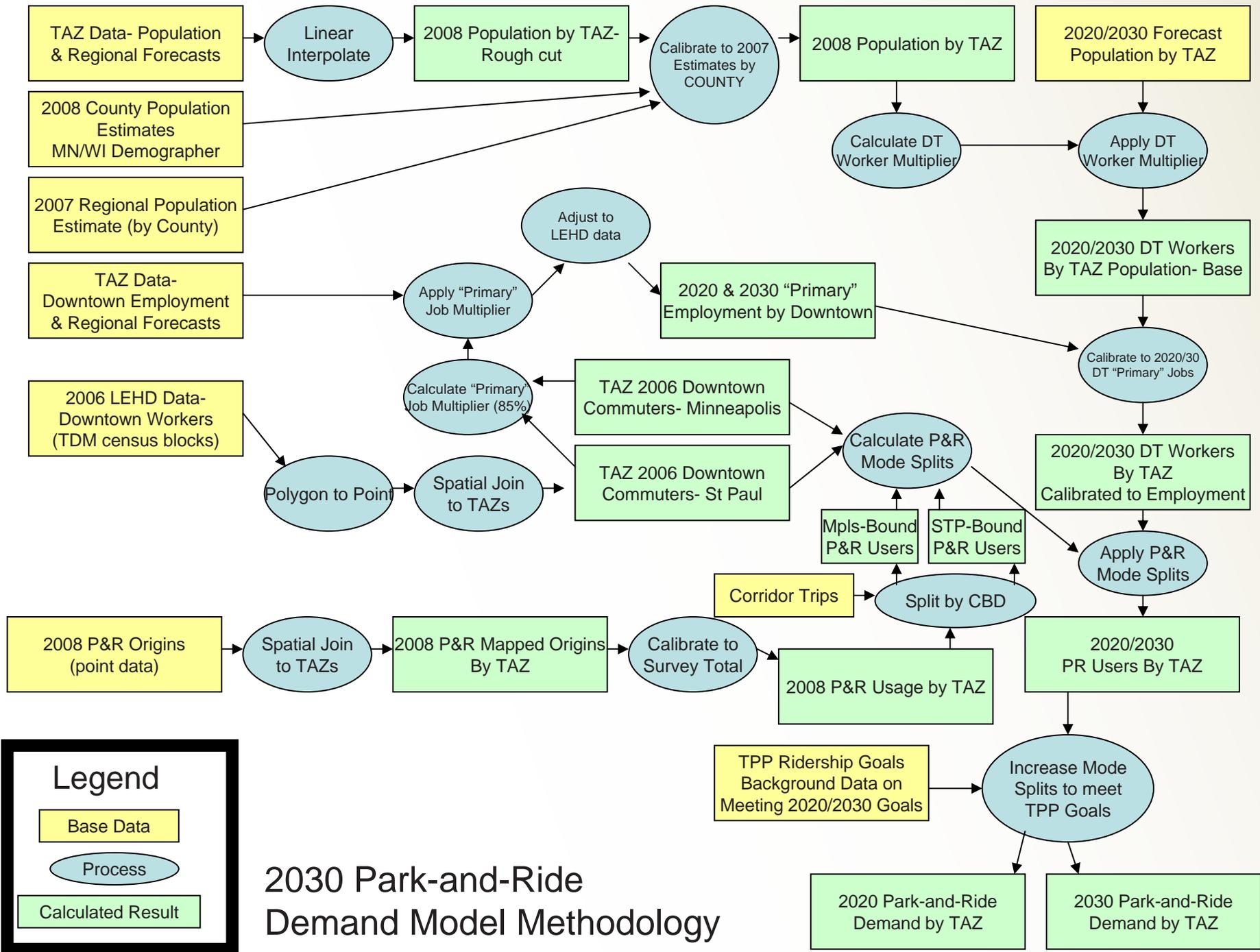
Step 1: Estimating 2008 Population by TAZ

The model begins with a series of baseline data sets to project future statistics for downtown workers in the Minneapolis and St. Paul central business districts. Population estimates from the most recent Metropolitan Council regional forecasts were interpolated to obtain a figure for 2008 population by TAZ. This figure was further refined by calibrating it to reflect 2008 Minnesota and Wisconsin State Demographer's Office county population estimates and the 2007 Metropolitan Council estimates by county so that the data are most accurate at the TAZ level. Table 2-5 demonstrates this process as applied to Washington County. The linear interpolation of regional forecasts assigned to TAZs by local communities to 2008 (from 2000 and 2010 forecasts) was then multiplied by the factor shown in the table to estimate 2008 population. This step will not be necessary when 2010 Census data becomes available.

Table 2-5: Example 2008 Population by TAZ for Washington County

| County | 2007 Interpolation from 2000-2010 Forecast | 2007 Estimates-Metropolitan Council | Variance from Interpolation | Adjustment for 2008 Interpolation | Multiplier for 2008 Population by TAZ |
|------------|--|-------------------------------------|-----------------------------|-----------------------------------|---------------------------------------|
| Washington | 241,318 | 233,104 | 8,214 | 3.40% | 0.97 |





Step 2: Determining Downtown Commuters

The next series of inputs to the model used the Metropolitan Council regional forecast of downtown employment and the 2006 LEHD provided by the U.S. Census bureau to determine the population share in each TAZ that commutes to the Minneapolis or St. Paul central business districts. In order to standardize the unit of measure into TAZ, the LEHD data were converted from polygon (census block) to point data, and spatially joined by centroid into its associated TAZ. The results of this process provide estimates of downtown commuters to St. Paul and Minneapolis by TAZ for the year 2006. In a similar manner to the population estimates, the LEHD commuter data was calibrated to the Metropolitan Council regional employment forecast. This calibration process was designed to account for unreported LEHD workforce categories (such as sole proprietors) and yields a downtown worker multiplier that can be applied to the 2008 population estimates.

For 2020 and 2030, the number of downtown workers by TAZ were increased as a constant share of population. For example, a TAZ with a base population of 1,000 and 80 downtown workers growing to a population of 2,000 in 2030 would be estimated to experience a 100 percent increase in the number of downtown workers. Using this formula, the number of downtown workers in the TAZ would total 160. However, when applied at a regional scale, the total workforce would not equal downtown employment. To correct this, TAZ-level downtown workers are calibrated to downtown employment totals.

Step 3: Measuring and Applying Transit Park-and-Ride-Mode Share

The third component of the model applies mode share to transit users. Past modeling efforts by other entities have used generalized assumptions based on several factors (past census results, travel behavior downtown inventory, stated preference surveys), but have not used the frequently updated, directly measured data that were used in this plan. Furthermore, this plan measures park-and-ride vehicle usage directly instead of interpreting user/ridership totals to estimate park-and-ride demand, such as an occupancy factor. This was done using park-and-ride user origin survey data from October 2008. These point data were spatially joined to TAZ polygons using GIS mapping software, yielding a share of park-and-ride users at the TAZ level. Lastly, since approximately 7 percent of user origins could not be mapped successfully, the calculated TAZ total was calibrated to the survey total.



Figure 2-7: Park-and-ride customers boarding an express bus to Minneapolis





Figure 2-8: Walkway at Southwest Station in Eden Prairie

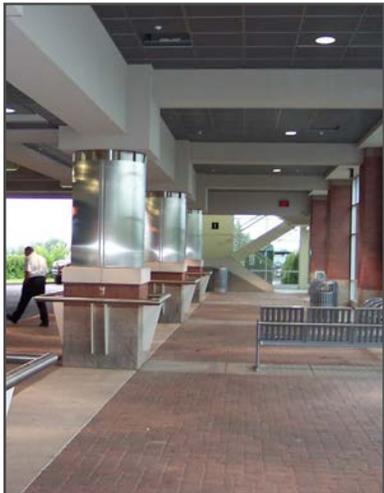


Figure 2-9: Eagan Transit Station

Step 4: Distinguishing St. Paul and Minneapolis Park-and-Ride Demand

The final step in the model was to distinguish park-and-ride demand for the two CBDs, Minneapolis (including the University of Minnesota) and St. Paul users. Given that it is not possible to determine the destination of users to each downtown from a midday license plate survey, the distribution of users was estimated. The number of bus trips to each CBD by corridor was applied at a corridor level to each TAZ to approximate this distribution. For example, a corridor with 8 Minneapolis trips and 2 St. Paul trips would assign 80 percent of park-and-ride demand to Minneapolis. This proportion of demand was applied to existing park-and-ride demand, which was then converted to a park-and-ride mode split.

2020 and 2030 Increased Mode Share & Model Limitations

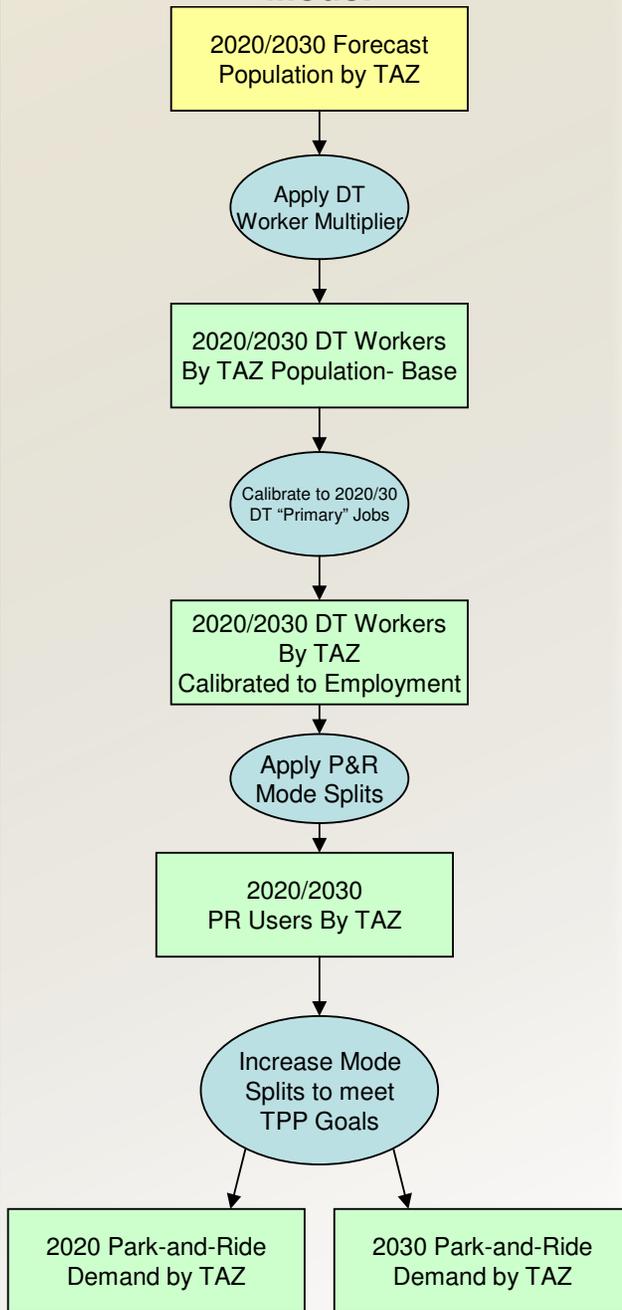
Another multiplier was added to the model to reflect the express bus component of the *2030 Transportation Policy Plan* that forecasts an increase in park-and-ride usage. An increased share of park-and-riders is expected due to increasing traffic congestion (as a result of regional growth), improvement to transit facilities and service that will make express buses more desirable, transit advantages on major roadways and corridors, and increased popularity of transit incentive programs for commuters. In order to calculate an estimated increase in park-and-riders, existing mode splits were increased by 33 percent for 2020 and 66 percent for 2030. This estimated increase in mode share results in a demand level that is consistent with the *Metropolitan Council's 2030 Transportation Policy Plan* for the share of ridership growth attributed to express bus increases.

Due to the fact that the LEHD data used to determine downtown workers was calculated at the Census block level (and not the TAZ level) and park-and-ride data is point-specific to home addresses, some anomalies are present at the TAZ level due to data “fuzzing” built into LEHD data. Consequently, when mode splits were increased to approximate future demand, some TAZ mode splits increased to above 100 percent. Other TAZ’s were underreported at present for the same factors, with zero or less-than five percent of a large CBD workforce. Based on the region-wide results and validation observed, staff determined that no corrective factors were necessary for the regional plan and model (such as a “floor” and “ceiling” on TAZ-level mode share). These additional factors could be applied for an analysis of an individual facility’s market area if needed, but would require specific additional analysis and information to support the mode-share adjustments.

Transitway demand is likely higher than the estimates conveyed by the model, particularly for rail transitways. Calculating this additional demand is beyond the scope of this report, as it requires calculation through sophisticated modeling techniques on a project-specific basis. Facilities for transitways are discussed in this plan; however, the model described in this chapter makes no attempt to increase demand estimates for new transitway investments in the region.



Figure 2-10: Simplified Demand Model



Applying Mode Share: 2020 and 2030 Park-and-Ride Demand

Using the factors described above, the mode split was applied to the estimated downtown workers in each TAZ. This results in an estimated park-and-ride demand total by TAZ for 2020 and 2030. A simplified diagram of the model appears in Figure 2-11

2.3: Results of 2009 Park-and-Ride Demand Model

Tables 2-11 and 2-14 identify results of the park-and-ride demand model for determining demand and unmet need in park-and-ride capacity for Minneapolis and St. Paul commuters.

In the category marked “Corridor P&R Investment Priority” these labels are based on the value of unmet need for 2020 and 2030, with emphasis on 2030 needs. Values greater than 1,000 are considered “very high,” values of 500-999 considered “high,” values of 0-499 considered “medium,” and corridors without capacity shortfalls are considered “low” priorities for investment. Replacement facilities and expansion to address sub-corridor capacity problems may be needed in corridors, regardless of the overall corridor rating of “low”.

Minneapolis Travel Corridors

There is a much greater need for expanding capacity for Minneapolis bound users than St. Paul users given the number of high investment priorities identified. The examination of needs for the entire system demonstrates that the current use of park-and-ride facilities by Minneapolis bound riders is 16,700 spaces. In 2020 this figure is projected to increase to 27,200, and to 36,200 in 2030. Based upon the results of this analysis, the Minneapolis system in 2020 would operate at a surplus on several corridors, with four corridors having capacity shortfalls totaling 1,800 spaces. In 2030 the projected unmet need for service to Minneapolis is 6,300 spaces. Travel corridors with the highest funding priority in this scenario are the I-94 East, I-35E North/Highway 36 East, Highway 65 North, I-94 West, and I-394/Highway 12.

The Highway 65 North corridor is an example of the activity cited in the *Travel Corridors* section. Because there are large park-and-ride facilities with easy access and high frequency service in adjacent corridors, in this case Foley Park-and-Ride and 95th Avenue and I-35W Park-and-Ride, residents of the Highway 65 North corridor will likely use these facilities. The surplus of users in the adjacent corridors can be applied as a mitigating factor for the high demand in the Highway 65 North corridor.



| Corridor | 2008 Utilization | 2020 Demand | 2030 Demand | Funded Capacity | Unmet Need 2020** | Unmet Need 2030** | Corridor P&R Investment Priority |
|---|------------------|---------------|---------------|-----------------|-------------------|-------------------|----------------------------------|
| Central Cities | 800 | 1,100 | 1,400 | 200 | 900 | 1,300 | N/A |
| <u>North Metro</u> | | | | | | | |
| Hwy 10/169 North* | 1,900 | 3,200 | 4,100 | 4,800 | -1,600 | -700 | Low |
| I-35W North* | 1,100 | 1,700 | 2,300 | 2,700 | -1,000 | -400 | Low |
| Hwy 65 North | 600 | 1,000 | 1,400 | 0 | 1,000 | 1,400 | Very High |
| <u>East Metro</u> | | | | | | | |
| I-35E North/Hwy 36 East* | 900 | 1,400 | 1,900 | 1,100 | 300 | 800 | High |
| Hwy 61 South* | 200 | 300 | 500 | 400 | -100 | 100 | Low |
| I-94 East* | 800 | 1,300 | 1,800 | 900 | 400 | 900 | High |
| <u>South Metro</u> | | | | | | | |
| I-35W South Lower | 1,300 | 2,100 | 2,800 | 2,700 | -600 | 100 | Medium |
| I-35W South Upper | 500 | 700 | 900 | 1,100 | -400 | -200 | Low |
| Hwy 77 South | 1,600 | 2,700 | 3,500 | 3,400 | -800 | 100 | Medium |
| Hwy 52/55 | 1,000 | 1,600 | 2,100 | 1,700 | -100 | 400 | Medium |
| Hwy 169 South | 600 | 1,200 | 1,700 | 1,300 | -100 | 400 | Medium |
| <u>West Metro</u> | | | | | | | |
| Hwy 212/5 | 1,200 | 2,300 | 3,100 | 2,900 | -600 | 200 | Medium |
| I-94 West | 2,300 | 3,900 | 5,300 | 4,400 | -500 | 900 | High |
| I-394/Hwy 12 | 1,700 | 2,600 | 3,500 | 2,500 | 100 | 1,000 | Very High |
| Total- Minneapolis | 16,700 | 27,200 | 36,200 | 30,200 | 1,800 | 6,300 | |
| <p>* Forecast represents baseline park-and-ride demand. Future transitway improvements may increase corridor demand. New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.</p> <p>** Unmet Need excludes Central Cities, where park-and-rides are not needed to generate transit ridership.</p> | | | | | | | |





Figure 2-12: The Woodbury Theatre Park-and-Ride includes service to St. Paul along the I-94 East corridor

Saint Paul Travel Corridors

In Table 2-14 the St. Paul demand and unmet need figures show predominantly low to medium capital investment priority. Through the year 2020 the unmet need in the northern and southern St. Paul corridors can be met by a surplus of funded capacity in Minneapolis corridors. Other corridors add to projected shortfalls in Minneapolis capacities.

St. Paul has no funded capacity for the west metro corridors, as there is currently no express bus service to St. Paul from this area. As there are different geographic study area definitions, it is difficult to make direct comparisons to the results of the model for Minneapolis corridors; however the highest level of demand for St. Paul is concentrated in the north and east metro region, whereas there is a consistent demand for Minneapolis users spanning the entire Twin Cities metropolitan area.



Figure 2-13: Buses on Nicollet Mall in Downtown Minneapolis



| <i>Corridor</i> | <i>2008 Utilization</i> | <i>Demand-2020</i> | <i>Demand-2030</i> | <i>Funded Capacity</i> | <i>Unmet Need-2020 **</i> | <i>Unmet Need-2030**</i> | <i>Corridor P&R Investment Priority</i> |
|------------------------|-------------------------|--------------------|--------------------|------------------------|---------------------------|--------------------------|---|
| Central Cities | 100 | 300 | 300 | 0 | 300 | 300 | N/A |
| <u>North Metro</u> | | | | | | | |
| Hwy 10/169 North | 100 | 300 | 300 | 300 | 0 | 0 | Low |
| Hwy 65 North | 100 | 200 | 200 | 0 | 200 | 200 | Medium |
| I-35E North* | 300 | 800 | 900 | 500 | 300 | 400 | Medium |
| Hwy 36 West* | 100 | 100 | 100 | 300 | -200 | -200 | Low |
| <u>East Metro</u> | | | | | | | |
| I-94 East* | 200 | 600 | 600 | 400 | 200 | 200 | Medium |
| Hwy 52/55 | 100 | 300 | 300 | 0 | 300 | 300 | Medium |
| Hwy 61 South* | 100 | 400 | 400 | 200 | 200 | 200 | Medium |
| <u>South Metro</u> | | | | | | | |
| I-35E South | 400 | 800 | 900 | 600 | 200 | 300 | Medium |
| <u>West Metro</u> | | | | | | | |
| I-394 West | 0 | 0 | 0 | 0 | 0 | 0 | Low |
| Hwy 5 West | 0 | 0 | 0 | 0 | 0 | 0 | Low |
| I-94 West | 0 | 0 | 0 | 0 | 0 | 0 | Low |
| Total- St. Paul | 1,600 | 3,900 | 4,000 | 2,400 | 1,400 | 1,600 | |

* Forecast represents baseline park-and-ride demand. Future transitway improvements may increase corridor demand. New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.

** Unmet Need excludes Central Cities, where park-and-rides are not needed to generate transit ridership.



2.4: Model Validation

Transportation forecast models require a base year validation to corroborate future projections and demand estimates. The park-and-ride demand model estimates long-term demand by corridor and TAZ, but does not attempt to distinguish usage in “build” versus “no build” scenarios. Instead, the model predicts future demand based on regional growth factors and observed demand, as well as assumed growth in transit ridership as established by the 2030 Transportation Policy Plan. These demand estimates, developed by TAZ, are used to delineate facility market areas.

To substantiate the market-area based analysis proposed in this plan, recent market area analyses are included to compare observed 2008 facility usage with predicted usage based on a market area analysis.

The following methodology was used for model validation:

- Market area development for facilities, based on observed usage and competing areas
- Analysis and comparison of “predicted” usage by market area and “actual” usage from observation results.

Market areas were developed for two facilities, Southwest Village and Cottage Grove Park-and-Ride. These facilities were chosen because recent market area analysis had been completed by Metropolitan Council staff.

Figure 2-15 and 2-16 show unique market areas developed for each of these facilities. This was informed by visual observation of facility user origins, facility service characteristics, and competing express transit opportunities. Nearby TAZs dominated by competing park-and-ride facilities were excluded from the market areas of each, though Cottage Grove demand patterns prompted the splitting demand of two TAZs in St. Paul Park.



FIGURE 2-15: SOUTHWEST VILLAGE PARK-AND-RIDE MARKET AREA

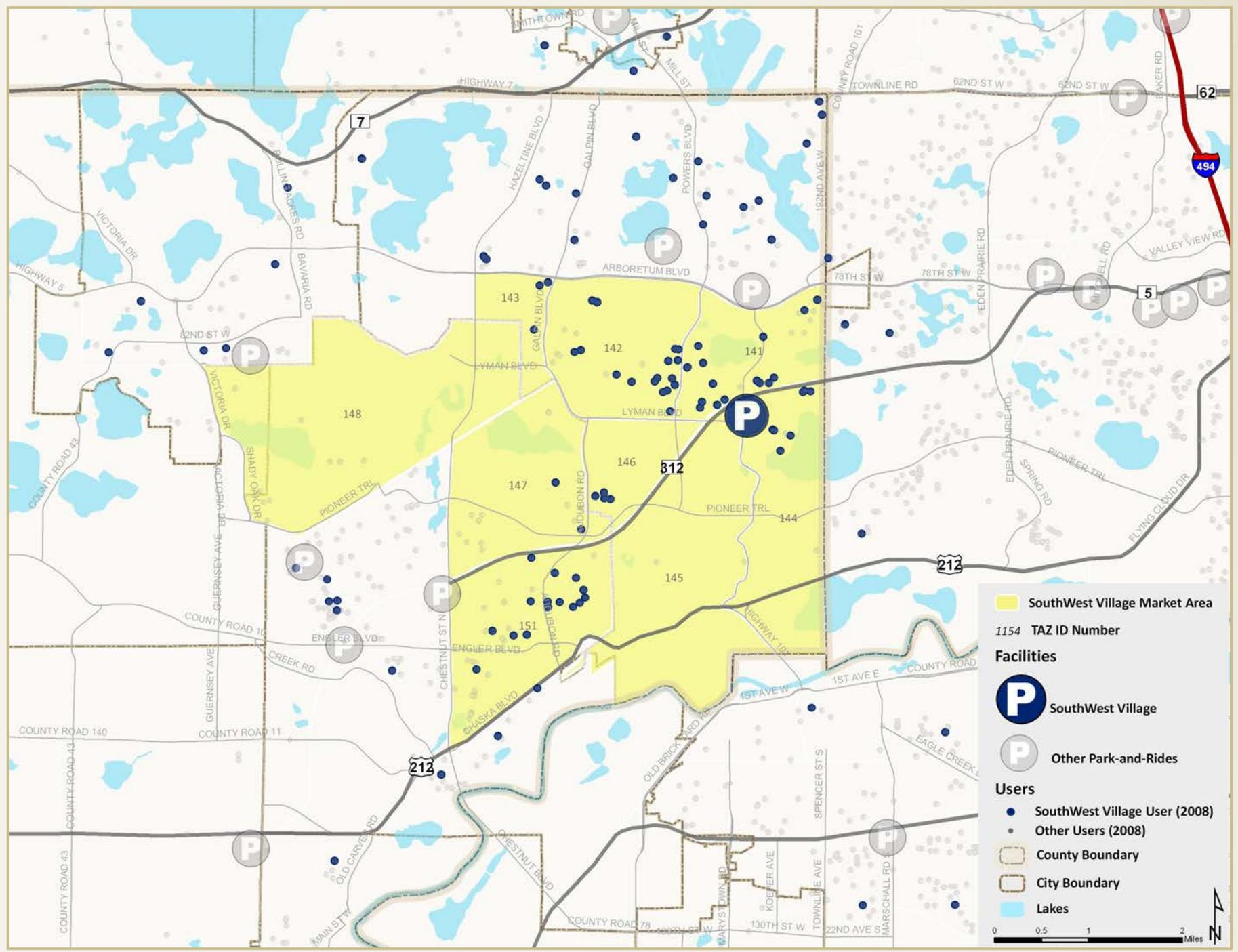


FIGURE 2-16: COTTAGE GROVE PARK-AND-RIDE MARKET AREA

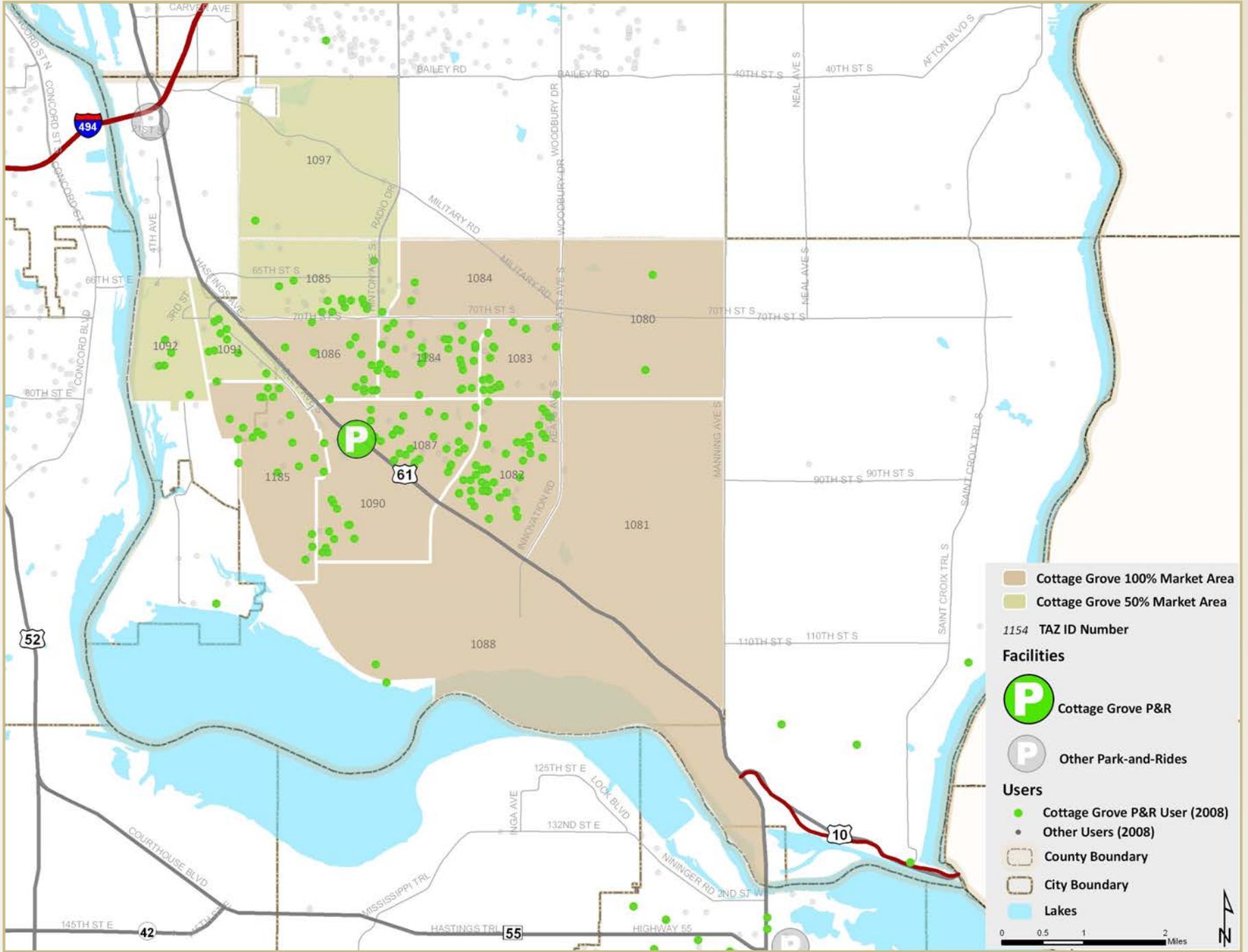




Figure 2-19: Cottage Grove Park-and-Ride

Table 2-17 compares predicted and observed park-and-ride usage for the Southwest Village facility. The Southwest Village Market Area has a population of 20,500 persons, 430 downtown commuters, and 157 (calibrated) park-and-ride users. This represents a 36.5 percent park-and-ride mode share to Minneapolis. During the 2008 System Survey, 165 vehicles were parked at the facility. Facility usage is greatly affected by nearby Market Boulevard Station; usage will likely increase during construction of an expansion on that site.

Table 2-18 compares predicted and observed park-and-ride usage for the Cottage Grove Park-and-Ride. The Cottage Grove Park-and-Ride Market Area has a population of 38,817 persons, 1,000 downtown St. Paul users, 620 downtown Minneapolis commuters, and 281 (calibrated) park-and-ride users. This represents a 30 percent park-and-ride mode share to Minneapolis and a 10 percent mode share to St. Paul. During the 2008 System Survey, 284 vehicles were parked at the facility.

For facilities evaluated, total park-and-ride demand closely approximated the expected demand defined in the model-based market area analysis.

Table 2-17: Southwest Village Park-and-Ride Usage

| | Model Predicted | Observed | Variance |
|---------------------|-----------------|----------|----------|
| Park-and-Ride Users | 157 | 165 | -8 |
| | -4.8% | | |

Table 2-18: Cottage Grove Park-and-Ride Usage

| | Model Predicted | Observed | Variance |
|---------------------|-----------------|----------|----------|
| Park-and-Ride Users | 281 | 284 | -3 |
| | -1.1% | | |



Figure 2-20: Southwest Village Park-and-Ride in Chanhassen

Scenario Testing

Another validation approach could measure user behavior before a new facility opened, and soon after opening. The validation process would compare observed usage to predicted usage from the demand model. However, the park-and-ride demand model identifies existing demand and predicts long-term demand trends for the region- the model is not appropriate for scenario testing. Such “scenario testing” is more appropriate for the region’s 4-step Travel Demand Forecast Model, used in transitway planning. Park-and-ride facility planning efforts should focus on a facility-specific market area’s longer-term demand, accounting for competition from nearby facilities. Predicting an “opening day” usage is a separate exercise in service planning that compares park-and-ride demand and other demographic factors.



Fort Snelling & Eagan Transit Stations



Figure 2-22: Fort Snelling Station



Figure 2-23: Eagan Transit Station

2.5: Transitway Development and Park-and-Ride Demand

Demand model results do not fully reflect the impact of new transitway development on future demand of park-and-ride facilities. Park-and-ride user survey data has demonstrated that riders will typically drive from greater distances to benefit from the level of service and reliability that transitway service provides. The Fort Snelling Station park-and-ride is an example of a facility that serves a transitway (Hiawatha LRT) and has been opened since 2004. During peak periods, the Fort Snelling Station is served by the Hiawatha LRT line bound for downtown Minneapolis at headways of 5-10 minutes. A nearby facility that offers high frequencies of service during peak periods is the Eagan Transit Station located at I-35E and Yankee Doodle Road. Eagan Transit Station is served by MVTA Route 470 with 10 minute headway service to downtown Minneapolis, and by Routes 480 and 484 with 30 minute headway service to downtown St. Paul. Table 2-21 illustrates usage at both the Fort Snelling Station and Eagan Transit Station park-and-ride facilities from 2003 through 2008. Figure 2-24 depicts the geographic distribution of Fort Snelling and Eagan Transit Station Users

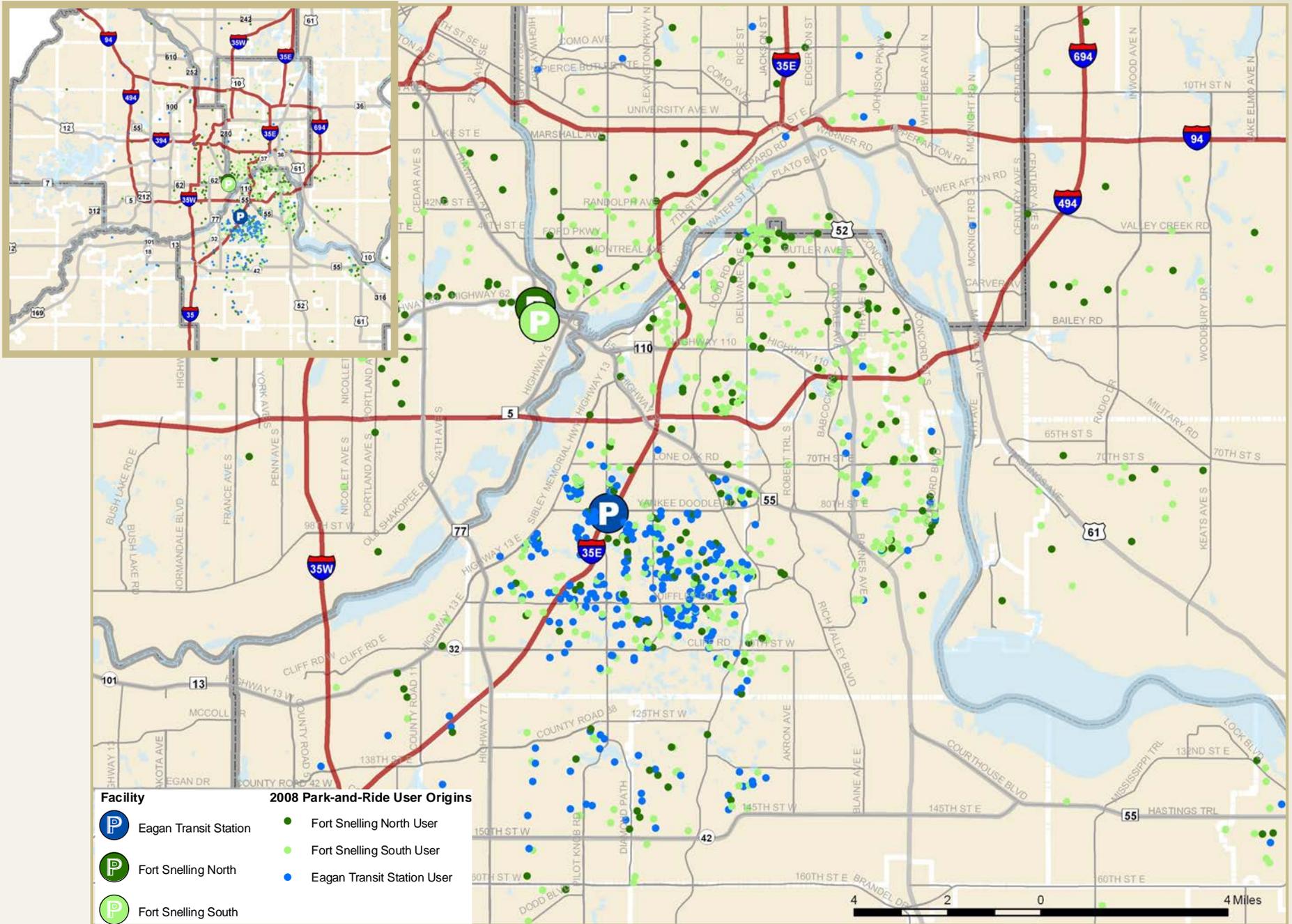
It should be noted that the information displayed in table does not indicate Eagan Transit Station is an underutilized facility. The station operates with a healthy and growing usage, offers relatively high expansion potential to Minneapolis and St. Paul, and will remain a critically important component of the region’s transit system. This section of the plan is intended to show that even a highly successful express bus park-and-ride will be impacted by a nearby rail transitway investment.

Table 2-21: Usage at Fort Snelling Station & Eagan Transit Station Park-and-Rides (2003--2008)

| Park-and-Ride Facility | Usage 2003 ¹ | Usage 2004 | Usage 2005 | Usage 2006 | Usage 2007 ² | Usage 2008 ³ |
|--|-------------------------|------------|------------|------------|-------------------------|-------------------------|
| Fort Snelling Station | 0 | 473 | 755 | 882 | 1,055 | 979 |
| Eagan Transit Station | 470 | 273 | 349 | 346 | 409 | 380 |
| ¹ Before Hiawatha LRT Operations ² During 28 th Avenue LRT Expansion Construction ³ After 28 th Avenue LRT Expansion Open | | | | | | |



FIGURE 2-24: EAGAN TRANSIT STATION & FORT SNELLING USER ORIGINS



The decrease in utilization at Eagan Transit station following the opening of the Hiawatha LRT demonstrates the draw transitway investment can have on nearby park-and-ride facilities. It was not until Hiawatha facilities began operating at capacity that users returned in significant numbers to Eagan Transit Station. Even though there has been some recovery of users at Eagan Transit Station, usage remains below 2003 levels despite years of double-digit percentage increases in regionwide park-and-ride demand. The Hiawatha LRT facility also captures users from a larger geographic area. Similar results should be expected in future transitway corridors as additional LRT lines are constructed in the region. It is important that park-and-ride planning take transitway development into account, as it has potential to reduce express bus park-and-ride demand in locations outside of the immediate transitway station areas.

The same user shift might be replicated with the opening of Northstar Commuter Rail. Express bus customers switching to LRT experienced increased frequency, lower fares, and all day service with no significant travel time advantage over express bus service. In contrast, Northstar Commuter Rail will offer a faster trip, but a comparatively lower frequency with higher fares and no all-day service. The service will generate significant new transit riders, but is expected to have a relatively low impact on existing park-and-ride facilities. These factors will be evaluated in early 2010 after Northstar Rail service has been in effect for a few months.



3

Site Location Area Identification & Selection

Using the results of the park-and-ride demand forecast, applying the general geographic site location criteria (see Site Location Criteria plan section), and by consulting with planning staff at Metro Transit, Suburban Transit Providers, Regional Rail Authorities, and local government officials, potential site location areas have been identified and selected by travel corridor. Some of these selected areas require further planning and exploration to determine feasibility. Factors such as environmental conditions, site control, and market shifts may require identification of alternate park-and-ride locations. Facility selections are divided into two chronological categories: near term (currently funded from 2009-2013), and long term (planned for 2013-2030 implementation).

In selecting locations, many criteria need to be considered (see Site Location Criteria Chapter). The impact of a new facility and service on existing nearby facilities and service can be positive or negative. As such, the careful consideration of this criterion is critical during the site selection process. A new facility and service can alleviate the over use of an existing, non-expandable facility or it can lure away a sizeable portion of an existing facility's market area. As the region moves toward larger facilities - often structures, or permanent, publicly owned surface lots with significant amenities - this criterion becomes more and more important. The sites identified in this chapter are intended to relieve those facilities that are operating near, at, or over capacity. Planning for demand on a corridor-wide basis and coordinated regionally makes it easier to phase growth in order to prevent the competitive park-and-ride facility scenario. This chapter will identify sites based on Minneapolis express bus corridors, with special mention of cases in which demand or future exclusive service to St. Paul are applicable.

The corridor analyses in this chapter are divided into the following nine sectors of the Twin Cities Metropolitan Area:

- North Metro
- Northeast Metro
- Southeast Metro
- South Metro
- Central Metro
- Southwest Metro
- Southwest Inner Metro
- Northwest Inner Metro
- Northwest Metro

The geographic boundaries of these sectors are shown in Figure 3-2 on the following page of this chapter. Each sector is described in subsequent sections with an accompanying map of facilities and a table outlining usage, 2008 capacity, expansion, and estimated 2030 capacity.



Figure 3-1: Metro Transit bus on Nicollet Mall in Downtown Minneapolis



TABLE 3-3: FORECAST OF UNMET NEED BY MINNEAPOLIS TRAVEL CORRIDOR*

| Corridor | 2008 Utilization | 2020 Demand | 2030 Demand | Funded Capacity | Unmet Need 2020 ¹ | Unmet Need 2030** |
|---------------------------|------------------|---------------|---------------|-----------------|------------------------------|-------------------|
| Central Cities | 800 | 1,100 | 1,400 | 200 | 900 | 1,300 |
| North Metro | | | | | | |
| Hwy 10/169 North | 1,900 | 3,200 | 4,100 | 4,800 | -1,600 | -700 |
| I-35W North | 1,100 | 1,700 | 2,300 | 2,700 | -1,000 | -400 |
| Hwy 65 North | 600 | 1,000 | 1,400 | 0 | 1,000 | 1,400 |
| East Metro | | | | | | |
| I-35E North/Hwy 36 East | 900 | 1,400 | 1,900 | 1,100 | 300 | 800 |
| Hwy 61 South ³ | 200 | 300 | 500 | 400 | -100 | 100 |
| I-94 East | 800 | 1,300 | 1,800 | 900 | 400 | 900 |
| South Metro | | | | | | |
| I-35W South Lower | 1,300 | 2,100 | 2,800 | 2,700 | -600 | 100 |
| I-35W South Upper | 500 | 700 | 900 | 1,100 | -400 | -200 |
| Hwy 77 South | 1,600 | 2,700 | 3,500 | 3,400 | -800 | 100 |
| Hwy 52/55 | 1,000 | 1,600 | 2,100 | 1,700 | -100 | 400 |
| Hwy 169 South | 600 | 1,200 | 1,700 | 1,300 | -100 | 400 |
| West Metro | | | | | | |
| Hwy 212/5 | 1,200 | 2,300 | 3,100 | 2,900 | -600 | 200 |
| I-94 West | 2,300 | 3,900 | 5,300 | 4,400 | -500 | 900 |
| I-394/Hwy 12 | 1,700 | 2,600 | 3,500 | 2,500 | 100 | 1,000 |
| Total- Minneapolis | 16,700 | 27,200 | 36,200 | 30,200 | 1,800 | 6,300 |

¹ Forecast represents baseline park-and-ride demand. Future transitway improvements may increase corridor demand

² Unmet need totals exclude Central Cities where park-and-rides are not needed to generate transit ridership.

³ New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.



TABLE 3-4: FORECAST OF UNMET NEED BY ST. PAUL TRAVEL CORRIDOR*

| Corridor | 2008 Utilization | 2020 Demand | 2030 Demand | Funded Capacity | Unmet Need 2020 ¹ | Unmet Need 2030 ² |
|------------------------------------|------------------|--------------|--------------|-----------------|------------------------------|------------------------------|
| Central Cities | 100 | 300 | 300 | 0 | 300 | 300 |
| North Metro | | | | | | |
| Hwy 10/169 North | 100 | 300 | 300 | 300 | 0 | 0 |
| Hwy 65 North | 100 | 200 | 200 | 0 | 200 | 200 |
| I-35E North | 300 | 800 | 900 | 500 | 300 | 400 |
| Hwy 36 West | 100 | 100 | 100 | 300 | -200 | -200 |
| East Metro | | | | | | |
| I-94 East | 200 | 600 | 600 | 400 | 200 | 200 |
| Hwy 52/55 | 100 | 300 | 300 | 0 | 300 | 300 |
| Hwy 61 South ³ | 100 | 400 | 400 | 200 | 200 | 200 |
| South Metro | | | | | | |
| I-35E South | 400 | 800 | 900 | 600 | 200 | 300 |
| West Metro | | | | | | |
| I-394 West | 0 | 0 | 0 | 0 | 0 | 0 |
| Hwy 5 West | 0 | 0 | 0 | 0 | 0 | 0 |
| I-94 West | 0 | 0 | 0 | 0 | 0 | 0 |
| Total- St. Paul⁴ | 1,600 | 3,900 | 4,000 | 2,400 | 1,400 | 1,600 |

¹ Forecast represents baseline park-and-ride demand. Future transitway improvements may increase corridor demand

² Unmet need totals exclude Central Cities where park-and-rides are not needed to generate transit ridership.

³ New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.

⁴ Many corridors overlap Minneapolis corridors with surplus capacity assigned. These facilities are likely to meet "unmet need" to St. Paul



Northstar Commuter Rail



Figure 3-5: A Northstar Train leaving Downtown Minneapolis



Figure 3-6: Big Lake Station



Figure 3-7: Coon Rapids Station

3.1: North Metro

The North Metro express corridors to Minneapolis include the Highway 10/169 corridor, a majority of the I-35W North corridor and the Highway 65 North corridor as identified in the “Demand and Unmet Need” chapter. The location of facilities in the North Metro are shown in Figure 3-11 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-12.

Highway 10/169 North Corridor

The Highway 10/169 North corridor to the Northwest of the Twin Cities currently serves 2,000 park-and-ride users to both Minneapolis and St. Paul, 95% of which are Minneapolis bound. Unmet need projections on this corridor indicate a surplus of Minneapolis bound capacity of 1,600 spaces by 2020, and 700 spaces by 2030.

However, the park-and-ride demand model does not account for additional demand generated from the Northstar Commuter Rail, so the “surplus” in this corridor may not exist. Northstar facilities, if full, may need to expand or additional station locations may be necessary.

Existing facilities will meet park-and-ride demand to St. Paul for 2020 and 2030. Funded expansion and planned expansion in this corridor is entirely comprised of park-and-ride facilities on the Northstar Commuter Rail line open late 2009. These are further described in the “Transitways” chapter.

I-35W North Corridor

The I-35W North Minneapolis express corridor covers a geographic area to the north and northeast of the Twin Cities. Facilities in the North Metro sector of this corridor include those located in the cities of Roseville, New Brighton, Mounds View, Blaine, and Lino Lakes. The remaining I-35W North corridor facilities are described in the Northeast Metro section of this chapter. The I-35E express corridor to St. Paul is also within this area. In total, the I-35W North corridor currently serves 1,100 park-and-ride users traveling to downtown Minneapolis. Additional users from the TH65 market area currently travel to I-35W.

Significant, recent expansion has created a surplus of capacity along this corridor. For the combined markets of Minneapolis and St. Paul service there is an approximate surplus of 800 spaces in 2020 and 100 spaces in 2030. Usage may increase with recent investments, so performance should be monitored continuously.





Figure 3-8: The Twin Cities Army Ammunition Plant is located in Arden Hills



Figure 3-9: I-35W & 95th Avenue Park-and-Ride ramp constructed in 2009



Figure 3-10: Newly constructed I-35W & County Road C Park-and-Ride in Roseville

Two recent expansions include facilities at I-35W and 95th Avenue and the County Road C Park-and-Ride. The I-35W and 95th Avenue Park-and-Ride is located in Blaine. The facility was recently expanded to nearly 1,500 park-and-ride stalls. Another new facility is located in Roseville at County Road C and Cleveland Avenue. This facility opened with a capacity of 460 spaces in December 2009. It is located to relieve the crowded, leased Rosedale park-and-ride. Finally, as proposed interchange reconstruction at

I-35W and County Road H proceeds, a replacement facility may need to be constructed. At minimum, a similar size facility would be needed. Potential additional capacity will be explored as it relates to land use planning on the vacant Twin Cities Army Ammunition Plant (TCAAP) site proposed for redevelopment.

Hwy 65 North Corridor

The Highway 65 North corridor has significant demand projections through the year 2030, totaling 1,400 Minneapolis users and 200 St. Paul users by this time period. There is currently no express transit service in this corridor, largely because highway reconstruction has not allowed competitive travel time advantages. Bus-only shoulders and other features will be added by 2013, allowing competitive transit service to enter the already strong market.

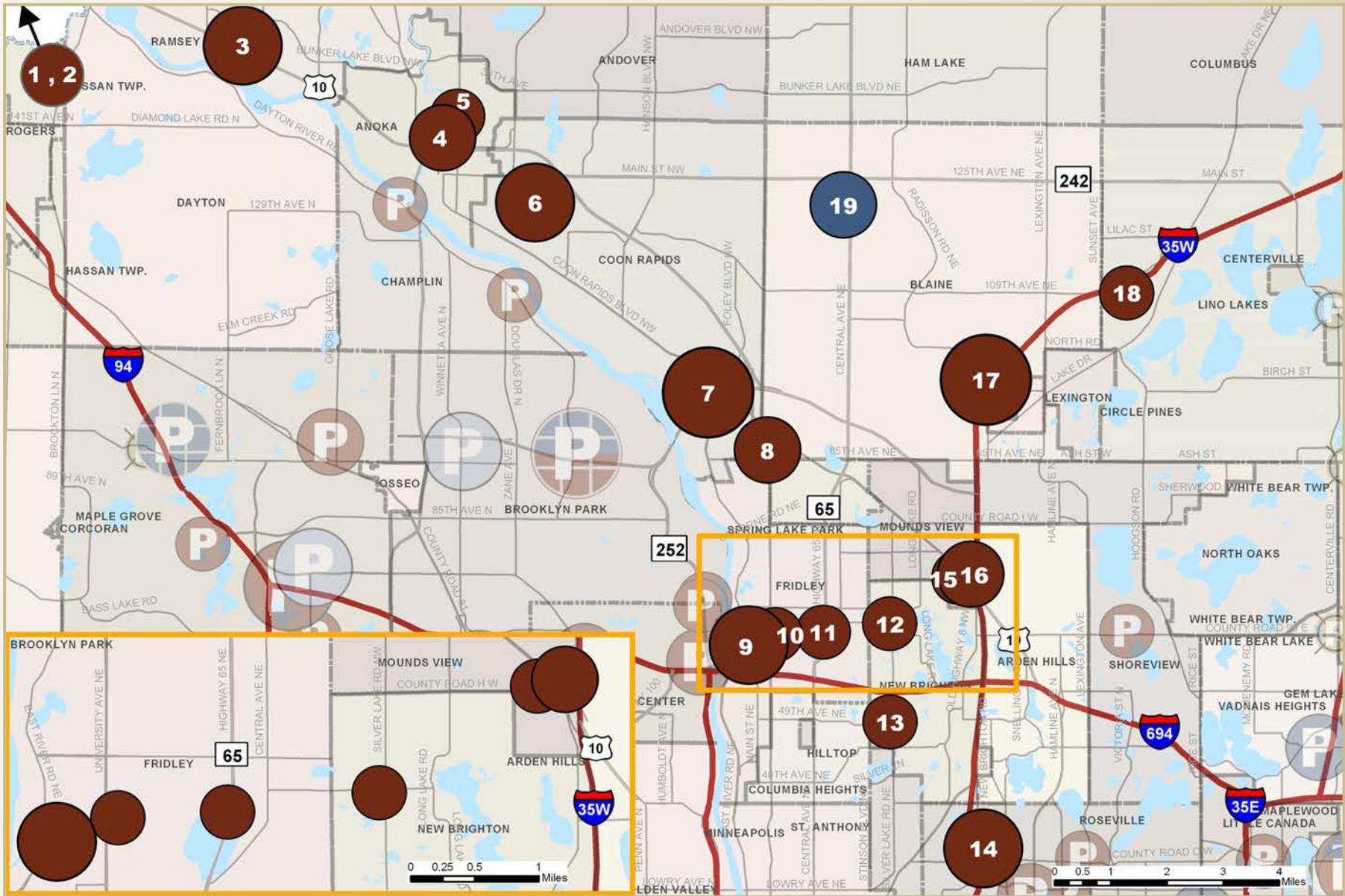
Today, corridor users travel to large existing facilities with high frequencies of service in adjacent corridors such as Foley Boulevard Park-and-Ride and I-35W and 95th Avenue (which recently was expanded to accommodate future demand).

There is currently one facility planned on this corridor at Highway 65 and County Road 14 in Blaine. The planned surface lot will initially hold about 400 spaces. If successful, the facility could be expanded to meet additional demand. Any expansion will depend on the mix of corridor usage to this facility and adjacent corridors' facilities. Facility expansion and surplus capacity in adjacent corridors should sufficiently serve future TH65 corridor demand.

The park-and-ride demand model predicts the greatest existing and future ridership will be generated between Highway 10 and County Road 14. Therefore, the primary focus of park-and-ride investment is the planned facility in Blaine. As governance and operating conditions evolve, Metro Transit will work with local partners to evaluate northerly extensions of transit service along Highway 65.



FIGURE 3-11: NORTH METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility

- Funded New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-12: NORTH METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|--|-------------------------------|--------------|------------------|--------------|---------------|--------------|-------------------------|
| 1 | Big Lake Station | Big Lake | Hwy 10/169 North | 0 | 0 | 518 | 518 |
| 2 | 171st Ave & Tyler St | Elk River | Hwy 10/169 North | 231 | 339 | 415 | 754 |
| 3 | Ramsey Town Center | Ramsey | Hwy 10/169 North | 153 | 603 | 0 | 603 |
| 4 | Anoka Station | Anoka | Hwy 10/169 North | 0 | 0 | 377 | 377 |
| 5 | 7th Avenue & Garfield | Anoka | Hwy 10/169 North | 79 | 80 | 0 | 80 |
| 6 | Riverdale | Coon Rapids | Hwy 10/169 North | 374 | 455 | 0 | 455 |
| 7 | Foley Blvd | Coon Rapids | Hwy 10/169 North | 1,073 | 1,243 | 0 | 1,243 |
| 8 | Northtown Transit Center | Blaine | Hwy 10/169 North | 279 | 366 | 0 | 366 |
| 9 | Fridley Station | Fridley | Hwy 10/169 North | 0 | 0 | 668 | 668 |
| 10 | Church of St. William | Fridley | Hwy 10/169 North | 7 | 50 | 0 | 50 |
| 11 | St. Phillip's Lutheran Church | Fridley | Hwy 10/169 North | 0 | 20 | 0 | 20 |
| <i>Hwy 10/169 North Corridor Subtotal</i> | | | | <i>2,196</i> | <i>3,156</i> | <i>1,978</i> | <i>5,134</i> |
| 12 | Atonement Lutheran Church | New Brighton | I-35W North | 4 | 25 | 0 | 25 |
| 13 | Salem Covenant Church | New Brighton | I-35W North | 49 | 50 | 0 | 50 |
| 14 | I-35W & Co Rd C P&R | Roseville | I-35W North | 0 | 0 | 460 | 460 |
| 15 | Mermaid Supper Club | Mounds View | I-35W North | 57 | 60 | 0 | 60 |
| 16 | I-35W & Co Rd H | Mounds View | I-35W North | 143 | 211 | 0 | 211 |
| 17 | 95th Ave & I-35W | Blaine | I-35W North | 953 | 1,011 | 471 | 1,482 |
| 18 | St. Joseph's Church | Lino Lakes | I-35W North | 8 | 12 | 0 | 12 |
| <i>I-35W North Corridor Subtotal¹</i> | | | | <i>1,214</i> | <i>1,369</i> | <i>931</i> | <i>2,300</i> |
| 19 | Hwy 65 and Co Rd 14 | Blaine | Hwy 65 North | 0 | 0 | 400 | 400 |
| <i>Hwy 65 North Corridor Subtotal</i> | | | | <i>0</i> | <i>0</i> | <i>400</i> | <i>400</i> |
| North Metro Grand Total | | | | 3,410 | 4,525 | 3,309 | 7,834 |

¹ Additional I-35W North facilities included in *North east Metro Park-and-Ride Facilities* section



3.2: Northeast Metro

For Minneapolis express bus service, the Northeast Metro corridors include I-35E North /Highway 36 East and a portion of the I-35W North/ I-35E North Corridor as identified in the chapter on Demand and Unmet Need. Some Northeast metro facilities also accommodate express bus service to St. Paul via the I-35E North corridor; these facilities are noted in the Highway 36 East, I-35E North and Highway 36 West corridors description below. The location of facilities in the Northeast Metro are shown in Figure 3-15 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-16.

I-35W North Corridor

Two I-35W North corridor facilities are located in the Northeast Metro sector. These facilities include Forest Lake Transit Center and Running Aces Park-and-Ride in Columbus. The facilities currently offer express bus service to Minneapolis, with additional service planned to St. Paul through the Rush Line transitway. Other I-35W North corridor facilities are described in the North Metro section of this chapter.

I-35E North (St. Paul)

The I-35E North corridor to St. Paul serves 300 park-and-ride users traveling to St. Paul. Two facilities are planned for this corridor and will serve St. Paul-bound express service on I-35E. One facility will be located at I-35E and CSAH 96, or at County Road E in White Bear Lake or Vadnais Heights. Factors influencing selection of the location include potential interchange improvements, available land, and opportunities for transit advantages. The chosen location will have approximately 200 spaces to meet St. Paul-bound demand.

A second facility, also containing 200 spaces, is planned at I-35E and Highway 14. The facility could be located in Centerville or Lino Lakes. Metro Transit continues work with Anoka County and local communities to locate a park-and-ride near the interchange. Additional capacity at these new facilities may be needed to replace current leased facilities that are closed as a result of the project.

New corridor facilities on I-35E will replace existing facilities in White Bear Lake, White Bear Township, Centerville, and Lino Lakes. The new facilities will consolidate and expand parking, streamline and increase the speed of service to St. Paul in the I-35E Corridor.

Facilities along I-35E are planned in conjunction with the Rush Line transitway. Please see the “Transitways” chapter for further information on this corridor. Specific improvements include a new St. Paul express service from Forest Lake and Columbus to downtown St. Paul. Other facilities may be considered based on recommendations of the Rush Line Alternatives Analysis.

The primary park-and-ride facility serving I-35E north of St. Paul is Maplewood Mall Transit Center. This facility is currently over capacity and is planned for expansion by an additional 550 spaces.





Figure 3-13: Maplewood Mall Transit Center



Figure 3-14: Rosedale Transit Center

Highway 36 East (Minneapolis) and Highway 36 West (St. Paul) Corridors

Express buses serving the northeast metro from Minneapolis travel along I-35W to Highway 36. This market includes the I-35E corridor to Minneapolis and the Highway 61 corridor, as well as portions of St. Paul's east side. Facilities in this area may serve Highway 36 service eastbound to I-35E to St. Paul. The I-35E and Highway 36 East corridor currently serves 900 park-and-ride users traveling to Minneapolis. The Highway 36 West corridor serves 100 St. Paul-bound riders.

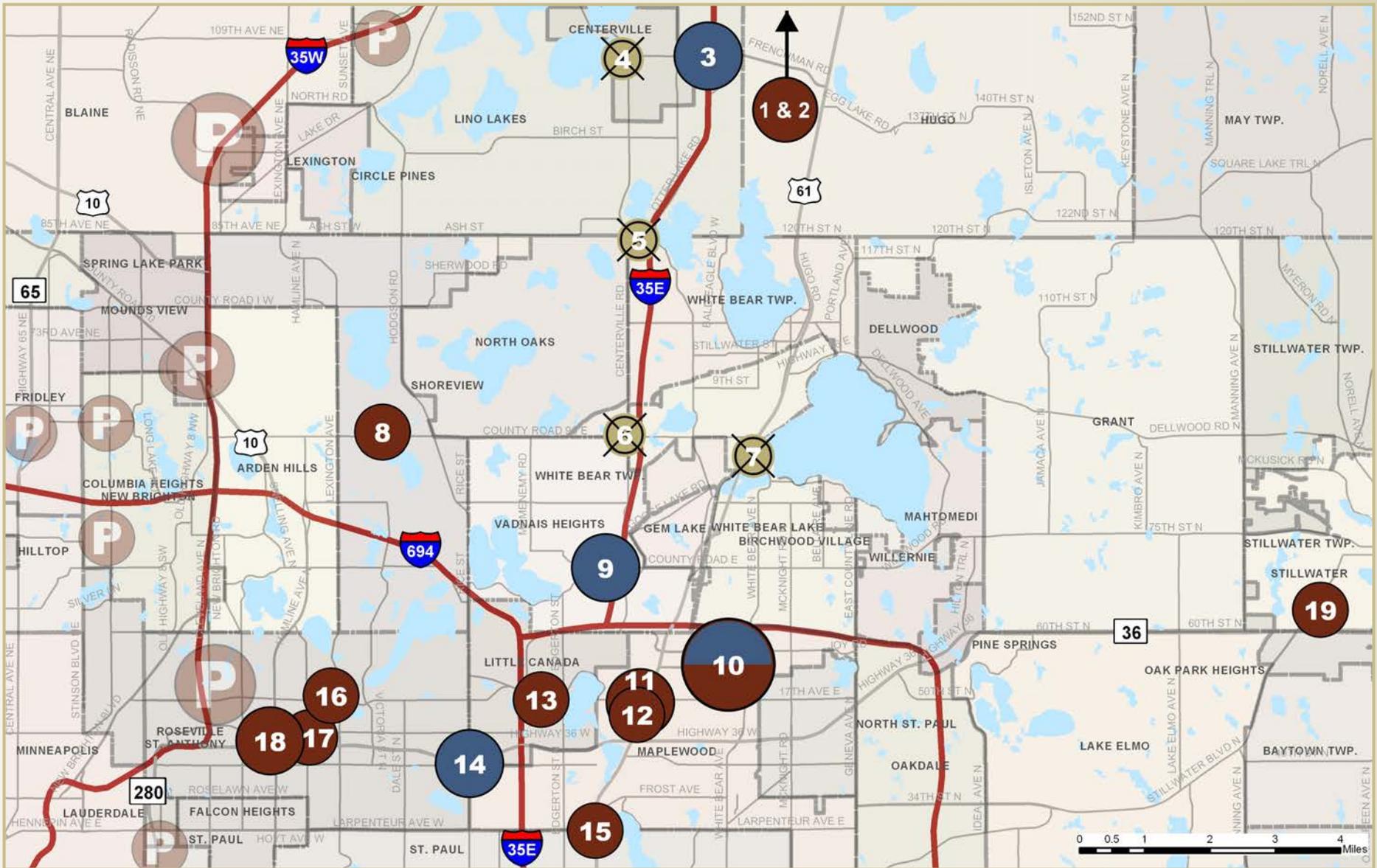
The I-35E and Highway 36 East corridor to Minneapolis has unmet need of 300 park-and-ride users in 2020 and unmet need for 800 park-and-ride stalls in 2030. The I-35E North corridor has an unmet need of 300 park-and-ride users in 2020, and 400 park-and-ride users in 2030. However, much of this need can also be satisfied by planned facilities that are included in the North Metro section within the I-35W north corridor. Planned facility expansion will accommodate anticipated need for the Highway 36 West corridor.

In the areas served by these overlapping corridors, there are four facilities planned for expansion or construction. The four facilities include: I-35E & Co Road 14, I-35E & Co Rd E or CSAH 96, Maplewood Mall Transit Center, and Hwy 36 & Rice Street. Maplewood Mall Transit Center currently operates above current capacity of 420 parking spaces. This site is planned for expansion with the addition of a parking ramp and will have an additional 550 spaces. The expanded Maplewood Mall Park-and-Ride will provide a large capacity and will support a high level of service. This will attract users from the Highway 36 corridor east of I-694. If a future river crossing is constructed and congestion increases, an additional park-and-ride farther east should be explored. The planned Maplewood expansion will satisfy current demand projections.

The Rosedale Mall Transit Center includes a park-and-ride facility with 375 spaces. The facility operates near capacity, requiring action to expand capacity and reduce overflow at the shared use facility. To meet this need, several strategies are employed. First, a new 460 space facility at County Road C on the I-35W corridor opened in December 2009. The new facility should alleviate crowding at Rosedale Mall. In addition, a new facility at Highway 36 and Rice Street may be developed to serve demand along the corridor between Rosedale and Maplewood. This facility is planned to have a capacity of approximately 300 spaces and would serve both Minneapolis and St. Paul bound travelers. These new facilities, combined with active management of service levels, should reduce park-and-ride capacity issues at the Rosedale Transit Center. A lease for ongoing park-and-ride use at Rosedale is desirable given travel patterns on routes serving the Roseville area.



FIGURE 3-15: NORTHEAST METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

-  Existing Facility
-  Transitway Facility
-  Planned/Proposed New or Expanded Facility
-  Facility Closing Pending Construction of New Facility

Total 2030 Capacity

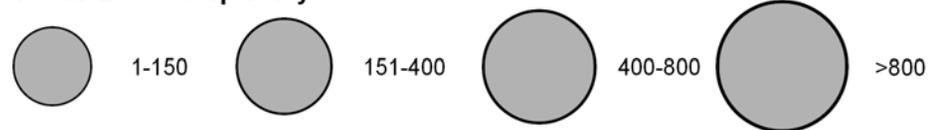


TABLE 3-16: NORTHEAST METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|---|------------------------------------|----------------------------------|-------------------------|--------------|---------------|--------------|-------------------------|
| 1 | Forest Lake Transit Center | Forest Lake | I-35W North/I-35E North | 81 | 308 | 0 | 308 |
| 2 | Running Aces | Columbus | I-35W North/I-35E North | 86 | 300 | 0 | 300 |
| 3 | I-35E & County Road 14 | Lino Lakes | I-35E North | 0 | 0 | 200 | 200 |
| 4 | St. Genevieve Church | Centerville | I-35E North | 23 | 50 | 0 | 0 |
| <i>I-35W North/ I-35E North Corridor Subtotal¹</i> | | | | <i>190</i> | <i>658</i> | <i>200</i> | <i>808</i> |
| 5 | White Bear Township Theatre | White Bear Township | I-35E North/Hwy 36 East | 32 | 50 | 0 | 0 |
| 6 | Cub Foods-White Bear Township | White Bear Twp. | I-35E North/Hwy 36 East | 32 | 50 | 0 | 0 |
| 7 | White Bear Lake Shopping Center | White Bear Lake | I-35E North/Hwy 36 East | 0 | 10 | 0 | 0 |
| 8 | Shoreview Community Center | Shoreview | I-35E North/Hwy 36 East | 19 | 10 | 0 | 10 |
| 9 | I-35E & County Road E OR CSAH 96 | White Bear Lake/ Vadnais Heights | I-35E North/Hwy 36 East | 0 | 0 | 200 | 200 |
| 10 | Maplewood Mall Transit Center | Maplewood | I-35E North/Hwy 36 East | 469 | 420 | 550 | 970 |
| 11 | Hwy 61 & Co Rd C | Maplewood | I-35E North/Hwy 36 East | 227 | 229 | 0 | 229 |
| 12 | Hmong Alliance Church | Maplewood | I-35E North/Hwy 36 East | 88 | 110 | 0 | 110 |
| 13 | Little Canada City Hall | Little Canada | I-35E North/Hwy 36 East | 4 | 20 | 0 | 20 |
| 14 | Hwy 36 and Rice Street | Maplewood | I-35E North/Hwy 36 East | 0 | 0 | 300 | 300 |
| 15 | Gustavus Adolphus Lutheran Church | Saint Paul | I-35E North/Hwy 36 East | 6 | 25 | 0 | 25 |
| 16 | Skating Center | Roseville | I-35E North/Hwy 36 East | 55 | 50 | 0 | 50 |
| 17 | Grace Church | Roseville | I-35E North/Hwy 36 East | 70 | 115 | 0 | 115 |
| 18 | Rosedale Transit Center | Roseville | I-35E North/Hwy 36 East | 345 | 375 | 0 | 375 |
| 19 | St. Croix Valley Recreation Center | Stillwater | I-35E North/Hwy 36 East | 40 | 100 | 0 | 100 |
| <i>I-35E North/Hwy 36 East Corridor Subtotal</i> | | | | <i>1,387</i> | <i>1,564</i> | <i>1,050</i> | <i>2,504</i> |
| Northeast Metro Grand Total | | | | 1,577 | 2,222 | 1,250 | 3,312 |

¹ Additional I-35W North facilities included in *North Metro Park-and-Ride Facilities* section



3.3: Southeast Metro

The Southeast Metro corridors include I-94 East, a portion of Hwy 52/55, and Highway 61 South as identified in the Demand and Unmet Need chapter. Facilities in the Southeast Metro include the suburbs of Oakdale, Woodbury, West St. Paul, Inver Grove Heights, Hastings, Newport and Cottage Grove. The location of facilities in the Southeast Metro are shown in Figure 3-23 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-24.

I-94 East Corridor

The I-94 East corridor extends eastward from the Twin Cities metro area. This corridor serves the cities in central parts of Washington County, such as Woodbury and Oakdale, and extends eastward into St. Croix and Pierce County, Wisconsin. Currently this corridor serves about 800 park-and-ride users traveling to downtown Minneapolis, and 200 traveling to St. Paul. There is currently a long term capacity of 1,000 spaces in this corridor leaving unmet need of 500 spaces in 2020, and 1,300 spaces in 2030.

There are three sites identified for park-and-ride expansion or construction in the I-94 East corridor. Guardian Angels Church Park-and-Ride was expanded in late 2008 after the 2008 Annual System Survey. The expansion added 235 spaces for a total of 435.

The Woodbury Theatre Park-and-Ride is currently operating at capacity and has 550 spaces. The Metropolitan Council owns the theater property, and could develop a parking ramp on the site. This ramp would serve increased growth and development in southern Woodbury.

An additional location identified for new construction is at I-94 and Manning Avenue. This would be a new facility with a planned capacity of 550 park-and-ride spaces. The total planned expansion through 2030 on the I-94 East corridor is 1,050 spaces; additional unmet need may be satisfied through expansion on adjacent corridors. Minneapolis and St. Paul park-and-ride needs will be fully met by these two expansion projects.



Figure 3-17: Rendering of expansion plans for Guardian Angels Church Park-and-Ride



Figure 3-18: Woodbury Theatre Park-and-Ride



Figure 3-19: Guardian Angels Church Park-and-Ride





Figure 3-20: Fort Snelling Park-and-Ride is located along the Hiawatha LRT line



Figure 3-21: Cottage Grove Park-and-Ride



Figure 3-22: Faith United Methodist Church Park-and-Ride in West St. Paul

Highway 52/55 Corridor

The Highway 52/55 corridor extends southeast of the Twin Cities, and includes parts of West St. Paul, Mendota Heights, Inver Grove Heights, Eagan and Rosemount. The Highway 52/55 corridor facilities contained in the Southeast Metro include those located in the cities of West St. Paul, Inver Grove Heights and Hastings. The remaining Highway 52/55 corridor facilities are described in the South Metro and Central Metro sections of this chapter.

There is a projected unmet need of 400 spaces in the year 2030 for corridor as a whole. Much of this demand will be satisfied through expansion of the Fort Snelling Park-and-Ride on the Hiawatha LRT transitway, as described in the Central Metro section of this chapter. Minneapolis-bound demand in northeastern Dakota County is overwhelmingly drawn to Hiawatha LRT facilities. Added competing express bus service would not efficiently serve the park-and-ride market to Minneapolis.

In addition to planned expansion at Fort Snelling, an additional St. Paul-only facility may be constructed along the Highway 52 corridor between the I-494 and 52/55 split. This new facility would be developed in response to market demand or future residential development in Rosemount and Inver Grove Heights, destined to downtown St. Paul. As of this plan update, capacity of this facility is yet to be determined.

Highway 61 South Corridor

The Highway 61 South corridor extends outward to the southeastern portion of the Twin Cities metro area through Cottage Grove and on to Hastings. Based on park-and-ride user origin data, a majority of park-and-ride users on the Highway 61 corridor south of the Mississippi River currently use Hiawatha LRT park-and-rides.

The Lower Afton Road park-and-ride operates near capacity, and surface lot expansion may be possible in the near term as part of an interchange reconstruction project. The Cottage Grove Park-and-Ride also has expansion potential; however, it is unlikely that expansion will be necessary prior to 2030.

Additional facilities in Newport, Hastings and a relocated Cottage Grove park-and-ride may be constructed as part of the Red Rock transitway. See the “Transitway” chapter for more information on this corridor.



FIGURE 3-23: SOUTHEAST METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility

- Funded New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-24: SOUTHEAST METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|---|-------------------------------------|---------------------|--------------|--------------|---------------|--------------|-------------------------|
| 1 | Walton Park | Oakdale | I-94 East | 37 | 58 | 0 | 58 |
| 2 | Guardian Angels Catholic Church | Oakdale | I-94 East | 229 | 450 | 0 | 450 |
| 3 | I-94 and Manning Avenue | Woodbury | I-94 East | 0 | 0 | 550 | 550 |
| 4 | Woodbury Theatre | Woodbury | I-94 East | 573 | 550 | 450 | 1,000 |
| 5 | Woodbury Lutheran Church | Woodbury | I-94 East | 85 | 90 | 0 | 0 |
| 6 | Christ Episcopal Church | Woodbury | I-94 East | 70 | 50 | 0 | 0 |
| <i>I-94 East Corridor Subtotal</i> | | | | <i>994</i> | <i>1,198</i> | <i>1,000</i> | <i>2,058</i> |
| 7 | West St Paul Sports Complex | West St. Paul | Hwy 52/55 | 60 | 100 | 0 | 100 |
| 8 | Faith United Methodist Church | West St. Paul | Hwy 52/55 | 7 | 100 | 0 | 100 |
| 9 | Highway 52 and Highway 55 | Inver Grove Heights | Hwy 52/55 | 0 | 0 | 300 | 300 |
| 10 | Hastings Park-and-Ride ¹ | Hastings | Hwy 52/55 | 0 | 0 | 200 | 200 |
| <i>Hwy 52/55 Corridor Subtotal²</i> | | | | <i>67</i> | <i>200</i> | <i>500</i> | <i>700</i> |
| 11 | Hwy 61 & Lower Afton Rd | Saint Paul | Hwy 61 South | 117 | 114 | 75 | 189 |
| 12 | Newport Park-and-Ride | Newport | Hwy 61 South | 0 | 0 | 125 | 125 |
| 13 | Cottage Grove | Cottage Grove | Hwy 61 South | 284 | 525 | 300 | 825 |
| <i>Hwy 61 South Corridor Subtotal³</i> | | | | <i>401</i> | <i>639</i> | <i>500</i> | <i>1,139</i> |
| Southeast Metro Grand Total | | | | 1,462 | 2,037 | 2,000 | 3,897 |

¹ The Red Rock Corridor Commission completed a Commuter Bus Feasibility Study in 2009, which suggested capacity of the facility in 2030 should be 250 spaces. Specific market area analyses, as described in Chapter 5 of this plan, will inform the actual capacity.

² Additional Hwy 52/55 facilities included in *South Metro Park-and-Ride Facilities* and *Central Metro Park-and-Ride Facilities* sections

³ New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.



South Metro Facilities Funded by the Urban Partnership Agreement



Figure 3-25: Lakeville Cedar Park-and-Ride



Figure 3-26: Cedar Grove Park-and-Ride



Figure 3-27: Apple Valley Transit Station Expansion

3.4: South Metro

There are four travel corridors included in the South Metro sector, including a portion of the Highway 52/55 corridor, a majority of the Highway 77 South corridor, the I-35W South Lower corridor, and the Highway 169 South corridor as it extends south of I-494. For St. Paul service, the I-35E South Corridor is included in this geographic area and has an unmet need of 300 park-and-ride users in the year 2030. The location of facilities in the South Metro are shown in Figure 3-31 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-32.

Facilities in the South Metro primarily serve Minneapolis, but these facilities accommodate demand to St. Paul along I-35E. Service strategies vary by provider, but existing park-and-rides may have additional service to St. Paul, or certain facilities may provide St. Paul-only service. The expansions described below accommodate anticipated 2030 demand to St. Paul.

Highway 52/55 Corridor

The Highway 52/55 corridor facilities in the South Metro sector include those located in the city of Eagan. The remaining Highway 52/55 corridor facilities are described in the Southeast Metro and Central Metro sections of this chapter. As mentioned previously, there is a projected unmet need of 400 spaces in the year 2030 for the corridor as a whole. Much of this demand will be satisfied through expansion of the Fort Snelling Park-and-Ride on the Hiawatha LRT transitway, as described in the Central Metro section of this chapter. In addition, an existing shared use facility in Rosemount may be relocated or expanded as demand warrants.

Highway 77 South Corridor

The Highway 77 South corridor includes south metro facilities located in the cities of Eagan, Apple Valley, Rosemount, and Lakeville. The remaining facilities in this corridor are described in the Central Metro sections of this chapter. Improvements related to Cedar Avenue Bus Rapid Transit drive a majority of park-and-ride investment in this corridor. There are currently three park-and-rides funded as a part of the Urban Partnership Agreement. These include new facilities at Lakeville Cedar and Cedar Grove, plus an expanded Apple Valley Transit Station. Despite these investments there remains a forecasted unmet need of 100 spaces by 2030. To accommodate this demand, the Palomino Hills Park-and-Ride (operating at a capacity of 312 spaces) may be relocated or repurposed; alternatively, a new location may be added to serve this demand. Additional facilities also may be planned for the Cedar Avenue Bus Rapid Transit project.





Figure 3-28: I-35W & Kenrick Avenue Park-and-Ride in Lakeville



Figure 3-29: Burnsville Transit Station



Figure 3-30: Southbridge Crossing Park-and-Ride in Shakopee

I-35W South Lower Corridor

The I-35W South corridor is divided into two portions: I-35W South Upper and I-35W South Lower. The upper corridor encompasses the area north of the Minnesota River and the lower corridor is the larger portion that is situated south of the Minnesota River. The I-35W South Lower Corridor currently serves 1,300 park-and-ride users to Minneapolis. There is a projected capacity surplus of 600 spaces in 2020 and an unmet need of 100 spaces in 2030. The only funded expansion along this corridor was completed in late 2009 in the form of an Urban Partnership Agreement investment at the Lakeville Kenrick Avenue Park-and-Ride. The Kenrick Avenue facility has a capacity of 750 spaces, satisfying much of the projected future need in this corridor.

Additional facilities are planned to meet future needs. A future BRT station in southern Burnsville should be planned as “park-and-ride” ready to accommodate future growth or realignment of facilities. Burnsville currently has two facilities located in close proximity to one another: Burnsville Transit Station and the Heart of the City Park-and-Ride. Capacity could be shifted southward to better meet geographic distribution of demand in Burnsville. The BRT station identified as Burnsville South would be a viable option to meet future demand.

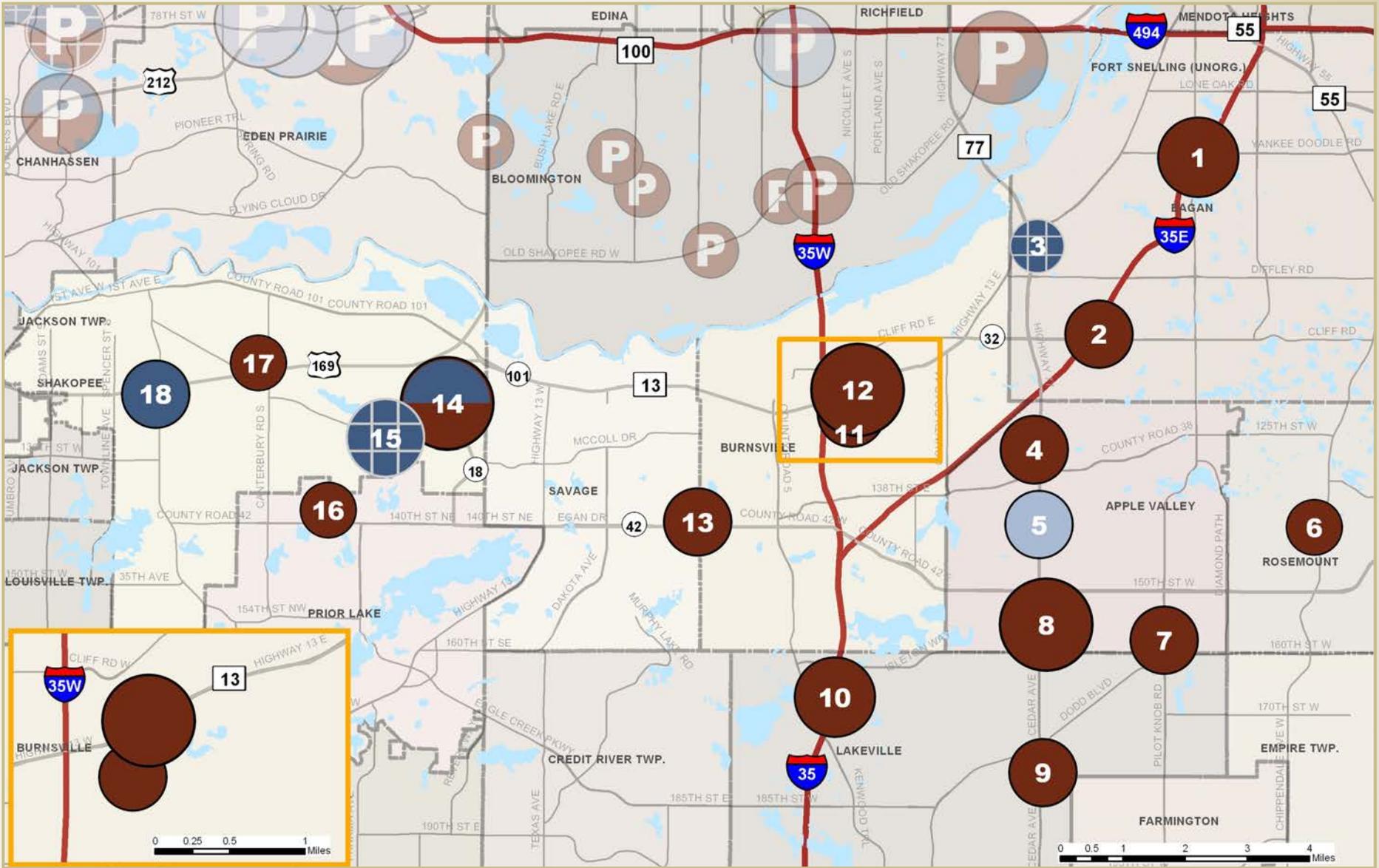
Highway 169 South Corridor

The Highway 169 South corridor has a forecasted unmet need of 400 spaces by 2030, and includes Scott County and LeSueur County. All funded and planned park-and-ride expansion is currently located within the city of Shakopee. Construction of a facility at County Road 16 and County Road 21 is currently funded through a federal STP grant and local match; this location will have a capacity of approximately 545 spaces. Also planned for Shakopee is the expansion of the Southbridge Crossing Park-and-Ride.

When the new facility opens, the corridor will have a large surplus of parking supply. Still, the area will experience strong growth that will create increased park-and-ride demand. This growth in demand will trigger an expansion need before 2030. Transit providers in this area plan an expansion of Southbridge Crossings as it fills to capacity. However, an alternate location for expansion along this corridor is near the intersection of TH169 and Marschall Road. If pursued, this facility would likely be constructed in lieu of expansion at the Southbridge Crossings facility. However, future growth and new demand will inform expansion as the area develops and transit usage expands beyond the ample capacity available at present. If future forecast work reveals a need for more than 400 additional spaces by 2030 or later, both facilities may be pursued.



FIGURE 3-31: SOUTH METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-32: SOUTH METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|---|--------------------------------------|--------------|-------------------|--------------|---------------|--------------|-------------------------|
| 1 | Eagan Transit Station | Eagan | Hwy 52/55 | 380 | 679 | 0 | 679 |
| 2 | Blackhawk | Eagan | Hwy 52/55 | 330 | 367 | 0 | 367 |
| <i>Hwy 52/55 Corridor Subtotal¹</i> | | | | <i>710</i> | <i>1,046</i> | <i>0</i> | <i>1,046</i> |
| 3 | Cedar Grove Park-and-Ride | Eagan | Hwy 77 South | 0 | 0 | 120 | 120 |
| 4 | Palomino Hills | Apple Valley | Hwy 77 South | 297 | 312 | 0 | 312 |
| 5 | 140th Street Station P&R | Apple Valley | Hwy 77 South | 0 | 0 | 400 | 400 |
| 6 | Rosemount Community Center | Rosemount | Hwy 77 South | 6 | 75 | 0 | 75 |
| 7 | 157th St Station | Apple Valley | Hwy 77 South | 33 | 258 | 0 | 258 |
| 8 | Apple Valley Transit Station | Apple Valley | Hwy 77 South | 750 | 768 | 182 | 950 |
| 9 | Lakeville Cedar (Cedar Ave/181st St) | Lakeville | Hwy 77 South | 0 | 0 | 400 | 400 |
| <i>Hwy 77 South Corridor Subtotal²</i> | | | | <i>1,086</i> | <i>1,413</i> | <i>1,102</i> | <i>2,515</i> |
| 10 | I-35 & Kenrick Ave | Lakeville | I-35W South Lower | 0 | 0 | 750 | 750 |
| 11 | Heart of the City | Burnsville | I-35W South Lower | 99 | 370 | 0 | 370 |
| 12 | Burnsville Transit Station | Burnsville | I-35W South Lower | 1,305 | 1,376 | 0 | 1,376 |
| 13 | Co Rd 42 & Huntington | Savage | I-35W South Lower | 79 | 195 | 0 | 195 |
| <i>I-35W South Lower Corridor Subtotal</i> | | | | <i>1,483</i> | <i>1,941</i> | <i>750</i> | <i>2,691</i> |
| 14 | Southbridge Crossing | Shakopee | Hwy 169 South | 234 | 515 | 400 | 915 |
| 15 | Co Rd 16 & Co Rd 21 | Shakopee | Hwy 169 South | 0 | 0 | 545 | 545 |
| 16 | Safe Haven | Prior Lake | Hwy 169 South | 31 | 110 | 0 | 110 |
| 17 | Seagate Technology | Shakopee | Hwy 169 South | 10 | 82 | 0 | 82 |
| 18 | Hwy 169 & Marschall Rd | Shakopee | Hwy 169 South | 0 | 0 | 400 | 400 |
| <i>Hwy 169 South Corridor Subtotal</i> | | | | <i>275</i> | <i>707</i> | <i>1,345</i> | <i>2,052</i> |
| South Metro Grand Total | | | | 3,554 | 5,107 | 3,197 | 8,304 |

¹ Additional Hwy 52/55 facilities included in *SoutheastMetro Park-and-Ride Facilities* and *Central Metro Park-and-Ride Facilities* sections

² Additional Hwy 77 South facilities included in *Central Metro Park-and-Ride Facilities* section



3.5: Central Metro

The Central Metro sector includes four travel corridors: Central Cities, a portion of Highway 52/55, Highway 77 South, and I-35W South Upper. The location of facilities in the Central Metro are shown in Figure 3-36 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-37.

Central Cities

The Central Cities Corridor consists of existing and proposed facilities located within either Minneapolis or St. Paul. A majority of the existing and proposed facilities are located along the edge of the Minneapolis or St. Paul municipal boundaries, with the exception of the Lake Street/Midtown Station West facility.

In general, park-and-rides are not locally desirable land uses in central cities. These facilities may also compete with local service and walk-up tails of express services. On the other hand, park-and-ride provisions may increase transit usage in the central cities by accommodating users who are outside the walking distance of a travel-time competitive option. Park-and-rides also may accommodate potential transit users needing a car for daycare pickup, shopping, or other before or after work purposes. Finally, providing a park-and-ride facility may decrease on-street “hide and ride”¹ activity observed near transit stations. For these trips, there is a projected unmet demand for 1,200 to 1,500 additional spaces in the year 2030 in the Central Cities Corridor. No additional facilities are planned to meet this demand, but opportunities may develop and be pursued with city staff and policymakers.

Three facilities in Minneapolis are proposed as part of the Southwest Transitway. These include lots along the corridor at Penn Avenue, 21st Street, and West Lake Street. More specific planning for these facilities will occur as the project enters Preliminary Engineering.

Highway 52/55 Corridor

The Highway 52/55 corridor facilities in the Central Metro sector include those located in the city of Fort Snelling. The remaining Highway 52/55 corridor facilities are described in the Southeast Metro and South Metro sections of this chapter. As mentioned previously, there is a projected unmet need of 400 spaces in the year 2030 for corridor as a whole. Much of this demand will be satisfied through expansion of the Fort Snelling Park-and-Ride on the Hiawatha LRT transitway, adding up to 675 new spaces. This facility will be needed as the existing Fort Snelling North facility fills and the 28th Avenue Ramp (Highway 77 corridor, below) reaches capacity. In addition to this planned expansion at Fort Snelling, there also may be a future facility for planned St. Paul express service constructed along the Highway 52 corridor between the I-494 and the 52/55 split, as described in the Southeast Metro section of this chapter.

1 “Hide and ride” is a term used to describe vehicle parking in non-park-and-ride areas along a transit line for the purpose of boarding-transit.





Figure 3-33: 28th Avenue Station Park-and-Ride in Bloomington



Figure 3-34: Como & Eustis Park-and-Ride in St. Paul



Figure 3-35: Lake St/Midtown Station West Park-and-Ride in Minneapolis

Highway 77 South Corridor

The Highway 77 South corridor facilities in the Central Metro sector include those located in the cities of Bloomington and Richfield. The remaining facilities in this corridor are described in the South Metro section of this chapter. As mentioned in the South Metro section, expansion in the Highway 77 South corridor includes BRT transitway investment extending to Apple Valley and Lakeville. Moreover, the forecasted unmet need of 200 spaces by 2030 may be accommodated by relocating, repurposing, or expanding the Palomino Hills Park-and-Ride.

I-35W South Upper Corridor

As mentioned previously, the I-35W South corridor is divided into two portions: I-35W South Upper and I-35W South Lower. The upper corridor encompasses the area north of the Minnesota River and includes facilities in Bloomington, Edina, and Richfield. The I-35W South Upper corridor currently serves 500 park-and-ride users.

Existing funded capacity is projected to provide a surplus of 400 and 200 spaces in 2020 and 2030 respectively. While gross capacity meets this demand, many of these facilities are older, smaller facilities that are not particularly attractive. To increase mode share, park-and-ride facilities along this corridor will eventually undergo consolidation. This consolidation may trigger a need for additional facilities.

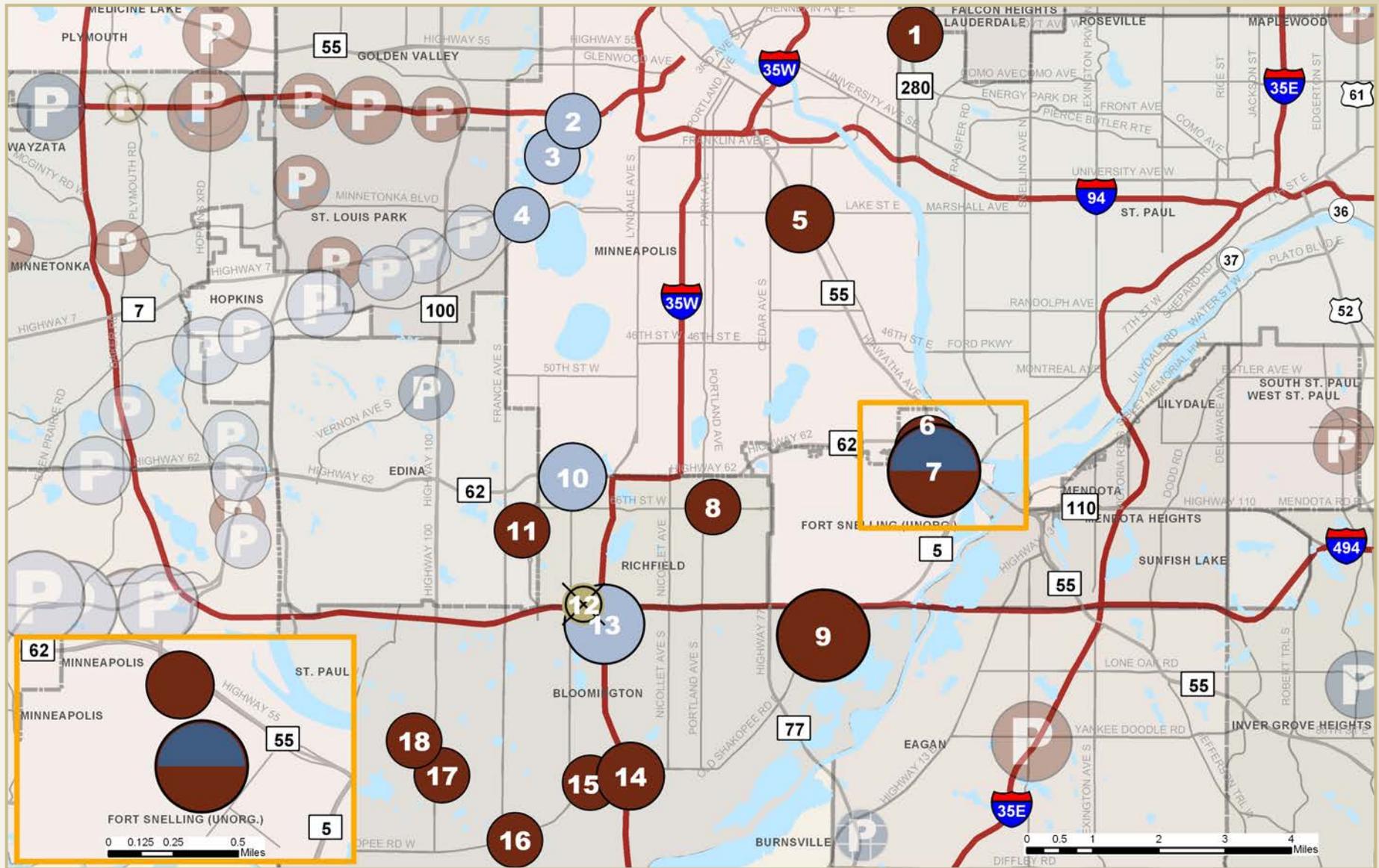
The Best Buy Park-and-Ride at 76th and Knox Avenue in Richfield will close as part of the reconstruction of I-35W and I-494 interchange. To replace these spaces, a new facility will be constructed near a BRT station at American Boulevard and I-494.

A new facility is also identified at Penn Avenue and Highway 62. This facility will support the I-35W BRT corridor with new express service from Richfield. The project would also support planned redevelopment in Richfield and provide new travel options. The facility is located in a densely developed area, so careful analysis of travel patterns and anticipated demand is required before project development begins. Strong local partnership is also necessary for land assembly. A facility may have demand for up to 400 spaces.

Additional consolidation may be pursued in south and western Bloomington, but few opportunities exist to efficiently consolidate several small existing facilities serving church lots and small shopping centers. This reorganization may be pursued as opportunities arise or as demand grows, subject to resolution of the higher priorities shown above.



FIGURE 3-36: CENTRAL METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-37: CENTRAL METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|---|----------------------------------|---------------|-------------------|--------------|---------------|--------------|-------------------------|
| 1 | Como & Eustis | Saint Paul | Central Cities | 36 | 38 | 0 | 38 |
| 2 | Penn | Minneapolis | Central Cities | 0 | 0 | 70 | 70 |
| 3 | 21st Street | Minneapolis | Central Cities | 0 | 0 | 30 | 30 |
| 4 | West Lake | Minneapolis | Central Cities | 0 | 0 | 140 | 140 |
| 5 | Lake St/Midtown Station West | Minneapolis | Central Cities | 231 | 163 | 0 | 163 |
| <i>Central Cities Corridor Subtotal</i> | | | | <i>267</i> | <i>201</i> | <i>240</i> | <i>441</i> |
| 6 | Fort Snelling North | Fort Snelling | Hwy 52/55 | 361 | 398 | 0 | 398 |
| 7 | Fort Snelling South | Fort Snelling | Hwy 52/55 | 618 | 675 | 600 | 1,275 |
| <i>Hwy 52/55 Corridor Subtotal¹</i> | | | | <i>979</i> | <i>1,073</i> | <i>600</i> | <i>1,673</i> |
| 8 | Richfield Municipal Pool | Richfield | Hwy 77 South | 0 | 25 | 0 | 25 |
| 9 | 28th Ave Station | Bloomington | Hwy 77 South | 778 | 1,443 | 0 | 1,443 |
| <i>Hwy 77 South Corridor Subtotal²</i> | | | | <i>778</i> | <i>1,468</i> | <i>0</i> | <i>1,468</i> |
| 10 | Hwy 62 & Penn Avenue | Richfield | I-35W South Upper | 0 | 0 | 400 | 400 |
| 11 | Southdale Transit Center | Edina | I-35W South Upper | 56 | 102 | 0 | 102 |
| 12 | Knox Avenue at Best Buy | Richfield | I-35W South Upper | 52 | 525 | 0 | 0 |
| 13 | I-35W & American Boulevard | Bloomington | I-35W South Upper | 0 | 0 | 500 | 500 |
| 14 | South Bloomington Transit Center | Bloomington | I-35W South Upper | 122 | 195 | 0 | 195 |
| 15 | St. Luke's Lutheran Church | Bloomington | I-35W South Upper | 30 | 100 | 0 | 100 |
| 16 | Transfiguration Lutheran Church | Bloomington | I-35W South Upper | 12 | 35 | 0 | 35 |
| 17 | Normandale Village | Bloomington | I-35W South Upper | 10 | 25 | 0 | 25 |
| 18 | St. Edward's Catholic Church | Bloomington | I-35W South Upper | 8 | 100 | 0 | 100 |
| <i>I-35W South Upper Corridor Subtotal</i> | | | | <i>290</i> | <i>1,082</i> | <i>900</i> | <i>1,457</i> |
| Central Metro Grand Total | | | | 2,314 | 3,824 | 1,740 | 5,039 |

¹Additional Hwy 52/55 facilities included in *Southeast Metro Park-and-Ride Facilities* and *South Metro Park-and-Ride Facilities* sections

²Additional Hwy 77 South facilities included in *South Metro Park-and-Ride Facilities* section



3.6: Southwest Metro

The Southwest Metro Corridor for Minneapolis express bus service is situated southwest of Minneapolis along Highway 5 and Highway 212. Currently there is no express bus service to downtown St. Paul along this corridor; therefore no demand forecast for travel to St. Paul is applied. If express bus service to St. Paul is implemented, planning for future demand will be reflected in subsequent plan updates. The location of facilities in the Southwest Metro are shown in Figure 3-41 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-42.

Highway 212/5 Corridor

The Highway 212/5 corridor extends to the southwest of the Twin Cities and includes the SouthWest Transit service area in the cities of Eden Prairie, Chaska, and Chanhassen. This corridor currently serves 1,200 park-and-ride users and has a forecasted unmet need of 200-300 parking spaces in 2030. In 2020 there is a projected surplus of 500 spaces, primarily due to upcoming CMAQ-funded expansion projects at Lake Ann (an additional 120 new spaces), Chanhassen Transit Station at Market Boulevard (2009-2010, an additional 300 new stalls) on Highway 5 and at County Road 10 in Chaska (2011-2012, approximately 450 new stalls).

For the remaining 2030 demand of 200 spaces, there are three additional park-and-ride sites identified for expansion or new construction. The Southwest Village Park-and-Ride at Highway 101 and Highway 212 is designed for expansion by adding a third level. This facility currently has a capacity of 450 park-and-ride users, and planned expansion will add 260 spaces for a total of 710. This expansion is planned to occur between 2013 and 2030. However, this facility will compete with Chanhassen Transit Station just 1.4 miles away, creating significant overlap in market area. This market overlap will affect the timing of park-and-ride expansion investments in this portion of the corridor.



Figure 3-38: Clover Fields Park-and-Ride in Chaska



Figure 3-39: SouthWest Village in Chanhassen



Two other express bus facilities are planned for construction, each with a planned capacity of approximately 300 spaces. A new facility may accompany reintroduction of service in Victoria, along the Highway 5 corridor. A second facility is planned for Carver, near County Road 11 and Highway 212. This facility has strong potential to overlap with the funded County Road 10 project.

Taken together, the facilities described above total nearly 1,000 spaces compared to an unmet need of only 200 spaces. More detailed analysis must follow this plan, particularly as it relates to the Southwest Transitway, a planned LRT line that will affect corridor demand. As demonstrated by the Hiawatha LRT corridor, the introduction of a rail line may attract significant growth away from planned bus facilities in Chaska and Chanhassen (see Section 2.5 of this plan). This demand must be evaluated carefully to avoid overbuilding park-and-ride supply in the Highway 212 and Highway 5 corridors.

Additional park-and-ride facilities are planned for the Southwest LRT corridor at the City West Office Park, Golden Triangle, Eden Prairie Town Center, and Mitchell Road. In addition, the existing Southwest Station is included in this transitway plan. Specific information on the Southwest Transitway can be found in the “Transitways” chapter.

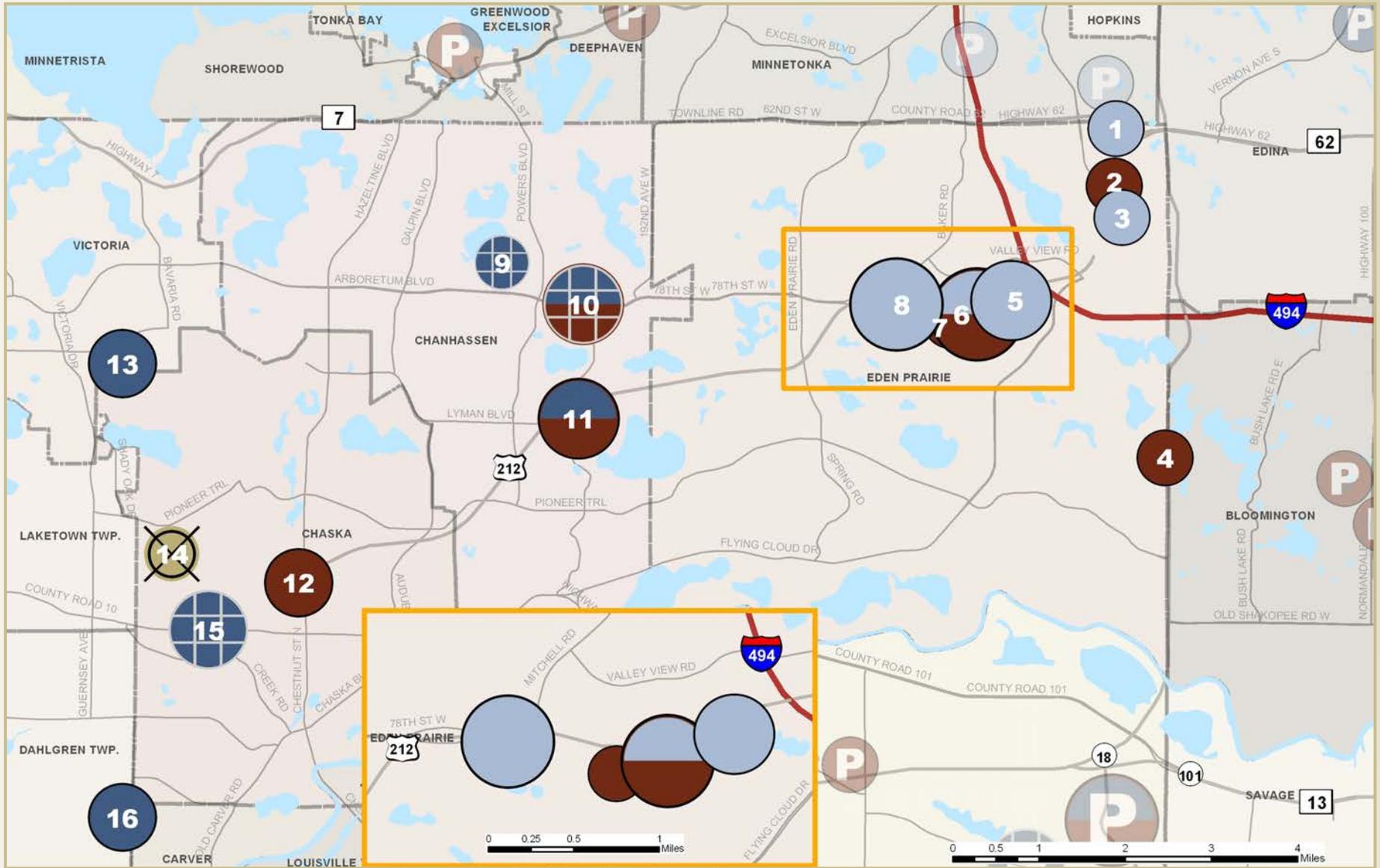


Figure 3-40: SouthWest Station parking ramp in Eden Prairie


Metro Transit
 South Bloomington Transit Center



FIGURE 3-41: SOUTHWEST METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility

- Funded New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-42: SOUTHWEST PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|------------------------------------|---|--------------|-----------|--------------|---------------|--------------|-------------------------|
| 1 | City West | Eden Prairie | Hwy 212/5 | 0 | 0 | 90 | 100 |
| 2 | Hwy 212 & Shady Oak Rd | Eden Prairie | Hwy 212/5 | 48 | 72 | 0 | 72 |
| 3 | Golden Triangle | Eden Prairie | Hwy 212/5 | 0 | 0 | 70 | 70 |
| 4 | Preserve Village Mall | Eden Prairie | Hwy 212/5 | 26 | 50 | 0 | 50 |
| 5 | Eden Prairie Town Center | Eden Prairie | Hwy 212/5 | 0 | 0 | 630 | 630 |
| 6 | SouthWest Station | Eden Prairie | Hwy 212/5 | 905 | 924 | 350 | 1,274 |
| 7 | St Andrew Lutheran Church | Eden Prairie | Hwy 212/5 | 44 | 50 | 0 | 50 |
| 8 | Mitchell | Eden Prairie | Hwy 212/5 | 0 | 0 | 780 | 780 |
| 9 | Lake Ann | Chanhassen | Hwy 212/5 | 0 | 0 | 120 | 120 |
| 10 | Market Blvd & Pauley Rd (Chanhassen Transit Station) | Chanhassen | Hwy 212/5 | 89 | 120 | 300 | 420 |
| 11 | SouthWest Village | Chanhassen | Hwy 212/5 | 165 | 450 | 260 | 710 |
| 12 | East Creek Station | Chaska | Hwy 212/5 | 198 | 250 | 0 | 250 |
| 13 | Victoria | Victoria | Hwy 212/5 | 4 | 25 | 200 | 225 |
| 14 | Clover Fields | Chaska | Hwy 212/5 | 13 | 39 | 0 | 39 |
| 15 | TH212 & Co Rd 10 | Chaska | Hwy 212/5 | 0 | 0 | 450 | 450 |
| 16 | Hwy 212 & Co Rd 11 | Carver | Hwy 212/5 | 0 | 0 | 400 | 400 |
| <i>Hwy 212/5 Corridor Subtotal</i> | | | | <i>1,492</i> | <i>1,980</i> | <i>3,650</i> | <i>5,640</i> |
| Southwest Metro Grand Total | | | | 1,492 | 1,980 | 3,650 | 5,640 |



3.7: Southwest Inner Metro

The Southwest Inner Metro sector includes a portion of the Interstate 394 and Highway 12 corridor, which extends west of Minneapolis and encompasses suburbs between Golden Valley on the east and Mound on the west with express bus service to downtown Minneapolis. The I-394/Highway 12 corridor facilities in the Southwest Inner Metro sector include those located in the cities of Edina, St. Louis Park, Hopkins, Minnetonka, Shorewood, Excelsior, Orono and Mound. The remaining I-394/Highway 12 corridor facilities are described in the Northwest Inner Metro sections of this chapter. The location of facilities in the Southwest Inner Metro are shown in Figure 3-44 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-45.

Currently there is no express bus service to downtown St. Paul along these corridors; therefore no demand forecast for St. Paul travel is applied. Should express service to St. Paul be implemented along this corridor, planning for future demand will be reflected in subsequent plan updates. It is possible that a fraction of current users transfer to bus route 94 in Minneapolis to connect to St. Paul service, but this factor is currently unknown.

Southwest Transitway

A majority of the proposed facilities along this corridor within the Southwest Inner Metro will be constructed as components of the Southwest Transitway. These locations have been identified in the Southwest Transitway planning process for small park-and-ride facilities, but final details will emerge as the project enters Preliminary Engineering phase. Additional information about the Southwest Transitway is included in the “Transitways” chapter.



I-394/ Highway 12 Corridor

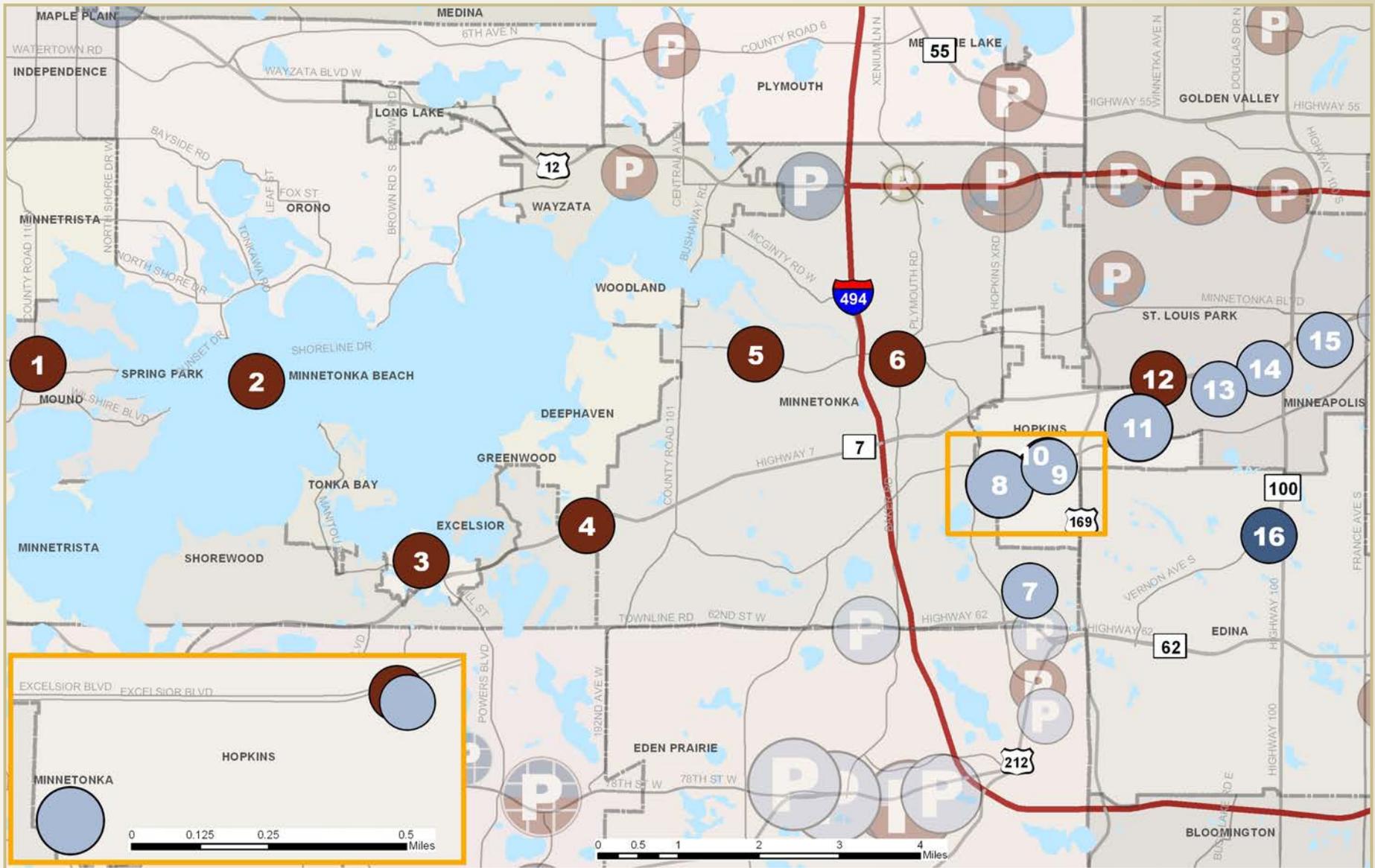
The I-394/ Highway 12 corridor has a current utilization of 1,700 park-and-ride spaces and a forecasted unmet need of 100 spaces in 2020, and 1,000 spaces in 2030. Five facilities are planned to meet this demand, including one facility in the Southwest Inner Metro. Metro Transit plans to implement a new park-and-ride facility near the intersection of Highway 100 and Vernon Avenue in Edina. This facility likely will be constructed in the near term to support existing routes in the corridor and will have a capacity target of 150 spaces. A specific site has not yet been determined. Four park-and-ride facilities planned for addition or expansion in the I-394/Highway 12 corridor are described in the Northwest Inner Metro section of this chapter, which follows this section.



Figure 3-43: Metro Transit utilizes parking spaces in a Mound Transit district parking ramp to accommodate park-and-ride customers



FIGURE 3-44: SOUTHWEST INNER METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility
- Funded New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-45: SOUTHWEST INNER METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|--|-----------------------------|------------------|--------------|------------|---------------|--------------|-------------------------|
| 1 | Mound Transit Center | Mound | I-394/Hwy 12 | 35 | 50 | 0 | 50 |
| 2 | Navarre Center | Orono | I-394/Hwy 12 | 24 | 25 | 0 | 25 |
| 3 | Excelsior City Hall | Excelsior | I-394/Hwy 12 | 26 | 20 | 0 | 20 |
| 4 | Hwy 7 & Vinehill Rd | Shorewood | I-394/Hwy 12 | 16 | 27 | 0 | 27 |
| 5 | Minnetonka Blvd & Steele St | Minnetonka | I-394/Hwy 12 | 14 | 25 | 0 | 25 |
| 6 | Minnetonka Blvd & Baker Rd | Minnetonka | I-394/Hwy 12 | 13 | 16 | 0 | 16 |
| 7 | Opus | Minnetonka | I-394/Hwy 12 | 0 | 0 | 80 | 80 |
| 8 | Shady Oak | Hopkins | I-394/Hwy 12 | 0 | 0 | 240 | 240 |
| 9 | Hopkins | Hopkins | I-394/Hwy 12 | 0 | 0 | 210 | 210 |
| 10 | Hopkins Transit Center | Hopkins | I-394/Hwy 12 | 28 | 52 | 0 | 52 |
| 11 | Blake | Hopkins | I-394/Hwy 12 | 0 | 0 | 200 | 200 |
| 12 | Hwy 7 & Texas Ave | Saint Louis Park | I-394/Hwy 12 | 8 | 10 | 0 | 10 |
| 13 | Louisiana | Saint Louis Park | I-394/Hwy 12 | 0 | 0 | 40 | 40 |
| 14 | Wooddale | Saint Louis Park | I-394/Hwy 12 | 0 | 0 | 90 | 90 |
| 15 | Beltline | Saint Louis Park | I-394/Hwy 12 | 0 | 0 | 20 | 20 |
| 16 | Eden Avenue & Vernon Avenue | Edina | I-394/Hwy 12 | 0 | 0 | 150 | 150 |
| <i>I-394/Hwy 12 Corridor Subtotal</i> | | | | <i>164</i> | <i>225</i> | <i>1,030</i> | <i>1,255</i> |
| Southwest Metro Inner Metro Grand Total | | | | 164 | 225 | 1,030 | 1,255 |





Figure 3-46: Plymouth Road Transit Center



Figure 3-47: Louisiana Avenue Transit Center



Figure 3-48: The I-394 & Co. Rd. 73 North Lot serves State Fair customers.

3.8: Northwest Inner Metro

The Northwest Inner Metro sector includes a portion of the Interstate 394 and Highway 12 corridor, which extends west of Minneapolis and encompasses suburbs between Golden Valley on the east and Mound on the west with express bus service to downtown Minneapolis. The I-394/ Highway 12 corridor facilities in the Northwest Inner Metro sector include those located in the cities of Golden Valley, St. Louis Park, Minnetonka and Plymouth. The remaining I-394/Highway 12 corridor facilities are described in the Southwest Inner Metro sections of this chapter. The location of facilities in the Northwest Inner Metro are shown in Figure 3-50 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-51. There are two primary areas of investment- along I-394/Highway 12 and in Plymouth.

I-394/ Highway 12 Corridor

As mentioned in the previous section, the entire I-394/ Highway 12 corridor has a current utilization of 1,700 park-and-ride spaces and a forecasted unmet need of 100 spaces in 2020, and 1,000 spaces in 2030. There are currently four park-and-ride facilities planned for addition or expansion in the Northwest Inner Metro.

A new park-and-ride is planned for the City of Maple Plain, along Highway 12. The facility will be located in a redevelopment area within the city and land has been acquired for this purpose by the city. New transit service to this community will be established in the future, although a new facility may be developed to precede extension of transit service. This would provide a park-and-pool location in the interim. A target of 200 spaces is identified for the facility. If necessary, an alternate location for this investment is possible near Highway 12 and County Road 6.

The Plymouth Road Transit Center is not large enough to meet future transit needs, and is not a good candidate for expansion given proximity to attractive service at the larger I-394 and County Road 73 ramp. The facility may be replaced with a larger facility, or interchange improvements or nearby redevelopment in Minnetonka may prompt closure of the Plymouth Road Transit Center. A 400-space facility is planned to replace the 111 space Plymouth Road site, and may be located further west on I-394 at Carlson Parkway, or closer to Minneapolis at County Road 73. For example, a second park-and-ride ramp could be constructed, developing the surface lot on the north side of the interchange. This is a long-term need that will be revisited as demand grows in the corridor and recent investments reach capacity.



Plymouth Facilities

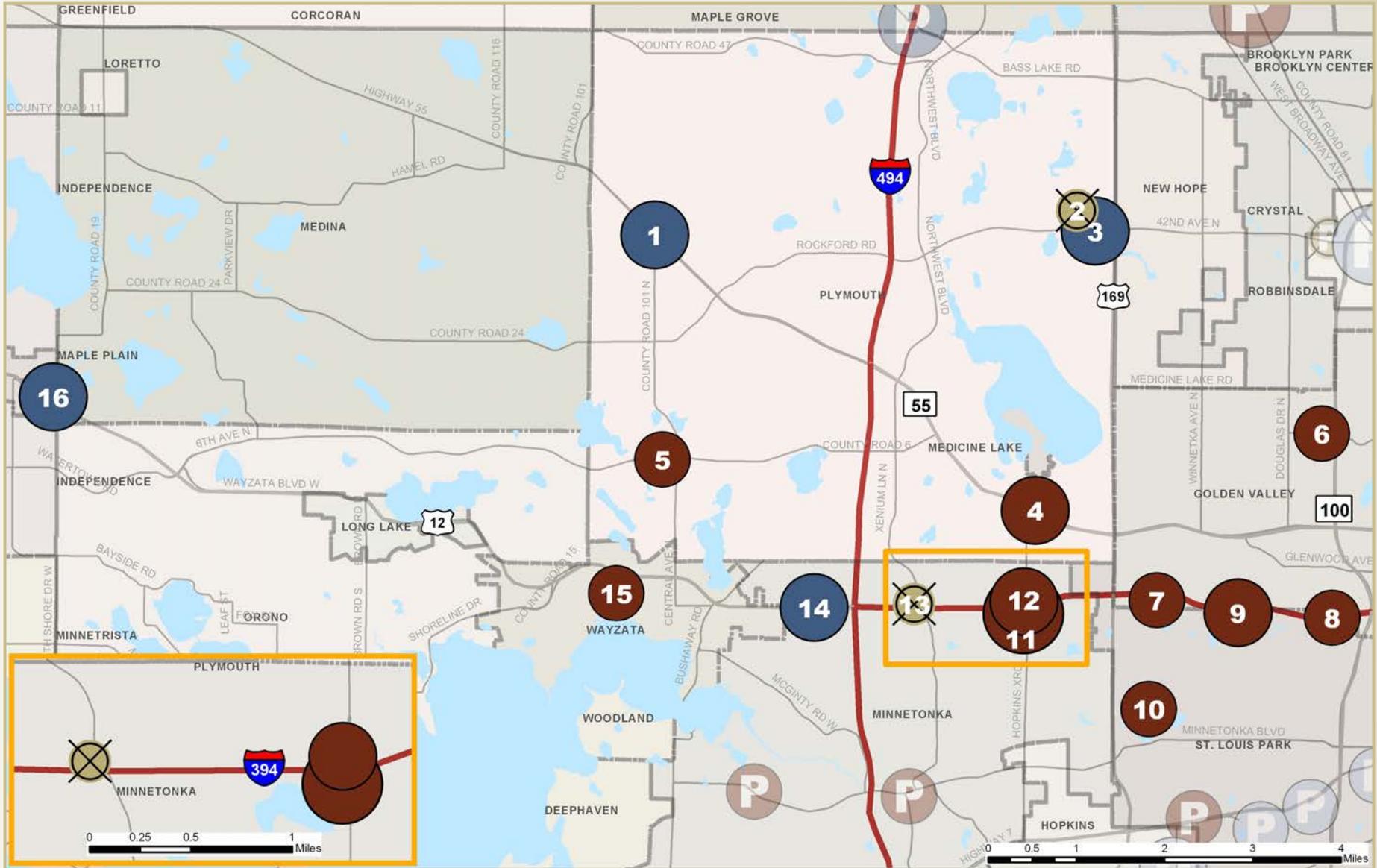
Two facilities are planned in the city of Plymouth. Locations identified were developed with city staff. A long term park-and-ride lease was recently secured at a grocery store near County Road 9 and Highway 169. This provides 120 park-and-ride spaces. Eventually, a nearby shopping area may redevelop, and city plans call for a potential transit facility with additional capacity as part of the redevelopment plan. This is identified for 420 parking stalls, though specifics will be determined as plans progress. These facilities serve most of northern Plymouth and areas of New Hope and Crystal. A second facility in northwestern Plymouth is identified for County Road 101 and Highway 55. This location is identified for 200 spaces in the long-term.



Figure 3-49: The I-394 & County Road 73 Park-and-Ride ramp opened in 2007



FIGURE 3-50: NORTHWEST INNER METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

-  Existing Facility
-  Transitway Facility
-  Planned/Proposed New or Expanded Facility

-  Funded New or Expanded Facility
-  Facility Closing Pending Construction of New Facility

Total 2030 Capacity

-  1-150
-  151-400
-  400-800
-  >800



TABLE 3-51: NORTHWEST INNER METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|--|---------------------------------|------------------|--------------|--------------|---------------|--------------|-------------------------|
| 1 | Hwy 55 & Co Rd 101 | Plymouth | I-394/Hwy 12 | 0 | 0 | 200 | 200 |
| 2 | Cub Foods - Plymouth | Plymouth | I-394/Hwy 12 | 107 | 120 | 0 | 0 |
| 3 | Hwy 169 & Co Rd 9 | Plymouth | I-394/Hwy 12 | 0 | 0 | 300 | 300 |
| 4 | Station 73 | Plymouth | I-394/Hwy 12 | 69 | 280 | 0 | 280 |
| 5 | Messiah United Methodist Church | Plymouth | I-394/Hwy 12 | 103 | 85 | 0 | 85 |
| 6 | Hwy 100 & Duluth | Golden Valley | I-394/Hwy 12 | 63 | 50 | 0 | 50 |
| 7 | General Mills Blvd & I-394 | Golden Valley | I-394/Hwy 12 | 114 | 123 | 0 | 123 |
| 8 | Park Place & I-394 | Saint Louis Park | I-394/Hwy 12 | 10 | 55 | 0 | 55 |
| 9 | Louisiana Ave Transit Center | Saint Louis Park | I-394/Hwy 12 | 292 | 330 | 0 | 330 |
| 10 | Westwood Lutheran Church | Saint Louis Park | I-394/Hwy 12 | 17 | 40 | 0 | 40 |
| 11 | Co Rd 73 & I-394 South | Minnetonka | I-394/Hwy 12 | 467 | 732 | 0 | 732 |
| 12 | Co Rd 73 & I-394 North | Minnetonka | I-394/Hwy 12 | 0 | 0 | 288 | 288 |
| 13 | Plymouth Road Transit Center | Minnetonka | I-394/Hwy 12 | 108 | 111 | 0 | 0 |
| 14 | I-394 Facility Expansion | Minnetonka | I-394/Hwy 12 | 0 | 0 | 400 | 400 |
| 15 | Wayzata Blvd & Barry Ave | Wayzata | I-394/Hwy 12 | 72 | 102 | 0 | 0 |
| 16 | Hwy 12 & Co Rd 29 | Maple Plain | I-394/Hwy 12 | 0 | 0 | 200 | 200 |
| <i>I-394/Hwy 12 Corridor Subtotal</i> | | | | <i>1,422</i> | <i>2,028</i> | <i>1,388</i> | <i>3,083</i> |
| Northwest Metro Inner Metro Grand Total | | | | 1,422 | 2,028 | 1,388 | 3,083 |





Figure 3-52: Regal Cinemas Park-and-Ride in Brooklyn Center



Figure 3-53: Church of the Nazarene Park-and-Ride in Brooklyn Center

3.9: Northwest Metro

The Northwest Metro corridor for Minneapolis express bus service is located along the I-94 West corridor with service extending west and north of Minneapolis from Robbinsdale to Champlin. Currently there is no express bus service to downtown St. Paul along this corridor; therefore no demand forecast for travel to St. Paul is applied. The location of facilities in the North Metro are shown in Figure 3-56 and information regarding 2008 usage, capacity, expansion and estimated 2030 capacity can be found in Table 3-57.

I-94 West Corridor

The I-94 West corridor extends to the northwest of Minneapolis and includes portions of Brooklyn Park, Brooklyn Center, Maple Grove, and Plymouth. The I-94 west corridor has the highest utilization off all the travel corridors with 2,300 users. There is a forecasted capacity surplus of 400 users in 2020 and an unmet need of 1,100 park-and-ride users in 2030.

The corridor is divided into three submarkets, as described below:

I- I-94/Maple Grove

The park-and-ride at the Maple Grove Wal-Mart is currently operating well above capacity. The leased capacity of 180 spaces is routinely exceeded, with 218 users in 2008. The Maple Grove Parkway facility will be constructed to replace this facility, and will be constructed with 375 spaces in 2010. An additional expansion in the future will bring total capacity near 500 spaces.

A second Maple Grove facility is planned in the longer term near Bass Lake Road and I-494 in Plymouth. This will serve a growing area in southwestern Maple Grove. It may require careful coordination with future facilities and service planned in northwestern Plymouth to ensure complementary site location. This facility is planned for 200 spaces.





Figure 3-54: The Highway 610 & Noble Park-and-Ride in Brooklyn Park will be expanded in 2011-2012



Figure 3-55: Maple Grove Transit Station

II- TH 610/Brooklyn Park

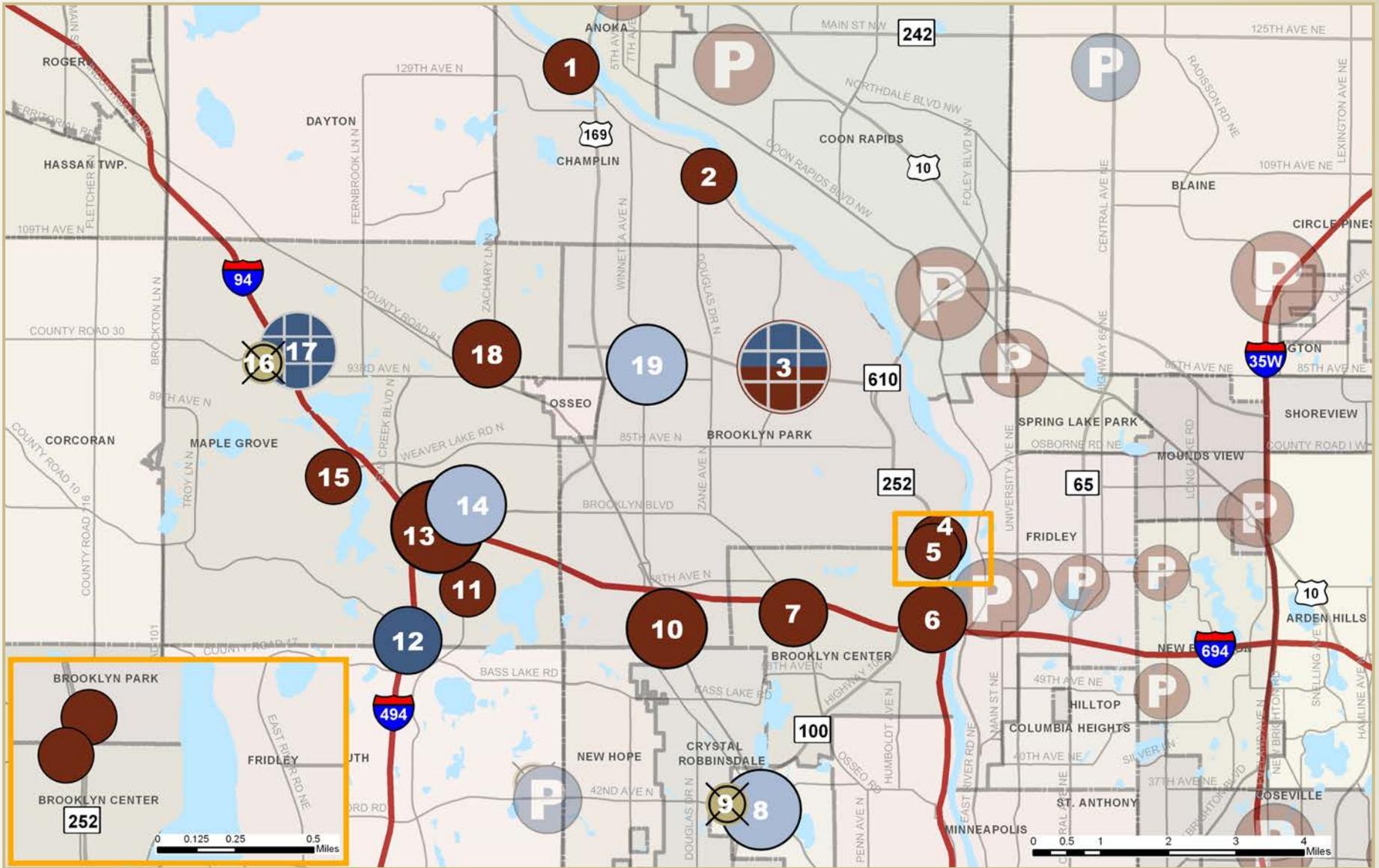
A separate submarket exists in the Brooklyn Park and Champlin area, feeding into I-94 via Highways 610 and 252. A funded facility expansion will begin in 2011-2012 at Highway 610 and Noble Parkway in Brooklyn Park. This facility currently has a capacity of 511 park-and-ride users and is funded for an additional 500 spaces. This expansion should also relieve crowding at nearby facilities in Champlin and Brooklyn Park. Facilities along Highway 252 are included in this submarket, and existing facilities are expected to meet future demand in this area.

III- Bottineau Corridor

The final I-94 Northwest Metro submarket is along the Bottineau corridor. This is generally the area closer to Minneapolis including New Hope, Brooklyn Park, and Crystal. This location includes the planned Bottineau Transitway. Current and future facilities will be served by this transitway. Until a transitway is implemented, existing facilities in Golden Valley, Brooklyn Center, Brooklyn Park, and Crystal will serve projected park-and-ride demand. Additional detail on the Bottineau Transitway is described in the Transitways Chapter (Chapter 4).



FIGURE 3-56: NORTHWEST METRO PARK-AND-RIDE FACILITIES



Park-and-Ride Status

- Existing Facility
- Transitway Facility
- Planned/Proposed New or Expanded Facility
- Funded New or Expanded Facility
- Facility Closing Pending Construction of New Facility

Total 2030 Capacity

- 1-150
- 151-400
- 400-800
- >800



TABLE 3-57: NORTHWEST METRO PARK-AND-RIDE FIGURES

| Map ID | Facility | Location | Corridor | 2008 Usage | 2008 Capacity | Expansion | Estimated 2030 Capacity |
|------------------------------------|---------------------------------|-----------------|-----------|--------------|---------------|--------------|-------------------------|
| 1 | Richardson Park | Champlin | I-94 West | 41 | 66 | 0 | 66 |
| 2 | West River Rd & 117th Ave | Champlin | I-94 West | 146 | 139 | 0 | 139 |
| 3 | Hwy 610 & Noble | Brooklyn Park | I-94 West | 489 | 511 | 500 | 1,011 |
| 4 | 73rd & Hwy 252 | Brooklyn Park | I-94 West | 0 | 0 | 117 | 117 |
| 5 | Church of the Nazarene | Brooklyn Center | I-94 West | 71 | 115 | 0 | 115 |
| 6 | Regal Cinemas 20 | Brooklyn Center | I-94 West | 111 | 200 | 0 | 200 |
| 7 | 65th Ave & Brooklyn Blvd | Brooklyn Center | I-94 West | 161 | 239 | 0 | 239 |
| 8 | Robbinsdale Farm & Garden | Robbinsdale | I-94 West | 0 | 0 | 500 | 500 |
| 9 | Faith-Lilac Way Lutheran Church | Robbinsdale | I-94 West | 12 | 25 | 0 | 0 |
| 10 | 63rd Ave & Bottineau Blvd | Brooklyn Park | I-94 West | 44 | 565 | 0 | 565 |
| 11 | Shepherd of the Grove Church | Maple Grove | I-94 West | 23 | 50 | 0 | 50 |
| 12 | I-494 & Bass Lake Road | Maple Grove | I-94 West | 0 | 0 | 200 | 200 |
| 13 | Maple Grove Transit Station | Maple Grove | I-94 West | 1,010 | 924 | 0 | 924 |
| 14 | Hemlock- Bottineau | Maple Grove | I-94 West | 0 | 0 | 500 | 500 |
| 15 | Crosswinds Methodist Church | Maple Grove | I-94 West | 53 | 125 | 0 | 125 |
| 16 | Wal-Mart/Silver Leaf | Maple Grove | I-94 West | 218 | 180 | 0 | 0 |
| 17 | Maple Grove Parkway | Maple Grove | I-94 West | 0 | 0 | 490 | 490 |
| 18 | Zachary Square | Maple Grove | I-94 West | 49 | 322 | 0 | 322 |
| 19 | West Broadway- Bottineau | Brooklyn Park | I-94 West | 0 | 0 | 500 | 500 |
| <i>I-94 West Corridor Subtotal</i> | | | | <i>2,428</i> | <i>3,461</i> | <i>2,807</i> | <i>6,063</i> |
| Northwest Metro Grand Total | | | | 2,428 | 3,461 | 2,807 | 6,063 |





4

Transitways

The 2030 Transportation Policy Plan identifies a network of transitway corridors to be implemented by 2030. Transitways recommended in the plan are in varying stages of study and implementation. Some have detailed studies that include potential park-and-ride locations, while other corridors do not. Transitways are organized as follows:

→ **Completed construction, final design, and preliminary engineering:**

- I-394 HOT Lane
- Central Corridor LRT
- Northstar Commuter Rail*
- Hiawatha LRT
- I-35W South BRT*
- Cedar Avenue BRT*

→ **Develop as LRT, busway, BRT, or commuter rail:**

- Bottineau Boulevard*
- Southwest Transitway*
- Red Rock*
- Rush Line*
- Central Ave/ TH 65
- I-35W North
- TH 36 Northeast
- I-94 East

As mentioned in the previous chapter, transitway development for these corridors creates park and ride demand beyond what is projected in the demand model corridors. Some investments can be completed in advance of rail or busway/BRT implementation, while others require the transitway investment to be complete before construction for minimum operating or demand needs to be met..

The most current park and ride information for each transitway project is provided in this chapter, generally as a result of Alternatives Analysis work. Figure 4-2 below is a map from the 2030 Transportation Policy Plan showing the various transitway corridors in the Twin Cities region.

*These corridors have reached a planning stage where future park and ride growth can be discussed.



Figure 4-1: Hiawatha LRT Train at the Lake Street/Mid-town Station



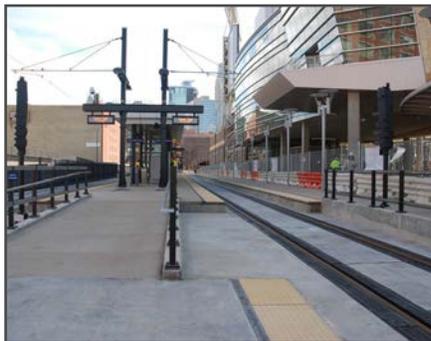


Figure 4-4: Target Field Station LRT platform on 5th Street North



Figure 4-5: Elk River Station platform



Figure 4-6: Big Lake Station platform

4.1: Northstar Commuter Rail Corridor

Park-and-ride facilities along the Northstar Corridor are comprised of three entirely new facilities, one existing facility, and two existing, expanded facilities.

A total of 1,978 new park and ride spaces were constructed along this corridor, built to meet anticipated demand associated with the transitway investment. Table 4-3 below includes a list of the park and ride locations and capacities for Northstar Commuter Rail.

An additional park-and-ride is located in St. Cloud, and served by Northstar Link service, connecting St. Cloud with Big Lake Station.

Additional locations or expanded existing station parking areas are possible to satisfy future park-and-ride demand if necessary. Existing park-and-ride sites in Ramsey and Coon Rapids, and new locations further northwest have been identified for additional Northstar Commuter Rail stations.



Figure 4-7: Northstar Train traveling north from Target Field Station

Table 4-3: Northstar Corridor Park-and-Ride Facilities

| Facility | Capacity | New Spaces | Note |
|------------------------|--------------|--------------|-------------------|
| Fridley | 668 | 668 | New facility |
| Coon Rapids /Riverdale | 455 | 0 | Existing facility |
| Anoka | 377 | 377 | New facility |
| Elk River | 754 | 415 | Expansion |
| Big Lake | 518 | 518 | New facility |
| TOTAL | 2,772 | 1,978 | |



Table 4-8: Southwest Transitway Park-and-Ride Facilities

| Station | Capacity |
|---------------------|----------|
| Penn | 70 |
| 21 st St | 30 |
| West Lake | 140 |
| Beltline | 20 |
| Wooddale | 90 |
| Louisiana | 40 |
| Blake | 200 |
| Hopkins | 210 |
| Shady Oak | 240 |
| Opus | 80 |
| City West | 90 |
| Golden Triangle | 70 |
| EPTC | 630 |
| Southwest Station | 350 |
| Mitchell Road | 780 |

4.2: Southwest Transitway Corridor

The Southwest Corridor Rail Transit Study (October 2003) analyzed multiple alignments for light-rail service to the southwest metro. Ongoing analysis has identified 18 potential park-and-ride stations on multiple alignments. Hennepin County has selected alignment 3A as the preferred alternative. This alignment includes 15 stations with park-and-ride facilities. There are about 4,000 park-and-ride spaces, of which over 3,000 would be newly constructed. Existing facilities slated for expansion include Hopkins Transit Center and Southwest Station.

Table 4-8 illustrates the quantity of parking spaces and locations of Southwest Transitway park and rides. The planned quantity exceeds the expected park-and-ride demand from this plan’s demand model, which reflects an anticipated increase in park-and-ride usage due to improvement of transit service and facilities.

The size, location, and timing of the facilities shown below will continue to be refined as Southwest Transitway continues the planning process and local station design and station area plans are finalized in coordination with local stakeholders.



Figure 4-9: Hopkins Transit Center



Figure 4-10: Southwest Station in Eden Prairie



4.3: Red Rock Corridor

The Red Rock Corridor has been identified as a commuter bus and potential future rail line that serves downtown St. Paul and Minneapolis from the southeast suburbs of the Twin Cities. This transitway uses existing freight rail lines and runs roughly parallel to Highway 61.

Two new facilities and two existing facilities would be used as park-and-rides for the Red Rock Commuter Rail. The total park and ride capacity of the Red Rock Corridor would be approximately 1,125 spaces. Table 4-11 shows the distribution of park and ride supply in this corridor.

The Newport facility could be constructed in advance of rail implementation to support existing and future bus service changes to Downtown St. Paul on Route 364. In addition, the Hastings park-and-ride facility could be constructed in advance of rail implementation as an extension of bus service on route 361 and route 365 to St. Paul.



Figure 4-12: Lower Afton Road Park-and-Ride located along the Highway 61 South corridor in St. Paul

Table 4-11: Red Rock Corridor Park-and-Ride Facilities

| Facility | Capacity | New Spaces | Note |
|------------------|--------------|------------|-------------------|
| Lower Afton Road | 110 | 0 | Existing Facility |
| Newport | 125 | 125 | New Facility |
| Cottage Grove | 800 | 275 | Expansion |
| Hastings | 90 | 90 | New Facility |
| TOTAL | 1,125 | 490 | |

Source: Red Rock Alternatives Analysis, 2007





Figure 4-14: South Bloomington Transit Center



Figure 4-15: Heart of the City Park-and-Ride in Burnsville



Figure 4-16: Kenrick Avenue Park-and-Ride in Lakeville

4.4: I-35W South BRT Corridor

The I-35W South Corridor extends from downtown Minneapolis to Lakeville. A park-and-ride at I-35 and Kenrick Avenue with 750 spaces opened in September 2009. Additional park-and-rides may be constructed in Bloomington or Richfield, as described in Chapter 3 of this plan. As the Lakeville Kenrick Avenue facility reaches capacity, a new facility may be needed further south on I-35, potentially at 215th Street. Potential I-35W BRT Transitway park-and-ride facilities are shown in Table 4-13 below.

Table 4-13: I-35W South Corridor Park-and-Ride Facilities

| <i>Facility</i> | <i>Capacity</i> | <i>New Spaces</i> | <i>Note</i> |
|---|-----------------|-------------------|---|
| Penn Ave & Hwy 62 | 400 | 400 | Supports I-35W BRT Express service from Richfield |
| American Boulevard | 500 | 0 | Replaces Knox Avenue/Best Buy (impacted by interchange construction) |
| South Bloomington/98 th Street | 195 | 0 | Existing facility. May be impacted by future interchange reconstruction |
| Burnsville Transit Station | 1376 | 0 | Existing facility |
| Burnsville South | N/A | N/A | May replace Heart of the City Park-and-Ride or add capacity |
| Lakeville Kenrick Ave | 750 | 0 | Opened September 2009 |
| Lakeville South | N/A | N/A | Future- details unknown |
| TOTAL | 3,221+ | 400+ | |





Figure 4-18: The new Apple Valley Transit Station includes a skyway over Cedar Ave. to the southbound platform



Figure 4-19: The Cedar Grove Park-and-Ride in Eagan opened in March 2010



Figure 4-20: The Lakeville Cedar Park-and-Ride is the southernmost facility on Cedar Ave.

4.5: Highway 77 (Cedar Avenue) BRT Corridor

The Cedar Avenue BRT Corridor will travel between Lakeville and the Mall of America along Highway 77, with express bus service to Minneapolis, St. Paul, and the University of Minnesota. Project details are in development as part of the Cedar Avenue Implementation Plan by Dakota County in 2009.

Additional capacity may be built in the northern area of Apple Valley, and is included in Chapter 3 of this plan as a placeholder for future demand. The site and specific capacity will be determined through ongoing planning work. Cedar Grove also may be expanded in the future, and older, surface lot portions of Apple Valley Transit Station may be redeveloped, reducing capacity. A future facility in Lakeville may or may not be warranted, depending on expected demand and travel time competitiveness with I-35 corridor facilities.

The ongoing Cedar Avenue Implementation Plan Update will further inform park-and-ride development in this TH77 corridor.

Table 4-17: Highway 77/Cedar Avenue Corridor Park-and-Ride Facilities

| Facility | Capacity | New Spaces | Note |
|------------------------------|---------------|-------------|---|
| Cedar Grove | 125 | 125 | New Facility opening March 2010 |
| Palomino Park-and-Ride | 312 | 0 | Existing facility, may be reconfigured |
| Apple Valley North Station | 400 | 400 | Potential new park-and-ride in Apple Valley to serve demand north of AVTS |
| Apple Valley Transit Station | 950 | 182 | Expansion open January 2010 (future partial closure of old facility) |
| Lakeville Cedar | 400 | 200 | Initial 200-space lot open late 2009, expansion to 400 spaces |
| Lakeville-215 th | N/A | N/A | Potential future park-and-ride site |
| TOTAL | 2,100+ | 900+ | |



Rushline Corridor



4.6: Rush Line Corridor

The Rush Line Corridor extends northbound from the Union Depot in downtown St. Paul to Hinckley, traversing the cities of Maplewood, White Bear Lake, Forest Lake, and other cities and towns in Ramsey, Washington, Anoka, Chisago, and Pine Counties. An Alternatives Analysis underway in 2009 showed park-and-ride facilities for transitway construction are similar to existing and planned express bus transit park-and-ride facilities. The timing, size, and exact site of park-and-ride improvements may change based on mode and alignment of the transitway corridor. For this reason, a detailed summary table is not included in this chapter. Ongoing Rush Line and transit facilities planning work will determine these locations.

New or expanded park-and-rides serving the Rush Line transitway corridor include facilities at the Maplewood Mall Transit Center, at I-35E and County Road E and/or CSAH 96, and I-35E and County Road 14. The corridor would serve existing facilities in Forest Lake and Columbus, and may serve additional facilities outside the Twin Cities 7-County Metropolitan Area.



Figure 4-24: Maplewood Mall Transit Center will be expanded by constructing a multi-level ramp on-site

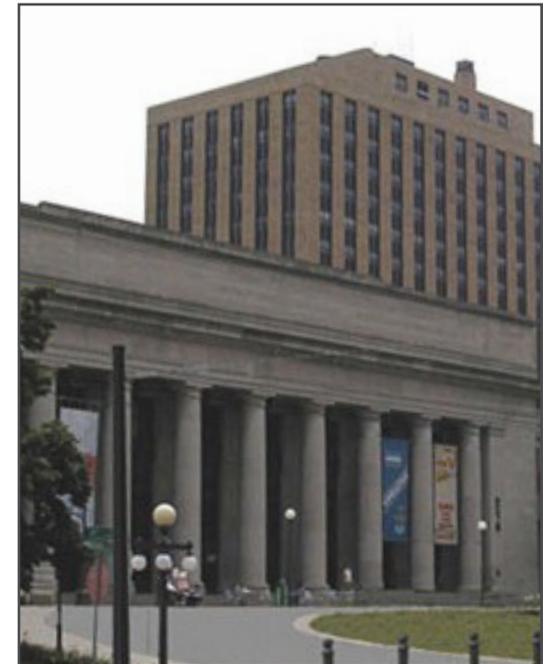


Figure 4-23: Union Depot, Downtown St. Paul (Image courtesy of Ramsey County)



Bottineau Boulevard Transitway



4.7: Bottineau Boulevard Transitway

The Bottineau Transitway begins in downtown Minneapolis and continues northwest through north Minneapolis, Robbinsdale, Crystal, New Hope, Brooklyn Park, and Maple Grove. Four possible park-and-ride facilities are planned for this corridor. The facility at 63rd and Bottineau Boulevard has already been constructed in preparation for the transitway development.

Other sites that have been identified are adjacent to the Robbinsdale Transit Center, near Hemlock Lane in Maple Grove, and at Highway 610 and Broadway in Brooklyn Park. The size and other details regarding these park-and-rides will be developed through ongoing corridor development processes.



Figure 4-26: 63rd Ave. & Bottineau Boulevard Park-and-Ride

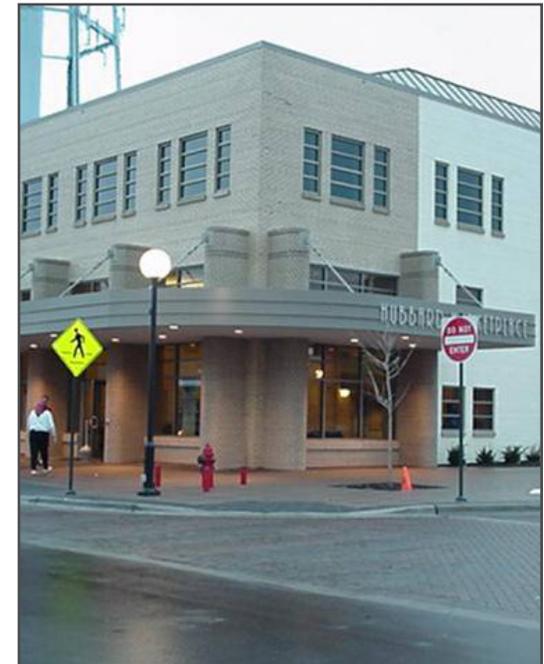


Figure 4-25: Robbinsdale Transit Center





5

Site Location Criteria

This final chapter of the plan provides criteria for planning, design, and implementation of a park-and-ride facility. The criteria are designed to inform and enable regional transit planners and local officials to work more collaboratively in the selection and approval of sites that maximize transit efficiency while serving the greatest number of customers. Suitable park-and-ride facility sites are selected through a mutual recognition, understanding and balancing of competing interests for the public good.

Park-and-Ride facilities are also subject to regional transit standards, identified in [Appendix G](#) of the 2030 Transportation Policy Plan. These standards are required for new facilities, but are generally flexible for park-and-ride facilities.

5.1: Facility Planning Phases

Planning a park-and-ride facility generally has three major phases of planning. These include

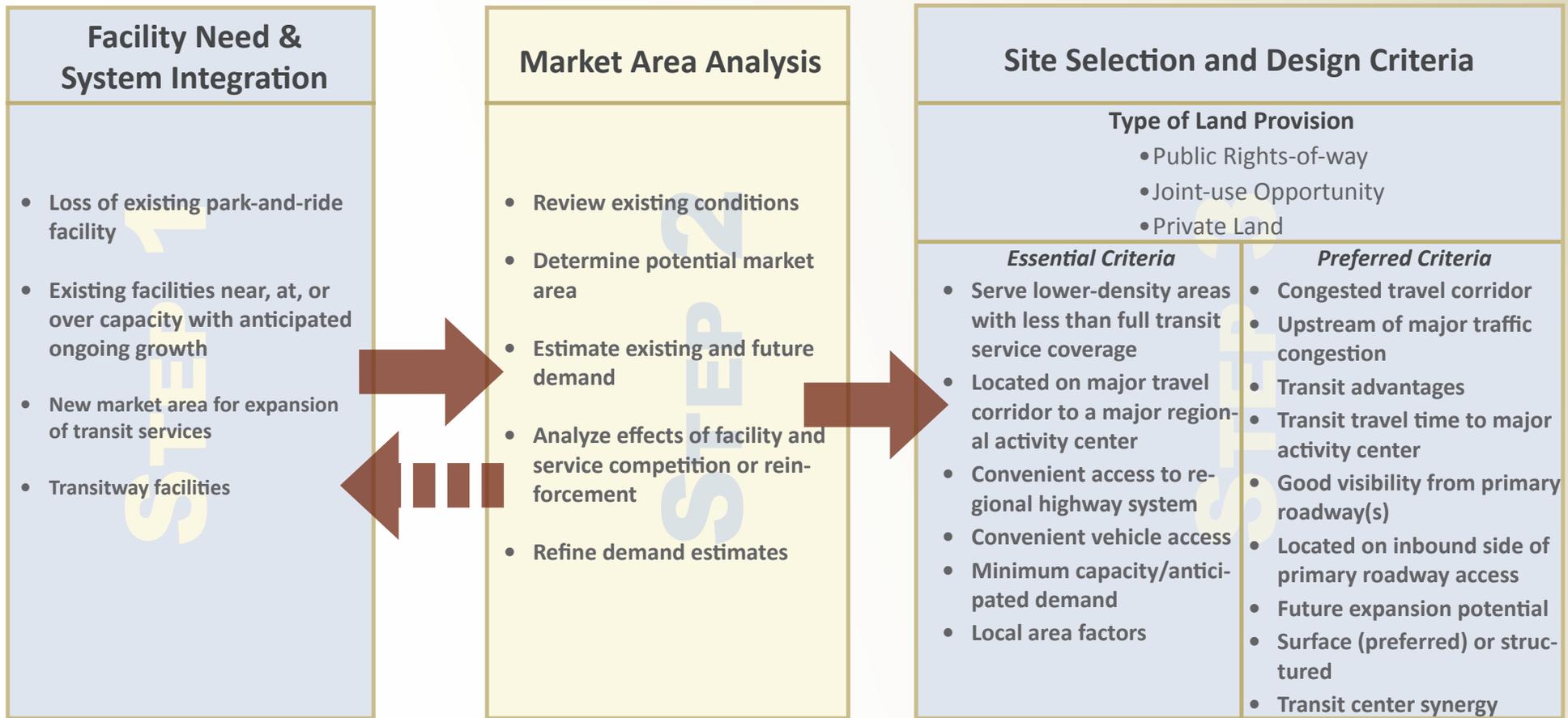
1. Determining facility need and system integration
2. Market Area Analysis
3. Site selection and design considerations

Each phase listed above also has several criteria for consideration by local officials and transit planners. Not all criteria are created equal; each phase has essential and preferred criteria. The inability of a potential site to meet an essential criterion is not a fatal flaw, but may indicate the site is less than ideal. If a candidate site fails to meet several essential criteria the chances of a successful project are low, and other sites should be considered.

In addition, there are several preferred criteria. These should be considered a bonus feature that can be used to distinguish two or more otherwise equally suitable sites.



Figure 5-1: Facility Planning Phases



5.2: Facility Need and System Integration

The need for a new facility may be driven by several factors. Typical reasons are described below:

Loss of an existing park-and-ride facility (loss can be realized or anticipated)

In certain instances, it is necessary to replace an existing facility. For example, an existing facility may be located on public right-of-way needed for roadway expansion or re-alignment. Another common example is a joint-use facility without a permanent or long-term lease arrangement whose lease is terminated by the landowner. Still other facilities may be replaced to streamline service in a corridor, serving customers faster with more conveniently located facilities (this strategy is typically pursued only to replace leased facilities). A recent example is the Maple Grove Parkway facility, under construction to replace a leased (and over capacity) facility at a nearby Wal-Mart.

Existing facilities near, at, or over capacity with anticipated ongoing growth

These facilities tend to be along major transportation corridors, and are typically approached through expansion of the existing facility or by siting and constructing a new location. Facility expansion at the current site should be explored first, since the location is a proven location and likely represents a significant public investment. If expansion is not feasible, a new facility may be sought to augment or replace the crowded facility. This requires careful analysis of service levels and user origins, further described in the market area analysis section of this chapter. Recent facility expansions include expansions of the Apple Valley Transit Station or ramp construction at I-394 and County Road 73. A recent new location built to alleviate capacity shortfall is Guardian Angels Church in Oakdale. This facility involves a long term lease and parking expansion that relieved the crowded Woodbury Theatre Park-and-Ride.



Figure 5-2: The I-394 & County Road 73 facility was expanded in 2006-2007 to meet growing demand





Figure 5-4: *The Kenrick Avenue park-and-ride opened in late 2009 and was the first facility to open in Lakeville*



Figure 5-5: *The 28th Avenue Park-and-Ride is located along the Hiawatha LRT corridor*

New market area for expansion of transit services

A new primary market area typically occurs in high population growth areas not directly served by transit or without facilities. These areas tend to be along major transportation corridors. Recent examples include new facilities and new express services from Lakeville or Forest Lake. When planning expansion into new market areas, it is critically important to consider user origins and service levels at downstream facilities. Transit users gravitate to higher levels of service; if a new facility does not have demand to support independent, robust transit service potential users will bypass the new facility to existing park-and-rides with a higher level of service. Service planning and operating resources are also of special concern when planning new facilities.

Transitway Facilities¹

A fourth category includes transitway implementation. Some transitway stations have associated park-and-ride facilities. The demand and site location process for these facilities is typically an outcome of an alternatives analysis and detailed ongoing planning. Site location criteria included in this document apply to transitways, though rail transitways may have unique access characteristics. Park-and-ride facilities may be implemented prior to full development of the transitway investment, but only if the project is a promising standalone facility. Service to the park-and-ride must be justified on its own merits, or the park-and-ride facility's construction should only be implemented alongside transitway service. Specific care must be applied to ensure compliance with federal rules.

Suggested Facilities Require Evaluation

Not all candidate park-and-ride sites arise from a site selection process generated by a triggering event as described above. Transit agencies receive numerous leads on potential park-and-ride arrangements each year. Some of these opportunities are worth pursuing in lieu of other planned facilities in the corridor, but must be carefully vetted for system and corridor compatibility, as well as site selection and design criteria described in this chapter. Many leads on potential park-and-ride facilities are found to be incompatible with one or more essential criteria.

¹ The 2030 Transportation Policy Plan includes express buses with transit advantages in the definition of transitways. This section describes transitways with individualized corridor analysis/planning and increased capital investment beyond typical transit advantages.



5.3: Market Area Analysis

With the potential need for a facility identified (or a suggested site identified), a number of steps are required to ensure a facility is a successful addition to the region's transit system. The first and most important step is to conduct a market area analysis.

Park-and-Ride locations must be validated using the Regional Park-and-Ride Demand Estimation Methodology in this plan update, particularly if the location is beyond those areas identified by corridor in this plan. The map and tables included in this plan [Appendix A and B, respectively] may be updated with more recent data or adopted local Comprehensive Plan data. Park-and-Ride mode split calculations also may be refined, but primarily to rectify potential data irregularities and not as an argument for amplified mode split and facility usage.

The general process for a market area analysis starts from an identified facility need or directly from a proposed site, and should follow these steps:

Step 1: Review Existing Conditions

This involves review and documentation of existing park-and-ride user origins, existing service levels, and existing facilities and usage. Corridor transit service plans, highway plans, and local comprehensive plans should also be reviewed for contraindications.

Step 2: Determine Potential Market Area

Based on the results of step 1, assign TAZs to delineate a proposed market area for the new facility using the TAZ map developed for this plan [Appendix A]. This should follow a "watershed" analysis based on existing user origins and destinations, and be informed by professional judgment of service levels in the area.

Step 3: Estimate Existing and Future Demand

Using tables developed for this plan [Appendix B], identify existing demand and medium- and long-term park-and-ride demand for the proposed facility.



Step 4: Analyze Effects of Facility and Service Competition or Reinforcement

When implementing a new facility, the influence of other nearby facility(s) and service(s) should be evaluated. Facilities placed along local or walk-up routes, or those closer than four to five miles apart within the same corridor have strong potential for competition.

Park-and-rides should not compete with local or walk-up express transit service within the same area, but in limited instances a park-and-ride may support existing walk-up routes or may be part of a service restructuring. The facility must improve and complement existing services.

Consideration of transit service levels is paramount to this evaluation. Customers tend to favor service levels over proximity- many transit users will drive farther to have additional bus trips/frequency or increased span of service (such as midday or later evening trips), even bypassing facilities closer to their home origin.

Step 5: Refine Demand Estimates

Based on the competitive effects of nearby facilities and services, discount competitive effects to reach the estimated demand for the proposed facility. For example, the new facility's market capture would not likely be 100% of the TAZs' total park-and-ride demand if a neighboring large, high frequency park-and-ride continued to offer comparatively high service levels. Similarly, if planned bus routes serve both facilities, transit planners should expect continued utilization of the innermost facility.



Figure 5-6: Highway 610 & Noble in Brooklyn Park is a popular park-and-ride due to its high frequency express bus service



Figure 5-7: The 63rd Ave. & Bottineau Blvd. facility was strategically located in anticipation of future Bottineau Transitway investment





Figure 5-8: *The I-35W & Co. Rd. H park-and-ride in Mounds View is located on public right-of-way*



Figure 5-9: *The Mound Transit Center park-and-ride is an example of a joint use facility*



Figure 5-10: *The I-35W & 95th Ave. park-and-ride property was purchased from a private owner*

5.4: Site Selection and Design Criteria

Type of Land Provision

If a park-and-ride project is compatible with planned system and regional services, and a market area analysis shows a promising, complementary facility, the site selection process may begin. There are three dominant types of land ownership used for park-and-ride facilities. These include public rights-of-way, joint-use sites, and private land.

Public Rights-of-Way

The selection of public right-of-way should be driven by two factors: availability and land acquisition cost. Surplus or excess public right-of-way is sometimes available along major roadways. These parcels are often not suitable for commercial land development. Public rights-of-way tend to have lower acquisition cost than private land.

Joint-Use Opportunity

Park-and-ride use is primarily a weekday daytime activity. During evenings and weekends, parking may go underutilized. Joint-use opportunities may allow for complementary uses of parking. In addition, a retail center may also provide convenience and amenity to transit users. Historically, joint use opportunities have arisen with parks, churches, movie theaters, and retail establishments. Except for interim facilities (e.g. relievers), joint use facility development should be driven by two factors: complementary use and long-term or permanent lease arrangement. Joint-use opportunities are most applicable in corridors with little available land or at locations where large shared-use facilities are desired and reasonable.

Private Land

The selection of private land should be driven by two factors: zoning compatibility and land acquisition cost. A site for a park-and-ride facility needs to be compatible to the surrounding land uses. The acquisition of land for a park-and-ride facility must not be cost-prohibitive.





Figure 5-11: The Como Ave. & Eustis St. Park-and-Ride is an example of a park-and-ride within a densely populated area



Figure 5-12: Park-and-Ride demand currently focuses on service to Downtown Minneapolis

Essential Criteria

Each site should have the following characteristics, though a deficiency on one criteria may not necessarily be a fatal flaw for continued project development:

Serving Lower-Density Areas with Less than Full Transit Service Coverage

Park-and-ride facilities are typically located in lower density developing areas, as designated in the Regional Development Framework. However, facilities may be implemented in more urbanized areas if they support or bolster (and do not undermine) existing walk-up express transit services. Park-and-rides are discouraged in center cities, except in rare or atypical circumstances.

Located on a Major Travel Corridor to a Major Regional Activity Center

Facilities should be located in areas with high levels of travel demand at major activity center(s). Currently, park-and-ride demand focuses on downtown Minneapolis, with additional demand to downtown St. Paul and the University of Minnesota.

Convenient Access to Regional Highway System

Facilities should be located within ½ mile of the nearest interchange (or intersection) accessing the regional highway system (usually principal arterial).



Figure 5-13: The I-35W & 95th Avenue park-and-ride in Blaine is located along I-35W and has direct access to the southbound ramp





Figure 5-14: A number of facilities include bicycle infrastructure to encourage connection with local bicycle and pedestrian networks



Figure 5-15: Park-and-rides often are located near a major roadway for ease of access and to minimize negative impacts on less intense land uses

Convenient Vehicle Access

Facilities should be located to optimize vehicle travel (transit and personal) into and out of the facility. In addition, connections to external bicycle and pedestrian networks should be included as design elements to provide equivalent access.

Minimum Capacity/ Anticipated Demand

Facilities should be sized to accommodate a minimum of three exclusive, peak-period, express bus trips. This translates to a need for at least 150 spaces, though specific sizes may depend on site factors and corridor service design. A small facility should not be located near a large facility, as increased service at the large facility will likely outcompete the smaller facility for nearby users.

Local Area Factors

There are three groups of local area factors that need to be acknowledged, considered and satisfied for local consent of a potential park-and-ride site: community or land use compatibility, environmental constraints and economic implications.





Figure 5-16: A congested freeway corridor in the Twin Cities Metro Area



Figure 5-17: A new transit advantage for buses at Highway 62 West and Hwy 77 North provides transit travel time savings



Figure 5-18: Bus-only shoulders are a unique feature of the Twin Cities' transit system

Preferred Criteria

Site selection may also be informed by how the site location offers the following characteristics:

Congested Travel Corridor

Facilities should be located in congested travel corridors. Express and park-and-ride investments focus on adding person throughput to congested corridors. Therefore, facilities concentrated along and/or serving congested metropolitan highway corridors are the highest priority for implementation.

Upstream of Major Traffic Congestion

Facilities should be located in advance of areas experiencing major traffic congestion. Diverting vehicles off the roadways prior to congestion is attractive for transit users; diverted inbound users also do not contribute to congestion en route to a park-and-ride.

Transit Advantages

The primary travel corridor, on which the facility is located, should be equipped with continuous transit advantages, such as bus-only shoulders or HOV/HOT lanes in the congested segments of the corridor.

Direct, seamless access for transit vehicles between (to and from) the facility and the adjacent primary travel corridor, on which the facility is located, is desired for transit travel time savings, such as a ramp-meter bypass.

Transit Travel Time to Major Activity Center

For optimal transit service efficiency, transit travel time from the park-and-ride facility to a major activity center should be minimized. A single bus and driver can serve multiple peak-period trips if the travel time is low, which increases system efficiency and attractiveness. This is currently limited to about 45 minutes. Distance will differ by corridor due to congestion levels and availability of transit advantages.





Figure 5-19: The Hwy. 61 & Co. Rd. C park-and-ride is located on a busy highway and is easily accessible to commuters



Figure 5-20: The new Apple Valley Transit Station ramp was designed to enable future expansion

Good Visibility from Primary Roadway(s)

Facilities should be oriented to ensure good visibility among potential users. Anchor facilities, those located on the end of a travel corridor, should be visible from the adjacent highway (i.e., interstate) while intermediate facilities, those located between an anchor facility and a major activity center, should be visible from the cross-roadway (i.e., county road).

Located on inbound side of primary roadway access

Access and egress to the facility should be located on the right side of the roadway in terms of the inbound direction to the primary activity center (destination). This allows the arriving commuter to make a right turn into the facility with minimum delay. Access to the facility from feeder arterials, rather than the primary one, is preferable. This location advantages morning commute times, which are typically more critical to attract and retain transit customers.

Future Expansion Potential

Expanding successful sites is often easier and faster than building entirely new facilities. A market area analysis may inform an initial land purchase that accommodates future demand, but balances current needs and resources against uncertain usage projections.

Surface (Preferred) or Structured

Surface lots should be constructed where reasonably feasible. Structured ramps could be constructed in areas with high land acquisition costs, high potential park-and-ride demand or where a complementary, shared parking joint-use venture is feasible. A thorough economic analysis should be conducted when evaluating construction of a parking structure, including initial capital costs and ongoing maintenance costs.

Transit Center Synergy

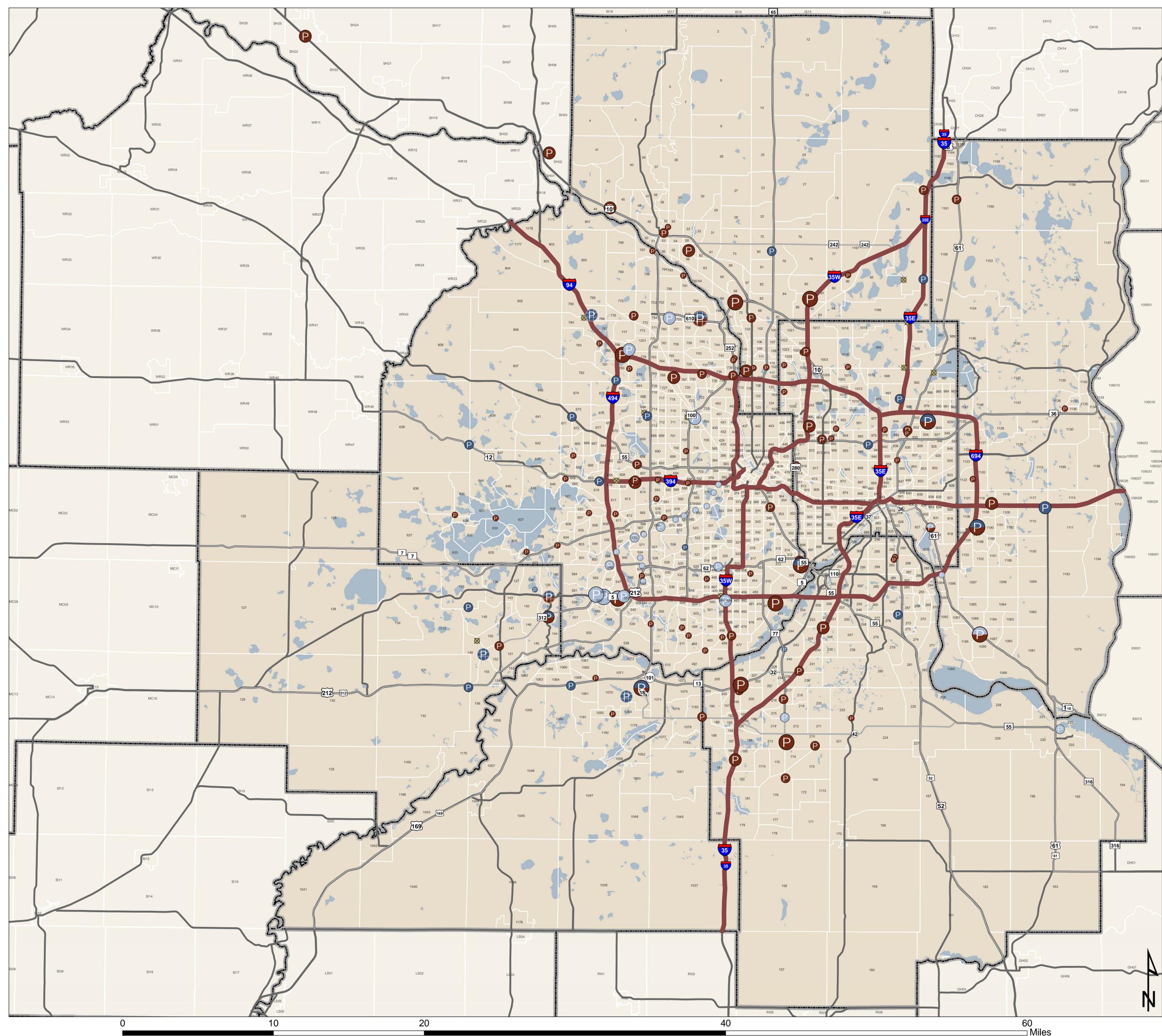
If there is a need for a transit center, one should be accommodated as part of the site selection process.





TWIN CITIES METROPOLITAN AREA TRANSPORTATION ANALYSIS ZONE (“TAZ”) MAP





Park-and-Ride Facilities

-  Existing Facility
-  Planned or Proposed Facility
-  Planned Facility Expansion
-  Transitway Facility
-  Funded Facility Expansion
-  Funded New Facility

 Facility Closing Upon Completion of New Facilities

Total 2030 Planned Capacity

-  1-150
-  151-400
-  400-800
-  >800

 TAZ Boundary

 Interstate

 County Boundary

TWIN CITIES METROPOLITAN AREA EXISTING AND FUTURE PARK-AND-RIDE DEMAND ESTIMATED BY TRANSPORTATION ANALYSIS ZONE (“TAZ”)



Summary of Park and Ride Demand Model Results by TAZ

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1 | 4481 | 6268 | 7468 | 89 | 138 | 164 | 3 | 5 | 6 | 28 | 26 | 2 | 0.304 | 0.580 | 0.405 | 0.774 | 0.506 | 0.967 | 56 | 5 | 83 | 6 |
| 2 | 2851 | 4592 | 5842 | 52 | 93 | 117 | 1 | 2 | 3 | 19 | 18 | 1 | 0.352 | 1.350 | 0.469 | 1.799 | 0.586 | 2.249 | 43 | 5 | 69 | 6 |
| 3 | 2077 | 2495 | 2650 | 34 | 46 | 48 | 1 | 2 | 2 | 9 | 8 | 1 | 0.230 | 0.536 | 0.306 | 0.714 | 0.382 | 0.892 | 14 | 1 | 18 | 1 |
| 4 | 563 | 785 | 1260 | 10 | 16 | 26 | 9 | 16 | 25 | 7 | 7 | 0 | 0.639 | 0.052 | 0.852 | 0.069 | 1.065 | 0.087 | 14 | 1 | 27 | 2 |
| 5 | 1457 | 1660 | 1720 | 47 | 60 | 62 | 1 | 1 | 1 | 13 | 12 | 1 | 0.262 | 0.803 | 0.349 | 1.071 | 0.437 | 1.339 | 21 | 2 | 27 | 2 |
| 6 | 1509 | 1710 | 1890 | 25 | 31 | 34 | 6 | 9 | 10 | 6 | 6 | 0 | 0.223 | 0.067 | 0.298 | 0.089 | 0.372 | 0.112 | 9 | 1 | 13 | 1 |
| 7 | 1278 | 1455 | 1510 | 55 | 69 | 72 | 2 | 3 | 3 | 15 | 14 | 1 | 0.251 | 0.469 | 0.335 | 0.625 | 0.418 | 0.781 | 23 | 2 | 30 | 2 |
| 8 | 971 | 1105 | 1145 | 25 | 31 | 32 | 9 | 13 | 13 | 6 | 6 | 0 | 0.213 | 0.050 | 0.285 | 0.067 | 0.356 | 0.083 | 9 | 1 | 12 | 1 |
| 9 | 3578 | 4080 | 4225 | 83 | 105 | 108 | 26 | 37 | 37 | 35 | 33 | 2 | 0.382 | 0.099 | 0.510 | 0.132 | 0.637 | 0.165 | 53 | 6 | 69 | 6 |
| 10 | 2335 | 3625 | 4630 | 32 | 55 | 70 | 15 | 28 | 35 | 13 | 12 | 1 | 0.315 | 0.064 | 0.419 | 0.086 | 0.524 | 0.107 | 23 | 3 | 37 | 4 |
| 11 | 2035 | 3161 | 4040 | 57 | 98 | 125 | 8 | 16 | 20 | 7 | 7 | 1 | 0.111 | 0.066 | 0.148 | 0.087 | 0.184 | 0.109 | 14 | 2 | 23 | 2 |
| 12 | 2258 | 3505 | 4479 | 74 | 129 | 163 | 15 | 28 | 35 | 16 | 15 | 1 | 0.187 | 0.080 | 0.249 | 0.107 | 0.311 | 0.134 | 32 | 4 | 51 | 5 |
| 13 | 2588 | 4018 | 5131 | 58 | 100 | 127 | 20 | 38 | 48 | 27 | 25 | 2 | 0.395 | 0.099 | 0.527 | 0.132 | 0.659 | 0.164 | 53 | 6 | 84 | 8 |
| 14 | 2633 | 4091 | 5220 | 73 | 127 | 161 | 90 | 173 | 215 | 10 | 9 | 1 | 0.111 | 0.008 | 0.148 | 0.010 | 0.184 | 0.013 | 19 | 2 | 30 | 3 |
| 15 | 4703 | 5000 | 5400 | 101 | 120 | 129 | 30 | 40 | 42 | 29 | 27 | 2 | 0.229 | 0.074 | 0.305 | 0.098 | 0.381 | 0.123 | 37 | 5 | 49 | 5 |
| 16 | 1256 | 1383 | 1535 | 25 | 30 | 34 | 47 | 64 | 70 | 13 | 12 | 1 | 0.458 | 0.021 | 0.610 | 0.028 | 0.763 | 0.035 | 19 | 2 | 26 | 2 |
| 17 | 2121 | 2281 | 2435 | 50 | 59 | 63 | 9 | 13 | 13 | 11 | 10 | 1 | 0.174 | 0.088 | 0.232 | 0.118 | 0.290 | 0.147 | 14 | 2 | 18 | 2 |
| 18 | 478 | 576 | 710 | 5 | 7 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0.198 | 0.000 | 0.264 | 0.000 | 0.331 | 0.000 | 2 | 0 | 3 | 0 |
| 19 | 307 | 320 | 320 | 7 | 8 | 8 | 7 | 9 | 9 | 6 | 6 | 0 | 0.747 | 0.064 | 0.996 | 0.086 | 1.245 | 0.107 | 8 | 1 | 10 | 1 |
| 20 | 1145 | 1200 | 1200 | 35 | 41 | 41 | 25 | 33 | 32 | 24 | 22 | 2 | 0.562 | 0.069 | 0.749 | 0.092 | 0.936 | 0.115 | 31 | 4 | 38 | 4 |
| 21 | 4336 | 4660 | 4660 | 147 | 176 | 174 | 7 | 10 | 10 | 59 | 55 | 4 | 0.334 | 0.589 | 0.445 | 0.785 | 0.557 | 0.982 | 78 | 10 | 97 | 9 |
| 22 | 1093 | 1150 | 1150 | 42 | 50 | 49 | 6 | 8 | 8 | 7 | 7 | 1 | 0.155 | 0.087 | 0.207 | 0.117 | 0.258 | 0.146 | 10 | 1 | 13 | 1 |
| 23 | 1562 | 1676 | 1676 | 43 | 52 | 52 | 19 | 25 | 24 | 15 | 14 | 1 | 0.273 | 0.058 | 0.365 | 0.078 | 0.456 | 0.097 | 19 | 2 | 23 | 2 |
| 24 | 3876 | 4159 | 4159 | 108 | 130 | 129 | 9 | 13 | 12 | 26 | 24 | 2 | 0.206 | 0.200 | 0.275 | 0.267 | 0.343 | 0.333 | 36 | 4 | 44 | 4 |
| 25 | 1881 | 2035 | 2035 | 39 | 47 | 47 | 13 | 17 | 16 | 14 | 13 | 1 | 0.301 | 0.081 | 0.402 | 0.108 | 0.502 | 0.135 | 19 | 2 | 24 | 2 |
| 26 | 2733 | 3150 | 3271 | 103 | 133 | 137 | 16 | 22 | 23 | 21 | 20 | 1 | 0.178 | 0.089 | 0.237 | 0.119 | 0.296 | 0.149 | 31 | 3 | 41 | 3 |
| 27 | 5414 | 8198 | 8513 | 165 | 279 | 288 | 43 | 81 | 81 | 75 | 70 | 5 | 0.411 | 0.114 | 0.548 | 0.152 | 0.685 | 0.190 | 153 | 15 | 197 | 16 |
| 28 | 5108 | 5910 | 6137 | 267 | 345 | 356 | 18 | 26 | 26 | 75 | 70 | 5 | 0.246 | 0.276 | 0.328 | 0.368 | 0.410 | 0.459 | 113 | 12 | 146 | 12 |
| 29 | 2088 | 2133 | 2215 | 116 | 132 | 136 | 28 | 36 | 36 | 31 | 29 | 2 | 0.227 | 0.072 | 0.303 | 0.096 | 0.379 | 0.120 | 40 | 4 | 52 | 4 |
| 30 | 5346 | 8435 | 8759 | 203 | 357 | 369 | 36 | 70 | 70 | 45 | 42 | 3 | 0.191 | 0.083 | 0.254 | 0.110 | 0.318 | 0.138 | 91 | 10 | 117 | 10 |
| 31 | 5363 | 5246 | 5126 | 236 | 258 | 250 | 7 | 9 | 8 | 69 | 64 | 4 | 0.249 | 0.612 | 0.332 | 0.816 | 0.415 | 1.020 | 86 | 9 | 104 | 9 |
| 32 | 1705 | 1928 | 1940 | 87 | 109 | 109 | 18 | 25 | 24 | 25 | 23 | 2 | 0.241 | 0.091 | 0.321 | 0.121 | 0.401 | 0.151 | 35 | 4 | 44 | 4 |
| 33 | 2492 | 2505 | 2491 | 95 | 106 | 105 | 25 | 31 | 30 | 35 | 33 | 2 | 0.304 | 0.092 | 0.405 | 0.123 | 0.507 | 0.153 | 43 | 5 | 53 | 5 |
| 34 | 4640 | 5034 | 5280 | 163 | 197 | 206 | 8 | 11 | 12 | 30 | 28 | 2 | 0.174 | 0.234 | 0.231 | 0.312 | 0.289 | 0.390 | 46 | 4 | 59 | 4 |
| 35 | 2431 | 2417 | 2510 | 72 | 80 | 83 | 7 | 9 | 9 | 25 | 23 | 2 | 0.278 | 0.220 | 0.371 | 0.293 | 0.464 | 0.367 | 30 | 3 | 38 | 3 |
| 36 | 2866 | 3367 | 3497 | 85 | 111 | 114 | 2 | 3 | 3 | 27 | 25 | 2 | 0.276 | 0.837 | 0.368 | 1.116 | 0.460 | 1.395 | 41 | 4 | 53 | 4 |
| 37 | 1092 | 1589 | 1650 | 26 | 42 | 43 | 0 | 0 | 0 | 12 | 11 | 1 | 0.394 | 0.000 | 0.526 | 0.000 | 0.657 | 0.000 | 22 | 0 | 28 | 0 |
| 38 | 441 | 502 | 521 | 3 | 4 | 4 | 10 | 15 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 39 | 1928 | 3617 | 3536 | 56 | 117 | 113 | 13 | 29 | 28 | 18 | 17 | 1 | 0.289 | 0.095 | 0.386 | 0.126 | 0.482 | 0.158 | 45 | 5 | 55 | 4 |
| 40 | 3381 | 5127 | 5013 | 92 | 155 | 151 | 6 | 12 | 11 | 45 | 42 | 3 | 0.435 | 0.469 | 0.580 | 0.625 | 0.725 | 0.781 | 90 | 9 | 109 | 9 |
| 41 | 2064 | 5457 | 5336 | 54 | 158 | 154 | 6 | 21 | 20 | 19 | 18 | 1 | 0.317 | 0.201 | 0.423 | 0.268 | 0.528 | 0.335 | 67 | 7 | 81 | 7 |
| 42 | 1756 | 6057 | 5922 | 39 | 151 | 147 | 6 | 27 | 26 | 21 | 20 | 1 | 0.515 | 0.223 | 0.687 | 0.298 | 0.858 | 0.372 | 103 | 10 | 126 | 10 |
| 43 | 8052 | 10783 | 10544 | 49 | 72 | 70 | 6 | 10 | 10 | 31 | 29 | 2 | 0.539 | 0.324 | 0.719 | 0.431 | 0.899 | 0.539 | 52 | 6 | 63 | 5 |
| 44 | 1690 | 4241 | 4147 | 22 | 61 | 59 | 3 | 10 | 9 | 12 | 11 | 1 | 0.526 | 0.245 | 0.701 | 0.327 | 0.877 | 0.409 | 43 | 4 | 52 | 4 |
| 45 | 1345 | 1431 | 1399 | 15 | 18 | 18 | 15 | 19 | 18 | 10 | 9 | 1 | 0.565 | 0.043 | 0.753 | 0.057 | 0.941 | 0.072 | 14 | 1 | 17 | 1 |
| 46 | 4443 | 5002 | 4891 | 127 | 159 | 155 | 4 | 6 | 6 | 48 | 45 | 3 | 0.327 | 0.753 | 0.437 | 1.004 | 0.546 | 1.255 | 70 | 7 | 84 | 7 |
| 47 | 1337 | 1678 | 1641 | 23 | 32 | 31 | 13 | 20 | 19 | 6 | 6 | 0 | 0.251 | 0.033 | 0.335 | 0.045 | 0.418 | 0.056 | 11 | 1 | 13 | 1 |
| 48 | 1766 | 1607 | 1571 | 90 | 91 | 88 | 12 | 13 | 12 | 17 | 16 | 1 | 0.171 | 0.097 | 0.228 | 0.130 | 0.285 | 0.162 | 21 | 2 | 25 | 2 |
| 49 | 2728 | 2972 | 3122 | 73 | 89 | 93 | 25 | 34 | 35 | 21 | 20 | 1 | 0.248 | 0.056 | 0.331 | 0.074 | 0.413 | 0.093 | 29 | 3 | 38 | 3 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 50 | 3761 | 4098 | 4305 | 72 | 88 | 92 | 4 | 6 | 6 | 15 | 14 | 1 | 0.167 | 0.234 | 0.223 | 0.312 | 0.279 | 0.390 | 20 | 2 | 26 | 2 |
| 51 | 510 | 555 | 583 | 12 | 15 | 16 | 5 | 7 | 7 | 1 | 1 | 0 | 0.067 | 0.013 | 0.089 | 0.018 | 0.112 | 0.022 | 1 | 0 | 2 | 0 |
| 52 | 845 | 920 | 967 | 28 | 34 | 35 | 13 | 17 | 17 | 1 | 1 | 0 | 0.036 | 0.006 | 0.048 | 0.007 | 0.060 | 0.009 | 2 | 0 | 2 | 0 |
| 53 | 1287 | 1402 | 1473 | 28 | 34 | 35 | 1 | 1 | 1 | 4 | 4 | 0 | 0.138 | 0.268 | 0.185 | 0.357 | 0.231 | 0.446 | 6 | 1 | 8 | 1 |
| 54 | 166 | 181 | 190 | 3 | 4 | 4 | 17 | 23 | 23 | 2 | 2 | 0 | 0.669 | 0.008 | 0.893 | 0.011 | 1.116 | 0.014 | 3 | 0 | 4 | 0 |
| 55 | 3963 | 4089 | 4113 | 149 | 171 | 171 | 19 | 24 | 24 | 26 | 24 | 2 | 0.153 | 0.089 | 0.203 | 0.119 | 0.254 | 0.149 | 35 | 4 | 43 | 4 |
| 56 | 2522 | 2749 | 2887 | 61 | 74 | 77 | 8 | 11 | 12 | 7 | 7 | 0 | 0.113 | 0.059 | 0.151 | 0.078 | 0.189 | 0.098 | 11 | 1 | 15 | 1 |
| 57 | 1168 | 1140 | 1100 | 28 | 30 | 29 | 22 | 27 | 25 | 5 | 5 | 0 | 0.179 | 0.016 | 0.239 | 0.021 | 0.299 | 0.027 | 7 | 1 | 9 | 1 |
| 58 | 4195 | 7730 | 8220 | 224 | 460 | 486 | 0 | 0 | 0 | 59 | 55 | 4 | 0.225 | 0.000 | 0.301 | 0.000 | 0.376 | 0.000 | 138 | 0 | 183 | 0 |
| 59 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 60 | 1483 | 1450 | 1390 | 54 | 58 | 56 | 12 | 14 | 13 | 13 | 12 | 1 | 0.208 | 0.073 | 0.277 | 0.097 | 0.346 | 0.122 | 16 | 2 | 19 | 2 |
| 61 | 1925 | 1880 | 1810 | 92 | 100 | 96 | 1 | 1 | 1 | 27 | 25 | 2 | 0.256 | 1.673 | 0.342 | 2.231 | 0.427 | 2.789 | 34 | 4 | 41 | 3 |
| 62 | 807 | 790 | 760 | 26 | 28 | 27 | 26 | 32 | 30 | 9 | 8 | 1 | 0.321 | 0.021 | 0.428 | 0.029 | 0.535 | 0.036 | 12 | 1 | 14 | 1 |
| 63 | 4726 | 5810 | 6380 | 165 | 226 | 247 | 19 | 29 | 31 | 47 | 44 | 3 | 0.251 | 0.164 | 0.335 | 0.218 | 0.418 | 0.273 | 76 | 8 | 103 | 8 |
| 64 | 7304 | 7860 | 7550 | 156 | 187 | 178 | 25 | 34 | 31 | 39 | 36 | 2 | 0.208 | 0.100 | 0.277 | 0.134 | 0.346 | 0.167 | 52 | 6 | 62 | 5 |
| 65 | 5903 | 5770 | 5540 | 251 | 273 | 261 | 27 | 33 | 31 | 78 | 73 | 5 | 0.280 | 0.188 | 0.373 | 0.251 | 0.466 | 0.313 | 102 | 10 | 122 | 10 |
| 66 | 3437 | 3360 | 3230 | 166 | 181 | 173 | 16 | 19 | 18 | 42 | 39 | 3 | 0.228 | 0.174 | 0.304 | 0.232 | 0.379 | 0.290 | 55 | 6 | 66 | 5 |
| 67 | 2838 | 2770 | 2660 | 135 | 147 | 140 | 26 | 32 | 30 | 31 | 29 | 2 | 0.198 | 0.078 | 0.264 | 0.104 | 0.330 | 0.129 | 39 | 4 | 46 | 4 |
| 68 | 3792 | 3710 | 3560 | 147 | 160 | 152 | 18 | 22 | 20 | 36 | 34 | 2 | 0.212 | 0.134 | 0.283 | 0.179 | 0.353 | 0.223 | 45 | 5 | 54 | 5 |
| 69 | 2796 | 2900 | 2780 | 92 | 106 | 101 | 0 | 0 | 0 | 12 | 11 | 1 | 0.109 | 0.000 | 0.146 | 0.000 | 0.182 | 0.000 | 15 | 0 | 18 | 0 |
| 70 | 127 | 120 | 120 | 2 | 2 | 2 | 8 | 10 | 10 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 71 | 934 | 910 | 880 | 36 | 39 | 38 | 9 | 11 | 11 | 10 | 9 | 1 | 0.220 | 0.067 | 0.294 | 0.089 | 0.367 | 0.112 | 12 | 1 | 14 | 1 |
| 72 | 1227 | 0 | 0 | 70 | 0 | 0 | 76 | 0 | 0 | 14 | 13 | 1 | 0.170 | 0.012 | 0.226 | 0.016 | 0.283 | 0.020 | 0 | 0 | 0 | 0 |
| 73 | 9233 | 9020 | 8660 | 443 | 482 | 460 | 7 | 9 | 8 | 142 | 134 | 9 | 0.276 | 1.272 | 0.368 | 1.696 | 0.460 | 2.120 | 177 | 19 | 212 | 18 |
| 74 | 1485 | 1600 | 1530 | 42 | 51 | 48 | 25 | 34 | 31 | 40 | 37 | 2 | 0.790 | 0.103 | 1.054 | 0.138 | 1.317 | 0.172 | 54 | 6 | 64 | 5 |
| 75 | 3774 | 3937 | 3840 | 155 | 180 | 175 | 37 | 47 | 45 | 35 | 33 | 2 | 0.190 | 0.071 | 0.253 | 0.094 | 0.317 | 0.118 | 46 | 6 | 55 | 5 |
| 76 | 6038 | 10302 | 13301 | 135 | 257 | 330 | 4 | 9 | 11 | 85 | 79 | 6 | 0.504 | 1.481 | 0.673 | 1.974 | 0.841 | 2.468 | 173 | 22 | 277 | 27 |
| 77 | 2755 | 7969 | 9606 | 20 | 63 | 76 | 8 | 30 | 35 | 5 | 5 | 0 | 0.248 | 0.050 | 0.331 | 0.066 | 0.413 | 0.083 | 21 | 2 | 31 | 3 |
| 78 | 8362 | 11700 | 11361 | 46 | 72 | 70 | 34 | 58 | 55 | 86 | 79 | 6 | 1.526 | 0.198 | 2.034 | 0.264 | 2.543 | 0.331 | 147 | 19 | 178 | 18 |
| 79 | 6040 | 7050 | 6788 | 225 | 293 | 280 | 29 | 42 | 40 | 139 | 129 | 10 | 0.526 | 0.348 | 0.702 | 0.464 | 0.877 | 0.580 | 205 | 25 | 246 | 23 |
| 80 | 5333 | 5640 | 5238 | 194 | 229 | 211 | 28 | 37 | 34 | 52 | 49 | 4 | 0.243 | 0.136 | 0.324 | 0.181 | 0.405 | 0.227 | 74 | 8 | 85 | 8 |
| 81 | 4731 | 5105 | 4742 | 158 | 190 | 175 | 57 | 76 | 68 | 29 | 27 | 2 | 0.160 | 0.037 | 0.213 | 0.050 | 0.267 | 0.062 | 41 | 5 | 47 | 4 |
| 82 | 6094 | 6162 | 5711 | 292 | 329 | 303 | 45 | 56 | 51 | 81 | 76 | 5 | 0.225 | 0.118 | 0.300 | 0.158 | 0.375 | 0.197 | 99 | 11 | 114 | 10 |
| 83 | 4257 | 4164 | 4044 | 223 | 243 | 235 | 0 | 0 | 0 | 44 | 41 | 3 | 0.162 | 0.000 | 0.216 | 0.000 | 0.270 | 0.000 | 53 | 0 | 63 | 0 |
| 84 | 128 | 127 | 117 | 4 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 85 | 930 | 1435 | 1344 | 1 | 2 | 2 | 15 | 28 | 26 | 5 | 5 | 0 | 4.958 | 0.028 | 6.611 | 0.038 | 8.264 | 0.047 | 12 | 1 | 14 | 1 |
| 86 | 1671 | 1869 | 1745 | 75 | 94 | 87 | 6 | 9 | 8 | 36 | 34 | 3 | 0.379 | 0.450 | 0.505 | 0.599 | 0.631 | 0.749 | 47 | 7 | 55 | 6 |
| 87 | 693 | 701 | 598 | 19 | 21 | 18 | 23 | 29 | 24 | 5 | 5 | 0 | 0.198 | 0.018 | 0.264 | 0.024 | 0.331 | 0.030 | 6 | 1 | 6 | 1 |
| 88 | 3387 | 3495 | 3558 | 122 | 140 | 142 | 1 | 1 | 1 | 33 | 31 | 2 | 0.212 | 2.075 | 0.282 | 2.767 | 0.353 | 3.458 | 40 | 5 | 50 | 5 |
| 89 | 64 | 70 | 68 | 2 | 3 | 2 | 49 | 67 | 63 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 90 | 4312 | 4524 | 4420 | 147 | 171 | 166 | 15 | 19 | 18 | 50 | 47 | 4 | 0.258 | 0.266 | 0.343 | 0.355 | 0.429 | 0.444 | 59 | 8 | 71 | 8 |
| 91 | 1631 | 1704 | 1631 | 70 | 82 | 78 | 27 | 35 | 33 | 33 | 31 | 2 | 0.394 | 0.095 | 0.526 | 0.126 | 0.657 | 0.158 | 43 | 6 | 51 | 5 |
| 92 | 2875 | 2985 | 2871 | 105 | 122 | 116 | 25 | 32 | 30 | 11 | 10 | 1 | 0.079 | 0.033 | 0.106 | 0.044 | 0.132 | 0.055 | 13 | 2 | 15 | 2 |
| 93 | 1790 | 1868 | 1817 | 60 | 70 | 67 | 42 | 54 | 51 | 12 | 11 | 1 | 0.165 | 0.022 | 0.220 | 0.029 | 0.275 | 0.036 | 15 | 2 | 19 | 2 |
| 94 | 3193 | 3443 | 3480 | 79 | 95 | 96 | 67 | 90 | 88 | 35 | 33 | 3 | 0.275 | 0.041 | 0.367 | 0.055 | 0.458 | 0.068 | 35 | 6 | 44 | 6 |
| 95 | 3855 | 4830 | 5630 | 111 | 156 | 180 | 20 | 31 | 35 | 42 | 39 | 3 | 0.278 | 0.163 | 0.371 | 0.217 | 0.464 | 0.271 | 58 | 8 | 84 | 10 |
| 96 | 2586 | 3175 | 3600 | 66 | 90 | 102 | 10 | 16 | 18 | 22 | 21 | 2 | 0.234 | 0.167 | 0.312 | 0.222 | 0.390 | 0.278 | 28 | 4 | 40 | 5 |
| 97 | 1401 | 1825 | 2070 | 22 | 31 | 35 | 83 | 134 | 148 | 11 | 10 | 1 | 0.301 | 0.010 | 0.401 | 0.013 | 0.501 | 0.017 | 13 | 2 | 18 | 2 |
| 98 | 3836 | 4550 | 5210 | 73 | 97 | 110 | 22 | 32 | 36 | 32 | 30 | 2 | 0.367 | 0.113 | 0.490 | 0.151 | 0.612 | 0.189 | 47 | 6 | 67 | 7 |
| 99 | 1589 | 2080 | 2330 | 35 | 51 | 57 | 6 | 10 | 11 | 14 | 10 | 4 | 0.227 | 0.693 | 0.303 | 0.924 | 0.379 | 1.155 | 16 | 12 | 22 | 13 |
| 100 | 1283 | 1325 | 1380 | 44 | 51 | 53 | 2 | 3 | 3 | 14 | 13 | 1 | 0.248 | 0.516 | 0.331 | 0.688 | 0.413 | 0.859 | 17 | 2 | 22 | 2 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 101 | 337 | 350 | 345 | 13 | 16 | 15 | 27 | 35 | 34 | 1 | 1 | 0 | 0.071 | 0.003 | 0.094 | 0.004 | 0.118 | 0.005 | 1 | 0 | 2 | 0 |
| 102 | 4768 | 4925 | 5075 | 168 | 194 | 198 | 5 | 7 | 7 | 24 | 22 | 1 | 0.108 | 0.295 | 0.144 | 0.393 | 0.180 | 0.491 | 28 | 3 | 36 | 3 |
| 103 | 811 | 834 | 853 | 55 | 63 | 64 | 19 | 24 | 24 | 4 | 4 | 0 | 0.070 | 0.015 | 0.094 | 0.020 | 0.117 | 0.025 | 6 | 1 | 7 | 1 |
| 104 | 3297 | 3390 | 3465 | 160 | 183 | 186 | 0 | 0 | 0 | 16 | 15 | 1 | 0.085 | 0.000 | 0.113 | 0.000 | 0.142 | 0.000 | 21 | 0 | 26 | 0 |
| 105 | 159 | 164 | 167 | 9 | 11 | 11 | 27 | 35 | 35 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 106 | 2611 | 2684 | 2744 | 87 | 99 | 101 | 13 | 16 | 16 | 5 | 5 | 0 | 0.051 | 0.028 | 0.068 | 0.037 | 0.085 | 0.046 | 7 | 1 | 9 | 1 |
| 107 | 1327 | 1364 | 1395 | 51 | 58 | 59 | 6 | 8 | 8 | 1 | 1 | 0 | 0.018 | 0.013 | 0.024 | 0.018 | 0.030 | 0.022 | 1 | 0 | 2 | 0 |
| 108 | 887 | 911 | 932 | 37 | 43 | 43 | 0 | 0 | 0 | 3 | 3 | 0 | 0.076 | 0.000 | 0.102 | 0.000 | 0.127 | 0.000 | 4 | 0 | 6 | 0 |
| 109 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 110 | 990 | 1017 | 1040 | 41 | 47 | 48 | 14 | 17 | 17 | 3 | 3 | 0 | 0.065 | 0.018 | 0.086 | 0.024 | 0.108 | 0.031 | 4 | 1 | 5 | 1 |
| 111 | 1720 | 1768 | 1807 | 51 | 58 | 59 | 14 | 17 | 17 | 1 | 1 | 0 | 0.016 | 0.005 | 0.022 | 0.007 | 0.027 | 0.009 | 1 | 0 | 2 | 0 |
| 112 | 2211 | 2274 | 2324 | 101 | 116 | 118 | 0 | 0 | 0 | 3 | 3 | 0 | 0.027 | 0.000 | 0.036 | 0.000 | 0.045 | 0.000 | 4 | 0 | 5 | 0 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 115 | 1851 | 1903 | 1946 | 65 | 74 | 76 | 22 | 28 | 28 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 116 | 2858 | 2938 | 3004 | 130 | 149 | 151 | 52 | 67 | 66 | 4 | 4 | 0 | 0.028 | 0.005 | 0.038 | 0.007 | 0.047 | 0.009 | 6 | 1 | 7 | 1 |
| 117 | 4026 | 4139 | 4231 | 194 | 222 | 226 | 14 | 17 | 17 | 10 | 9 | 1 | 0.039 | 0.055 | 0.052 | 0.073 | 0.065 | 0.092 | 12 | 2 | 15 | 2 |
| 118 | 1530 | 1573 | 1608 | 85 | 97 | 99 | 19 | 24 | 24 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 119 | 2673 | 2931 | 2973 | 148 | 180 | 182 | 27 | 37 | 37 | 1 | 1 | 0 | 0.006 | 0.003 | 0.008 | 0.003 | 0.010 | 0.004 | 1 | 0 | 2 | 0 |
| 120 | 2529 | 2732 | 2778 | 140 | 169 | 171 | 7 | 10 | 10 | 6 | 6 | 0 | 0.035 | 0.068 | 0.047 | 0.091 | 0.058 | 0.113 | 8 | 1 | 10 | 1 |
| 121 | 1814 | 2032 | 2063 | 103 | 129 | 130 | 14 | 19 | 19 | 1 | 1 | 0 | 0.008 | 0.005 | 0.011 | 0.007 | 0.014 | 0.009 | 1 | 0 | 2 | 0 |
| 122 | 3157 | 3494 | 3535 | 186 | 229 | 230 | 27 | 37 | 37 | 1 | 1 | 0 | 0.005 | 0.003 | 0.006 | 0.003 | 0.008 | 0.004 | 1 | 0 | 2 | 0 |
| 123 | 3459 | 3887 | 3945 | 181 | 226 | 228 | 60 | 83 | 82 | 6 | 6 | 0 | 0.030 | 0.007 | 0.041 | 0.009 | 0.051 | 0.012 | 9 | 1 | 12 | 1 |
| 124 | 8030 | 9035 | 9160 | 436 | 546 | 550 | 0 | 0 | 0 | 3 | 3 | 0 | 0.006 | 0.000 | 0.008 | 0.000 | 0.010 | 0.000 | 4 | 0 | 6 | 0 |
| 125 | 987 | 1150 | 1300 | 6 | 8 | 9 | 7 | 11 | 12 | 1 | 1 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 2 | 0 | 3 | 0 |
| 126 | 5320 | 8180 | 9590 | 65 | 111 | 130 | 2 | 4 | 5 | 13 | 13 | 0 | 0.192 | 0.000 | 0.256 | 0.000 | 0.320 | 0.000 | 28 | 0 | 42 | 0 |
| 127 | 4240 | 9005 | 12010 | 12 | 29 | 39 | 13 | 33 | 43 | 4 | 4 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 14 | 0 | 23 | 0 |
| 128 | 10016 | 19975 | 24120 | 123 | 273 | 328 | 0 | 0 | 0 | 44 | 44 | 0 | 0.335 | 0.000 | 0.447 | 0.000 | 0.559 | 0.000 | 122 | 0 | 183 | 0 |
| 129 | 5179 | 9500 | 11000 | 25 | 51 | 58 | 3 | 7 | 8 | 5 | 5 | 0 | 0.223 | 0.000 | 0.298 | 0.000 | 0.372 | 0.000 | 15 | 0 | 22 | 0 |
| 130 | 3219 | 6440 | 10380 | 19 | 41 | 66 | 2 | 5 | 8 | 5 | 5 | 0 | 0.298 | 0.000 | 0.397 | 0.000 | 0.496 | 0.000 | 16 | 0 | 33 | 0 |
| 131 | 543 | 4135 | 4900 | 7 | 61 | 72 | 2 | 20 | 23 | 3 | 3 | 0 | 0.459 | 0.000 | 0.612 | 0.000 | 0.765 | 0.000 | 37 | 0 | 55 | 0 |
| 132 | 1295 | 9865 | 11700 | 18 | 149 | 176 | 2 | 20 | 23 | 9 | 9 | 0 | 0.451 | 0.000 | 0.601 | 0.000 | 0.752 | 0.000 | 90 | 0 | 132 | 0 |
| 133 | 346 | 420 | 440 | 2 | 3 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 134 | 847 | 3230 | 4000 | 7 | 31 | 38 | 7 | 35 | 42 | 2 | 2 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 13 | 0 | 19 | 0 |
| 135 | 5814 | 7200 | 8250 | 84 | 115 | 131 | 8 | 13 | 14 | 32 | 32 | 0 | 0.349 | 0.000 | 0.466 | 0.000 | 0.582 | 0.000 | 54 | 0 | 76 | 0 |
| 136 | 2348 | 3236 | 3900 | 65 | 100 | 120 | 4 | 7 | 8 | 7 | 7 | 0 | 0.104 | 0.000 | 0.139 | 0.000 | 0.174 | 0.000 | 14 | 0 | 21 | 0 |
| 137 | 1258 | 1880 | 2030 | 64 | 107 | 114 | 10 | 19 | 20 | 15 | 15 | 0 | 0.227 | 0.000 | 0.303 | 0.000 | 0.379 | 0.000 | 32 | 0 | 43 | 0 |
| 138 | 2231 | 3150 | 3200 | 101 | 159 | 161 | 14 | 24 | 24 | 22 | 22 | 0 | 0.216 | 0.000 | 0.288 | 0.000 | 0.360 | 0.000 | 46 | 0 | 58 | 0 |
| 139 | 5270 | 6045 | 5960 | 175 | 224 | 220 | 2 | 3 | 3 | 35 | 35 | 0 | 0.189 | 0.000 | 0.252 | 0.000 | 0.315 | 0.000 | 57 | 0 | 69 | 0 |
| 140 | 1648 | 2029 | 2045 | 64 | 88 | 88 | 1 | 2 | 2 | 14 | 14 | 0 | 0.196 | 0.000 | 0.261 | 0.000 | 0.327 | 0.000 | 23 | 0 | 29 | 0 |
| 141 | 2747 | 3275 | 4160 | 103 | 137 | 173 | 2 | 3 | 4 | 33 | 33 | 0 | 0.286 | 0.000 | 0.382 | 0.000 | 0.477 | 0.000 | 52 | 0 | 83 | 0 |
| 142 | 2285 | 3095 | 4050 | 78 | 118 | 154 | 0 | 0 | 0 | 27 | 27 | 0 | 0.331 | 0.000 | 0.441 | 0.000 | 0.551 | 0.000 | 52 | 0 | 85 | 0 |
| 143 | 377 | 423 | 420 | 9 | 12 | 11 | 3 | 4 | 4 | 4 | 4 | 0 | 0.476 | 0.000 | 0.635 | 0.000 | 0.793 | 0.000 | 7 | 0 | 9 | 0 |
| 144 | 2742 | 4495 | 4500 | 31 | 57 | 56 | 3 | 6 | 6 | 11 | 11 | 0 | 0.325 | 0.000 | 0.433 | 0.000 | 0.541 | 0.000 | 24 | 0 | 30 | 0 |
| 145 | 1283 | 3744 | 3770 | 10 | 34 | 34 | 0 | 0 | 0 | 2 | 2 | 0 | 0.195 | 0.000 | 0.260 | 0.000 | 0.325 | 0.000 | 9 | 0 | 11 | 0 |
| 146 | 1179 | 3128 | 3965 | 0 | 0 | 0 | 3 | 10 | 13 | 7 | 7 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 147 | 2329 | 3300 | 3284 | 43 | 68 | 68 | 2 | 4 | 4 | 15 | 15 | 0 | 0.349 | 0.000 | 0.465 | 0.000 | 0.581 | 0.000 | 32 | 0 | 39 | 0 |
| 148 | 1530 | 2248 | 2418 | 22 | 35 | 38 | 0 | 0 | 0 | 11 | 11 | 0 | 0.487 | 0.000 | 0.649 | 0.000 | 0.811 | 0.000 | 23 | 0 | 31 | 0 |
| 149 | 1314 | 2047 | 2396 | 1 | 2 | 2 | 15 | 28 | 32 | 37 | 37 | 0 | 37.486 | 0.000 | 49.980 | 0.000 | 62.474 | 0.000 | 90 | 0 | 130 | 0 |
| 150 | 5170 | 5672 | 5835 | 108 | 132 | 136 | 6 | 9 | 9 | 32 | 32 | 0 | 0.289 | 0.000 | 0.386 | 0.000 | 0.482 | 0.000 | 51 | 0 | 65 | 0 |
| 151 | 6010 | 6755 | 6963 | 134 | 168 | 172 | 4 | 6 | 6 | 47 | 47 | 0 | 0.354 | 0.000 | 0.472 | 0.000 | 0.591 | 0.000 | 79 | 0 | 102 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 152 | 1835 | 2382 | 2436 | 50 | 72 | 73 | 3 | 5 | 5 | 15 | 15 | 0 | 0.312 | 0.000 | 0.417 | 0.000 | 0.521 | 0.000 | 30 | 0 | 38 | 0 |
| 153 | 1959 | 2217 | 2098 | 36 | 46 | 43 | 0 | 0 | 0 | 10 | 10 | 0 | 0.254 | 0.000 | 0.338 | 0.000 | 0.423 | 0.000 | 15 | 0 | 18 | 0 |
| 154 | 665 | 779 | 746 | 8 | 11 | 10 | 0 | 0 | 0 | 11 | 11 | 0 | 1.339 | 0.000 | 1.785 | 0.000 | 2.231 | 0.000 | 19 | 0 | 23 | 0 |
| 155 | 2198 | 7600 | 9524 | 5 | 20 | 25 | 0 | 0 | 0 | 1 | 1 | 0 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 6 | 0 | 9 | 0 |
| 156 | 3584 | 4630 | 4560 | 25 | 36 | 35 | 2 | 3 | 3 | 26 | 26 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 51 | 0 | 62 | 0 |
| 157 | 1393 | 1730 | 2030 | 17 | 23 | 27 | 3 | 5 | 6 | 4 | 4 | 0 | 0.252 | 0.000 | 0.336 | 0.000 | 0.420 | 0.000 | 8 | 0 | 11 | 0 |
| 158 | 1465 | 1650 | 1800 | 15 | 19 | 21 | 12 | 16 | 17 | 5 | 5 | 0 | 0.315 | 0.000 | 0.420 | 0.000 | 0.525 | 0.000 | 8 | 0 | 11 | 0 |
| 159 | 1466 | 1550 | 1650 | 15 | 18 | 19 | 1 | 1 | 1 | 4 | 3 | 1 | 0.212 | 1.108 | 0.282 | 1.477 | 0.353 | 1.847 | 5 | 3 | 7 | 3 |
| 160 | 869 | 990 | 1070 | 7 | 9 | 10 | 21 | 30 | 31 | 1 | 1 | 0 | 0.099 | 0.014 | 0.132 | 0.018 | 0.165 | 0.023 | 1 | 1 | 2 | 1 |
| 161 | 1975 | 2192 | 2342 | 13 | 17 | 18 | 5 | 7 | 7 | 1 | 1 | 0 | 0.057 | 0.055 | 0.076 | 0.074 | 0.095 | 0.092 | 1 | 1 | 2 | 1 |
| 162 | 683 | 728 | 788 | 5 | 6 | 7 | 9 | 12 | 13 | 5 | 4 | 1 | 0.794 | 0.154 | 1.059 | 0.205 | 1.323 | 0.256 | 6 | 3 | 9 | 3 |
| 163 | 934 | 1000 | 1030 | 5 | 6 | 6 | 52 | 69 | 70 | 1 | 1 | 0 | 0.159 | 0.006 | 0.212 | 0.007 | 0.265 | 0.009 | 1 | 1 | 2 | 1 |
| 164 | 2416 | 2600 | 2800 | 14 | 17 | 19 | 19 | 25 | 26 | 5 | 4 | 1 | 0.199 | 0.077 | 0.265 | 0.103 | 0.331 | 0.128 | 5 | 3 | 6 | 3 |
| 165 | 605 | 640 | 650 | 13 | 16 | 16 | 17 | 22 | 22 | 5 | 4 | 1 | 0.248 | 0.087 | 0.331 | 0.115 | 0.414 | 0.144 | 5 | 3 | 7 | 3 |
| 166 | 654 | 705 | 745 | 7 | 9 | 9 | 23 | 31 | 32 | 11 | 8 | 3 | 1.134 | 0.126 | 1.512 | 0.168 | 1.890 | 0.210 | 13 | 6 | 17 | 7 |
| 167 | 1718 | 1955 | 2225 | 9 | 12 | 13 | 13 | 18 | 20 | 6 | 5 | 2 | 0.433 | 0.138 | 0.577 | 0.185 | 0.722 | 0.231 | 7 | 4 | 10 | 5 |
| 168 | 392 | 1100 | 1650 | 15 | 48 | 72 | 19 | 66 | 96 | 22 | 17 | 6 | 0.981 | 0.323 | 1.308 | 0.431 | 1.635 | 0.539 | 63 | 35 | 118 | 52 |
| 169 | 2016 | 3460 | 4760 | 24 | 45 | 62 | 39 | 82 | 110 | 10 | 7 | 2 | 0.298 | 0.067 | 0.397 | 0.090 | 0.496 | 0.112 | 18 | 9 | 31 | 12 |
| 170 | 4974 | 7310 | 8320 | 68 | 112 | 126 | 15 | 27 | 30 | 20 | 18 | 2 | 0.261 | 0.166 | 0.348 | 0.221 | 0.435 | 0.277 | 39 | 7 | 55 | 8 |
| 171 | 5492 | 9380 | 11690 | 85 | 161 | 200 | 44 | 93 | 113 | 52 | 46 | 6 | 0.522 | 0.143 | 0.696 | 0.190 | 0.870 | 0.238 | 112 | 22 | 174 | 27 |
| 172 | 3080 | 3920 | 4800 | 97 | 138 | 167 | 51 | 81 | 97 | 30 | 27 | 3 | 0.263 | 0.070 | 0.351 | 0.093 | 0.438 | 0.117 | 48 | 9 | 73 | 11 |
| 173 | 7117 | 13158 | 15446 | 124 | 255 | 298 | 80 | 182 | 208 | 107 | 95 | 12 | 0.724 | 0.161 | 0.966 | 0.215 | 1.207 | 0.268 | 246 | 49 | 359 | 56 |
| 174 | 5594 | 5527 | 5256 | 155 | 170 | 161 | 59 | 72 | 67 | 61 | 54 | 7 | 0.320 | 0.125 | 0.427 | 0.166 | 0.533 | 0.208 | 73 | 15 | 86 | 14 |
| 175 | 5699 | 5432 | 5186 | 202 | 215 | 204 | 2 | 2 | 2 | 81 | 72 | 9 | 0.348 | 4.651 | 0.464 | 6.202 | 0.580 | 7.752 | 100 | 19 | 118 | 18 |
| 176 | 3891 | 11103 | 17941 | 5 | 16 | 26 | 13 | 44 | 70 | 5 | 5 | 1 | 0.678 | 0.051 | 0.903 | 0.068 | 1.129 | 0.085 | 15 | 4 | 30 | 6 |
| 177 | 3719 | 6974 | 8565 | 67 | 140 | 171 | 3 | 7 | 9 | 21 | 19 | 2 | 0.267 | 0.816 | 0.356 | 1.088 | 0.445 | 1.360 | 50 | 10 | 76 | 12 |
| 178 | 1133 | 1310 | 1244 | 12 | 16 | 15 | 30 | 44 | 40 | 3 | 3 | 0 | 0.247 | 0.000 | 0.330 | 0.000 | 0.412 | 0.000 | 5 | 0 | 6 | 0 |
| 179 | 3304 | 5001 | 4755 | 115 | 193 | 183 | 6 | 12 | 11 | 57 | 57 | 0 | 0.498 | 0.000 | 0.664 | 0.000 | 0.830 | 0.000 | 128 | 0 | 152 | 0 |
| 180 | 1159 | 2454 | 3108 | 12 | 29 | 37 | 10 | 27 | 34 | 4 | 4 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 14 | 0 | 22 | 0 |
| 181 | 3474 | 5840 | 6690 | 47 | 89 | 101 | 14 | 28 | 32 | 31 | 31 | 0 | 0.621 | 0.000 | 0.828 | 0.000 | 1.035 | 0.000 | 74 | 0 | 105 | 0 |
| 182 | 3087 | 3748 | 3556 | 114 | 154 | 145 | 22 | 33 | 31 | 27 | 27 | 0 | 0.218 | 0.000 | 0.290 | 0.000 | 0.363 | 0.000 | 45 | 0 | 53 | 0 |
| 183 | 5914 | 6800 | 6536 | 54 | 69 | 66 | 4 | 6 | 6 | 30 | 30 | 0 | 0.492 | 0.000 | 0.655 | 0.000 | 0.819 | 0.000 | 45 | 0 | 54 | 0 |
| 184 | 688 | 682 | 658 | 13 | 15 | 14 | 65 | 80 | 75 | 12 | 12 | 0 | 0.842 | 0.000 | 1.122 | 0.000 | 1.402 | 0.000 | 17 | 0 | 20 | 0 |
| 185 | 6094 | 5901 | 5603 | 169 | 183 | 172 | 30 | 36 | 34 | 65 | 65 | 0 | 0.348 | 0.000 | 0.463 | 0.000 | 0.579 | 0.000 | 85 | 0 | 100 | 0 |
| 186 | 3960 | 3663 | 3708 | 169 | 174 | 176 | 28 | 32 | 32 | 45 | 45 | 0 | 0.246 | 0.000 | 0.328 | 0.000 | 0.410 | 0.000 | 57 | 0 | 72 | 0 |
| 187 | 3218 | 3152 | 3201 | 98 | 107 | 108 | 35 | 42 | 41 | 25 | 25 | 0 | 0.226 | 0.000 | 0.301 | 0.000 | 0.377 | 0.000 | 32 | 0 | 41 | 0 |
| 188 | 3964 | 4052 | 4578 | 167 | 190 | 214 | 0 | 0 | 0 | 41 | 41 | 0 | 0.225 | 0.000 | 0.300 | 0.000 | 0.375 | 0.000 | 57 | 0 | 80 | 0 |
| 189 | 4 | 4 | 4 | 5 | 6 | 6 | 68 | 86 | 84 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 190 | 6506 | 7408 | 7798 | 259 | 329 | 344 | 36 | 50 | 52 | 82 | 82 | 0 | 0.299 | 0.000 | 0.398 | 0.000 | 0.498 | 0.000 | 131 | 0 | 171 | 0 |
| 191 | 3409 | 3205 | 3131 | 118 | 123 | 120 | 0 | 0 | 0 | 59 | 59 | 0 | 0.446 | 0.000 | 0.595 | 0.000 | 0.744 | 0.000 | 73 | 0 | 89 | 0 |
| 192 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 193 | 1649 | 1750 | 1777 | 60 | 71 | 71 | 2 | 3 | 3 | 18 | 18 | 0 | 0.294 | 0.000 | 0.392 | 0.000 | 0.489 | 0.000 | 28 | 0 | 35 | 0 |
| 194 | 548 | 500 | 508 | 13 | 14 | 14 | 29 | 33 | 33 | 12 | 12 | 0 | 0.785 | 0.000 | 1.047 | 0.000 | 1.309 | 0.000 | 14 | 0 | 18 | 0 |
| 195 | 2069 | 2781 | 2825 | 77 | 116 | 117 | 41 | 68 | 67 | 17 | 17 | 0 | 0.202 | 0.000 | 0.269 | 0.000 | 0.336 | 0.000 | 31 | 0 | 39 | 0 |
| 196 | 4218 | 4125 | 4104 | 161 | 175 | 174 | 5 | 6 | 6 | 70 | 70 | 0 | 0.393 | 0.000 | 0.524 | 0.000 | 0.656 | 0.000 | 92 | 0 | 114 | 0 |
| 197 | 477 | 470 | 475 | 15 | 17 | 17 | 7 | 9 | 9 | 1 | 1 | 0 | 0.063 | 0.000 | 0.084 | 0.000 | 0.105 | 0.000 | 1 | 0 | 2 | 0 |
| 198 | 661 | 675 | 681 | 33 | 38 | 38 | 26 | 33 | 33 | 6 | 6 | 0 | 0.184 | 0.000 | 0.245 | 0.000 | 0.306 | 0.000 | 9 | 0 | 12 | 0 |
| 199 | 2813 | 2795 | 3453 | 113 | 125 | 153 | 83 | 102 | 123 | 35 | 35 | 0 | 0.290 | 0.000 | 0.386 | 0.000 | 0.483 | 0.000 | 48 | 0 | 74 | 0 |
| 200 | 7123 | 6960 | 7055 | 292 | 318 | 320 | 46 | 56 | 55 | 108 | 108 | 0 | 0.338 | 0.000 | 0.451 | 0.000 | 0.563 | 0.000 | 143 | 0 | 181 | 0 |
| 201 | 4836 | 4790 | 4772 | 198 | 219 | 217 | 42 | 51 | 50 | 47 | 42 | 5 | 0.197 | 0.135 | 0.263 | 0.180 | 0.328 | 0.224 | 57 | 12 | 71 | 11 |
| 202 | 4614 | 5014 | 5092 | 154 | 186 | 188 | 22 | 30 | 29 | 58 | 58 | 0 | 0.344 | 0.000 | 0.459 | 0.000 | 0.574 | 0.000 | 85 | 0 | 108 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 203 | 1914 | 1829 | 1858 | 70 | 75 | 75 | 6 | 7 | 7 | 9 | 9 | 0 | 0.110 | 0.000 | 0.146 | 0.000 | 0.183 | 0.000 | 11 | 0 | 14 | 0 |
| 204 | 699 | 840 | 853 | 32 | 43 | 43 | 0 | 0 | 0 | 5 | 5 | 0 | 0.141 | 0.000 | 0.188 | 0.000 | 0.235 | 0.000 | 8 | 0 | 10 | 0 |
| 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 206 | 211 | 270 | 274 | 0 | 0 | 0 | 12 | 18 | 18 | 4 | 4 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 207 | 687 | 2003 | 2034 | 22 | 70 | 71 | 18 | 64 | 64 | 15 | 15 | 0 | 0.652 | 0.000 | 0.869 | 0.000 | 1.087 | 0.000 | 61 | 0 | 77 | 0 |
| 208 | 1726 | 2514 | 2553 | 50 | 80 | 81 | 47 | 85 | 84 | 25 | 22 | 3 | 0.404 | 0.063 | 0.539 | 0.083 | 0.673 | 0.104 | 43 | 9 | 55 | 9 |
| 209 | 4505 | 4200 | 4266 | 165 | 172 | 173 | 61 | 70 | 69 | 50 | 45 | 6 | 0.242 | 0.099 | 0.323 | 0.132 | 0.404 | 0.165 | 55 | 12 | 70 | 11 |
| 210 | 10658 | 17931 | 18474 | 134 | 252 | 258 | 56 | 116 | 116 | 175 | 155 | 20 | 1.031 | 0.376 | 1.374 | 0.502 | 1.718 | 0.627 | 346 | 73 | 443 | 73 |
| 211 | 6240 | 6286 | 6477 | 257 | 288 | 296 | 31 | 39 | 39 | 70 | 62 | 8 | 0.215 | 0.265 | 0.286 | 0.354 | 0.358 | 0.442 | 83 | 17 | 106 | 17 |
| 212 | 4001 | 4956 | 5106 | 101 | 140 | 143 | 71 | 109 | 110 | 35 | 31 | 4 | 0.282 | 0.059 | 0.376 | 0.079 | 0.470 | 0.099 | 52 | 11 | 67 | 11 |
| 213 | 6987 | 7647 | 7883 | 233 | 284 | 292 | 57 | 77 | 77 | 57 | 50 | 6 | 0.193 | 0.120 | 0.258 | 0.160 | 0.322 | 0.200 | 73 | 15 | 94 | 15 |
| 214 | 6226 | 7367 | 7591 | 173 | 229 | 234 | 27 | 40 | 40 | 51 | 46 | 6 | 0.235 | 0.226 | 0.313 | 0.301 | 0.391 | 0.377 | 72 | 15 | 92 | 15 |
| 215 | 3069 | 3198 | 3296 | 110 | 128 | 131 | 27 | 35 | 35 | 44 | 39 | 5 | 0.321 | 0.193 | 0.429 | 0.257 | 0.536 | 0.322 | 55 | 11 | 70 | 11 |
| 216 | 3337 | 4405 | 4540 | 111 | 164 | 168 | 30 | 50 | 50 | 22 | 20 | 3 | 0.169 | 0.089 | 0.225 | 0.118 | 0.281 | 0.148 | 37 | 7 | 47 | 7 |
| 217 | 3291 | 3474 | 3579 | 99 | 117 | 119 | 9 | 12 | 12 | 18 | 16 | 2 | 0.145 | 0.231 | 0.194 | 0.308 | 0.242 | 0.385 | 23 | 5 | 29 | 5 |
| 218 | 629 | 543 | 556 | 25 | 24 | 24 | 49 | 53 | 53 | 6 | 6 | 1 | 0.196 | 0.016 | 0.262 | 0.021 | 0.327 | 0.026 | 6 | 1 | 8 | 1 |
| 219 | 5706 | 5620 | 5791 | 217 | 238 | 244 | 74 | 91 | 91 | 78 | 69 | 9 | 0.300 | 0.126 | 0.400 | 0.168 | 0.500 | 0.210 | 95 | 19 | 122 | 19 |
| 220 | 7031 | 7673 | 7907 | 237 | 289 | 296 | 44 | 59 | 60 | 80 | 71 | 9 | 0.271 | 0.219 | 0.361 | 0.291 | 0.451 | 0.364 | 104 | 22 | 133 | 22 |
| 221 | 5130 | 6560 | 6560 | 133 | 190 | 189 | 163 | 257 | 251 | 54 | 47 | 6 | 0.332 | 0.039 | 0.442 | 0.053 | 0.553 | 0.066 | 84 | 17 | 104 | 16 |
| 222 | 10810 | 13180 | 13180 | 320 | 435 | 432 | 30 | 46 | 45 | 108 | 96 | 12 | 0.286 | 0.426 | 0.381 | 0.568 | 0.477 | 0.710 | 166 | 33 | 206 | 32 |
| 223 | 9329 | 15730 | 15730 | 41 | 78 | 77 | 0 | 0 | 0 | 69 | 51 | 18 | 1.129 | 0.000 | 1.506 | 0.000 | 1.882 | 0.000 | 117 | 0 | 145 | 0 |
| 224 | 469 | 2500 | 2500 | 1 | 6 | 6 | 1 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 225 | 52 | 55 | 55 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 226 | 73 | 160 | 160 | 0 | 0 | 0 | 4 | 11 | 11 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 227 | 316 | 405 | 415 | 3 | 4 | 5 | 8 | 13 | 13 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 228 | 429 | 440 | 470 | 1 | 1 | 1 | 7 | 9 | 10 | 2 | 2 | 1 | 1.588 | 0.079 | 2.117 | 0.106 | 2.647 | 0.132 | 2 | 1 | 3 | 1 |
| 229 | 475 | 550 | 580 | 15 | 20 | 21 | 138 | 198 | 204 | 6 | 5 | 2 | 0.280 | 0.013 | 0.374 | 0.017 | 0.467 | 0.021 | 7 | 4 | 10 | 4 |
| 230 | 11108 | 15420 | 17010 | 136 | 211 | 231 | 50 | 86 | 93 | 33 | 25 | 9 | 0.178 | 0.179 | 0.238 | 0.239 | 0.297 | 0.298 | 50 | 26 | 69 | 28 |
| 231 | 5619 | 6935 | 6950 | 39 | 54 | 54 | 18 | 27 | 27 | 11 | 8 | 3 | 0.185 | 0.163 | 0.246 | 0.217 | 0.308 | 0.272 | 13 | 7 | 17 | 7 |
| 232 | 1065 | 1065 | 1150 | 10 | 11 | 12 | 33 | 40 | 42 | 5 | 4 | 1 | 0.361 | 0.045 | 0.481 | 0.060 | 0.602 | 0.074 | 6 | 3 | 7 | 3 |
| 233 | 3760 | 4080 | 4890 | 25 | 30 | 36 | 51 | 69 | 81 | 11 | 8 | 3 | 0.318 | 0.057 | 0.423 | 0.075 | 0.529 | 0.094 | 13 | 6 | 19 | 8 |
| 234 | 2672 | 2655 | 2630 | 99 | 110 | 108 | 10 | 13 | 12 | 27 | 24 | 3 | 0.206 | 0.306 | 0.275 | 0.408 | 0.344 | 0.510 | 30 | 7 | 37 | 6 |
| 235 | 608 | 633 | 632 | 24 | 28 | 27 | 88 | 113 | 110 | 5 | 5 | 1 | 0.190 | 0.007 | 0.253 | 0.010 | 0.316 | 0.012 | 7 | 1 | 9 | 1 |
| 236 | 5039 | 5184 | 5167 | 202 | 232 | 230 | 227 | 288 | 280 | 73 | 65 | 8 | 0.279 | 0.039 | 0.372 | 0.051 | 0.465 | 0.064 | 86 | 19 | 107 | 18 |
| 237 | 9556 | 9835 | 9880 | 382 | 438 | 437 | 164 | 208 | 204 | 134 | 99 | 35 | 0.231 | 0.222 | 0.308 | 0.296 | 0.385 | 0.370 | 135 | 77 | 168 | 75 |
| 238 | 5924 | 5820 | 5655 | 246 | 269 | 260 | 40 | 48 | 46 | 95 | 71 | 25 | 0.255 | 0.649 | 0.340 | 0.865 | 0.425 | 1.081 | 91 | 52 | 110 | 50 |
| 239 | 1926 | 2600 | 2750 | 70 | 106 | 111 | 49 | 82 | 85 | 26 | 19 | 7 | 0.232 | 0.141 | 0.310 | 0.189 | 0.387 | 0.236 | 33 | 19 | 43 | 20 |
| 240 | 1598 | 1568 | 1568 | 76 | 84 | 83 | 72 | 88 | 86 | 37 | 28 | 10 | 0.319 | 0.141 | 0.426 | 0.187 | 0.532 | 0.234 | 36 | 21 | 44 | 20 |
| 241 | 4324 | 4400 | 4400 | 136 | 154 | 154 | 52 | 66 | 64 | 71 | 52 | 18 | 0.334 | 0.366 | 0.445 | 0.487 | 0.556 | 0.609 | 69 | 40 | 85 | 39 |
| 242 | 4379 | 4440 | 4440 | 160 | 181 | 180 | 127 | 159 | 155 | 47 | 42 | 5 | 0.240 | 0.045 | 0.320 | 0.059 | 0.400 | 0.074 | 58 | 12 | 72 | 12 |
| 243 | 7314 | 7392 | 7392 | 267 | 301 | 299 | 4 | 5 | 5 | 101 | 89 | 12 | 0.297 | 2.876 | 0.396 | 3.835 | 0.495 | 4.794 | 119 | 25 | 148 | 24 |
| 244 | 282 | 290 | 289 | 9 | 11 | 11 | 80 | 101 | 99 | 4 | 4 | 0 | 0.379 | 0.006 | 0.506 | 0.009 | 0.632 | 0.011 | 5 | 1 | 7 | 1 |
| 245 | 4487 | 5000 | 4915 | 151 | 187 | 183 | 45 | 62 | 60 | 61 | 45 | 16 | 0.278 | 0.367 | 0.370 | 0.490 | 0.463 | 0.612 | 69 | 38 | 85 | 36 |
| 246 | 3256 | 3945 | 4095 | 123 | 166 | 171 | 76 | 113 | 114 | 32 | 24 | 8 | 0.183 | 0.115 | 0.244 | 0.154 | 0.305 | 0.192 | 41 | 22 | 52 | 22 |
| 247 | 4891 | 5250 | 5760 | 189 | 226 | 246 | 20 | 26 | 28 | 60 | 44 | 16 | 0.208 | 0.816 | 0.277 | 1.088 | 0.346 | 1.361 | 63 | 36 | 85 | 38 |
| 248 | 1035 | 1020 | 1020 | 40 | 44 | 44 | 1 | 1 | 1 | 17 | 13 | 4 | 0.240 | 4.432 | 0.320 | 5.909 | 0.400 | 7.386 | 14 | 9 | 18 | 9 |
| 249 | 62 | 65 | 65 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0.794 | 0.000 | 1.059 | 0.000 | 1.323 | 0.000 | 3 | 0 | 3 | 0 |
| 250 | 23 | 28 | 27 | 0 | 0 | 0 | 12 | 17 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 251 | 433 | 430 | 430 | 18 | 19 | 19 | 33 | 40 | 39 | 11 | 8 | 3 | 0.441 | 0.089 | 0.588 | 0.119 | 0.735 | 0.149 | 11 | 6 | 14 | 6 |
| 252 | 1699 | 1785 | 1870 | 52 | 60 | 63 | 49 | 64 | 65 | 16 | 12 | 4 | 0.209 | 0.088 | 0.279 | 0.118 | 0.348 | 0.147 | 17 | 9 | 22 | 10 |
| 253 | 3804 | 4000 | 4400 | 108 | 127 | 139 | 0 | 0 | 0 | 34 | 25 | 9 | 0.219 | 0.000 | 0.292 | 0.000 | 0.365 | 0.000 | 37 | 0 | 51 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 254 | 6 | 4 | 4 | 0 | 0 | 0 | 12 | 10 | 10 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 255 | 634 | 675 | 650 | 23 | 27 | 26 | 12 | 15 | 14 | 3 | 2 | 1 | 0.092 | 0.076 | 0.122 | 0.101 | 0.153 | 0.126 | 3 | 2 | 4 | 2 |
| 256 | 317 | 337 | 325 | 7 | 9 | 8 | 8 | 11 | 10 | 3 | 2 | 1 | 0.340 | 0.104 | 0.454 | 0.138 | 0.567 | 0.173 | 4 | 2 | 5 | 2 |
| 257 | 468 | 520 | 512 | 14 | 18 | 18 | 1 | 1 | 1 | 1 | 1 | 0 | 0.057 | 0.277 | 0.076 | 0.369 | 0.095 | 0.462 | 1 | 1 | 2 | 1 |
| 258 | 80 | 90 | 90 | 2 | 3 | 3 | 0 | 0 | 0 | 22 | 17 | 6 | 8.337 | 0.000 | 11.116 | 0.000 | 13.895 | 0.000 | 29 | 0 | 36 | 0 |
| 259 | 27 | 34 | 34 | 1 | 1 | 1 | 20 | 31 | 30 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 260 | 498 | 520 | 530 | 10 | 12 | 12 | 48 | 62 | 62 | 1 | 1 | 0 | 0.079 | 0.006 | 0.106 | 0.008 | 0.132 | 0.010 | 1 | 1 | 2 | 1 |
| 261 | 1391 | 1458 | 1550 | 33 | 39 | 41 | 19 | 24 | 25 | 11 | 8 | 3 | 0.227 | 0.154 | 0.302 | 0.205 | 0.378 | 0.256 | 12 | 6 | 15 | 7 |
| 262 | 1392 | 1705 | 1812 | 12 | 17 | 18 | 7 | 11 | 12 | 18 | 13 | 5 | 0.964 | 0.673 | 1.286 | 0.897 | 1.607 | 1.121 | 22 | 12 | 29 | 13 |
| 263 | 685 | 842 | 895 | 7 | 10 | 10 | 62 | 94 | 97 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 264 | 2442 | 2560 | 2721 | 60 | 70 | 74 | 6 | 8 | 8 | 7 | 6 | 2 | 0.082 | 0.323 | 0.109 | 0.431 | 0.136 | 0.539 | 8 | 4 | 10 | 5 |
| 265 | 132 | 1622 | 2304 | 7 | 99 | 139 | 49 | 748 | 1035 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 266 | 1848 | 3356 | 3672 | 31 | 63 | 68 | 50 | 113 | 121 | 10 | 7 | 2 | 0.217 | 0.052 | 0.289 | 0.069 | 0.361 | 0.087 | 18 | 10 | 25 | 10 |
| 267 | 1177 | 1234 | 1311 | 28 | 33 | 34 | 45 | 58 | 61 | 15 | 11 | 4 | 0.397 | 0.090 | 0.529 | 0.120 | 0.662 | 0.150 | 17 | 9 | 23 | 9 |
| 268 | 1802 | 1889 | 2007 | 38 | 45 | 47 | 50 | 65 | 68 | 12 | 9 | 3 | 0.213 | 0.063 | 0.284 | 0.085 | 0.355 | 0.106 | 13 | 7 | 17 | 7 |
| 269 | 1512 | 1643 | 1746 | 37 | 45 | 48 | 28 | 38 | 39 | 6 | 5 | 2 | 0.122 | 0.062 | 0.163 | 0.082 | 0.204 | 0.103 | 7 | 4 | 10 | 4 |
| 270 | 744 | 780 | 829 | 10 | 12 | 13 | 58 | 75 | 77 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 271 | 1435 | 1537 | 1633 | 46 | 55 | 59 | 161 | 213 | 220 | 4 | 3 | 1 | 0.060 | 0.007 | 0.080 | 0.010 | 0.100 | 0.012 | 4 | 3 | 6 | 3 |
| 272 | 4907 | 5145 | 5468 | 66 | 77 | 82 | 72 | 94 | 97 | 17 | 13 | 4 | 0.165 | 0.064 | 0.220 | 0.086 | 0.275 | 0.107 | 17 | 10 | 22 | 10 |
| 273 | 2337 | 2450 | 2603 | 63 | 74 | 78 | 115 | 150 | 155 | 16 | 12 | 4 | 0.140 | 0.038 | 0.187 | 0.050 | 0.234 | 0.063 | 14 | 9 | 18 | 10 |
| 274 | 2341 | 2490 | 2648 | 105 | 125 | 132 | 6 | 8 | 9 | 45 | 33 | 12 | 0.276 | 1.939 | 0.367 | 2.585 | 0.459 | 3.231 | 46 | 27 | 61 | 28 |
| 275 | 1180 | 1286 | 1366 | 5 | 6 | 7 | 31 | 42 | 44 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 276 | 2409 | 3136 | 3438 | 20 | 28 | 31 | 1 | 2 | 2 | 4 | 3 | 1 | 0.132 | 1.108 | 0.176 | 1.477 | 0.221 | 1.847 | 5 | 3 | 7 | 3 |
| 277 | 362 | 989 | 1085 | 2 | 6 | 7 | 52 | 177 | 190 | 1 | 1 | 0 | 0.397 | 0.006 | 0.529 | 0.007 | 0.662 | 0.009 | 3 | 2 | 5 | 2 |
| 278 | 1576 | 3690 | 4132 | 54 | 140 | 156 | 22 | 64 | 70 | 20 | 15 | 5 | 0.274 | 0.251 | 0.366 | 0.334 | 0.457 | 0.418 | 51 | 27 | 71 | 29 |
| 279 | 756 | 805 | 856 | 31 | 37 | 39 | 43 | 57 | 59 | 3 | 2 | 1 | 0.070 | 0.020 | 0.093 | 0.027 | 0.117 | 0.034 | 3 | 2 | 5 | 2 |
| 280 | 1582 | 1692 | 1797 | 60 | 71 | 75 | 8 | 11 | 11 | 24 | 17 | 6 | 0.286 | 0.762 | 0.382 | 1.016 | 0.477 | 1.269 | 27 | 14 | 36 | 15 |
| 281 | 541 | 568 | 603 | 23 | 27 | 28 | 0 | 0 | 0 | 7 | 6 | 2 | 0.232 | 0.000 | 0.309 | 0.000 | 0.386 | 0.000 | 8 | 0 | 11 | 0 |
| 282 | 22 | 23 | 24 | 0 | 0 | 0 | 101 | 132 | 134 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 283 | 3564 | 3635 | 3785 | 37 | 42 | 44 | 3 | 4 | 4 | 11 | 8 | 3 | 0.215 | 0.923 | 0.286 | 1.231 | 0.358 | 1.539 | 12 | 6 | 16 | 6 |
| 284 | 123 | 126 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 285 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 286 | 3470 | 3538 | 3688 | 51 | 57 | 60 | 71 | 90 | 91 | 11 | 8 | 3 | 0.132 | 0.041 | 0.176 | 0.054 | 0.221 | 0.068 | 10 | 6 | 13 | 6 |
| 287 | 2839 | 2900 | 2964 | 54 | 61 | 62 | 208 | 262 | 261 | 10 | 7 | 2 | 0.121 | 0.013 | 0.161 | 0.017 | 0.202 | 0.021 | 10 | 6 | 13 | 5 |
| 288 | 6560 | 6788 | 6978 | 124 | 143 | 146 | 0 | 0 | 0 | 25 | 18 | 6 | 0.134 | 0.000 | 0.179 | 0.000 | 0.224 | 0.000 | 26 | 0 | 33 | 0 |
| 289 | 1 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 290 | 2956 | 3013 | 3159 | 46 | 53 | 55 | 106 | 134 | 136 | 7 | 6 | 2 | 0.098 | 0.019 | 0.130 | 0.026 | 0.163 | 0.032 | 7 | 4 | 9 | 4 |
| 291 | 2490 | 2691 | 2768 | 75 | 91 | 93 | 56 | 74 | 74 | 9 | 6 | 2 | 0.072 | 0.042 | 0.096 | 0.056 | 0.120 | 0.070 | 9 | 5 | 11 | 5 |
| 292 | 1842 | 1991 | 2048 | 22 | 26 | 27 | 78 | 104 | 104 | 2 | 2 | 1 | 0.076 | 0.007 | 0.101 | 0.010 | 0.126 | 0.012 | 3 | 1 | 3 | 1 |
| 293 | 3049 | 3296 | 3389 | 35 | 42 | 43 | 89 | 119 | 119 | 4 | 3 | 1 | 0.088 | 0.013 | 0.118 | 0.017 | 0.147 | 0.022 | 5 | 3 | 6 | 3 |
| 294 | 2230 | 2411 | 2479 | 40 | 48 | 50 | 218 | 292 | 292 | 13 | 10 | 3 | 0.176 | 0.016 | 0.235 | 0.021 | 0.294 | 0.027 | 11 | 8 | 15 | 8 |
| 295 | 5912 | 6391 | 6573 | 124 | 149 | 153 | 130 | 174 | 174 | 18 | 13 | 5 | 0.092 | 0.038 | 0.122 | 0.051 | 0.153 | 0.063 | 18 | 11 | 23 | 11 |
| 296 | 3996 | 4320 | 4443 | 78 | 94 | 97 | 83 | 111 | 111 | 25 | 18 | 6 | 0.194 | 0.081 | 0.259 | 0.108 | 0.324 | 0.134 | 24 | 15 | 31 | 15 |
| 297 | 3183 | 3351 | 3410 | 104 | 122 | 124 | 0 | 0 | 0 | 16 | 12 | 4 | 0.095 | 0.000 | 0.126 | 0.000 | 0.158 | 0.000 | 15 | 0 | 19 | 0 |
| 298 | 101 | 127 | 127 | 1 | 1 | 1 | 23 | 36 | 35 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 299 | 783 | 808 | 815 | 32 | 37 | 37 | 31 | 40 | 39 | 1 | 1 | 0 | 0.022 | 0.009 | 0.029 | 0.012 | 0.037 | 0.015 | 1 | 1 | 1 | 1 |
| 300 | 1174 | 1212 | 1222 | 24 | 27 | 27 | 111 | 142 | 139 | 7 | 6 | 2 | 0.232 | 0.018 | 0.309 | 0.024 | 0.386 | 0.030 | 8 | 4 | 11 | 4 |
| 301 | 3300 | 3407 | 3437 | 116 | 133 | 133 | 7 | 9 | 9 | 26 | 19 | 7 | 0.138 | 0.950 | 0.184 | 1.266 | 0.230 | 1.583 | 24 | 15 | 31 | 15 |
| 302 | 631 | 651 | 656 | 15 | 18 | 18 | 19 | 24 | 24 | 7 | 6 | 2 | 0.327 | 0.108 | 0.436 | 0.144 | 0.545 | 0.180 | 8 | 4 | 10 | 4 |
| 303 | 854 | 882 | 889 | 28 | 32 | 32 | 1 | 1 | 1 | 6 | 5 | 2 | 0.149 | 1.662 | 0.199 | 2.216 | 0.248 | 2.770 | 6 | 4 | 8 | 4 |
| 304 | 16 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 305 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 306 | 2621 | 2706 | 2728 | 102 | 118 | 118 | 0 | 0 | 0 | 14 | 10 | 4 | 0.079 | 0.000 | 0.105 | 0.000 | 0.131 | 0.000 | 12 | 0 | 15 | 0 |
| 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 310 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 311 | 744 | 1087 | 1114 | 36 | 59 | 60 | 0 | 0 | 0 | 3 | 2 | 1 | 0.054 | 0.000 | 0.072 | 0.000 | 0.090 | 0.000 | 4 | 0 | 5 | 0 |
| 312 | 86 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 313 | 404 | 449 | 461 | 22 | 27 | 27 | 66 | 91 | 91 | 2 | 2 | 0 | 0.079 | 0.004 | 0.105 | 0.005 | 0.132 | 0.006 | 3 | 1 | 4 | 1 |
| 314 | 7204 | 8322 | 8531 | 509 | 655 | 667 | 52 | 75 | 75 | 79 | 71 | 8 | 0.121 | 0.159 | 0.162 | 0.211 | 0.202 | 0.264 | 106 | 20 | 135 | 20 |
| 315 | 4718 | 5041 | 5167 | 318 | 378 | 386 | 37 | 49 | 48 | 36 | 33 | 4 | 0.088 | 0.104 | 0.117 | 0.139 | 0.146 | 0.173 | 44 | 8 | 56 | 8 |
| 316 | 3071 | 3344 | 3428 | 182 | 220 | 225 | 66 | 89 | 89 | 27 | 24 | 3 | 0.115 | 0.043 | 0.154 | 0.057 | 0.192 | 0.071 | 34 | 6 | 43 | 6 |
| 317 | 6001 | 6533 | 6696 | 481 | 583 | 594 | 74 | 100 | 100 | 11 | 10 | 1 | 0.018 | 0.015 | 0.023 | 0.020 | 0.029 | 0.025 | 14 | 3 | 17 | 3 |
| 318 | 4378 | 4754 | 4872 | 409 | 495 | 504 | 23 | 31 | 31 | 10 | 9 | 1 | 0.018 | 0.044 | 0.024 | 0.058 | 0.029 | 0.073 | 12 | 2 | 15 | 2 |
| 319 | 2193 | 2419 | 2480 | 179 | 219 | 224 | 35 | 47 | 47 | 5 | 5 | 1 | 0.023 | 0.016 | 0.030 | 0.022 | 0.038 | 0.027 | 7 | 1 | 8 | 1 |
| 320 | 2580 | 2797 | 2867 | 252 | 304 | 310 | 45 | 60 | 60 | 4 | 4 | 0 | 0.014 | 0.010 | 0.019 | 0.013 | 0.023 | 0.017 | 6 | 1 | 7 | 1 |
| 321 | 3678 | 4006 | 4106 | 381 | 462 | 471 | 29 | 40 | 40 | 2 | 2 | 0 | 0.004 | 0.008 | 0.006 | 0.010 | 0.007 | 0.013 | 3 | 1 | 3 | 1 |
| 322 | 2818 | 3061 | 3137 | 286 | 346 | 353 | 42 | 56 | 56 | 5 | 5 | 1 | 0.014 | 0.013 | 0.019 | 0.018 | 0.023 | 0.022 | 6 | 1 | 8 | 1 |
| 323 | 3262 | 3577 | 3666 | 282 | 344 | 351 | 22 | 30 | 30 | 2 | 2 | 0 | 0.006 | 0.010 | 0.008 | 0.014 | 0.010 | 0.017 | 3 | 1 | 3 | 1 |
| 324 | 3105 | 3456 | 3543 | 189 | 234 | 239 | 98 | 134 | 134 | 4 | 4 | 0 | 0.019 | 0.005 | 0.025 | 0.006 | 0.031 | 0.008 | 6 | 1 | 8 | 1 |
| 325 | 7354 | 8042 | 8242 | 638 | 777 | 792 | 35 | 47 | 47 | 5 | 5 | 1 | 0.006 | 0.016 | 0.009 | 0.022 | 0.011 | 0.027 | 7 | 1 | 9 | 1 |
| 326 | 3462 | 3769 | 3864 | 326 | 396 | 403 | 26 | 35 | 35 | 2 | 2 | 0 | 0.005 | 0.009 | 0.007 | 0.011 | 0.009 | 0.014 | 3 | 1 | 4 | 1 |
| 327 | 2065 | 2244 | 2302 | 206 | 250 | 255 | 27 | 37 | 37 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 328 | 2666 | 2912 | 2985 | 278 | 338 | 344 | 34 | 45 | 45 | 2 | 2 | 0 | 0.007 | 0.007 | 0.009 | 0.009 | 0.011 | 0.011 | 3 | 1 | 4 | 1 |
| 329 | 2004 | 2181 | 2235 | 212 | 257 | 261 | 23 | 31 | 31 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 330 | 2811 | 3062 | 3138 | 216 | 262 | 267 | 39 | 52 | 52 | 1 | 1 | 0 | 0.004 | 0.003 | 0.005 | 0.004 | 0.006 | 0.005 | 1 | 0 | 2 | 0 |
| 331 | 5173 | 5631 | 5771 | 542 | 657 | 670 | 15 | 20 | 20 | 3 | 3 | 0 | 0.005 | 0.023 | 0.006 | 0.031 | 0.008 | 0.038 | 4 | 1 | 5 | 1 |
| 332 | 1874 | 2023 | 2073 | 218 | 262 | 267 | 36 | 48 | 48 | 3 | 3 | 0 | 0.011 | 0.009 | 0.015 | 0.013 | 0.019 | 0.016 | 4 | 1 | 5 | 1 |
| 333 | 2506 | 2694 | 2760 | 347 | 415 | 423 | 61 | 81 | 81 | 3 | 3 | 0 | 0.007 | 0.006 | 0.009 | 0.007 | 0.012 | 0.009 | 4 | 1 | 5 | 1 |
| 334 | 4676 | 5030 | 5156 | 523 | 627 | 639 | 55 | 73 | 72 | 6 | 6 | 1 | 0.010 | 0.012 | 0.013 | 0.016 | 0.016 | 0.021 | 8 | 1 | 10 | 1 |
| 335 | 5136 | 5524 | 5663 | 534 | 639 | 652 | 81 | 107 | 107 | 5 | 5 | 1 | 0.008 | 0.007 | 0.010 | 0.009 | 0.013 | 0.012 | 7 | 1 | 9 | 1 |
| 336 | 5941 | 6378 | 6537 | 574 | 686 | 699 | 52 | 70 | 70 | 3 | 3 | 0 | 0.004 | 0.006 | 0.006 | 0.009 | 0.007 | 0.011 | 4 | 1 | 5 | 1 |
| 337 | 6156 | 6534 | 6697 | 436 | 515 | 525 | 46 | 61 | 61 | 3 | 3 | 0 | 0.006 | 0.007 | 0.008 | 0.010 | 0.010 | 0.012 | 4 | 1 | 5 | 1 |
| 338 | 4641 | 4917 | 5040 | 222 | 262 | 267 | 59 | 77 | 77 | 3 | 3 | 0 | 0.012 | 0.006 | 0.015 | 0.008 | 0.019 | 0.010 | 4 | 1 | 5 | 1 |
| 339 | 5613 | 5964 | 6112 | 339 | 401 | 408 | 40 | 52 | 52 | 9 | 8 | 1 | 0.020 | 0.023 | 0.027 | 0.030 | 0.034 | 0.038 | 11 | 2 | 14 | 2 |
| 340 | 3018 | 3289 | 3371 | 328 | 399 | 406 | 19 | 25 | 25 | 1 | 1 | 0 | 0.003 | 0.006 | 0.003 | 0.008 | 0.004 | 0.010 | 1 | 0 | 2 | 0 |
| 341 | 2478 | 2671 | 2737 | 198 | 238 | 242 | 27 | 36 | 36 | 3 | 3 | 0 | 0.013 | 0.012 | 0.017 | 0.016 | 0.022 | 0.021 | 4 | 1 | 5 | 1 |
| 342 | 2426 | 2636 | 2702 | 206 | 250 | 255 | 57 | 76 | 76 | 9 | 8 | 1 | 0.031 | 0.016 | 0.041 | 0.021 | 0.052 | 0.026 | 10 | 2 | 13 | 2 |
| 343 | 6505 | 6898 | 7069 | 570 | 673 | 686 | 43 | 56 | 56 | 16 | 14 | 2 | 0.022 | 0.039 | 0.030 | 0.052 | 0.037 | 0.065 | 20 | 4 | 25 | 4 |
| 344 | 4815 | 4988 | 5113 | 272 | 315 | 321 | 30 | 39 | 39 | 13 | 12 | 1 | 0.034 | 0.044 | 0.045 | 0.059 | 0.056 | 0.074 | 14 | 3 | 18 | 3 |
| 345 | 2960 | 3082 | 3159 | 182 | 211 | 215 | 30 | 39 | 39 | 11 | 10 | 1 | 0.043 | 0.037 | 0.058 | 0.049 | 0.072 | 0.062 | 12 | 2 | 15 | 2 |
| 346 | 2552 | 2721 | 2790 | 193 | 229 | 234 | 60 | 79 | 79 | 18 | 16 | 2 | 0.068 | 0.032 | 0.091 | 0.043 | 0.113 | 0.053 | 21 | 4 | 26 | 4 |
| 347 | 4462 | 4831 | 4951 | 410 | 494 | 504 | 42 | 56 | 56 | 27 | 24 | 3 | 0.048 | 0.067 | 0.064 | 0.089 | 0.080 | 0.112 | 32 | 6 | 40 | 6 |
| 348 | 2263 | 2489 | 2551 | 175 | 215 | 219 | 14 | 19 | 19 | 17 | 15 | 2 | 0.071 | 0.132 | 0.095 | 0.176 | 0.119 | 0.220 | 20 | 4 | 26 | 4 |
| 349 | 1007 | 1079 | 1107 | 86 | 102 | 104 | 45 | 60 | 60 | 9 | 8 | 1 | 0.073 | 0.020 | 0.098 | 0.027 | 0.122 | 0.033 | 10 | 2 | 13 | 2 |
| 350 | 3227 | 3647 | 3738 | 237 | 299 | 305 | 60 | 84 | 83 | 13 | 12 | 1 | 0.038 | 0.023 | 0.050 | 0.030 | 0.063 | 0.038 | 15 | 3 | 19 | 3 |
| 351 | 4344 | 5020 | 5146 | 292 | 376 | 383 | 92 | 132 | 132 | 16 | 14 | 2 | 0.037 | 0.018 | 0.050 | 0.024 | 0.062 | 0.030 | 19 | 4 | 24 | 4 |
| 352 | 3944 | 4460 | 4572 | 386 | 486 | 496 | 97 | 135 | 135 | 14 | 13 | 1 | 0.024 | 0.015 | 0.033 | 0.020 | 0.041 | 0.025 | 16 | 3 | 20 | 3 |
| 353 | 7028 | 7887 | 8085 | 491 | 614 | 626 | 56 | 77 | 77 | 31 | 28 | 3 | 0.043 | 0.059 | 0.058 | 0.078 | 0.072 | 0.098 | 36 | 8 | 45 | 8 |
| 354 | 3852 | 4457 | 4568 | 300 | 387 | 395 | 17 | 24 | 24 | 5 | 5 | 1 | 0.011 | 0.033 | 0.015 | 0.045 | 0.018 | 0.056 | 6 | 1 | 7 | 1 |
| 355 | 1109 | 1208 | 1238 | 39 | 48 | 48 | 26 | 35 | 35 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 356 | 2513 | 2744 | 2812 | 152 | 185 | 188 | 1 | 1 | 1 | 2 | 2 | 0 | 0.006 | 0.214 | 0.008 | 0.286 | 0.010 | 0.357 | 2 | 1 | 2 | 1 |
| 357 | 777 | 832 | 2072 | 28 | 33 | 82 | 2 | 3 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 358 | 496 | 591 | 606 | 2 | 3 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 359 | 1452 | 1765 | 1809 | 11 | 15 | 16 | 8 | 13 | 13 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 360 | 4369 | 4488 | 4600 | 98 | 112 | 114 | 9 | 12 | 12 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 361 | 1046 | 1171 | 1201 | 32 | 40 | 41 | 12 | 16 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 362 | 1411 | 1554 | 1595 | 63 | 77 | 79 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 363 | 1538 | 1667 | 1708 | 83 | 100 | 102 | 51 | 69 | 69 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 364 | 3483 | 3738 | 3832 | 308 | 368 | 375 | 38 | 50 | 50 | 2 | 2 | 0 | 0.005 | 0.006 | 0.006 | 0.008 | 0.008 | 0.010 | 2 | 0 | 3 | 0 |
| 365 | 2982 | 3241 | 3323 | 238 | 289 | 294 | 28 | 38 | 38 | 2 | 2 | 0 | 0.006 | 0.008 | 0.007 | 0.011 | 0.009 | 0.013 | 2 | 1 | 3 | 1 |
| 366 | 3146 | 3199 | 3278 | 185 | 209 | 213 | 40 | 50 | 50 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 367 | 7209 | 7492 | 7680 | 317 | 367 | 374 | 4 | 5 | 5 | 2 | 2 | 0 | 0.005 | 0.054 | 0.007 | 0.071 | 0.009 | 0.089 | 3 | 0 | 3 | 0 |
| 368 | 2915 | 3296 | 3378 | 99 | 125 | 127 | 3 | 4 | 4 | 1 | 1 | 0 | 0.008 | 0.036 | 0.011 | 0.048 | 0.014 | 0.059 | 1 | 0 | 2 | 0 |
| 369 | 2844 | 3242 | 3324 | 77 | 98 | 100 | 19 | 27 | 27 | 1 | 1 | 0 | 0.012 | 0.006 | 0.016 | 0.008 | 0.020 | 0.010 | 2 | 0 | 2 | 0 |
| 370 | 3489 | 3628 | 3719 | 153 | 177 | 180 | 82 | 105 | 105 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 371 | 6759 | 7167 | 7347 | 872 | 1030 | 1050 | 15 | 19 | 19 | 7 | 7 | 1 | 0.007 | 0.054 | 0.009 | 0.071 | 0.012 | 0.089 | 10 | 2 | 12 | 2 |
| 372 | 3039 | 3288 | 3370 | 130 | 157 | 160 | 40 | 53 | 53 | 2 | 2 | 0 | 0.014 | 0.006 | 0.019 | 0.008 | 0.023 | 0.009 | 3 | 1 | 4 | 1 |
| 373 | 5562 | 5797 | 5941 | 476 | 553 | 563 | 62 | 80 | 80 | 4 | 4 | 0 | 0.008 | 0.007 | 0.010 | 0.010 | 0.013 | 0.012 | 6 | 1 | 7 | 1 |
| 374 | 6007 | 6578 | 6742 | 712 | 869 | 885 | 61 | 82 | 82 | 6 | 6 | 1 | 0.007 | 0.011 | 0.010 | 0.015 | 0.012 | 0.018 | 9 | 2 | 11 | 2 |
| 375 | 6368 | 6987 | 7162 | 738 | 902 | 919 | 99 | 134 | 134 | 3 | 3 | 0 | 0.003 | 0.003 | 0.005 | 0.005 | 0.006 | 0.006 | 4 | 1 | 5 | 1 |
| 376 | 7146 | 7833 | 8029 | 990 | 1209 | 1232 | 27 | 37 | 37 | 4 | 4 | 0 | 0.003 | 0.016 | 0.004 | 0.022 | 0.005 | 0.027 | 5 | 1 | 7 | 1 |
| 377 | 3704 | 4201 | 4306 | 329 | 416 | 424 | 25 | 35 | 35 | 6 | 6 | 1 | 0.015 | 0.027 | 0.020 | 0.036 | 0.025 | 0.045 | 8 | 2 | 11 | 2 |
| 378 | 1996 | 2135 | 2188 | 238 | 284 | 290 | 21 | 28 | 28 | 1 | 1 | 0 | 0.003 | 0.005 | 0.004 | 0.007 | 0.006 | 0.009 | 1 | 0 | 2 | 0 |
| 379 | 2156 | 2310 | 2368 | 189 | 226 | 230 | 18 | 24 | 24 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 380 | 1810 | 1871 | 1917 | 143 | 165 | 168 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 381 | 181 | 76 | 77 | 35 | 16 | 17 | 6 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 382 | 1953 | 2128 | 2180 | 81 | 98 | 100 | 24 | 33 | 32 | 1 | 1 | 0 | 0.010 | 0.005 | 0.014 | 0.006 | 0.017 | 0.008 | 1 | 0 | 2 | 0 |
| 383 | 3376 | 3522 | 3610 | 172 | 200 | 204 | 28 | 37 | 36 | 1 | 1 | 0 | 0.005 | 0.004 | 0.007 | 0.005 | 0.009 | 0.007 | 1 | 0 | 2 | 0 |
| 384 | 4372 | 4615 | 4729 | 257 | 302 | 308 | 6 | 8 | 8 | 1 | 1 | 0 | 0.004 | 0.018 | 0.005 | 0.024 | 0.006 | 0.030 | 1 | 0 | 2 | 0 |
| 385 | 2260 | 2367 | 2425 | 147 | 171 | 174 | 10 | 14 | 14 | 2 | 2 | 0 | 0.012 | 0.021 | 0.016 | 0.029 | 0.020 | 0.036 | 3 | 0 | 4 | 0 |
| 386 | 2749 | 2835 | 2906 | 159 | 183 | 186 | 14 | 17 | 17 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 387 | 1585 | 1643 | 1684 | 113 | 130 | 132 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 388 | 23 | 35 | 36 | 4 | 7 | 7 | 3 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 389 | 519 | 670 | 690 | 32 | 46 | 47 | 30 | 49 | 49 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 390 | 1898 | 2375 | 2434 | 471 | 656 | 668 | 4 | 6 | 6 | 1 | 1 | 0 | 0.002 | 0.027 | 0.003 | 0.036 | 0.003 | 0.045 | 2 | 0 | 2 | 0 |
| 391 | 401 | 1193 | 1387 | 105 | 349 | 403 | 9 | 35 | 39 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 392 | 1369 | 2137 | 2279 | 281 | 488 | 518 | 1 | 2 | 2 | 6 | 6 | 1 | 0.020 | 0.643 | 0.026 | 0.857 | 0.033 | 1.071 | 13 | 2 | 17 | 2 |
| 393 | 590 | 696 | 713 | 81 | 106 | 108 | 18 | 26 | 26 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 394 | 484 | 497 | 495 | 148 | 169 | 167 | 6 | 8 | 8 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 395 | 50 | 39 | 40 | 61 | 53 | 54 | 9 | 9 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 396 | 353 | 224 | 229 | 211 | 149 | 151 | 16 | 12 | 12 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 397 | 2653 | 3027 | 3103 | 446 | 567 | 578 | 38 | 53 | 53 | 3 | 3 | 0 | 0.006 | 0.009 | 0.008 | 0.012 | 0.010 | 0.015 | 4 | 1 | 6 | 1 |
| 398 | 2497 | 2674 | 2705 | 517 | 617 | 621 | 24 | 32 | 32 | 2 | 2 | 0 | 0.004 | 0.009 | 0.005 | 0.012 | 0.006 | 0.016 | 3 | 0 | 4 | 0 |
| 399 | 1999 | 2148 | 2201 | 461 | 552 | 563 | 1 | 1 | 1 | 1 | 1 | 0 | 0.002 | 0.107 | 0.003 | 0.143 | 0.003 | 0.178 | 1 | 0 | 2 | 0 |
| 400 | 478 | 621 | 639 | 23 | 33 | 34 | 9 | 15 | 15 | 3 | 3 | 0 | 0.126 | 0.036 | 0.168 | 0.048 | 0.210 | 0.059 | 6 | 1 | 7 | 1 |
| 401 | 684 | 724 | 738 | 159 | 187 | 190 | 7 | 10 | 10 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 402 | 843 | 1024 | 1060 | 105 | 143 | 147 | 0 | 0 | 0 | 2 | 2 | 0 | 0.018 | 0.000 | 0.024 | 0.000 | 0.029 | 0.000 | 3 | 0 | 4 | 0 |
| 403 | 3 | 4 | 4 | 0 | 0 | 0 | 14 | 22 | 21 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 404 | 2069 | 2179 | 2233 | 228 | 268 | 273 | 20 | 26 | 26 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 405 | 1951 | 2087 | 2130 | 320 | 381 | 387 | 0 | 0 | 0 | 1 | 1 | 0 | 0.003 | 0.000 | 0.004 | 0.000 | 0.005 | 0.000 | 1 | 0 | 2 | 0 |
| 406 | 178 | 209 | 214 | 20 | 26 | 26 | 0 | 0 | 0 | 1 | 1 | 0 | 0.048 | 0.000 | 0.064 | 0.000 | 0.080 | 0.000 | 2 | 0 | 2 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 407 | 27 | 36 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 408 | 679 | 806 | 827 | 78 | 104 | 106 | 6 | 9 | 9 | 3 | 3 | 0 | 0.036 | 0.054 | 0.048 | 0.071 | 0.060 | 0.089 | 5 | 1 | 6 | 1 |
| 409 | 609 | 661 | 679 | 128 | 155 | 158 | 17 | 23 | 23 | 1 | 1 | 0 | 0.007 | 0.007 | 0.010 | 0.009 | 0.012 | 0.011 | 2 | 0 | 2 | 0 |
| 410 | 2440 | 2658 | 2728 | 238 | 289 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 411 | 58 | 73 | 74 | 4 | 6 | 6 | 5 | 8 | 8 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 412 | 996 | 1847 | 1895 | 153 | 316 | 322 | 5 | 12 | 12 | 3 | 3 | 0 | 0.017 | 0.064 | 0.023 | 0.086 | 0.029 | 0.107 | 7 | 1 | 9 | 1 |
| 413 | 1011 | 1190 | 1220 | 35 | 46 | 47 | 52 | 76 | 76 | 2 | 2 | 0 | 0.035 | 0.004 | 0.047 | 0.006 | 0.058 | 0.007 | 2 | 1 | 3 | 1 |
| 414 | 4837 | 5239 | 5370 | 254 | 306 | 312 | 17 | 22 | 22 | 3 | 3 | 0 | 0.007 | 0.020 | 0.009 | 0.027 | 0.011 | 0.033 | 3 | 1 | 3 | 1 |
| 415 | 4489 | 5104 | 5231 | 161 | 204 | 208 | 0 | 0 | 0 | 1 | 1 | 0 | 0.004 | 0.000 | 0.005 | 0.000 | 0.006 | 0.000 | 1 | 0 | 1 | 0 |
| 416 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 417 | 119 | 127 | 131 | 10 | 12 | 13 | 31 | 42 | 42 | 1 | 1 | 0 | 0.088 | 0.004 | 0.117 | 0.005 | 0.146 | 0.006 | 1 | 0 | 2 | 0 |
| 418 | 3798 | 4112 | 4214 | 200 | 242 | 246 | 12 | 15 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 419 | 1736 | 1847 | 1893 | 92 | 109 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 420 | 25 | 30 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 422 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 423 | 1295 | 1390 | 1424 | 100 | 120 | 122 | 25 | 33 | 33 | 1 | 1 | 0 | 0.007 | 0.004 | 0.010 | 0.006 | 0.012 | 0.007 | 1 | 0 | 1 | 0 |
| 424 | 3793 | 4231 | 4337 | 333 | 414 | 422 | 3 | 4 | 4 | 1 | 1 | 0 | 0.002 | 0.036 | 0.003 | 0.048 | 0.004 | 0.059 | 1 | 0 | 2 | 0 |
| 425 | 125 | 130 | 134 | 15 | 18 | 18 | 13 | 16 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 426 | 2709 | 3271 | 3352 | 171 | 231 | 235 | 8 | 13 | 13 | 1 | 1 | 0 | 0.004 | 0.013 | 0.006 | 0.018 | 0.007 | 0.022 | 1 | 0 | 2 | 0 |
| 427 | 557 | 531 | 544 | 77 | 82 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 428 | 6 | 9 | 9 | 0 | 0 | 0 | 8 | 15 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 429 | 1458 | 1463 | 1499 | 78 | 88 | 89 | 52 | 65 | 65 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 430 | 5489 | 5856 | 6002 | 475 | 564 | 575 | 4 | 6 | 6 | 7 | 7 | 1 | 0.013 | 0.187 | 0.018 | 0.250 | 0.022 | 0.312 | 10 | 2 | 13 | 2 |
| 431 | 716 | 751 | 770 | 47 | 55 | 57 | 19 | 24 | 24 | 1 | 1 | 0 | 0.021 | 0.006 | 0.028 | 0.008 | 0.035 | 0.010 | 2 | 0 | 2 | 0 |
| 432 | 4430 | 4617 | 4732 | 318 | 369 | 376 | 19 | 24 | 24 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 433 | 5874 | 6217 | 6373 | 203 | 240 | 244 | 39 | 51 | 51 | 1 | 1 | 0 | 0.004 | 0.003 | 0.006 | 0.004 | 0.007 | 0.005 | 1 | 0 | 2 | 0 |
| 434 | 7030 | 7519 | 7707 | 261 | 311 | 317 | 16 | 21 | 21 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 435 | 4650 | 4940 | 5063 | 230 | 272 | 278 | 14 | 18 | 18 | 3 | 3 | 0 | 0.012 | 0.025 | 0.015 | 0.033 | 0.019 | 0.041 | 4 | 1 | 5 | 1 |
| 436 | 2124 | 2214 | 2270 | 157 | 182 | 186 | 16 | 20 | 20 | 3 | 3 | 0 | 0.019 | 0.021 | 0.025 | 0.029 | 0.031 | 0.036 | 5 | 1 | 6 | 1 |
| 437 | 1309 | 1402 | 1437 | 87 | 103 | 105 | 4 | 6 | 6 | 3 | 3 | 0 | 0.032 | 0.080 | 0.042 | 0.107 | 0.053 | 0.134 | 4 | 1 | 6 | 1 |
| 438 | 575 | 626 | 642 | 38 | 46 | 47 | 0 | 0 | 0 | 1 | 1 | 0 | 0.024 | 0.000 | 0.032 | 0.000 | 0.040 | 0.000 | 1 | 0 | 2 | 0 |
| 439 | 35 | 45 | 46 | 0 | 0 | 0 | 29 | 46 | 46 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 440 | 3174 | 3510 | 3597 | 246 | 303 | 308 | 50 | 69 | 69 | 2 | 2 | 0 | 0.006 | 0.004 | 0.009 | 0.006 | 0.011 | 0.007 | 3 | 1 | 3 | 1 |
| 441 | 6057 | 6479 | 6640 | 501 | 597 | 608 | 34 | 44 | 44 | 4 | 4 | 0 | 0.007 | 0.013 | 0.009 | 0.018 | 0.011 | 0.022 | 5 | 1 | 7 | 1 |
| 442 | 2546 | 2699 | 2766 | 219 | 258 | 263 | 124 | 162 | 162 | 2 | 2 | 0 | 0.008 | 0.002 | 0.010 | 0.002 | 0.013 | 0.003 | 3 | 0 | 3 | 0 |
| 443 | 11226 | 12274 | 12582 | 1002 | 1221 | 1244 | 81 | 109 | 109 | 6 | 6 | 1 | 0.005 | 0.008 | 0.006 | 0.011 | 0.008 | 0.014 | 8 | 2 | 10 | 2 |
| 444 | 6118 | 6567 | 6732 | 538 | 643 | 655 | 18 | 24 | 24 | 2 | 2 | 0 | 0.003 | 0.013 | 0.004 | 0.017 | 0.005 | 0.021 | 2 | 0 | 3 | 0 |
| 445 | 1361 | 1412 | 1409 | 95 | 110 | 109 | 31 | 40 | 39 | 2 | 2 | 0 | 0.016 | 0.007 | 0.021 | 0.010 | 0.026 | 0.012 | 2 | 0 | 3 | 0 |
| 446 | 2327 | 2435 | 2610 | 127 | 148 | 158 | 23 | 30 | 31 | 2 | 2 | 0 | 0.013 | 0.007 | 0.017 | 0.010 | 0.021 | 0.012 | 3 | 0 | 3 | 0 |
| 447 | 2454 | 2835 | 3075 | 165 | 213 | 229 | 0 | 0 | 0 | 4 | 4 | 0 | 0.020 | 0.000 | 0.026 | 0.000 | 0.033 | 0.000 | 6 | 0 | 8 | 0 |
| 448 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 449 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 450 | 3438 | 3778 | 3873 | 208 | 255 | 260 | 52 | 71 | 71 | 9 | 8 | 1 | 0.035 | 0.017 | 0.046 | 0.023 | 0.058 | 0.029 | 12 | 2 | 15 | 2 |
| 451 | 4864 | 5172 | 5302 | 398 | 472 | 481 | 29 | 39 | 39 | 2 | 2 | 0 | 0.005 | 0.008 | 0.006 | 0.010 | 0.008 | 0.013 | 3 | 0 | 4 | 0 |
| 452 | 5056 | 5612 | 5752 | 279 | 345 | 351 | 7 | 10 | 10 | 6 | 6 | 1 | 0.019 | 0.092 | 0.025 | 0.122 | 0.032 | 0.153 | 9 | 2 | 11 | 2 |
| 453 | 2034 | 2629 | 2779 | 59 | 85 | 89 | 25 | 40 | 41 | 2 | 2 | 0 | 0.031 | 0.010 | 0.041 | 0.014 | 0.052 | 0.017 | 4 | 1 | 5 | 1 |
| 454 | 4247 | 4755 | 5905 | 221 | 276 | 340 | 40 | 55 | 67 | 15 | 13 | 2 | 0.057 | 0.045 | 0.076 | 0.060 | 0.095 | 0.075 | 21 | 4 | 32 | 5 |
| 455 | 5754 | 6555 | 7020 | 201 | 255 | 272 | 12 | 16 | 17 | 6 | 6 | 1 | 0.026 | 0.067 | 0.034 | 0.089 | 0.043 | 0.111 | 9 | 2 | 12 | 2 |
| 456 | 1381 | 1450 | 1485 | 79 | 93 | 95 | 19 | 25 | 24 | 1 | 1 | 0 | 0.012 | 0.007 | 0.016 | 0.009 | 0.020 | 0.011 | 1 | 0 | 2 | 0 |
| 457 | 2585 | 3050 | 3180 | 139 | 183 | 190 | 4 | 6 | 6 | 5 | 5 | 1 | 0.032 | 0.153 | 0.042 | 0.204 | 0.053 | 0.255 | 8 | 2 | 10 | 2 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 458 | 1102 | 1355 | 1415 | 56 | 76 | 79 | 5 | 8 | 8 | 2 | 2 | 0 | 0.029 | 0.049 | 0.038 | 0.065 | 0.048 | 0.082 | 3 | 1 | 4 | 1 |
| 459 | 1078 | 1405 | 1670 | 57 | 82 | 97 | 12 | 19 | 22 | 1 | 1 | 0 | 0.016 | 0.000 | 0.021 | 0.000 | 0.027 | 0.000 | 2 | 0 | 3 | 0 |
| 460 | 2091 | 2610 | 2545 | 67 | 93 | 90 | 21 | 32 | 31 | 5 | 5 | 0 | 0.073 | 0.000 | 0.098 | 0.000 | 0.122 | 0.000 | 9 | 0 | 11 | 0 |
| 461 | 1723 | 1910 | 1930 | 111 | 138 | 138 | 10 | 14 | 14 | 10 | 10 | 0 | 0.083 | 0.000 | 0.111 | 0.000 | 0.138 | 0.000 | 15 | 0 | 19 | 0 |
| 462 | 1637 | 2210 | 2060 | 101 | 152 | 141 | 7 | 12 | 11 | 6 | 6 | 0 | 0.059 | 0.000 | 0.079 | 0.000 | 0.098 | 0.000 | 12 | 0 | 14 | 0 |
| 463 | 1467 | 2360 | 2470 | 81 | 144 | 150 | 13 | 25 | 26 | 1 | 1 | 0 | 0.012 | 0.000 | 0.017 | 0.000 | 0.021 | 0.000 | 2 | 0 | 3 | 0 |
| 464 | 1573 | 1725 | 2155 | 87 | 106 | 132 | 17 | 23 | 28 | 1 | 1 | 0 | 0.011 | 0.000 | 0.015 | 0.000 | 0.019 | 0.000 | 2 | 0 | 2 | 0 |
| 465 | 2393 | 2630 | 2795 | 123 | 150 | 159 | 15 | 20 | 21 | 4 | 4 | 0 | 0.030 | 0.000 | 0.040 | 0.000 | 0.050 | 0.000 | 6 | 0 | 8 | 0 |
| 466 | 1622 | 1690 | 3010 | 103 | 120 | 212 | 8 | 11 | 19 | 2 | 2 | 0 | 0.020 | 0.000 | 0.027 | 0.000 | 0.033 | 0.000 | 3 | 0 | 7 | 0 |
| 467 | 1606 | 1835 | 1705 | 73 | 93 | 86 | 15 | 21 | 19 | 4 | 4 | 0 | 0.055 | 0.000 | 0.073 | 0.000 | 0.092 | 0.000 | 7 | 0 | 8 | 0 |
| 468 | 1611 | 1720 | 1635 | 70 | 83 | 79 | 9 | 12 | 12 | 7 | 7 | 0 | 0.095 | 0.000 | 0.127 | 0.000 | 0.158 | 0.000 | 11 | 0 | 12 | 0 |
| 469 | 1351 | 1510 | 1690 | 57 | 71 | 79 | 10 | 15 | 16 | 2 | 2 | 0 | 0.035 | 0.000 | 0.046 | 0.000 | 0.058 | 0.000 | 3 | 0 | 5 | 0 |
| 470 | 1364 | 1405 | 1760 | 92 | 105 | 131 | 4 | 5 | 7 | 7 | 7 | 0 | 0.077 | 0.000 | 0.103 | 0.000 | 0.129 | 0.000 | 11 | 0 | 17 | 0 |
| 471 | 373 | 1111 | 1141 | 25 | 82 | 84 | 0 | 0 | 0 | 4 | 4 | 0 | 0.141 | 0.000 | 0.187 | 0.000 | 0.234 | 0.000 | 15 | 0 | 20 | 0 |
| 472 | 1599 | 2999 | 3080 | 0 | 0 | 0 | 13 | 29 | 29 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 473 | 1389 | 1442 | 1481 | 54 | 62 | 63 | 14 | 18 | 18 | 13 | 11 | 1 | 0.200 | 0.113 | 0.266 | 0.151 | 0.333 | 0.188 | 17 | 3 | 21 | 3 |
| 474 | 2569 | 2670 | 2743 | 100 | 116 | 118 | 22 | 28 | 28 | 12 | 10 | 1 | 0.099 | 0.064 | 0.133 | 0.085 | 0.166 | 0.107 | 15 | 3 | 20 | 3 |
| 475 | 2412 | 2514 | 2583 | 84 | 97 | 99 | 8 | 11 | 11 | 19 | 17 | 2 | 0.196 | 0.275 | 0.262 | 0.367 | 0.327 | 0.459 | 25 | 5 | 32 | 5 |
| 476 | 2246 | 2340 | 2434 | 62 | 72 | 74 | 30 | 39 | 40 | 18 | 16 | 2 | 0.230 | 0.072 | 0.307 | 0.096 | 0.384 | 0.120 | 22 | 5 | 29 | 5 |
| 477 | 5217 | 5470 | 5619 | 152 | 177 | 181 | 26 | 34 | 34 | 33 | 33 | 0 | 0.191 | 0.000 | 0.254 | 0.000 | 0.318 | 0.000 | 45 | 0 | 58 | 0 |
| 478 | 2803 | 2914 | 2993 | 64 | 74 | 76 | 7 | 9 | 9 | 26 | 23 | 3 | 0.330 | 0.420 | 0.440 | 0.560 | 0.550 | 0.699 | 33 | 7 | 42 | 7 |
| 479 | 1740 | 1814 | 1863 | 79 | 92 | 94 | 16 | 20 | 20 | 14 | 12 | 2 | 0.142 | 0.106 | 0.189 | 0.141 | 0.236 | 0.177 | 17 | 4 | 22 | 4 |
| 480 | 1811 | 1882 | 1934 | 64 | 74 | 76 | 6 | 8 | 8 | 14 | 12 | 2 | 0.184 | 0.265 | 0.245 | 0.354 | 0.307 | 0.442 | 18 | 4 | 23 | 4 |
| 481 | 1949 | 2030 | 2085 | 83 | 96 | 98 | 10 | 14 | 14 | 14 | 12 | 2 | 0.139 | 0.159 | 0.185 | 0.212 | 0.231 | 0.265 | 18 | 4 | 23 | 4 |
| 482 | 760 | 790 | 812 | 21 | 24 | 24 | 1 | 1 | 1 | 7 | 7 | 1 | 0.289 | 0.857 | 0.385 | 1.142 | 0.481 | 1.428 | 9 | 2 | 12 | 2 |
| 483 | 162 | 163 | 167 | 2 | 2 | 2 | 6 | 8 | 8 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 484 | 443 | 462 | 475 | 7 | 8 | 9 | 13 | 16 | 16 | 6 | 6 | 0 | 0.803 | 0.000 | 1.071 | 0.000 | 1.339 | 0.000 | 9 | 0 | 11 | 0 |
| 485 | 1777 | 1851 | 1902 | 50 | 58 | 59 | 8 | 11 | 11 | 10 | 10 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 14 | 0 | 17 | 0 |
| 486 | 1487 | 1586 | 1629 | 43 | 52 | 53 | 16 | 21 | 21 | 4 | 4 | 0 | 0.097 | 0.000 | 0.130 | 0.000 | 0.162 | 0.000 | 7 | 0 | 9 | 0 |
| 487 | 1946 | 2031 | 2087 | 104 | 121 | 124 | 1 | 1 | 1 | 15 | 15 | 0 | 0.138 | 0.000 | 0.183 | 0.000 | 0.229 | 0.000 | 22 | 0 | 28 | 0 |
| 488 | 455 | 475 | 488 | 10 | 12 | 12 | 17 | 22 | 22 | 3 | 3 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 4 | 0 | 5 | 0 |
| 489 | 2630 | 2749 | 2824 | 114 | 132 | 135 | 9 | 12 | 12 | 19 | 19 | 0 | 0.155 | 0.000 | 0.207 | 0.000 | 0.259 | 0.000 | 27 | 0 | 35 | 0 |
| 490 | 2891 | 3008 | 3090 | 121 | 140 | 143 | 40 | 51 | 51 | 19 | 19 | 0 | 0.147 | 0.000 | 0.196 | 0.000 | 0.245 | 0.000 | 27 | 0 | 35 | 0 |
| 491 | 5901 | 6133 | 6300 | 211 | 244 | 249 | 33 | 42 | 42 | 42 | 42 | 0 | 0.181 | 0.000 | 0.241 | 0.000 | 0.301 | 0.000 | 59 | 0 | 75 | 0 |
| 492 | 4763 | 5019 | 5156 | 197 | 231 | 236 | 20 | 26 | 26 | 24 | 24 | 0 | 0.111 | 0.000 | 0.147 | 0.000 | 0.184 | 0.000 | 34 | 0 | 44 | 0 |
| 493 | 3923 | 4100 | 4213 | 147 | 171 | 174 | 19 | 24 | 24 | 21 | 21 | 0 | 0.129 | 0.000 | 0.172 | 0.000 | 0.215 | 0.000 | 29 | 0 | 37 | 0 |
| 494 | 2277 | 2369 | 2434 | 100 | 116 | 119 | 8 | 11 | 11 | 10 | 10 | 0 | 0.088 | 0.000 | 0.118 | 0.000 | 0.147 | 0.000 | 14 | 0 | 17 | 0 |
| 495 | 1451 | 1509 | 1550 | 44 | 51 | 53 | 1 | 1 | 1 | 14 | 14 | 0 | 0.303 | 0.000 | 0.404 | 0.000 | 0.504 | 0.000 | 21 | 0 | 26 | 0 |
| 496 | 140 | 146 | 150 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 497 | 506 | 527 | 540 | 15 | 18 | 18 | 8 | 11 | 11 | 2 | 2 | 0 | 0.113 | 0.000 | 0.150 | 0.000 | 0.188 | 0.000 | 3 | 0 | 3 | 0 |
| 498 | 1503 | 1563 | 1605 | 52 | 60 | 61 | 1 | 1 | 1 | 4 | 4 | 0 | 0.075 | 0.000 | 0.100 | 0.000 | 0.125 | 0.000 | 6 | 0 | 8 | 0 |
| 499 | 225 | 237 | 244 | 10 | 12 | 12 | 0 | 0 | 0 | 1 | 1 | 0 | 0.107 | 0.000 | 0.143 | 0.000 | 0.178 | 0.000 | 2 | 0 | 2 | 0 |
| 500 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 501 | 3674 | 3825 | 3929 | 185 | 214 | 219 | 14 | 18 | 18 | 33 | 33 | 0 | 0.162 | 0.000 | 0.216 | 0.000 | 0.270 | 0.000 | 46 | 0 | 59 | 0 |
| 502 | 1222 | 1276 | 1310 | 43 | 50 | 51 | 19 | 24 | 24 | 4 | 4 | 0 | 0.084 | 0.000 | 0.112 | 0.000 | 0.140 | 0.000 | 6 | 0 | 7 | 0 |
| 503 | 2290 | 2384 | 2450 | 102 | 119 | 121 | 2 | 3 | 3 | 13 | 13 | 0 | 0.106 | 0.000 | 0.142 | 0.000 | 0.177 | 0.000 | 17 | 0 | 21 | 0 |
| 504 | 558 | 578 | 593 | 8 | 10 | 10 | 16 | 20 | 20 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 505 | 3670 | 3843 | 3948 | 144 | 169 | 172 | 14 | 18 | 18 | 17 | 17 | 0 | 0.106 | 0.000 | 0.142 | 0.000 | 0.177 | 0.000 | 24 | 0 | 31 | 0 |
| 506 | 1449 | 1524 | 1566 | 88 | 103 | 105 | 17 | 22 | 22 | 9 | 9 | 0 | 0.087 | 0.000 | 0.117 | 0.000 | 0.146 | 0.000 | 12 | 0 | 15 | 0 |
| 507 | 4131 | 4312 | 4430 | 184 | 214 | 218 | 5 | 7 | 7 | 26 | 26 | 0 | 0.126 | 0.000 | 0.168 | 0.000 | 0.210 | 0.000 | 36 | 0 | 46 | 0 |
| 508 | 1472 | 1535 | 1578 | 54 | 62 | 64 | 25 | 32 | 33 | 6 | 6 | 0 | 0.104 | 0.000 | 0.138 | 0.000 | 0.173 | 0.000 | 9 | 0 | 11 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 509 | 2821 | 2933 | 3013 | 132 | 153 | 156 | 34 | 43 | 43 | 17 | 17 | 0 | 0.118 | 0.000 | 0.158 | 0.000 | 0.197 | 0.000 | 24 | 0 | 31 | 0 |
| 510 | 2715 | 2857 | 2935 | 142 | 167 | 171 | 19 | 25 | 25 | 25 | 25 | 0 | 0.164 | 0.000 | 0.219 | 0.000 | 0.274 | 0.000 | 37 | 0 | 47 | 0 |
| 511 | 3296 | 3425 | 3518 | 126 | 146 | 149 | 5 | 7 | 7 | 14 | 14 | 0 | 0.104 | 0.000 | 0.139 | 0.000 | 0.173 | 0.000 | 20 | 0 | 26 | 0 |
| 512 | 737 | 777 | 800 | 38 | 45 | 46 | 23 | 30 | 30 | 2 | 2 | 0 | 0.055 | 0.000 | 0.073 | 0.000 | 0.092 | 0.000 | 3 | 0 | 4 | 0 |
| 513 | 2933 | 3093 | 3186 | 155 | 182 | 186 | 0 | 0 | 0 | 6 | 6 | 0 | 0.039 | 0.000 | 0.052 | 0.000 | 0.065 | 0.000 | 10 | 0 | 12 | 0 |
| 514 | 29 | 31 | 32 | 2 | 2 | 3 | 10 | 14 | 14 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 515 | 1594 | 1682 | 1732 | 97 | 114 | 117 | 10 | 14 | 14 | 2 | 2 | 0 | 0.020 | 0.000 | 0.026 | 0.000 | 0.033 | 0.000 | 3 | 0 | 4 | 0 |
| 516 | 2340 | 2468 | 2542 | 160 | 188 | 192 | 3 | 4 | 4 | 4 | 4 | 0 | 0.022 | 0.000 | 0.030 | 0.000 | 0.037 | 0.000 | 6 | 0 | 7 | 0 |
| 517 | 695 | 732 | 754 | 43 | 51 | 52 | 17 | 22 | 22 | 7 | 7 | 0 | 0.156 | 0.000 | 0.208 | 0.000 | 0.260 | 0.000 | 11 | 0 | 14 | 0 |
| 518 | 3539 | 3732 | 3844 | 215 | 252 | 258 | 7 | 10 | 10 | 13 | 13 | 0 | 0.051 | 0.000 | 0.068 | 0.000 | 0.085 | 0.000 | 17 | 0 | 22 | 0 |
| 519 | 1794 | 1892 | 1948 | 99 | 116 | 119 | 17 | 22 | 22 | 5 | 5 | 0 | 0.048 | 0.000 | 0.064 | 0.000 | 0.080 | 0.000 | 7 | 0 | 9 | 0 |
| 520 | 2799 | 2952 | 3041 | 196 | 230 | 236 | 19 | 25 | 25 | 2 | 2 | 0 | 0.010 | 0.000 | 0.014 | 0.000 | 0.017 | 0.000 | 3 | 0 | 4 | 0 |
| 521 | 3199 | 3374 | 3475 | 240 | 283 | 289 | 15 | 19 | 19 | 2 | 2 | 0 | 0.009 | 0.000 | 0.011 | 0.000 | 0.014 | 0.000 | 3 | 0 | 4 | 0 |
| 522 | 2865 | 3022 | 3112 | 215 | 252 | 258 | 33 | 42 | 43 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 523 | 4937 | 5070 | 5144 | 477 | 546 | 550 | 23 | 29 | 29 | 6 | 6 | 0 | 0.012 | 0.000 | 0.016 | 0.000 | 0.020 | 0.000 | 9 | 0 | 11 | 0 |
| 524 | 4248 | 4481 | 4615 | 306 | 359 | 368 | 5 | 7 | 7 | 5 | 5 | 0 | 0.017 | 0.000 | 0.023 | 0.000 | 0.029 | 0.000 | 8 | 0 | 11 | 0 |
| 525 | 1662 | 1753 | 1806 | 100 | 118 | 121 | 12 | 15 | 15 | 1 | 1 | 0 | 0.010 | 0.000 | 0.013 | 0.000 | 0.017 | 0.000 | 2 | 0 | 2 | 0 |
| 526 | 1362 | 1437 | 1480 | 118 | 138 | 142 | 19 | 25 | 25 | 3 | 3 | 0 | 0.025 | 0.000 | 0.033 | 0.000 | 0.042 | 0.000 | 5 | 0 | 6 | 0 |
| 527 | 3150 | 3315 | 3406 | 156 | 183 | 187 | 15 | 19 | 19 | 12 | 12 | 0 | 0.072 | 0.000 | 0.096 | 0.000 | 0.120 | 0.000 | 18 | 0 | 22 | 0 |
| 528 | 2413 | 2545 | 2621 | 170 | 200 | 205 | 8 | 11 | 11 | 5 | 5 | 0 | 0.029 | 0.000 | 0.039 | 0.000 | 0.049 | 0.000 | 8 | 0 | 10 | 0 |
| 529 | 1784 | 1882 | 1939 | 107 | 126 | 129 | 3 | 4 | 4 | 2 | 2 | 0 | 0.017 | 0.000 | 0.022 | 0.000 | 0.028 | 0.000 | 3 | 0 | 4 | 0 |
| 530 | 478 | 504 | 519 | 25 | 29 | 30 | 14 | 18 | 18 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 531 | 1591 | 1677 | 1728 | 107 | 126 | 129 | 24 | 31 | 32 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 532 | 3142 | 3315 | 3414 | 179 | 210 | 215 | 3 | 4 | 4 | 17 | 17 | 0 | 0.084 | 0.000 | 0.113 | 0.000 | 0.141 | 0.000 | 24 | 0 | 30 | 0 |
| 533 | 92 | 97 | 100 | 6 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 534 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 535 | 6 | 6 | 6 | 0 | 0 | 0 | 20 | 25 | 25 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 536 | 3261 | 3440 | 3543 | 142 | 167 | 171 | 1 | 1 | 1 | 6 | 6 | 0 | 0.040 | 0.000 | 0.054 | 0.000 | 0.067 | 0.000 | 9 | 0 | 12 | 0 |
| 537 | 116 | 122 | 126 | 4 | 5 | 5 | 24 | 31 | 32 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 538 | 5465 | 5913 | 5694 | 276 | 332 | 318 | 30 | 41 | 38 | 70 | 70 | 0 | 0.245 | 0.000 | 0.327 | 0.000 | 0.409 | 0.000 | 109 | 0 | 130 | 0 |
| 539 | 5834 | 6480 | 6210 | 291 | 360 | 343 | 16 | 22 | 20 | 65 | 65 | 0 | 0.211 | 0.000 | 0.282 | 0.000 | 0.352 | 0.000 | 102 | 0 | 121 | 0 |
| 540 | 3546 | 3533 | 3454 | 166 | 184 | 179 | 3 | 4 | 4 | 46 | 46 | 0 | 0.266 | 0.000 | 0.355 | 0.000 | 0.444 | 0.000 | 65 | 0 | 80 | 0 |
| 541 | 89 | 785 | 789 | 56 | 547 | 546 | 1 | 11 | 11 | 15 | 15 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 195 | 0 | 244 | 0 |
| 542 | 26 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.097 | 0.000 | 0.130 | 0.000 | 0.162 | 0.000 | 0 | 0 | 0 | 0 |
| 543 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 544 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 545 | 555 | 567 | 544 | 24 | 27 | 26 | 1 | 1 | 1 | 5 | 5 | 0 | 0.223 | 0.000 | 0.298 | 0.000 | 0.372 | 0.000 | 8 | 0 | 10 | 0 |
| 546 | 912 | 900 | 1792 | 45 | 50 | 99 | 20 | 24 | 47 | 9 | 9 | 0 | 0.186 | 0.000 | 0.248 | 0.000 | 0.310 | 0.000 | 12 | 0 | 31 | 0 |
| 547 | 2571 | 3145 | 3024 | 123 | 167 | 160 | 0 | 0 | 0 | 26 | 26 | 0 | 0.199 | 0.000 | 0.266 | 0.000 | 0.332 | 0.000 | 44 | 0 | 53 | 0 |
| 548 | 15 | 15 | 15 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 549 | 431 | 436 | 418 | 17 | 19 | 18 | 1 | 1 | 1 | 5 | 5 | 0 | 0.335 | 0.000 | 0.446 | 0.000 | 0.558 | 0.000 | 8 | 0 | 10 | 0 |
| 550 | 32 | 0 | 0 | 3 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 551 | 3493 | 3796 | 3600 | 208 | 252 | 238 | 1 | 1 | 1 | 47 | 47 | 0 | 0.217 | 0.000 | 0.290 | 0.000 | 0.362 | 0.000 | 73 | 0 | 86 | 0 |
| 552 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 0 | 0 | 0 | 0 |
| 553 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 554 | 3854 | 3896 | 3727 | 204 | 230 | 219 | 7 | 9 | 9 | 57 | 57 | 0 | 0.262 | 0.000 | 0.349 | 0.000 | 0.436 | 0.000 | 80 | 0 | 95 | 0 |
| 555 | 4471 | 5270 | 6030 | 35 | 46 | 52 | 0 | 0 | 0 | 69 | 69 | 0 | 1.853 | 0.000 | 2.470 | 0.000 | 3.088 | 0.000 | 114 | 0 | 162 | 0 |
| 556 | 12 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 557 | 3969 | 4368 | 4212 | 191 | 234 | 224 | 8 | 11 | 11 | 35 | 35 | 0 | 0.174 | 0.000 | 0.232 | 0.000 | 0.290 | 0.000 | 54 | 0 | 65 | 0 |
| 558 | 3921 | 4250 | 4080 | 212 | 256 | 244 | 12 | 15 | 14 | 47 | 47 | 0 | 0.199 | 0.000 | 0.265 | 0.000 | 0.331 | 0.000 | 68 | 0 | 81 | 0 |
| 559 | 2337 | 2391 | 2232 | 101 | 115 | 107 | 5 | 7 | 6 | 19 | 19 | 0 | 0.171 | 0.000 | 0.227 | 0.000 | 0.284 | 0.000 | 26 | 0 | 30 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 560 | 615 | 629 | 609 | 28 | 32 | 31 | 19 | 24 | 23 | 2 | 2 | 0 | 0.069 | 0.000 | 0.092 | 0.000 | 0.115 | 0.000 | 3 | 0 | 4 | 0 |
| 561 | 4233 | 4250 | 4100 | 182 | 203 | 195 | 14 | 17 | 16 | 59 | 59 | 0 | 0.312 | 0.000 | 0.416 | 0.000 | 0.519 | 0.000 | 84 | 0 | 101 | 0 |
| 562 | 1868 | 1860 | 1824 | 72 | 80 | 78 | 15 | 18 | 17 | 21 | 21 | 0 | 0.261 | 0.000 | 0.348 | 0.000 | 0.435 | 0.000 | 28 | 0 | 34 | 0 |
| 563 | 3360 | 3494 | 4140 | 131 | 152 | 179 | 34 | 43 | 50 | 22 | 22 | 0 | 0.176 | 0.000 | 0.234 | 0.000 | 0.293 | 0.000 | 36 | 0 | 52 | 0 |
| 564 | 6836 | 6612 | 6600 | 307 | 330 | 328 | 12 | 14 | 13 | 69 | 69 | 0 | 0.204 | 0.000 | 0.272 | 0.000 | 0.340 | 0.000 | 90 | 0 | 111 | 0 |
| 565 | 1700 | 1717 | 1717 | 151 | 170 | 169 | 3 | 4 | 4 | 14 | 14 | 0 | 0.090 | 0.000 | 0.121 | 0.000 | 0.151 | 0.000 | 20 | 0 | 25 | 0 |
| 566 | 1180 | 1261 | 1261 | 51 | 60 | 60 | 24 | 32 | 31 | 4 | 4 | 0 | 0.082 | 0.000 | 0.110 | 0.000 | 0.137 | 0.000 | 7 | 0 | 8 | 0 |
| 567 | 4274 | 4420 | 4436 | 213 | 245 | 244 | 5 | 7 | 7 | 13 | 13 | 0 | 0.057 | 0.000 | 0.077 | 0.000 | 0.096 | 0.000 | 19 | 0 | 23 | 0 |
| 568 | 1364 | 1399 | 1395 | 132 | 151 | 150 | 15 | 19 | 18 | 3 | 3 | 0 | 0.024 | 0.000 | 0.032 | 0.000 | 0.040 | 0.000 | 5 | 0 | 6 | 0 |
| 569 | 2834 | 3653 | 3958 | 298 | 428 | 462 | 0 | 0 | 0 | 12 | 12 | 0 | 0.039 | 0.000 | 0.052 | 0.000 | 0.065 | 0.000 | 22 | 0 | 30 | 0 |
| 570 | 7 | 6 | 6 | 2 | 2 | 2 | 18 | 19 | 19 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 571 | 4194 | 4310 | 4293 | 234 | 268 | 266 | 8 | 11 | 10 | 24 | 24 | 0 | 0.094 | 0.000 | 0.126 | 0.000 | 0.157 | 0.000 | 34 | 0 | 42 | 0 |
| 572 | 1973 | 2040 | 2055 | 108 | 125 | 125 | 9 | 12 | 12 | 2 | 2 | 0 | 0.017 | 0.000 | 0.023 | 0.000 | 0.029 | 0.000 | 3 | 0 | 4 | 0 |
| 573 | 1604 | 1797 | 1805 | 102 | 128 | 127 | 14 | 19 | 18 | 1 | 1 | 0 | 0.010 | 0.000 | 0.013 | 0.000 | 0.016 | 0.000 | 2 | 0 | 2 | 0 |
| 574 | 1677 | 1706 | 1716 | 154 | 174 | 174 | 1 | 1 | 1 | 3 | 3 | 0 | 0.021 | 0.000 | 0.028 | 0.000 | 0.035 | 0.000 | 5 | 0 | 6 | 0 |
| 575 | 506 | 520 | 530 | 25 | 28 | 29 | 23 | 29 | 29 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 576 | 4154 | 4405 | 4420 | 275 | 324 | 324 | 13 | 17 | 16 | 7 | 7 | 0 | 0.026 | 0.000 | 0.034 | 0.000 | 0.043 | 0.000 | 11 | 0 | 14 | 0 |
| 577 | 2533 | 2981 | 2995 | 139 | 183 | 183 | 18 | 26 | 25 | 17 | 17 | 0 | 0.116 | 0.000 | 0.154 | 0.000 | 0.193 | 0.000 | 28 | 0 | 35 | 0 |
| 578 | 2723 | 2940 | 2955 | 293 | 353 | 352 | 5 | 7 | 7 | 5 | 5 | 0 | 0.018 | 0.000 | 0.023 | 0.000 | 0.029 | 0.000 | 8 | 0 | 10 | 0 |
| 579 | 1011 | 1035 | 1045 | 97 | 111 | 111 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 580 | 392 | 400 | 400 | 26 | 29 | 29 | 7 | 9 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 581 | 1116 | 1230 | 1230 | 57 | 70 | 69 | 8 | 11 | 11 | 4 | 4 | 0 | 0.068 | 0.000 | 0.091 | 0.000 | 0.113 | 0.000 | 6 | 0 | 8 | 0 |
| 582 | 1642 | 2150 | 2730 | 66 | 96 | 122 | 13 | 20 | 25 | 3 | 3 | 0 | 0.047 | 0.000 | 0.062 | 0.000 | 0.078 | 0.000 | 6 | 0 | 9 | 0 |
| 583 | 1821 | 2159 | 2830 | 215 | 284 | 369 | 9 | 14 | 18 | 10 | 10 | 0 | 0.042 | 0.000 | 0.056 | 0.000 | 0.070 | 0.000 | 16 | 0 | 26 | 0 |
| 584 | 1225 | 1488 | 1505 | 104 | 141 | 142 | 29 | 44 | 43 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 585 | 3481 | 3560 | 3600 | 329 | 375 | 377 | 5 | 7 | 7 | 3 | 3 | 0 | 0.009 | 0.000 | 0.011 | 0.000 | 0.014 | 0.000 | 4 | 0 | 5 | 0 |
| 586 | 1171 | 1303 | 1332 | 136 | 169 | 172 | 0 | 0 | 0 | 3 | 3 | 0 | 0.022 | 0.000 | 0.029 | 0.000 | 0.036 | 0.000 | 5 | 0 | 6 | 0 |
| 587 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 588 | 796 | 885 | 1330 | 103 | 128 | 191 | 16 | 22 | 32 | 9 | 9 | 0 | 0.079 | 0.000 | 0.106 | 0.000 | 0.132 | 0.000 | 14 | 0 | 25 | 0 |
| 589 | 2682 | 2877 | 2940 | 191 | 228 | 232 | 35 | 46 | 46 | 28 | 28 | 0 | 0.139 | 0.000 | 0.185 | 0.000 | 0.231 | 0.000 | 42 | 0 | 54 | 0 |
| 590 | 4564 | 4943 | 4945 | 356 | 430 | 427 | 8 | 11 | 11 | 13 | 13 | 0 | 0.034 | 0.000 | 0.046 | 0.000 | 0.057 | 0.000 | 20 | 0 | 24 | 0 |
| 591 | 2327 | 2508 | 2760 | 174 | 209 | 229 | 15 | 20 | 21 | 12 | 12 | 0 | 0.061 | 0.000 | 0.081 | 0.000 | 0.101 | 0.000 | 17 | 0 | 23 | 0 |
| 592 | 2642 | 2835 | 2835 | 198 | 237 | 236 | 17 | 22 | 22 | 11 | 11 | 0 | 0.051 | 0.000 | 0.068 | 0.000 | 0.085 | 0.000 | 16 | 0 | 20 | 0 |
| 593 | 2715 | 2785 | 2785 | 204 | 234 | 232 | 17 | 21 | 21 | 34 | 34 | 0 | 0.159 | 0.000 | 0.212 | 0.000 | 0.264 | 0.000 | 49 | 0 | 61 | 0 |
| 594 | 2699 | 2844 | 3090 | 115 | 134 | 145 | 4 | 5 | 6 | 12 | 12 | 0 | 0.101 | 0.000 | 0.134 | 0.000 | 0.168 | 0.000 | 18 | 0 | 24 | 0 |
| 595 | 1161 | 1753 | 2275 | 104 | 175 | 226 | 1 | 2 | 2 | 16 | 16 | 0 | 0.152 | 0.000 | 0.202 | 0.000 | 0.253 | 0.000 | 35 | 0 | 57 | 0 |
| 596 | 1008 | 1500 | 2400 | 39 | 65 | 103 | 5 | 10 | 15 | 3 | 3 | 0 | 0.062 | 0.000 | 0.082 | 0.000 | 0.103 | 0.000 | 5 | 0 | 11 | 0 |
| 597 | 1470 | 1430 | 1430 | 59 | 64 | 63 | 10 | 13 | 12 | 7 | 7 | 0 | 0.121 | 0.000 | 0.161 | 0.000 | 0.202 | 0.000 | 10 | 0 | 13 | 0 |
| 598 | 2251 | 2300 | 2300 | 107 | 122 | 121 | 16 | 20 | 19 | 10 | 10 | 0 | 0.078 | 0.000 | 0.104 | 0.000 | 0.131 | 0.000 | 13 | 0 | 16 | 0 |
| 599 | 1966 | 1931 | 1860 | 119 | 130 | 124 | 4 | 5 | 5 | 7 | 7 | 0 | 0.056 | 0.000 | 0.075 | 0.000 | 0.093 | 0.000 | 10 | 0 | 12 | 0 |
| 600 | 1227 | 1204 | 1180 | 49 | 53 | 52 | 6 | 8 | 7 | 15 | 15 | 0 | 0.234 | 0.000 | 0.312 | 0.000 | 0.390 | 0.000 | 17 | 0 | 20 | 0 |
| 601 | 1378 | 1318 | 1290 | 65 | 69 | 67 | 16 | 19 | 18 | 9 | 9 | 0 | 0.114 | 0.000 | 0.152 | 0.000 | 0.190 | 0.000 | 11 | 0 | 13 | 0 |
| 602 | 3587 | 3509 | 3450 | 137 | 150 | 146 | 13 | 15 | 15 | 12 | 12 | 0 | 0.078 | 0.000 | 0.104 | 0.000 | 0.130 | 0.000 | 16 | 0 | 19 | 0 |
| 603 | 2194 | 2150 | 2150 | 117 | 127 | 127 | 5 | 6 | 6 | 9 | 9 | 0 | 0.067 | 0.000 | 0.089 | 0.000 | 0.112 | 0.000 | 11 | 0 | 14 | 0 |
| 604 | 1083 | 1072 | 1070 | 56 | 61 | 61 | 7 | 9 | 9 | 3 | 3 | 0 | 0.053 | 0.000 | 0.070 | 0.000 | 0.088 | 0.000 | 4 | 0 | 5 | 0 |
| 605 | 1675 | 1703 | 1936 | 113 | 127 | 144 | 3 | 4 | 4 | 16 | 16 | 0 | 0.138 | 0.000 | 0.185 | 0.000 | 0.231 | 0.000 | 24 | 0 | 33 | 0 |
| 606 | 1441 | 1468 | 1465 | 87 | 98 | 98 | 9 | 12 | 12 | 5 | 5 | 0 | 0.061 | 0.000 | 0.081 | 0.000 | 0.101 | 0.000 | 8 | 0 | 10 | 0 |
| 607 | 1731 | 1690 | 1690 | 69 | 75 | 75 | 5 | 6 | 6 | 9 | 9 | 0 | 0.119 | 0.000 | 0.159 | 0.000 | 0.198 | 0.000 | 12 | 0 | 15 | 0 |
| 608 | 1604 | 1565 | 1565 | 74 | 81 | 80 | 5 | 6 | 6 | 7 | 7 | 0 | 0.094 | 0.000 | 0.125 | 0.000 | 0.156 | 0.000 | 10 | 0 | 13 | 0 |
| 609 | 1460 | 1455 | 1455 | 60 | 66 | 66 | 6 | 8 | 8 | 11 | 11 | 0 | 0.167 | 0.000 | 0.223 | 0.000 | 0.279 | 0.000 | 15 | 0 | 18 | 0 |
| 610 | 1239 | 1250 | 1375 | 70 | 79 | 86 | 7 | 9 | 10 | 7 | 7 | 0 | 0.103 | 0.000 | 0.137 | 0.000 | 0.171 | 0.000 | 11 | 0 | 15 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 611 | 1829 | 1820 | 1830 | 83 | 92 | 92 | 10 | 13 | 13 | 14 | 14 | 0 | 0.137 | 0.000 | 0.182 | 0.000 | 0.227 | 0.000 | 17 | 0 | 21 | 0 |
| 612 | 1323 | 1368 | 1368 | 61 | 70 | 70 | 9 | 12 | 12 | 9 | 9 | 0 | 0.117 | 0.000 | 0.156 | 0.000 | 0.196 | 0.000 | 11 | 0 | 14 | 0 |
| 613 | 2718 | 2712 | 2712 | 181 | 201 | 200 | 19 | 23 | 23 | 21 | 21 | 0 | 0.108 | 0.000 | 0.144 | 0.000 | 0.179 | 0.000 | 29 | 0 | 36 | 0 |
| 614 | 5500 | 5599 | 5599 | 407 | 461 | 459 | 2 | 3 | 3 | 63 | 63 | 0 | 0.148 | 0.000 | 0.198 | 0.000 | 0.247 | 0.000 | 91 | 0 | 113 | 0 |
| 615 | 0 | 0 | 0 | 23 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0.049 | 0.000 | 0.065 | 0.000 | 0.081 | 0.000 | 0 | 0 | 0 | 0 |
| 616 | 421 | 429 | 429 | 31 | 35 | 35 | 8 | 11 | 10 | 5 | 5 | 0 | 0.173 | 0.000 | 0.230 | 0.000 | 0.288 | 0.000 | 8 | 0 | 10 | 0 |
| 617 | 2089 | 2035 | 2035 | 169 | 184 | 183 | 17 | 20 | 20 | 20 | 20 | 0 | 0.116 | 0.000 | 0.154 | 0.000 | 0.193 | 0.000 | 28 | 0 | 35 | 0 |
| 618 | 2326 | 2380 | 2410 | 158 | 180 | 181 | 2 | 3 | 3 | 4 | 4 | 0 | 0.025 | 0.000 | 0.034 | 0.000 | 0.042 | 0.000 | 6 | 0 | 8 | 0 |
| 619 | 511 | 550 | 555 | 30 | 36 | 36 | 5 | 7 | 7 | 1 | 1 | 0 | 0.036 | 0.000 | 0.048 | 0.000 | 0.059 | 0.000 | 2 | 0 | 2 | 0 |
| 620 | 1357 | 1438 | 1430 | 53 | 62 | 61 | 0 | 0 | 0 | 7 | 7 | 0 | 0.123 | 0.000 | 0.164 | 0.000 | 0.205 | 0.000 | 10 | 0 | 13 | 0 |
| 621 | 524 | 576 | 556 | 34 | 42 | 40 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 622 | 1400 | 1631 | 1720 | 64 | 83 | 87 | 3 | 5 | 5 | 3 | 3 | 0 | 0.047 | 0.000 | 0.063 | 0.000 | 0.079 | 0.000 | 5 | 0 | 7 | 0 |
| 623 | 1546 | 1632 | 1640 | 59 | 69 | 69 | 4 | 5 | 5 | 9 | 9 | 0 | 0.124 | 0.000 | 0.166 | 0.000 | 0.207 | 0.000 | 11 | 0 | 14 | 0 |
| 624 | 1810 | 1895 | 1900 | 71 | 83 | 83 | 10 | 14 | 13 | 1 | 1 | 0 | 0.013 | 0.000 | 0.017 | 0.000 | 0.021 | 0.000 | 1 | 0 | 2 | 0 |
| 625 | 2924 | 3069 | 3095 | 146 | 170 | 171 | 3 | 4 | 4 | 11 | 11 | 0 | 0.072 | 0.000 | 0.096 | 0.000 | 0.120 | 0.000 | 16 | 0 | 20 | 0 |
| 626 | 1703 | 1746 | 1745 | 88 | 100 | 100 | 1 | 1 | 1 | 5 | 5 | 0 | 0.062 | 0.000 | 0.082 | 0.000 | 0.103 | 0.000 | 8 | 0 | 10 | 0 |
| 627 | 952 | 1010 | 1020 | 28 | 33 | 33 | 1 | 1 | 1 | 3 | 3 | 0 | 0.107 | 0.000 | 0.143 | 0.000 | 0.178 | 0.000 | 5 | 0 | 6 | 0 |
| 628 | 1828 | 1926 | 1935 | 64 | 75 | 75 | 7 | 10 | 9 | 7 | 7 | 0 | 0.109 | 0.000 | 0.145 | 0.000 | 0.181 | 0.000 | 11 | 0 | 14 | 0 |
| 629 | 3884 | 4137 | 4220 | 166 | 197 | 200 | 3 | 4 | 4 | 20 | 20 | 0 | 0.118 | 0.000 | 0.158 | 0.000 | 0.197 | 0.000 | 31 | 0 | 39 | 0 |
| 630 | 820 | 900 | 945 | 32 | 39 | 41 | 7 | 10 | 10 | 3 | 3 | 0 | 0.087 | 0.000 | 0.116 | 0.000 | 0.145 | 0.000 | 5 | 0 | 6 | 0 |
| 631 | 2512 | 2770 | 2920 | 107 | 132 | 138 | 14 | 19 | 19 | 9 | 9 | 0 | 0.074 | 0.000 | 0.098 | 0.000 | 0.123 | 0.000 | 13 | 0 | 17 | 0 |
| 632 | 3381 | 3687 | 3800 | 106 | 129 | 132 | 4 | 6 | 6 | 18 | 18 | 0 | 0.156 | 0.000 | 0.207 | 0.000 | 0.259 | 0.000 | 27 | 0 | 34 | 0 |
| 633 | 1233 | 1307 | 1320 | 41 | 49 | 49 | 6 | 8 | 8 | 9 | 9 | 0 | 0.204 | 0.000 | 0.272 | 0.000 | 0.340 | 0.000 | 13 | 0 | 17 | 0 |
| 634 | 1180 | 1305 | 1360 | 36 | 45 | 46 | 3 | 4 | 4 | 7 | 7 | 0 | 0.192 | 0.000 | 0.256 | 0.000 | 0.320 | 0.000 | 11 | 0 | 15 | 0 |
| 635 | 3775 | 4354 | 5585 | 128 | 164 | 210 | 4 | 6 | 7 | 9 | 9 | 0 | 0.062 | 0.000 | 0.082 | 0.000 | 0.103 | 0.000 | 14 | 0 | 22 | 0 |
| 636 | 2894 | 4478 | 5920 | 82 | 141 | 185 | 9 | 18 | 23 | 7 | 7 | 0 | 0.084 | 0.000 | 0.112 | 0.000 | 0.140 | 0.000 | 16 | 0 | 26 | 0 |
| 637 | 6253 | 8219 | 9805 | 141 | 207 | 246 | 21 | 34 | 40 | 29 | 29 | 0 | 0.189 | 0.000 | 0.252 | 0.000 | 0.315 | 0.000 | 52 | 0 | 77 | 0 |
| 638 | 6139 | 7050 | 7500 | 156 | 199 | 211 | 5 | 7 | 8 | 22 | 22 | 0 | 0.136 | 0.000 | 0.182 | 0.000 | 0.227 | 0.000 | 36 | 0 | 48 | 0 |
| 639 | 2061 | 3026 | 5683 | 73 | 120 | 224 | 4 | 8 | 14 | 14 | 14 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 29 | 0 | 67 | 0 |
| 640 | 1637 | 3194 | 3326 | 51 | 110 | 114 | 3 | 8 | 8 | 13 | 13 | 0 | 0.238 | 0.000 | 0.317 | 0.000 | 0.397 | 0.000 | 35 | 0 | 45 | 0 |
| 641 | 1718 | 2875 | 3133 | 70 | 131 | 142 | 0 | 0 | 0 | 6 | 6 | 0 | 0.089 | 0.000 | 0.119 | 0.000 | 0.149 | 0.000 | 16 | 0 | 21 | 0 |
| 642 | 530 | 805 | 1258 | 22 | 37 | 57 | 12 | 22 | 33 | 3 | 3 | 0 | 0.146 | 0.000 | 0.195 | 0.000 | 0.243 | 0.000 | 7 | 0 | 14 | 0 |
| 643 | 1770 | 1996 | 2269 | 69 | 87 | 98 | 3 | 4 | 5 | 3 | 3 | 0 | 0.041 | 0.000 | 0.055 | 0.000 | 0.069 | 0.000 | 5 | 0 | 7 | 0 |
| 644 | 2331 | 2950 | 3000 | 123 | 173 | 175 | 2 | 3 | 3 | 6 | 6 | 0 | 0.049 | 0.000 | 0.066 | 0.000 | 0.082 | 0.000 | 11 | 0 | 14 | 0 |
| 645 | 1131 | 1271 | 1321 | 62 | 78 | 80 | 12 | 16 | 16 | 2 | 2 | 0 | 0.035 | 0.000 | 0.046 | 0.000 | 0.058 | 0.000 | 4 | 0 | 5 | 0 |
| 646 | 2316 | 2713 | 2735 | 82 | 106 | 107 | 0 | 0 | 0 | 10 | 10 | 0 | 0.115 | 0.000 | 0.153 | 0.000 | 0.191 | 0.000 | 16 | 0 | 20 | 0 |
| 647 | 491 | 800 | 800 | 10 | 19 | 19 | 4 | 8 | 8 | 3 | 3 | 0 | 0.321 | 0.000 | 0.428 | 0.000 | 0.535 | 0.000 | 8 | 0 | 10 | 0 |
| 648 | 714 | 750 | 780 | 31 | 36 | 37 | 3 | 4 | 4 | 3 | 3 | 0 | 0.097 | 0.000 | 0.130 | 0.000 | 0.162 | 0.000 | 5 | 0 | 6 | 0 |
| 649 | 787 | 830 | 870 | 27 | 32 | 33 | 2 | 3 | 3 | 5 | 5 | 0 | 0.198 | 0.000 | 0.264 | 0.000 | 0.331 | 0.000 | 8 | 0 | 11 | 0 |
| 650 | 1292 | 1370 | 1420 | 39 | 46 | 48 | 17 | 22 | 22 | 1 | 1 | 0 | 0.027 | 0.000 | 0.036 | 0.000 | 0.045 | 0.000 | 2 | 0 | 2 | 0 |
| 651 | 2513 | 2490 | 2468 | 140 | 155 | 153 | 7 | 9 | 9 | 20 | 20 | 0 | 0.135 | 0.000 | 0.180 | 0.000 | 0.225 | 0.000 | 28 | 0 | 34 | 0 |
| 652 | 1822 | 1876 | 1850 | 85 | 97 | 95 | 8 | 11 | 10 | 9 | 9 | 0 | 0.100 | 0.000 | 0.133 | 0.000 | 0.166 | 0.000 | 13 | 0 | 16 | 0 |
| 653 | 1006 | 999 | 987 | 79 | 88 | 86 | 0 | 0 | 0 | 6 | 6 | 0 | 0.075 | 0.000 | 0.100 | 0.000 | 0.125 | 0.000 | 9 | 0 | 11 | 0 |
| 654 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 655 | 727 | 801 | 796 | 41 | 51 | 50 | 10 | 14 | 14 | 5 | 5 | 0 | 0.112 | 0.000 | 0.149 | 0.000 | 0.186 | 0.000 | 8 | 0 | 9 | 0 |
| 656 | 2733 | 2733 | 2888 | 185 | 206 | 216 | 20 | 25 | 25 | 27 | 27 | 0 | 0.135 | 0.000 | 0.180 | 0.000 | 0.225 | 0.000 | 37 | 0 | 49 | 0 |
| 657 | 3134 | 3771 | 3718 | 203 | 273 | 267 | 10 | 16 | 15 | 25 | 25 | 0 | 0.114 | 0.000 | 0.151 | 0.000 | 0.189 | 0.000 | 41 | 0 | 51 | 0 |
| 658 | 1174 | 1550 | 1549 | 61 | 90 | 89 | 13 | 21 | 20 | 12 | 12 | 0 | 0.161 | 0.000 | 0.215 | 0.000 | 0.269 | 0.000 | 19 | 0 | 24 | 0 |
| 659 | 2861 | 2776 | 2697 | 195 | 211 | 204 | 9 | 11 | 11 | 18 | 18 | 0 | 0.091 | 0.000 | 0.121 | 0.000 | 0.151 | 0.000 | 25 | 0 | 31 | 0 |
| 660 | 3083 | 3069 | 2982 | 228 | 253 | 244 | 3 | 4 | 4 | 27 | 27 | 0 | 0.106 | 0.000 | 0.142 | 0.000 | 0.177 | 0.000 | 36 | 0 | 43 | 0 |
| 661 | 1250 | 1184 | 1151 | 147 | 155 | 150 | 0 | 0 | 0 | 15 | 15 | 0 | 0.099 | 0.000 | 0.132 | 0.000 | 0.165 | 0.000 | 20 | 0 | 25 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 662 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 663 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 664 | 541 | 566 | 550 | 20 | 23 | 22 | 9 | 12 | 12 | 1 | 1 | 0 | 0.045 | 0.000 | 0.060 | 0.000 | 0.074 | 0.000 | 1 | 0 | 2 | 0 |
| 665 | 1012 | 981 | 953 | 42 | 46 | 44 | 17 | 20 | 19 | 9 | 9 | 0 | 0.175 | 0.000 | 0.233 | 0.000 | 0.291 | 0.000 | 11 | 0 | 13 | 0 |
| 666 | 2000 | 1892 | 1840 | 108 | 114 | 110 | 17 | 20 | 19 | 11 | 11 | 0 | 0.093 | 0.000 | 0.124 | 0.000 | 0.155 | 0.000 | 14 | 0 | 17 | 0 |
| 667 | 3103 | 3206 | 3115 | 193 | 222 | 215 | 9 | 12 | 11 | 54 | 54 | 0 | 0.263 | 0.000 | 0.350 | 0.000 | 0.437 | 0.000 | 78 | 0 | 94 | 0 |
| 668 | 2022 | 1976 | 1920 | 125 | 136 | 131 | 13 | 15 | 14 | 16 | 16 | 0 | 0.116 | 0.000 | 0.155 | 0.000 | 0.194 | 0.000 | 21 | 0 | 25 | 0 |
| 669 | 2217 | 2065 | 2007 | 107 | 111 | 108 | 16 | 18 | 17 | 26 | 26 | 0 | 0.211 | 0.000 | 0.281 | 0.000 | 0.351 | 0.000 | 31 | 0 | 38 | 0 |
| 670 | 2706 | 2706 | 2646 | 148 | 164 | 160 | 18 | 22 | 21 | 12 | 12 | 0 | 0.077 | 0.000 | 0.103 | 0.000 | 0.128 | 0.000 | 17 | 0 | 21 | 0 |
| 671 | 1839 | 2340 | 3731 | 182 | 258 | 408 | 3 | 5 | 8 | 20 | 20 | 0 | 0.104 | 0.000 | 0.138 | 0.000 | 0.173 | 0.000 | 36 | 0 | 71 | 0 |
| 672 | 1251 | 1363 | 1324 | 60 | 73 | 70 | 16 | 21 | 20 | 6 | 6 | 0 | 0.107 | 0.000 | 0.143 | 0.000 | 0.178 | 0.000 | 10 | 0 | 13 | 0 |
| 673 | 3237 | 3247 | 3154 | 277 | 309 | 299 | 2 | 3 | 2 | 29 | 29 | 0 | 0.097 | 0.000 | 0.129 | 0.000 | 0.161 | 0.000 | 40 | 0 | 48 | 0 |
| 674 | 1603 | 5041 | 8021 | 49 | 170 | 269 | 3 | 12 | 19 | 11 | 11 | 0 | 0.219 | 0.000 | 0.291 | 0.000 | 0.364 | 0.000 | 50 | 0 | 98 | 0 |
| 675 | 5061 | 7524 | 7357 | 114 | 188 | 183 | 24 | 44 | 42 | 45 | 45 | 0 | 0.381 | 0.000 | 0.508 | 0.000 | 0.635 | 0.000 | 96 | 0 | 116 | 0 |
| 676 | 4567 | 4479 | 4356 | 377 | 412 | 398 | 13 | 15 | 14 | 30 | 30 | 0 | 0.073 | 0.000 | 0.097 | 0.000 | 0.121 | 0.000 | 40 | 0 | 48 | 0 |
| 677 | 3771 | 3812 | 3704 | 171 | 193 | 186 | 3 | 4 | 4 | 19 | 19 | 0 | 0.099 | 0.000 | 0.132 | 0.000 | 0.166 | 0.000 | 26 | 0 | 31 | 0 |
| 678 | 530 | 539 | 528 | 27 | 30 | 30 | 4 | 5 | 5 | 2 | 2 | 0 | 0.074 | 0.000 | 0.098 | 0.000 | 0.123 | 0.000 | 3 | 0 | 4 | 0 |
| 679 | 1439 | 1422 | 1382 | 108 | 119 | 115 | 10 | 13 | 12 | 10 | 10 | 0 | 0.077 | 0.000 | 0.103 | 0.000 | 0.129 | 0.000 | 12 | 0 | 15 | 0 |
| 680 | 2064 | 2028 | 1970 | 109 | 120 | 116 | 29 | 36 | 34 | 13 | 13 | 0 | 0.104 | 0.000 | 0.138 | 0.000 | 0.173 | 0.000 | 17 | 0 | 20 | 0 |
| 681 | 3508 | 3355 | 3260 | 242 | 257 | 249 | 24 | 29 | 27 | 27 | 27 | 0 | 0.105 | 0.000 | 0.141 | 0.000 | 0.176 | 0.000 | 36 | 0 | 44 | 0 |
| 682 | 3287 | 3095 | 3007 | 260 | 273 | 264 | 0 | 0 | 0 | 28 | 28 | 0 | 0.099 | 0.000 | 0.132 | 0.000 | 0.165 | 0.000 | 36 | 0 | 44 | 0 |
| 683 | 60 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 684 | 1156 | 1365 | 1325 | 35 | 46 | 45 | 3 | 5 | 4 | 6 | 6 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 11 | 0 | 13 | 0 |
| 685 | 1612 | 1653 | 1606 | 96 | 110 | 106 | 19 | 24 | 23 | 6 | 6 | 0 | 0.061 | 0.000 | 0.081 | 0.000 | 0.101 | 0.000 | 9 | 0 | 11 | 0 |
| 686 | 3649 | 3773 | 3666 | 166 | 191 | 185 | 24 | 31 | 29 | 36 | 36 | 0 | 0.198 | 0.000 | 0.264 | 0.000 | 0.330 | 0.000 | 51 | 0 | 61 | 0 |
| 687 | 3661 | 3626 | 3531 | 194 | 214 | 207 | 20 | 24 | 23 | 7 | 7 | 0 | 0.036 | 0.000 | 0.048 | 0.000 | 0.060 | 0.000 | 10 | 0 | 12 | 0 |
| 688 | 2653 | 2775 | 2840 | 128 | 149 | 152 | 23 | 30 | 30 | 11 | 11 | 0 | 0.078 | 0.000 | 0.104 | 0.000 | 0.130 | 0.000 | 16 | 0 | 20 | 0 |
| 689 | 2859 | 2999 | 3075 | 153 | 179 | 182 | 15 | 19 | 19 | 7 | 7 | 0 | 0.046 | 0.000 | 0.061 | 0.000 | 0.077 | 0.000 | 11 | 0 | 14 | 0 |
| 690 | 3603 | 3825 | 3990 | 286 | 338 | 351 | 1 | 1 | 1 | 22 | 22 | 0 | 0.072 | 0.000 | 0.096 | 0.000 | 0.120 | 0.000 | 33 | 0 | 42 | 0 |
| 691 | 100 | 110 | 115 | 17 | 20 | 21 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 692 | 555 | 610 | 635 | 40 | 49 | 51 | 4 | 6 | 6 | 4 | 4 | 0 | 0.100 | 0.000 | 0.133 | 0.000 | 0.166 | 0.000 | 7 | 0 | 8 | 0 |
| 693 | 481 | 510 | 535 | 24 | 28 | 29 | 14 | 18 | 18 | 1 | 1 | 0 | 0.040 | 0.000 | 0.053 | 0.000 | 0.066 | 0.000 | 1 | 0 | 2 | 0 |
| 694 | 2550 | 2715 | 2835 | 172 | 204 | 212 | 0 | 0 | 0 | 10 | 10 | 0 | 0.051 | 0.000 | 0.068 | 0.000 | 0.085 | 0.000 | 14 | 0 | 18 | 0 |
| 695 | 82 | 85 | 90 | 5 | 6 | 6 | 3 | 4 | 4 | 2 | 2 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 2 | 0 | 3 | 0 |
| 696 | 615 | 675 | 705 | 42 | 52 | 54 | 3 | 4 | 4 | 4 | 4 | 0 | 0.091 | 0.000 | 0.122 | 0.000 | 0.152 | 0.000 | 6 | 0 | 8 | 0 |
| 697 | 1475 | 1580 | 1650 | 63 | 75 | 78 | 4 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 698 | 622 | 660 | 690 | 34 | 40 | 42 | 15 | 19 | 20 | 1 | 1 | 0 | 0.027 | 0.000 | 0.036 | 0.000 | 0.045 | 0.000 | 1 | 0 | 2 | 0 |
| 699 | 3082 | 3240 | 3380 | 131 | 154 | 159 | 1 | 1 | 1 | 9 | 9 | 0 | 0.058 | 0.000 | 0.077 | 0.000 | 0.096 | 0.000 | 12 | 0 | 15 | 0 |
| 700 | 99 | 100 | 105 | 15 | 17 | 18 | 16 | 20 | 20 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 701 | 4260 | 4433 | 4565 | 243 | 281 | 288 | 1 | 1 | 1 | 14 | 14 | 0 | 0.053 | 0.000 | 0.071 | 0.000 | 0.089 | 0.000 | 20 | 0 | 26 | 0 |
| 702 | 708 | 750 | 780 | 81 | 95 | 98 | 4 | 5 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 703 | 940 | 1000 | 1045 | 85 | 100 | 104 | 7 | 10 | 10 | 1 | 1 | 0 | 0.011 | 0.000 | 0.014 | 0.000 | 0.018 | 0.000 | 1 | 0 | 2 | 0 |
| 704 | 1719 | 1850 | 1930 | 140 | 168 | 175 | 20 | 27 | 27 | 2 | 2 | 0 | 0.013 | 0.000 | 0.017 | 0.000 | 0.022 | 0.000 | 3 | 0 | 4 | 0 |
| 705 | 3694 | 4212 | 4175 | 257 | 327 | 322 | 19 | 27 | 26 | 11 | 11 | 0 | 0.039 | 0.000 | 0.052 | 0.000 | 0.065 | 0.000 | 17 | 0 | 21 | 0 |
| 706 | 4144 | 4353 | 4529 | 360 | 422 | 436 | 18 | 23 | 23 | 15 | 15 | 0 | 0.037 | 0.000 | 0.050 | 0.000 | 0.062 | 0.000 | 21 | 0 | 27 | 0 |
| 707 | 2628 | 2730 | 2822 | 155 | 179 | 184 | 27 | 35 | 35 | 9 | 9 | 0 | 0.050 | 0.000 | 0.067 | 0.000 | 0.084 | 0.000 | 12 | 0 | 15 | 0 |
| 708 | 4571 | 5571 | 5740 | 229 | 311 | 319 | 16 | 24 | 24 | 14 | 14 | 0 | 0.060 | 0.000 | 0.079 | 0.000 | 0.099 | 0.000 | 25 | 0 | 32 | 0 |
| 709 | 3406 | 3631 | 3450 | 229 | 272 | 257 | 12 | 15 | 14 | 6 | 6 | 0 | 0.026 | 0.000 | 0.035 | 0.000 | 0.043 | 0.000 | 9 | 0 | 11 | 0 |
| 710 | 1941 | 2074 | 2087 | 82 | 97 | 97 | 16 | 21 | 20 | 5 | 5 | 0 | 0.061 | 0.000 | 0.081 | 0.000 | 0.101 | 0.000 | 8 | 0 | 10 | 0 |
| 711 | 2485 | 2613 | 2670 | 154 | 180 | 183 | 1 | 1 | 1 | 7 | 7 | 0 | 0.044 | 0.000 | 0.059 | 0.000 | 0.074 | 0.000 | 11 | 0 | 14 | 0 |
| 712 | 951 | 1035 | 1065 | 63 | 76 | 78 | 6 | 8 | 8 | 2 | 2 | 0 | 0.030 | 0.000 | 0.040 | 0.000 | 0.050 | 0.000 | 3 | 0 | 4 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 713 | 1811 | 2010 | 2085 | 86 | 106 | 109 | 13 | 17 | 17 | 10 | 10 | 0 | 0.101 | 0.000 | 0.135 | 0.000 | 0.169 | 0.000 | 14 | 0 | 18 | 0 |
| 714 | 1643 | 1800 | 1840 | 82 | 100 | 101 | 14 | 18 | 18 | 12 | 12 | 0 | 0.145 | 0.000 | 0.194 | 0.000 | 0.242 | 0.000 | 19 | 0 | 25 | 0 |
| 715 | 1280 | 1420 | 1450 | 54 | 66 | 67 | 1 | 1 | 1 | 2 | 2 | 0 | 0.037 | 0.000 | 0.049 | 0.000 | 0.062 | 0.000 | 3 | 0 | 4 | 0 |
| 716 | 193 | 220 | 220 | 3 | 4 | 4 | 17 | 24 | 23 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 717 | 2539 | 2710 | 2750 | 72 | 86 | 87 | 17 | 22 | 22 | 2 | 2 | 0 | 0.029 | 0.000 | 0.039 | 0.000 | 0.048 | 0.000 | 3 | 0 | 4 | 0 |
| 718 | 2589 | 2741 | 2811 | 94 | 111 | 113 | 17 | 22 | 22 | 6 | 6 | 0 | 0.065 | 0.000 | 0.087 | 0.000 | 0.108 | 0.000 | 10 | 0 | 12 | 0 |
| 719 | 3524 | 3736 | 3836 | 172 | 204 | 208 | 18 | 23 | 23 | 7 | 7 | 0 | 0.042 | 0.000 | 0.056 | 0.000 | 0.070 | 0.000 | 11 | 0 | 15 | 0 |
| 720 | 2149 | 2278 | 2327 | 108 | 128 | 130 | 10 | 14 | 14 | 6 | 6 | 0 | 0.053 | 0.000 | 0.071 | 0.000 | 0.089 | 0.000 | 9 | 0 | 12 | 0 |
| 721 | 1991 | 2122 | 2097 | 130 | 154 | 152 | 18 | 24 | 23 | 4 | 4 | 0 | 0.030 | 0.000 | 0.040 | 0.000 | 0.050 | 0.000 | 6 | 0 | 8 | 0 |
| 722 | 2432 | 2588 | 2503 | 122 | 144 | 139 | 16 | 21 | 20 | 14 | 14 | 0 | 0.110 | 0.000 | 0.146 | 0.000 | 0.183 | 0.000 | 21 | 0 | 25 | 0 |
| 723 | 2633 | 2725 | 2801 | 113 | 130 | 133 | 6 | 8 | 8 | 15 | 15 | 0 | 0.126 | 0.000 | 0.168 | 0.000 | 0.210 | 0.000 | 22 | 0 | 28 | 0 |
| 724 | 858 | 890 | 910 | 41 | 48 | 49 | 6 | 8 | 8 | 2 | 2 | 0 | 0.046 | 0.000 | 0.061 | 0.000 | 0.076 | 0.000 | 3 | 0 | 4 | 0 |
| 725 | 1366 | 1409 | 1452 | 54 | 62 | 63 | 8 | 11 | 11 | 5 | 5 | 0 | 0.092 | 0.000 | 0.123 | 0.000 | 0.154 | 0.000 | 8 | 0 | 10 | 0 |
| 726 | 1786 | 1884 | 1936 | 85 | 99 | 102 | 20 | 26 | 26 | 6 | 6 | 0 | 0.075 | 0.000 | 0.100 | 0.000 | 0.125 | 0.000 | 10 | 0 | 13 | 0 |
| 727 | 3977 | 4139 | 4239 | 143 | 166 | 169 | 12 | 15 | 15 | 9 | 9 | 0 | 0.054 | 0.000 | 0.072 | 0.000 | 0.090 | 0.000 | 12 | 0 | 15 | 0 |
| 728 | 1166 | 1230 | 1255 | 43 | 51 | 52 | 25 | 33 | 33 | 11 | 11 | 0 | 0.238 | 0.000 | 0.317 | 0.000 | 0.397 | 0.000 | 16 | 0 | 21 | 0 |
| 729 | 5439 | 5902 | 6141 | 149 | 180 | 186 | 28 | 38 | 39 | 17 | 17 | 0 | 0.103 | 0.000 | 0.138 | 0.000 | 0.172 | 0.000 | 25 | 0 | 32 | 0 |
| 730 | 4873 | 5186 | 5016 | 275 | 326 | 313 | 7 | 10 | 9 | 19 | 19 | 0 | 0.067 | 0.000 | 0.089 | 0.000 | 0.111 | 0.000 | 29 | 0 | 35 | 0 |
| 731 | 1923 | 2046 | 1979 | 92 | 109 | 105 | 0 | 0 | 0 | 10 | 10 | 0 | 0.093 | 0.000 | 0.124 | 0.000 | 0.154 | 0.000 | 13 | 0 | 16 | 0 |
| 732 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 733 | 5710 | 6076 | 5877 | 309 | 366 | 352 | 2 | 3 | 3 | 15 | 15 | 0 | 0.048 | 0.000 | 0.064 | 0.000 | 0.080 | 0.000 | 23 | 0 | 28 | 0 |
| 734 | 266 | 283 | 274 | 12 | 15 | 14 | 7 | 10 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 735 | 1450 | 1544 | 1493 | 86 | 102 | 98 | 2 | 3 | 3 | 2 | 2 | 0 | 0.022 | 0.000 | 0.029 | 0.000 | 0.037 | 0.000 | 3 | 0 | 4 | 0 |
| 736 | 731 | 777 | 752 | 42 | 50 | 48 | 4 | 6 | 5 | 1 | 1 | 0 | 0.026 | 0.000 | 0.034 | 0.000 | 0.042 | 0.000 | 2 | 0 | 2 | 0 |
| 737 | 976 | 1039 | 1005 | 62 | 73 | 71 | 14 | 18 | 17 | 2 | 2 | 0 | 0.033 | 0.000 | 0.044 | 0.000 | 0.055 | 0.000 | 3 | 0 | 4 | 0 |
| 738 | 2798 | 2978 | 2880 | 133 | 158 | 152 | 19 | 25 | 23 | 9 | 9 | 0 | 0.061 | 0.000 | 0.082 | 0.000 | 0.102 | 0.000 | 13 | 0 | 15 | 0 |
| 739 | 3898 | 4148 | 4012 | 194 | 230 | 221 | 2 | 3 | 3 | 13 | 13 | 0 | 0.065 | 0.000 | 0.087 | 0.000 | 0.109 | 0.000 | 20 | 0 | 24 | 0 |
| 740 | 727 | 773 | 748 | 27 | 32 | 31 | 15 | 19 | 18 | 3 | 3 | 0 | 0.104 | 0.000 | 0.138 | 0.000 | 0.173 | 0.000 | 4 | 0 | 5 | 0 |
| 741 | 3390 | 3648 | 3836 | 238 | 286 | 299 | 15 | 20 | 20 | 13 | 13 | 0 | 0.048 | 0.000 | 0.065 | 0.000 | 0.081 | 0.000 | 18 | 0 | 24 | 0 |
| 742 | 2745 | 3073 | 3236 | 178 | 221 | 232 | 23 | 32 | 33 | 20 | 20 | 0 | 0.105 | 0.000 | 0.141 | 0.000 | 0.176 | 0.000 | 31 | 0 | 41 | 0 |
| 743 | 4167 | 4663 | 4985 | 207 | 259 | 275 | 33 | 45 | 47 | 27 | 27 | 0 | 0.118 | 0.000 | 0.157 | 0.000 | 0.197 | 0.000 | 41 | 0 | 54 | 0 |
| 744 | 5401 | 6002 | 6291 | 356 | 441 | 459 | 22 | 30 | 31 | 35 | 35 | 0 | 0.093 | 0.000 | 0.124 | 0.000 | 0.155 | 0.000 | 55 | 0 | 71 | 0 |
| 745 | 2998 | 3136 | 3307 | 142 | 166 | 174 | 30 | 39 | 40 | 18 | 18 | 0 | 0.121 | 0.000 | 0.162 | 0.000 | 0.202 | 0.000 | 27 | 0 | 35 | 0 |
| 746 | 5210 | 5699 | 5994 | 308 | 375 | 392 | 9 | 13 | 13 | 67 | 67 | 0 | 0.205 | 0.000 | 0.273 | 0.000 | 0.342 | 0.000 | 103 | 0 | 134 | 0 |
| 747 | 1177 | 1270 | 1340 | 72 | 87 | 91 | 8 | 11 | 12 | 6 | 6 | 0 | 0.083 | 0.000 | 0.111 | 0.000 | 0.139 | 0.000 | 10 | 0 | 13 | 0 |
| 748 | 491 | 510 | 535 | 139 | 161 | 168 | 9 | 12 | 12 | 12 | 12 | 0 | 0.078 | 0.000 | 0.104 | 0.000 | 0.130 | 0.000 | 17 | 0 | 22 | 0 |
| 749 | 3149 | 3748 | 3947 | 200 | 266 | 278 | 13 | 19 | 19 | 62 | 62 | 0 | 0.288 | 0.000 | 0.383 | 0.000 | 0.479 | 0.000 | 102 | 0 | 133 | 0 |
| 750 | 2346 | 2832 | 2983 | 136 | 183 | 192 | 0 | 0 | 0 | 78 | 78 | 0 | 0.532 | 0.000 | 0.709 | 0.000 | 0.886 | 0.000 | 130 | 0 | 170 | 0 |
| 751 | 1605 | 2171 | 2283 | 21 | 31 | 33 | 0 | 0 | 0 | 10 | 10 | 0 | 0.438 | 0.000 | 0.584 | 0.000 | 0.730 | 0.000 | 18 | 0 | 24 | 0 |
| 752 | 1372 | 1930 | 2026 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 753 | 1179 | 1636 | 1789 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 2 | 0 | 3 | 0 |
| 754 | 21 | 31 | 31 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 755 | 4 | 0 | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 756 | 3461 | 3868 | 3717 | 210 | 261 | 249 | 16 | 22 | 20 | 41 | 41 | 0 | 0.175 | 0.000 | 0.233 | 0.000 | 0.291 | 0.000 | 61 | 0 | 73 | 0 |
| 757 | 2829 | 3249 | 3324 | 215 | 275 | 279 | 17 | 24 | 24 | 62 | 62 | 0 | 0.275 | 0.000 | 0.366 | 0.000 | 0.458 | 0.000 | 101 | 0 | 128 | 0 |
| 758 | 4030 | 4488 | 4704 | 149 | 184 | 192 | 28 | 39 | 40 | 16 | 16 | 0 | 0.094 | 0.000 | 0.125 | 0.000 | 0.157 | 0.000 | 23 | 0 | 30 | 0 |
| 759 | 4960 | 5530 | 5806 | 260 | 323 | 337 | 3 | 4 | 4 | 37 | 37 | 0 | 0.133 | 0.000 | 0.178 | 0.000 | 0.222 | 0.000 | 57 | 0 | 75 | 0 |
| 760 | 881 | 1026 | 1091 | 58 | 75 | 79 | 6 | 9 | 9 | 15 | 15 | 0 | 0.254 | 0.000 | 0.339 | 0.000 | 0.424 | 0.000 | 25 | 0 | 34 | 0 |
| 761 | 1163 | 1304 | 1373 | 63 | 79 | 82 | 4 | 6 | 6 | 14 | 14 | 0 | 0.221 | 0.000 | 0.295 | 0.000 | 0.368 | 0.000 | 23 | 0 | 30 | 0 |
| 762 | 321 | 362 | 381 | 7 | 9 | 10 | 1 | 1 | 2 | 1 | 1 | 0 | 0.119 | 0.000 | 0.159 | 0.000 | 0.198 | 0.000 | 1 | 0 | 2 | 0 |
| 763 | 11 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 764 | 179 | 203 | 213 | 6 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 765 | 25 | 21 | 21 | 4 | 4 | 4 | 37 | 38 | 37 | 1 | 1 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 1 | 0 | 2 | 0 |
| 766 | 5608 | 6248 | 6696 | 203 | 252 | 269 | 15 | 20 | 21 | 31 | 31 | 0 | 0.141 | 0.000 | 0.188 | 0.000 | 0.235 | 0.000 | 48 | 0 | 63 | 0 |
| 767 | 4206 | 4705 | 5084 | 172 | 215 | 231 | 21 | 29 | 31 | 9 | 9 | 0 | 0.047 | 0.000 | 0.063 | 0.000 | 0.078 | 0.000 | 13 | 0 | 18 | 0 |
| 768 | 3596 | 3989 | 4362 | 141 | 175 | 190 | 7 | 10 | 11 | 13 | 13 | 0 | 0.087 | 0.000 | 0.116 | 0.000 | 0.145 | 0.000 | 20 | 0 | 27 | 0 |
| 769 | 1553 | 1758 | 1923 | 55 | 69 | 75 | 0 | 0 | 0 | 9 | 9 | 0 | 0.134 | 0.000 | 0.179 | 0.000 | 0.223 | 0.000 | 12 | 0 | 17 | 0 |
| 770 | 5 | 5 | 5 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 771 | 2147 | 2435 | 2550 | 73 | 93 | 96 | 7 | 10 | 11 | 14 | 14 | 0 | 0.193 | 0.000 | 0.258 | 0.000 | 0.322 | 0.000 | 24 | 0 | 31 | 0 |
| 772 | 1802 | 2383 | 2620 | 71 | 105 | 115 | 0 | 0 | 0 | 9 | 9 | 0 | 0.117 | 0.000 | 0.156 | 0.000 | 0.196 | 0.000 | 16 | 0 | 22 | 0 |
| 773 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 774 | 5721 | 5531 | 5292 | 324 | 349 | 332 | 9 | 11 | 11 | 48 | 48 | 0 | 0.146 | 0.000 | 0.195 | 0.000 | 0.243 | 0.000 | 68 | 0 | 81 | 0 |
| 775 | 2249 | 2725 | 2520 | 86 | 116 | 106 | 8 | 13 | 11 | 17 | 17 | 0 | 0.193 | 0.000 | 0.257 | 0.000 | 0.321 | 0.000 | 30 | 0 | 34 | 0 |
| 776 | 1885 | 1837 | 1755 | 129 | 140 | 133 | 27 | 33 | 31 | 24 | 24 | 0 | 0.181 | 0.000 | 0.242 | 0.000 | 0.302 | 0.000 | 34 | 0 | 40 | 0 |
| 777 | 5446 | 5940 | 5676 | 377 | 458 | 435 | 0 | 0 | 0 | 97 | 97 | 0 | 0.242 | 0.000 | 0.322 | 0.000 | 0.403 | 0.000 | 148 | 0 | 175 | 0 |
| 778 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 779 | 4212 | 4037 | 4209 | 247 | 263 | 273 | 23 | 27 | 28 | 44 | 44 | 0 | 0.168 | 0.000 | 0.224 | 0.000 | 0.280 | 0.000 | 59 | 0 | 77 | 0 |
| 780 | 2836 | 2786 | 2760 | 149 | 163 | 160 | 23 | 28 | 27 | 27 | 27 | 0 | 0.169 | 0.000 | 0.226 | 0.000 | 0.282 | 0.000 | 37 | 0 | 45 | 0 |
| 781 | 2996 | 2902 | 2900 | 202 | 218 | 217 | 24 | 29 | 28 | 43 | 43 | 0 | 0.199 | 0.000 | 0.266 | 0.000 | 0.332 | 0.000 | 58 | 0 | 72 | 0 |
| 782 | 6260 | 10330 | 11200 | 223 | 410 | 442 | 37 | 75 | 79 | 97 | 97 | 0 | 0.418 | 0.000 | 0.558 | 0.000 | 0.697 | 0.000 | 229 | 0 | 308 | 0 |
| 783 | 8194 | 11047 | 13900 | 507 | 761 | 952 | 23 | 38 | 47 | 111 | 111 | 0 | 0.210 | 0.000 | 0.280 | 0.000 | 0.350 | 0.000 | 213 | 0 | 333 | 0 |
| 784 | 3729 | 3634 | 3720 | 420 | 456 | 464 | 16 | 19 | 19 | 85 | 85 | 0 | 0.192 | 0.000 | 0.256 | 0.000 | 0.320 | 0.000 | 117 | 0 | 149 | 0 |
| 785 | 2615 | 2544 | 2520 | 165 | 179 | 176 | 0 | 0 | 0 | 30 | 30 | 0 | 0.170 | 0.000 | 0.227 | 0.000 | 0.284 | 0.000 | 41 | 0 | 50 | 0 |
| 786 | 1149 | 3129 | 3900 | 3 | 9 | 12 | 17 | 57 | 69 | 4 | 4 | 0 | 1.428 | 0.000 | 1.904 | 0.000 | 2.380 | 0.000 | 18 | 0 | 28 | 0 |
| 787 | 2905 | 2816 | 2794 | 181 | 195 | 192 | 13 | 15 | 15 | 55 | 55 | 0 | 0.280 | 0.000 | 0.373 | 0.000 | 0.467 | 0.000 | 73 | 0 | 90 | 0 |
| 788 | 2572 | 3633 | 4621 | 92 | 145 | 183 | 1 | 2 | 2 | 31 | 31 | 0 | 0.324 | 0.000 | 0.431 | 0.000 | 0.539 | 0.000 | 62 | 0 | 99 | 0 |
| 789 | 805 | 1797 | 1916 | 9 | 23 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 790 | 2160 | 3785 | 5067 | 4 | 8 | 11 | 5 | 11 | 15 | 14 | 14 | 0 | 3.481 | 0.000 | 4.641 | 0.000 | 5.801 | 0.000 | 37 | 0 | 62 | 0 |
| 791 | 2046 | 2220 | 2240 | 90 | 109 | 109 | 1 | 1 | 1 | 15 | 15 | 0 | 0.153 | 0.000 | 0.204 | 0.000 | 0.255 | 0.000 | 22 | 0 | 28 | 0 |
| 792 | 509 | 550 | 580 | 29 | 35 | 36 | 8 | 11 | 12 | 2 | 2 | 0 | 0.067 | 0.000 | 0.089 | 0.000 | 0.112 | 0.000 | 3 | 0 | 4 | 0 |
| 793 | 1411 | 1460 | 1480 | 85 | 98 | 98 | 12 | 15 | 15 | 17 | 17 | 0 | 0.195 | 0.000 | 0.260 | 0.000 | 0.325 | 0.000 | 25 | 0 | 32 | 0 |
| 794 | 3469 | 3750 | 3900 | 207 | 250 | 258 | 16 | 21 | 21 | 50 | 50 | 0 | 0.231 | 0.000 | 0.308 | 0.000 | 0.385 | 0.000 | 77 | 0 | 99 | 0 |
| 795 | 6793 | 7150 | 7200 | 393 | 461 | 462 | 40 | 52 | 51 | 119 | 119 | 0 | 0.296 | 0.000 | 0.394 | 0.000 | 0.493 | 0.000 | 182 | 0 | 228 | 0 |
| 796 | 5014 | 5420 | 5800 | 339 | 408 | 434 | 21 | 28 | 29 | 86 | 86 | 0 | 0.244 | 0.000 | 0.325 | 0.000 | 0.407 | 0.000 | 133 | 0 | 176 | 0 |
| 797 | 3542 | 3950 | 4600 | 126 | 156 | 181 | 3 | 4 | 5 | 30 | 30 | 0 | 0.227 | 0.000 | 0.303 | 0.000 | 0.379 | 0.000 | 47 | 0 | 69 | 0 |
| 798 | 1348 | 2955 | 3000 | 25 | 61 | 61 | 0 | 0 | 0 | 7 | 7 | 0 | 0.288 | 0.000 | 0.384 | 0.000 | 0.481 | 0.000 | 23 | 0 | 29 | 0 |
| 799 | 278 | 1185 | 1800 | 6 | 29 | 44 | 2 | 11 | 16 | 1 | 1 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 7 | 0 | 13 | 0 |
| 800 | 1916 | 10050 | 15500 | 36 | 211 | 324 | 6 | 41 | 61 | 6 | 6 | 0 | 0.174 | 0.000 | 0.232 | 0.000 | 0.289 | 0.000 | 49 | 0 | 94 | 0 |
| 801 | 1735 | 5910 | 8400 | 35 | 133 | 188 | 4 | 18 | 24 | 7 | 7 | 0 | 0.187 | 0.000 | 0.250 | 0.000 | 0.312 | 0.000 | 33 | 0 | 59 | 0 |
| 802 | 2027 | 2810 | 3500 | 20 | 30 | 38 | 5 | 9 | 11 | 14 | 14 | 0 | 0.696 | 0.000 | 0.928 | 0.000 | 1.160 | 0.000 | 28 | 0 | 44 | 0 |
| 803 | 625 | 740 | 1080 | 24 | 31 | 45 | 4 | 6 | 9 | 3 | 3 | 0 | 0.140 | 0.000 | 0.186 | 0.000 | 0.233 | 0.000 | 6 | 0 | 11 | 0 |
| 804 | 2679 | 4215 | 5880 | 63 | 110 | 153 | 3 | 6 | 8 | 16 | 16 | 0 | 0.251 | 0.000 | 0.335 | 0.000 | 0.418 | 0.000 | 37 | 0 | 64 | 0 |
| 805 | 1895 | 4593 | 5005 | 54 | 145 | 157 | 3 | 9 | 10 | 18 | 18 | 0 | 0.309 | 0.000 | 0.411 | 0.000 | 0.514 | 0.000 | 60 | 0 | 81 | 0 |
| 806 | 4213 | 8713 | 12343 | 85 | 195 | 275 | 3 | 8 | 11 | 15 | 15 | 0 | 0.174 | 0.000 | 0.232 | 0.000 | 0.291 | 0.000 | 45 | 0 | 80 | 0 |
| 807 | 4025 | 6594 | 7252 | 58 | 106 | 115 | 12 | 23 | 25 | 15 | 15 | 0 | 0.246 | 0.000 | 0.328 | 0.000 | 0.410 | 0.000 | 35 | 0 | 47 | 0 |
| 808 | 3195 | 4520 | 5000 | 82 | 129 | 141 | 0 | 0 | 0 | 17 | 17 | 0 | 0.204 | 0.000 | 0.272 | 0.000 | 0.340 | 0.000 | 35 | 0 | 48 | 0 |
| 809 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 810 | 1527 | 1614 | 1662 | 86 | 101 | 103 | 120 | 156 | 157 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 811 | 882 | 909 | 936 | 61 | 70 | 72 | 0 | 0 | 0 | 2 | 2 | 0 | 0.028 | 0.000 | 0.038 | 0.000 | 0.047 | 0.000 | 3 | 0 | 3 | 0 |
| 812 | 456 | 1154 | 1188 | 1 | 3 | 3 | 22 | 69 | 69 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 813 | 288 | 434 | 446 | 9 | 16 | 16 | 0 | 0 | 0 | 1 | 1 | 0 | 0.074 | 0.000 | 0.099 | 0.000 | 0.124 | 0.000 | 2 | 0 | 2 | 0 |
| 814 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 815 | 1826 | 2127 | 2190 | 104 | 135 | 139 | 100 | 144 | 144 | 3 | 3 | 0 | 0.025 | 0.003 | 0.033 | 0.005 | 0.041 | 0.006 | 4 | 1 | 6 | 1 |
| 816 | 868 | 825 | 849 | 44 | 47 | 48 | 27 | 32 | 32 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 817 | 131 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 818 | 16 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 819 | 818 | 2098 | 2160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 820 | 490 | 1259 | 2917 | 0 | 0 | 0 | 2 | 7 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 821 | 508 | 1256 | 1293 | 1 | 3 | 3 | 236 | 722 | 724 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 822 | 8409 | 9031 | 9298 | 167 | 200 | 205 | 13 | 17 | 17 | 11 | 10 | 1 | 0.048 | 0.089 | 0.065 | 0.119 | 0.081 | 0.149 | 13 | 2 | 17 | 2 |
| 823 | 760 | 1004 | 1033 | 13 | 20 | 20 | 30 | 50 | 50 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 824 | 1555 | 1636 | 1684 | 15 | 18 | 19 | 86 | 112 | 112 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 825 | 3422 | 3745 | 3856 | 65 | 79 | 81 | 24 | 33 | 33 | 4 | 4 | 0 | 0.053 | 0.019 | 0.070 | 0.025 | 0.088 | 0.031 | 6 | 1 | 7 | 1 |
| 826 | 749 | 764 | 787 | 5 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 827 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 828 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 829 | 2605 | 3095 | 3345 | 65 | 86 | 93 | 122 | 179 | 188 | 9 | 6 | 3 | 0.063 | 0.026 | 0.084 | 0.034 | 0.105 | 0.043 | 7 | 8 | 10 | 8 |
| 830 | 2759 | 2900 | 2987 | 72 | 85 | 87 | 110 | 143 | 144 | 22 | 20 | 2 | 0.218 | 0.021 | 0.290 | 0.029 | 0.363 | 0.036 | 25 | 5 | 31 | 5 |
| 831 | 2380 | 3141 | 3234 | 74 | 109 | 112 | 33 | 53 | 53 | 5 | 5 | 1 | 0.054 | 0.017 | 0.071 | 0.023 | 0.089 | 0.029 | 8 | 2 | 10 | 2 |
| 832 | 486 | 512 | 527 | 11 | 13 | 14 | 60 | 78 | 78 | 1 | 1 | 0 | 0.069 | 0.002 | 0.092 | 0.003 | 0.115 | 0.003 | 1 | 0 | 2 | 0 |
| 833 | 1194 | 1192 | 1227 | 29 | 32 | 33 | 68 | 84 | 84 | 2 | 2 | 0 | 0.058 | 0.003 | 0.078 | 0.004 | 0.097 | 0.005 | 3 | 0 | 3 | 0 |
| 834 | 2483 | 2377 | 2447 | 50 | 53 | 54 | 93 | 111 | 111 | 5 | 5 | 1 | 0.079 | 0.006 | 0.105 | 0.008 | 0.132 | 0.010 | 6 | 1 | 7 | 1 |
| 835 | 2527 | 2663 | 2742 | 49 | 57 | 58 | 108 | 141 | 141 | 6 | 6 | 1 | 0.100 | 0.006 | 0.133 | 0.008 | 0.166 | 0.010 | 8 | 1 | 10 | 1 |
| 836 | 2895 | 3156 | 3249 | 45 | 55 | 56 | 88 | 119 | 119 | 6 | 6 | 1 | 0.098 | 0.008 | 0.131 | 0.010 | 0.163 | 0.013 | 7 | 2 | 9 | 2 |
| 837 | 1670 | 1773 | 1826 | 33 | 39 | 40 | 83 | 109 | 109 | 4 | 4 | 0 | 0.082 | 0.005 | 0.109 | 0.007 | 0.137 | 0.009 | 4 | 1 | 5 | 1 |
| 838 | 2652 | 2820 | 2904 | 35 | 42 | 43 | 202 | 266 | 267 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 839 | 5649 | 6069 | 6248 | 123 | 147 | 150 | 169 | 224 | 225 | 6 | 6 | 1 | 0.042 | 0.004 | 0.055 | 0.005 | 0.069 | 0.007 | 8 | 1 | 10 | 1 |
| 840 | 5524 | 6082 | 6262 | 76 | 94 | 96 | 174 | 237 | 238 | 5 | 5 | 1 | 0.055 | 0.003 | 0.074 | 0.004 | 0.092 | 0.005 | 7 | 1 | 9 | 1 |
| 841 | 7553 | 8337 | 8584 | 107 | 132 | 135 | 25 | 34 | 34 | 3 | 3 | 0 | 0.023 | 0.013 | 0.031 | 0.018 | 0.038 | 0.022 | 4 | 1 | 5 | 1 |
| 842 | 1093 | 1153 | 1187 | 14 | 17 | 17 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 843 | 369 | 416 | 429 | 2 | 3 | 3 | 7 | 10 | 10 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 844 | 2326 | 2669 | 2748 | 3 | 4 | 4 | 36 | 51 | 51 | 1 | 1 | 0 | 0.241 | 0.003 | 0.321 | 0.004 | 0.402 | 0.005 | 1 | 0 | 2 | 0 |
| 845 | 6532 | 6908 | 7113 | 17 | 19 | 20 | 31 | 41 | 41 | 1 | 1 | 0 | 0.054 | 0.004 | 0.071 | 0.005 | 0.089 | 0.006 | 1 | 0 | 2 | 0 |
| 846 | 3240 | 3700 | 3810 | 26 | 33 | 34 | 100 | 141 | 141 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 847 | 4167 | 4360 | 4490 | 56 | 65 | 67 | 0 | 0 | 0 | 3 | 3 | 0 | 0.043 | 0.000 | 0.058 | 0.000 | 0.072 | 0.000 | 4 | 0 | 5 | 0 |
| 848 | 31 | 39 | 40 | 1 | 1 | 1 | 91 | 144 | 144 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 849 | 2592 | 2619 | 2697 | 31 | 35 | 36 | 154 | 193 | 193 | 3 | 3 | 0 | 0.080 | 0.002 | 0.107 | 0.003 | 0.134 | 0.004 | 4 | 1 | 5 | 1 |
| 850 | 6920 | 7270 | 7485 | 91 | 106 | 109 | 188 | 244 | 245 | 3 | 3 | 0 | 0.028 | 0.002 | 0.037 | 0.002 | 0.046 | 0.003 | 4 | 1 | 5 | 1 |
| 851 | 5650 | 6029 | 6208 | 121 | 144 | 147 | 171 | 226 | 226 | 14 | 13 | 1 | 0.093 | 0.009 | 0.124 | 0.011 | 0.155 | 0.014 | 18 | 3 | 23 | 3 |
| 852 | 4739 | 5043 | 5193 | 97 | 115 | 118 | 123 | 162 | 162 | 15 | 11 | 4 | 0.086 | 0.038 | 0.115 | 0.051 | 0.144 | 0.064 | 13 | 10 | 17 | 10 |
| 853 | 4271 | 4631 | 4768 | 58 | 70 | 71 | 140 | 187 | 188 | 11 | 8 | 3 | 0.102 | 0.024 | 0.135 | 0.032 | 0.169 | 0.040 | 9 | 7 | 12 | 8 |
| 854 | 3803 | 4170 | 4293 | 61 | 74 | 76 | 72 | 98 | 98 | 13 | 9 | 4 | 0.116 | 0.056 | 0.154 | 0.074 | 0.193 | 0.093 | 11 | 9 | 15 | 9 |
| 855 | 1958 | 1984 | 2043 | 44 | 50 | 51 | 87 | 109 | 109 | 4 | 3 | 1 | 0.055 | 0.015 | 0.073 | 0.021 | 0.091 | 0.026 | 4 | 3 | 5 | 3 |
| 856 | 2689 | 2874 | 2958 | 44 | 53 | 54 | 71 | 94 | 95 | 10 | 7 | 3 | 0.121 | 0.042 | 0.161 | 0.056 | 0.201 | 0.071 | 9 | 7 | 11 | 7 |
| 857 | 6951 | 7601 | 7826 | 38 | 47 | 48 | 84 | 113 | 114 | 9 | 6 | 3 | 0.125 | 0.032 | 0.167 | 0.043 | 0.209 | 0.053 | 8 | 6 | 10 | 6 |
| 858 | 4524 | 5138 | 5291 | 68 | 86 | 88 | 97 | 136 | 136 | 4 | 4 | 0 | 0.046 | 0.005 | 0.061 | 0.006 | 0.076 | 0.008 | 5 | 1 | 7 | 1 |
| 859 | 4106 | 4600 | 4736 | 61 | 76 | 78 | 10 | 15 | 15 | 3 | 3 | 0 | 0.038 | 0.032 | 0.051 | 0.043 | 0.063 | 0.054 | 4 | 1 | 5 | 1 |
| 860 | 541 | 586 | 604 | 17 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 861 | 1664 | 1904 | 1961 | 4 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 862 | 194 | 457 | 470 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 863 | 186 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 864 | 6196 | 6643 | 6841 | 327 | 391 | 400 | 44 | 58 | 59 | 4 | 4 | 0 | 0.009 | 0.010 | 0.012 | 0.014 | 0.015 | 0.017 | 5 | 1 | 6 | 1 |
| 865 | 2583 | 2777 | 2858 | 32 | 38 | 39 | 93 | 124 | 124 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 866 | 6560 | 7177 | 7388 | 83 | 101 | 103 | 166 | 224 | 225 | 1 | 1 | 0 | 0.010 | 0.001 | 0.014 | 0.001 | 0.017 | 0.001 | 1 | 0 | 2 | 0 |
| 867 | 5784 | 6242 | 6426 | 95 | 114 | 117 | 214 | 286 | 286 | 4 | 4 | 0 | 0.034 | 0.002 | 0.045 | 0.003 | 0.057 | 0.003 | 5 | 1 | 7 | 1 |
| 868 | 6343 | 6656 | 6853 | 161 | 188 | 193 | 257 | 334 | 335 | 4 | 4 | 0 | 0.018 | 0.002 | 0.024 | 0.002 | 0.030 | 0.003 | 5 | 1 | 6 | 1 |
| 869 | 5582 | 5985 | 6163 | 236 | 282 | 289 | 223 | 296 | 297 | 14 | 13 | 1 | 0.039 | 0.007 | 0.051 | 0.009 | 0.064 | 0.011 | 15 | 3 | 19 | 3 |
| 870 | 7140 | 7678 | 7879 | 331 | 397 | 405 | 31 | 42 | 42 | 11 | 10 | 1 | 0.019 | 0.036 | 0.025 | 0.048 | 0.031 | 0.059 | 10 | 2 | 13 | 2 |
| 871 | 1254 | 1313 | 1351 | 55 | 64 | 65 | 87 | 113 | 113 | 1 | 1 | 0 | 0.011 | 0.001 | 0.015 | 0.002 | 0.019 | 0.002 | 1 | 0 | 1 | 0 |
| 872 | 2692 | 2926 | 3012 | 97 | 118 | 120 | 157 | 212 | 212 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 873 | 3029 | 3230 | 3326 | 120 | 142 | 146 | 135 | 178 | 179 | 5 | 5 | 1 | 0.031 | 0.004 | 0.041 | 0.006 | 0.051 | 0.007 | 6 | 1 | 7 | 1 |
| 874 | 7997 | 8799 | 9059 | 165 | 202 | 207 | 145 | 197 | 198 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 875 | 4545 | 4835 | 4979 | 202 | 240 | 246 | 21 | 28 | 28 | 1 | 1 | 0 | 0.004 | 0.005 | 0.005 | 0.007 | 0.006 | 0.009 | 1 | 0 | 1 | 0 |
| 876 | 1141 | 1088 | 1120 | 53 | 56 | 57 | 56 | 66 | 66 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 877 | 2464 | 2595 | 2672 | 70 | 82 | 84 | 253 | 329 | 330 | 4 | 4 | 0 | 0.049 | 0.002 | 0.065 | 0.002 | 0.081 | 0.003 | 5 | 1 | 7 | 1 |
| 878 | 7065 | 7528 | 7750 | 299 | 355 | 364 | 150 | 198 | 198 | 7 | 7 | 1 | 0.018 | 0.005 | 0.024 | 0.007 | 0.030 | 0.009 | 8 | 2 | 11 | 2 |
| 879 | 3813 | 4128 | 4251 | 180 | 217 | 222 | 228 | 305 | 306 | 5 | 5 | 1 | 0.020 | 0.002 | 0.026 | 0.003 | 0.033 | 0.004 | 6 | 1 | 7 | 1 |
| 880 | 4343 | 4639 | 4776 | 309 | 367 | 376 | 259 | 342 | 343 | 4 | 4 | 0 | 0.010 | 0.002 | 0.013 | 0.002 | 0.016 | 0.003 | 5 | 1 | 6 | 1 |
| 881 | 5946 | 6415 | 6605 | 350 | 421 | 431 | 17 | 22 | 22 | 14 | 13 | 1 | 0.028 | 0.087 | 0.037 | 0.116 | 0.046 | 0.145 | 16 | 3 | 20 | 3 |
| 882 | 419 | 343 | 354 | 13 | 12 | 13 | 42 | 42 | 43 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 883 | 1181 | 2010 | 2070 | 43 | 82 | 84 | 71 | 150 | 151 | 6 | 6 | 1 | 0.120 | 0.009 | 0.161 | 0.013 | 0.201 | 0.016 | 13 | 2 | 17 | 2 |
| 884 | 1534 | 1689 | 1738 | 23 | 28 | 28 | 55 | 74 | 74 | 1 | 1 | 0 | 0.034 | 0.002 | 0.046 | 0.003 | 0.057 | 0.003 | 1 | 0 | 2 | 0 |
| 885 | 871 | 1000 | 1029 | 31 | 40 | 41 | 72 | 103 | 103 | 2 | 2 | 0 | 0.058 | 0.003 | 0.078 | 0.004 | 0.097 | 0.005 | 3 | 1 | 4 | 1 |
| 886 | 1222 | 1304 | 1343 | 29 | 34 | 35 | 87 | 115 | 115 | 6 | 6 | 1 | 0.165 | 0.008 | 0.220 | 0.010 | 0.275 | 0.013 | 8 | 1 | 10 | 1 |
| 887 | 2293 | 2600 | 2677 | 52 | 65 | 67 | 114 | 160 | 161 | 3 | 3 | 0 | 0.050 | 0.003 | 0.066 | 0.004 | 0.083 | 0.005 | 4 | 1 | 6 | 1 |
| 888 | 2569 | 2747 | 2828 | 84 | 100 | 102 | 44 | 58 | 58 | 4 | 4 | 0 | 0.040 | 0.010 | 0.054 | 0.014 | 0.067 | 0.017 | 5 | 1 | 7 | 1 |
| 889 | 1054 | 1323 | 1362 | 24 | 33 | 34 | 49 | 77 | 77 | 4 | 4 | 0 | 0.148 | 0.009 | 0.198 | 0.012 | 0.247 | 0.015 | 7 | 1 | 8 | 1 |
| 890 | 916 | 994 | 1023 | 32 | 39 | 40 | 169 | 227 | 227 | 3 | 3 | 0 | 0.080 | 0.002 | 0.107 | 0.003 | 0.134 | 0.003 | 4 | 1 | 5 | 1 |
| 891 | 4336 | 4592 | 4729 | 183 | 216 | 221 | 175 | 229 | 230 | 15 | 13 | 1 | 0.057 | 0.009 | 0.076 | 0.012 | 0.095 | 0.015 | 16 | 3 | 21 | 3 |
| 892 | 4047 | 4320 | 4448 | 194 | 231 | 236 | 88 | 116 | 117 | 14 | 13 | 1 | 0.050 | 0.017 | 0.066 | 0.022 | 0.083 | 0.028 | 15 | 3 | 20 | 3 |
| 893 | 2159 | 2304 | 2372 | 135 | 161 | 165 | 76 | 100 | 100 | 5 | 5 | 1 | 0.027 | 0.007 | 0.036 | 0.010 | 0.045 | 0.012 | 6 | 1 | 7 | 1 |
| 894 | 2219 | 2367 | 2438 | 129 | 153 | 157 | 82 | 108 | 108 | 10 | 9 | 1 | 0.047 | 0.012 | 0.063 | 0.016 | 0.079 | 0.021 | 10 | 2 | 12 | 2 |
| 895 | 3276 | 3197 | 3292 | 163 | 177 | 182 | 79 | 95 | 95 | 14 | 10 | 4 | 0.052 | 0.048 | 0.070 | 0.064 | 0.087 | 0.080 | 12 | 8 | 16 | 8 |
| 896 | 3745 | 5243 | 5398 | 140 | 219 | 224 | 146 | 252 | 253 | 28 | 21 | 7 | 0.123 | 0.052 | 0.164 | 0.069 | 0.205 | 0.086 | 36 | 22 | 46 | 22 |
| 897 | 4281 | 4546 | 4680 | 226 | 267 | 274 | 43 | 56 | 57 | 20 | 15 | 5 | 0.052 | 0.128 | 0.069 | 0.171 | 0.086 | 0.214 | 18 | 12 | 24 | 12 |
| 898 | 1192 | 1455 | 1498 | 44 | 60 | 62 | 68 | 103 | 103 | 6 | 5 | 2 | 0.081 | 0.026 | 0.108 | 0.034 | 0.135 | 0.043 | 7 | 4 | 8 | 4 |
| 899 | 1932 | 1993 | 2052 | 127 | 146 | 149 | 116 | 149 | 149 | 11 | 10 | 1 | 0.059 | 0.010 | 0.079 | 0.013 | 0.099 | 0.016 | 12 | 2 | 15 | 2 |
| 900 | 3257 | 3419 | 3521 | 183 | 214 | 219 | 114 | 148 | 149 | 11 | 10 | 1 | 0.040 | 0.010 | 0.053 | 0.013 | 0.066 | 0.016 | 11 | 2 | 14 | 2 |
| 901 | 3391 | 3616 | 3724 | 174 | 207 | 212 | 58 | 76 | 76 | 5 | 5 | 1 | 0.020 | 0.010 | 0.027 | 0.013 | 0.034 | 0.016 | 6 | 1 | 7 | 1 |
| 902 | 1656 | 1735 | 1787 | 103 | 120 | 123 | 69 | 90 | 90 | 2 | 2 | 0 | 0.013 | 0.003 | 0.017 | 0.004 | 0.021 | 0.005 | 2 | 0 | 3 | 0 |
| 903 | 3211 | 3383 | 3483 | 118 | 138 | 141 | 56 | 72 | 73 | 4 | 4 | 0 | 0.022 | 0.008 | 0.029 | 0.011 | 0.036 | 0.013 | 4 | 1 | 5 | 1 |
| 904 | 2366 | 2634 | 2713 | 88 | 109 | 111 | 85 | 117 | 117 | 3 | 3 | 0 | 0.025 | 0.004 | 0.033 | 0.005 | 0.042 | 0.007 | 4 | 1 | 5 | 1 |
| 905 | 3041 | 3262 | 3358 | 159 | 190 | 194 | 212 | 281 | 282 | 3 | 3 | 0 | 0.014 | 0.002 | 0.019 | 0.002 | 0.024 | 0.003 | 4 | 1 | 5 | 1 |
| 906 | 6218 | 6678 | 6875 | 330 | 395 | 405 | 29 | 39 | 39 | 3 | 3 | 0 | 0.006 | 0.011 | 0.008 | 0.015 | 0.011 | 0.019 | 3 | 1 | 4 | 1 |
| 907 | 942 | 1025 | 1056 | 38 | 46 | 47 | 43 | 58 | 58 | 2 | 2 | 0 | 0.034 | 0.005 | 0.046 | 0.007 | 0.057 | 0.009 | 2 | 1 | 3 | 1 |
| 908 | 2458 | 3532 | 3637 | 110 | 177 | 181 | 127 | 226 | 226 | 1 | 1 | 0 | 0.006 | 0.001 | 0.009 | 0.001 | 0.011 | 0.001 | 2 | 0 | 2 | 0 |
| 909 | 4443 | 4678 | 4816 | 167 | 196 | 201 | 1 | 1 | 1 | 5 | 5 | 1 | 0.019 | 0.536 | 0.026 | 0.714 | 0.032 | 0.892 | 5 | 1 | 6 | 1 |
| 910 | 46 | 53 | 55 | 1 | 1 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 911 | 790 | 1913 | 1881 | 3 | 8 | 8 | 29 | 88 | 84 | 1 | 1 | 0 | 0.321 | 0.004 | 0.428 | 0.005 | 0.535 | 0.006 | 4 | 1 | 4 | 1 |
| 912 | 1169 | 1240 | 1277 | 38 | 45 | 46 | 20 | 26 | 26 | 1 | 1 | 0 | 0.013 | 0.006 | 0.017 | 0.008 | 0.021 | 0.009 | 1 | 0 | 1 | 0 |
| 913 | 1130 | 1284 | 1312 | 35 | 44 | 45 | 38 | 53 | 53 | 1 | 1 | 0 | 0.015 | 0.003 | 0.020 | 0.004 | 0.025 | 0.005 | 1 | 0 | 1 | 0 |
| 914 | 1608 | 1738 | 1790 | 67 | 81 | 83 | 0 | 0 | 0 | 2 | 2 | 0 | 0.014 | 0.000 | 0.019 | 0.000 | 0.024 | 0.000 | 2 | 0 | 2 | 0 |
| 915 | 3 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 916 | 3443 | 3786 | 3854 | 153 | 187 | 189 | 22 | 30 | 30 | 1 | 1 | 0 | 0.004 | 0.005 | 0.005 | 0.007 | 0.006 | 0.008 | 1 | 0 | 1 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|-----|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 917 | 2124 | 2244 | 2244 | 32 | 38 | 37 | 190 | 248 | 242 | 1 | 1 | 0 | 0.009 | 0.001 | 0.012 | 0.001 | 0.015 | 0.001 | 0 | 0 | 1 | 0 |
| 918 | 3673 | 3854 | 3951 | 102 | 119 | 122 | 1 | 1 | 1 | 19 | 15 | 4 | 0.131 | 3.856 | 0.174 | 5.141 | 0.218 | 6.426 | 21 | 9 | 27 | 9 |
| 919 | 17 | 30 | 42 | 0 | 0 | 0 | 41 | 88 | 119 | 1 | 1 | 0 | 0.000 | 0.005 | 0.000 | 0.007 | 0.000 | 0.009 | 0 | 1 | 0 | 1 |
| 920 | 1124 | 1180 | 1209 | 42 | 49 | 50 | 13 | 16 | 16 | 9 | 7 | 2 | 0.140 | 0.143 | 0.187 | 0.190 | 0.233 | 0.238 | 9 | 4 | 12 | 4 |
| 921 | 513 | 538 | 551 | 7 | 8 | 9 | 46 | 60 | 60 | 4 | 3 | 1 | 0.490 | 0.019 | 0.653 | 0.026 | 0.816 | 0.032 | 6 | 2 | 7 | 2 |
| 922 | 1397 | 1466 | 1503 | 27 | 31 | 32 | 124 | 161 | 160 | 1 | 1 | 0 | 0.027 | 0.002 | 0.036 | 0.002 | 0.045 | 0.003 | 1 | 0 | 1 | 0 |
| 923 | 2946 | 3090 | 3168 | 61 | 71 | 73 | 63 | 82 | 82 | 12 | 9 | 2 | 0.135 | 0.039 | 0.180 | 0.052 | 0.224 | 0.065 | 13 | 5 | 16 | 5 |
| 924 | 2168 | 2350 | 2439 | 40 | 49 | 50 | 62 | 83 | 84 | 7 | 5 | 2 | 0.122 | 0.038 | 0.163 | 0.051 | 0.204 | 0.063 | 8 | 5 | 10 | 5 |
| 925 | 1937 | 2025 | 2013 | 35 | 41 | 40 | 58 | 75 | 72 | 10 | 7 | 3 | 0.157 | 0.052 | 0.210 | 0.070 | 0.262 | 0.087 | 9 | 7 | 11 | 6 |
| 926 | 2529 | 2785 | 3726 | 34 | 42 | 56 | 39 | 53 | 69 | 9 | 6 | 3 | 0.125 | 0.069 | 0.167 | 0.092 | 0.209 | 0.115 | 7 | 6 | 12 | 8 |
| 927 | 1275 | 1337 | 1300 | 34 | 40 | 38 | 67 | 87 | 82 | 13 | 9 | 4 | 0.250 | 0.060 | 0.334 | 0.080 | 0.417 | 0.100 | 13 | 9 | 16 | 8 |
| 928 | 2434 | 2553 | 2618 | 49 | 57 | 58 | 83 | 107 | 107 | 7 | 5 | 2 | 0.094 | 0.028 | 0.125 | 0.038 | 0.156 | 0.047 | 7 | 5 | 9 | 5 |
| 929 | 2993 | 3143 | 2949 | 68 | 80 | 74 | 42 | 54 | 50 | 24 | 17 | 7 | 0.209 | 0.176 | 0.279 | 0.235 | 0.349 | 0.293 | 22 | 16 | 26 | 15 |
| 930 | 1856 | 1938 | 1920 | 41 | 48 | 47 | 0 | 0 | 0 | 24 | 17 | 7 | 0.324 | 0.000 | 0.432 | 0.000 | 0.540 | 0.000 | 21 | 0 | 26 | 0 |
| 931 | 387 | 470 | 483 | 0 | 0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 932 | 482 | 611 | 629 | 7 | 10 | 10 | 25 | 39 | 40 | 14 | 10 | 4 | 0.977 | 0.173 | 1.302 | 0.231 | 1.628 | 0.289 | 13 | 11 | 17 | 11 |
| 933 | 997 | 1045 | 1072 | 28 | 33 | 33 | 22 | 29 | 29 | 1 | 1 | 0 | 0.025 | 0.015 | 0.033 | 0.020 | 0.042 | 0.025 | 1 | 1 | 1 | 1 |
| 934 | 1175 | 1261 | 1299 | 23 | 27 | 28 | 12 | 15 | 15 | 9 | 6 | 3 | 0.240 | 0.233 | 0.321 | 0.310 | 0.401 | 0.388 | 9 | 6 | 11 | 6 |
| 935 | 598 | 627 | 643 | 13 | 16 | 16 | 33 | 42 | 42 | 9 | 6 | 3 | 0.429 | 0.083 | 0.572 | 0.110 | 0.715 | 0.138 | 9 | 6 | 11 | 6 |
| 936 | 1043 | 1094 | 1122 | 31 | 36 | 37 | 62 | 80 | 80 | 5 | 4 | 2 | 0.110 | 0.027 | 0.147 | 0.036 | 0.184 | 0.045 | 5 | 4 | 7 | 4 |
| 937 | 2546 | 3071 | 4338 | 49 | 65 | 92 | 37 | 55 | 75 | 24 | 17 | 7 | 0.280 | 0.201 | 0.373 | 0.268 | 0.467 | 0.335 | 24 | 18 | 43 | 25 |
| 938 | 1060 | 1112 | 1140 | 25 | 29 | 30 | 44 | 57 | 57 | 7 | 5 | 2 | 0.146 | 0.053 | 0.195 | 0.071 | 0.243 | 0.089 | 6 | 5 | 7 | 5 |
| 939 | 1502 | 1576 | 1616 | 39 | 46 | 47 | 48 | 63 | 63 | 11 | 8 | 3 | 0.171 | 0.070 | 0.228 | 0.093 | 0.285 | 0.116 | 10 | 7 | 13 | 7 |
| 940 | 1009 | 1059 | 1086 | 19 | 22 | 22 | 13 | 16 | 16 | 2 | 2 | 1 | 0.065 | 0.053 | 0.087 | 0.071 | 0.109 | 0.089 | 2 | 1 | 2 | 1 |
| 941 | 347 | 364 | 373 | 8 | 10 | 10 | 66 | 86 | 86 | 3 | 2 | 1 | 0.250 | 0.015 | 0.334 | 0.020 | 0.417 | 0.025 | 3 | 2 | 4 | 2 |
| 942 | 2082 | 2182 | 2236 | 54 | 63 | 64 | 42 | 54 | 54 | 12 | 8 | 4 | 0.123 | 0.088 | 0.164 | 0.117 | 0.206 | 0.147 | 10 | 8 | 13 | 8 |
| 943 | 1194 | 1286 | 1347 | 47 | 57 | 59 | 167 | 222 | 227 | 10 | 7 | 3 | 0.128 | 0.018 | 0.170 | 0.024 | 0.213 | 0.030 | 10 | 7 | 13 | 7 |
| 944 | 5685 | 6469 | 6977 | 183 | 232 | 248 | 44 | 62 | 65 | 22 | 16 | 7 | 0.072 | 0.160 | 0.096 | 0.213 | 0.120 | 0.267 | 22 | 17 | 30 | 17 |
| 945 | 1845 | 1935 | 1910 | 44 | 52 | 51 | 5 | 7 | 7 | 9 | 6 | 3 | 0.134 | 0.512 | 0.178 | 0.682 | 0.223 | 0.853 | 9 | 6 | 11 | 6 |
| 946 | 486 | 565 | 1100 | 5 | 7 | 13 | 38 | 54 | 103 | 1 | 1 | 0 | 0.150 | 0.009 | 0.200 | 0.012 | 0.250 | 0.015 | 1 | 1 | 3 | 2 |
| 947 | 1471 | 1540 | 1465 | 32 | 37 | 35 | 70 | 91 | 84 | 7 | 5 | 2 | 0.142 | 0.033 | 0.189 | 0.045 | 0.237 | 0.056 | 7 | 5 | 8 | 5 |
| 948 | 2291 | 2400 | 2130 | 56 | 65 | 57 | 74 | 96 | 83 | 12 | 8 | 4 | 0.131 | 0.050 | 0.175 | 0.066 | 0.219 | 0.083 | 11 | 8 | 13 | 7 |
| 949 | 3353 | 3623 | 3750 | 128 | 154 | 159 | 83 | 111 | 112 | 14 | 10 | 4 | 0.053 | 0.053 | 0.071 | 0.070 | 0.089 | 0.088 | 11 | 10 | 14 | 10 |
| 950 | 2642 | 2855 | 2956 | 107 | 129 | 133 | 125 | 167 | 168 | 21 | 15 | 6 | 0.099 | 0.054 | 0.133 | 0.072 | 0.166 | 0.090 | 17 | 15 | 22 | 15 |
| 951 | 4605 | 4976 | 5151 | 140 | 169 | 174 | 45 | 60 | 61 | 22 | 16 | 7 | 0.076 | 0.156 | 0.102 | 0.208 | 0.127 | 0.260 | 17 | 16 | 22 | 16 |
| 952 | 2150 | 2324 | 2406 | 104 | 126 | 129 | 29 | 39 | 40 | 10 | 7 | 3 | 0.051 | 0.103 | 0.068 | 0.137 | 0.085 | 0.171 | 9 | 7 | 11 | 7 |
| 953 | 1411 | 1526 | 1579 | 77 | 93 | 96 | 40 | 53 | 54 | 4 | 3 | 1 | 0.032 | 0.034 | 0.042 | 0.045 | 0.053 | 0.056 | 4 | 3 | 5 | 3 |
| 954 | 2085 | 2253 | 2332 | 64 | 77 | 79 | 97 | 129 | 130 | 17 | 12 | 5 | 0.143 | 0.056 | 0.191 | 0.074 | 0.238 | 0.093 | 15 | 12 | 19 | 12 |
| 955 | 2774 | 2998 | 3104 | 108 | 130 | 134 | 64 | 86 | 86 | 14 | 10 | 4 | 0.065 | 0.068 | 0.087 | 0.091 | 0.109 | 0.114 | 11 | 10 | 15 | 10 |
| 956 | 2696 | 2914 | 3016 | 127 | 153 | 157 | 13 | 17 | 17 | 11 | 8 | 3 | 0.040 | 0.267 | 0.054 | 0.355 | 0.067 | 0.444 | 8 | 7 | 11 | 8 |
| 957 | 457 | 494 | 512 | 18 | 21 | 22 | 8 | 11 | 11 | 6 | 5 | 2 | 0.155 | 0.240 | 0.207 | 0.320 | 0.259 | 0.400 | 4 | 4 | 6 | 5 |
| 958 | 546 | 590 | 610 | 15 | 19 | 19 | 0 | 0 | 0 | 4 | 3 | 1 | 0.100 | 0.000 | 0.134 | 0.000 | 0.167 | 0.000 | 2 | 0 | 3 | 0 |
| 959 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 960 | 63 | 68 | 70 | 1 | 1 | 1 | 19 | 25 | 25 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 961 | 798 | 862 | 892 | 36 | 43 | 45 | 20 | 27 | 27 | 4 | 3 | 1 | 0.057 | 0.067 | 0.076 | 0.090 | 0.094 | 0.112 | 3 | 3 | 4 | 3 |
| 962 | 826 | 893 | 924 | 25 | 30 | 31 | 54 | 71 | 72 | 3 | 2 | 1 | 0.055 | 0.019 | 0.073 | 0.025 | 0.092 | 0.031 | 2 | 2 | 3 | 2 |
| 963 | 2092 | 2261 | 2341 | 73 | 88 | 91 | 20 | 27 | 27 | 17 | 16 | 1 | 0.143 | 0.067 | 0.191 | 0.089 | 0.238 | 0.111 | 17 | 3 | 22 | 3 |
| 964 | 1862 | 2012 | 2083 | 75 | 91 | 93 | 5 | 7 | 7 | 3 | 3 | 0 | 0.028 | 0.048 | 0.038 | 0.063 | 0.047 | 0.079 | 3 | 1 | 4 | 1 |
| 965 | 453 | 489 | 506 | 14 | 17 | 18 | 16 | 21 | 21 | 7 | 5 | 2 | 0.277 | 0.149 | 0.369 | 0.199 | 0.461 | 0.249 | 6 | 5 | 8 | 5 |
| 966 | 696 | 752 | 779 | 28 | 34 | 35 | 0 | 0 | 0 | 6 | 6 | 0 | 0.149 | 0.000 | 0.198 | 0.000 | 0.248 | 0.000 | 7 | 0 | 9 | 0 |
| 967 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 968 | 826 | 893 | 924 | 26 | 31 | 32 | 0 | 0 | 0 | 11 | 10 | 1 | 0.225 | 0.000 | 0.301 | 0.000 | 0.376 | 0.000 | 9 | 0 | 12 | 0 |
| 969 | 4 | 4 | 4 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 970 | 180 | 194 | 201 | 5 | 6 | 6 | 38 | 50 | 51 | 1 | 1 | 0 | 0.142 | 0.002 | 0.189 | 0.003 | 0.236 | 0.004 | 1 | 0 | 2 | 0 |
| 971 | 2147 | 2367 | 2396 | 98 | 120 | 121 | 42 | 57 | 56 | 6 | 6 | 0 | 0.035 | 0.012 | 0.047 | 0.016 | 0.059 | 0.020 | 6 | 1 | 7 | 1 |
| 972 | 1978 | 2118 | 2164 | 89 | 106 | 108 | 25 | 33 | 33 | 13 | 12 | 1 | 0.079 | 0.040 | 0.105 | 0.053 | 0.131 | 0.066 | 11 | 2 | 14 | 2 |
| 973 | 1248 | 1341 | 1376 | 49 | 58 | 59 | 39 | 52 | 52 | 4 | 3 | 1 | 0.037 | 0.035 | 0.049 | 0.046 | 0.061 | 0.058 | 3 | 3 | 4 | 3 |
| 974 | 2092 | 2230 | 2261 | 104 | 124 | 125 | 54 | 71 | 70 | 7 | 5 | 2 | 0.038 | 0.044 | 0.051 | 0.059 | 0.064 | 0.073 | 6 | 5 | 8 | 5 |
| 975 | 2714 | 3008 | 3200 | 85 | 105 | 111 | 24 | 33 | 34 | 12 | 8 | 4 | 0.077 | 0.153 | 0.102 | 0.204 | 0.128 | 0.255 | 11 | 8 | 14 | 9 |
| 976 | 763 | 1075 | 1350 | 31 | 49 | 61 | 48 | 84 | 103 | 1 | 1 | 0 | 0.020 | 0.007 | 0.026 | 0.009 | 0.033 | 0.012 | 1 | 1 | 2 | 1 |
| 977 | 2446 | 2820 | 2980 | 62 | 80 | 84 | 55 | 78 | 80 | 16 | 11 | 5 | 0.150 | 0.092 | 0.200 | 0.123 | 0.250 | 0.154 | 16 | 12 | 21 | 12 |
| 978 | 2089 | 2190 | 2635 | 61 | 71 | 85 | 44 | 57 | 67 | 12 | 8 | 4 | 0.103 | 0.084 | 0.138 | 0.112 | 0.172 | 0.140 | 10 | 8 | 15 | 9 |
| 979 | 1604 | 1739 | 1750 | 46 | 56 | 56 | 19 | 25 | 25 | 15 | 11 | 4 | 0.215 | 0.249 | 0.286 | 0.332 | 0.358 | 0.415 | 16 | 10 | 20 | 10 |
| 980 | 943 | 1022 | 1026 | 34 | 41 | 41 | 42 | 56 | 55 | 4 | 3 | 1 | 0.081 | 0.032 | 0.108 | 0.043 | 0.135 | 0.053 | 4 | 3 | 6 | 3 |
| 981 | 1180 | 1279 | 1283 | 35 | 42 | 42 | 35 | 46 | 45 | 5 | 4 | 2 | 0.099 | 0.048 | 0.132 | 0.065 | 0.165 | 0.081 | 6 | 4 | 7 | 4 |
| 982 | 1678 | 1820 | 1826 | 34 | 41 | 41 | 38 | 51 | 50 | 9 | 6 | 3 | 0.134 | 0.071 | 0.178 | 0.095 | 0.223 | 0.118 | 7 | 6 | 9 | 6 |
| 983 | 2266 | 2469 | 2475 | 44 | 54 | 54 | 71 | 96 | 94 | 15 | 11 | 4 | 0.206 | 0.066 | 0.275 | 0.088 | 0.344 | 0.110 | 15 | 11 | 18 | 10 |
| 984 | 2133 | 2312 | 2320 | 40 | 49 | 48 | 62 | 83 | 81 | 12 | 8 | 4 | 0.172 | 0.060 | 0.230 | 0.080 | 0.287 | 0.099 | 11 | 8 | 14 | 8 |
| 985 | 2384 | 2584 | 2593 | 43 | 52 | 52 | 64 | 86 | 84 | 18 | 13 | 5 | 0.250 | 0.089 | 0.334 | 0.119 | 0.417 | 0.149 | 17 | 13 | 22 | 12 |
| 986 | 2756 | 2986 | 2997 | 66 | 80 | 80 | 59 | 79 | 77 | 15 | 11 | 4 | 0.140 | 0.080 | 0.187 | 0.107 | 0.234 | 0.133 | 15 | 10 | 19 | 10 |
| 987 | 1984 | 2159 | 2167 | 21 | 25 | 25 | 38 | 51 | 50 | 11 | 8 | 3 | 0.341 | 0.089 | 0.455 | 0.118 | 0.569 | 0.148 | 11 | 8 | 14 | 7 |
| 988 | 1478 | 1602 | 1608 | 35 | 42 | 42 | 73 | 98 | 96 | 7 | 5 | 2 | 0.135 | 0.032 | 0.180 | 0.043 | 0.225 | 0.053 | 8 | 5 | 10 | 5 |
| 989 | 2530 | 2781 | 2782 | 61 | 75 | 74 | 18 | 24 | 24 | 17 | 12 | 5 | 0.169 | 0.301 | 0.226 | 0.401 | 0.282 | 0.502 | 17 | 12 | 21 | 12 |
| 990 | 869 | 942 | 945 | 12 | 15 | 15 | 137 | 184 | 180 | 6 | 5 | 2 | 0.322 | 0.015 | 0.429 | 0.020 | 0.537 | 0.024 | 6 | 4 | 8 | 4 |
| 991 | 6129 | 6647 | 6671 | 130 | 157 | 157 | 90 | 121 | 118 | 34 | 24 | 10 | 0.167 | 0.119 | 0.223 | 0.159 | 0.278 | 0.198 | 35 | 24 | 44 | 23 |
| 992 | 3840 | 4192 | 4240 | 74 | 90 | 91 | 29 | 40 | 39 | 29 | 20 | 9 | 0.254 | 0.308 | 0.338 | 0.411 | 0.423 | 0.514 | 31 | 20 | 38 | 20 |
| 993 | 1135 | 1249 | 1249 | 26 | 32 | 31 | 63 | 86 | 83 | 5 | 4 | 2 | 0.121 | 0.027 | 0.162 | 0.036 | 0.202 | 0.044 | 5 | 4 | 6 | 4 |
| 994 | 2635 | 2900 | 2899 | 68 | 84 | 83 | 49 | 67 | 65 | 17 | 12 | 5 | 0.158 | 0.109 | 0.211 | 0.145 | 0.264 | 0.181 | 18 | 12 | 22 | 12 |
| 995 | 2182 | 2400 | 2401 | 53 | 65 | 64 | 8 | 11 | 11 | 9 | 6 | 3 | 0.099 | 0.320 | 0.131 | 0.426 | 0.164 | 0.533 | 8 | 6 | 11 | 6 |
| 996 | 291 | 294 | 358 | 10 | 12 | 14 | 104 | 130 | 154 | 1 | 1 | 0 | 0.068 | 0.003 | 0.091 | 0.004 | 0.114 | 0.005 | 1 | 1 | 2 | 1 |
| 997 | 4012 | 4430 | 5031 | 122 | 150 | 169 | 164 | 223 | 247 | 30 | 21 | 9 | 0.141 | 0.057 | 0.188 | 0.077 | 0.235 | 0.096 | 28 | 21 | 40 | 24 |
| 998 | 5783 | 6245 | 7372 | 219 | 263 | 309 | 78 | 104 | 119 | 33 | 23 | 10 | 0.093 | 0.134 | 0.124 | 0.179 | 0.155 | 0.223 | 33 | 23 | 48 | 27 |
| 999 | 4383 | 5769 | 6168 | 162 | 238 | 253 | 20 | 32 | 34 | 18 | 13 | 5 | 0.059 | 0.286 | 0.078 | 0.382 | 0.098 | 0.477 | 19 | 15 | 25 | 16 |
| 1000 | 721 | 789 | 930 | 36 | 44 | 52 | 0 | 0 | 0 | 5 | 5 | 0 | 0.113 | 0.000 | 0.150 | 0.000 | 0.188 | 0.000 | 7 | 0 | 10 | 0 |
| 1001 | 1 | 1 | 1 | 0 | 0 | 0 | 16 | 20 | 20 | 1 | 1 | 0 | 0.000 | 0.005 | 0.000 | 0.007 | 0.000 | 0.009 | 0 | 0 | 0 | 0 |
| 1002 | 779 | 830 | 975 | 24 | 28 | 33 | 0 | 0 | 0 | 9 | 8 | 1 | 0.209 | 0.000 | 0.278 | 0.000 | 0.348 | 0.000 | 8 | 0 | 11 | 0 |
| 1003 | 1348 | 3635 | 10930 | 0 | 0 | 0 | 15 | 49 | 143 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1004 | 823 | 895 | 1050 | 37 | 45 | 53 | 30 | 41 | 47 | 3 | 3 | 0 | 0.063 | 0.008 | 0.084 | 0.011 | 0.105 | 0.014 | 4 | 1 | 6 | 1 |
| 1005 | 1416 | 1540 | 1804 | 56 | 68 | 79 | 9 | 13 | 14 | 10 | 9 | 1 | 0.126 | 0.079 | 0.168 | 0.106 | 0.210 | 0.132 | 11 | 2 | 16 | 2 |
| 1006 | 581 | 628 | 740 | 26 | 31 | 36 | 14 | 18 | 21 | 4 | 4 | 0 | 0.137 | 0.024 | 0.182 | 0.033 | 0.228 | 0.041 | 6 | 1 | 8 | 1 |
| 1007 | 1882 | 1986 | 2320 | 24 | 28 | 32 | 59 | 77 | 87 | 1 | 1 | 0 | 0.028 | 0.001 | 0.038 | 0.002 | 0.047 | 0.002 | 1 | 0 | 2 | 0 |
| 1008 | 3728 | 4008 | 4573 | 154 | 184 | 209 | 67 | 89 | 99 | 16 | 15 | 1 | 0.073 | 0.019 | 0.097 | 0.025 | 0.121 | 0.031 | 18 | 3 | 25 | 3 |
| 1009 | 2833 | 3047 | 3047 | 138 | 166 | 165 | 67 | 89 | 87 | 14 | 10 | 4 | 0.057 | 0.065 | 0.077 | 0.087 | 0.096 | 0.108 | 13 | 10 | 16 | 9 |
| 1010 | 2430 | 2615 | 2615 | 91 | 109 | 108 | 2 | 3 | 3 | 21 | 15 | 6 | 0.119 | 3.198 | 0.159 | 4.264 | 0.199 | 5.330 | 17 | 15 | 22 | 15 |
| 1011 | 130 | 140 | 140 | 6 | 7 | 7 | 44 | 59 | 57 | 1 | 1 | 0 | 0.107 | 0.008 | 0.143 | 0.010 | 0.179 | 0.013 | 1 | 1 | 1 | 1 |
| 1012 | 1531 | 1647 | 1647 | 52 | 62 | 62 | 9 | 13 | 12 | 2 | 2 | 1 | 0.023 | 0.071 | 0.031 | 0.095 | 0.039 | 0.118 | 2 | 1 | 2 | 1 |
| 1013 | 504 | 542 | 542 | 15 | 19 | 18 | 97 | 128 | 125 | 4 | 3 | 1 | 0.125 | 0.014 | 0.167 | 0.019 | 0.209 | 0.023 | 3 | 3 | 4 | 3 |
| 1014 | 3934 | 4232 | 4232 | 147 | 176 | 175 | 38 | 50 | 49 | 25 | 17 | 7 | 0.089 | 0.204 | 0.118 | 0.272 | 0.148 | 0.341 | 21 | 17 | 26 | 17 |
| 1015 | 1429 | 1537 | 1537 | 57 | 68 | 68 | 85 | 113 | 110 | 5 | 4 | 2 | 0.050 | 0.020 | 0.067 | 0.026 | 0.083 | 0.033 | 5 | 4 | 6 | 4 |
| 1016 | 4483 | 4822 | 4821 | 162 | 194 | 193 | 69 | 92 | 90 | 33 | 23 | 10 | 0.114 | 0.150 | 0.151 | 0.200 | 0.189 | 0.250 | 29 | 23 | 37 | 22 |
| 1017 | 3201 | 3441 | 3442 | 160 | 192 | 191 | 73 | 98 | 95 | 29 | 27 | 2 | 0.134 | 0.031 | 0.179 | 0.041 | 0.223 | 0.051 | 34 | 5 | 43 | 5 |
| 1018 | 3812 | 4100 | 4100 | 155 | 186 | 184 | 59 | 78 | 76 | 40 | 37 | 3 | 0.177 | 0.052 | 0.236 | 0.070 | 0.295 | 0.087 | 44 | 7 | 55 | 7 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1019 | 2691 | 2895 | 2895 | 93 | 111 | 111 | 0 | 0 | 0 | 16 | 15 | 1 | 0.106 | 0.000 | 0.142 | 0.000 | 0.177 | 0.000 | 16 | 0 | 20 | 0 |
| 1020 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1021 | 4894 | 5155 | 5368 | 181 | 212 | 219 | 25 | 33 | 33 | 41 | 38 | 3 | 0.176 | 0.126 | 0.235 | 0.167 | 0.293 | 0.209 | 50 | 7 | 64 | 7 |
| 1022 | 2146 | 2251 | 2322 | 64 | 75 | 77 | 18 | 23 | 23 | 16 | 15 | 1 | 0.173 | 0.070 | 0.231 | 0.093 | 0.288 | 0.117 | 17 | 3 | 22 | 3 |
| 1023 | 1378 | 1447 | 1505 | 54 | 63 | 65 | 17 | 22 | 22 | 3 | 3 | 0 | 0.045 | 0.015 | 0.060 | 0.020 | 0.075 | 0.025 | 4 | 1 | 5 | 1 |
| 1024 | 1402 | 1461 | 1491 | 38 | 44 | 45 | 25 | 32 | 32 | 3 | 3 | 0 | 0.063 | 0.010 | 0.084 | 0.013 | 0.105 | 0.017 | 4 | 1 | 5 | 1 |
| 1025 | 2683 | 2796 | 2824 | 63 | 73 | 73 | 12 | 15 | 15 | 13 | 12 | 1 | 0.143 | 0.087 | 0.191 | 0.115 | 0.239 | 0.144 | 14 | 2 | 18 | 2 |
| 1026 | 1097 | 1134 | 1149 | 37 | 43 | 43 | 14 | 17 | 17 | 3 | 3 | 0 | 0.057 | 0.018 | 0.076 | 0.024 | 0.095 | 0.031 | 3 | 1 | 4 | 1 |
| 1027 | 867 | 896 | 908 | 34 | 39 | 40 | 28 | 36 | 36 | 5 | 5 | 0 | 0.110 | 0.015 | 0.147 | 0.020 | 0.184 | 0.024 | 6 | 1 | 7 | 1 |
| 1028 | 2167 | 2239 | 2269 | 105 | 121 | 122 | 48 | 62 | 61 | 6 | 6 | 0 | 0.045 | 0.010 | 0.061 | 0.014 | 0.076 | 0.017 | 7 | 1 | 9 | 1 |
| 1029 | 3448 | 3563 | 3610 | 143 | 165 | 166 | 5 | 7 | 7 | 15 | 14 | 1 | 0.073 | 0.222 | 0.097 | 0.296 | 0.121 | 0.370 | 16 | 2 | 20 | 2 |
| 1030 | 576 | 595 | 603 | 27 | 31 | 31 | 16 | 20 | 20 | 2 | 2 | 0 | 0.060 | 0.011 | 0.080 | 0.014 | 0.100 | 0.018 | 2 | 0 | 3 | 0 |
| 1031 | 1602 | 1656 | 1678 | 57 | 65 | 66 | 6 | 8 | 8 | 9 | 8 | 1 | 0.128 | 0.106 | 0.171 | 0.141 | 0.213 | 0.176 | 11 | 1 | 14 | 1 |
| 1032 | 513 | 530 | 538 | 24 | 27 | 28 | 51 | 66 | 65 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1033 | 5136 | 5306 | 5377 | 265 | 305 | 308 | 13 | 16 | 16 | 19 | 18 | 1 | 0.054 | 0.119 | 0.072 | 0.159 | 0.090 | 0.198 | 22 | 3 | 28 | 3 |
| 1034 | 1228 | 1269 | 1285 | 82 | 94 | 95 | 57 | 72 | 71 | 2 | 2 | 0 | 0.020 | 0.003 | 0.027 | 0.004 | 0.033 | 0.005 | 3 | 0 | 3 | 0 |
| 1035 | 6362 | 6610 | 6820 | 309 | 357 | 366 | 5 | 7 | 7 | 11 | 10 | 1 | 0.025 | 0.159 | 0.033 | 0.212 | 0.042 | 0.264 | 12 | 2 | 15 | 2 |
| 1036 | 951 | 1090 | 1140 | 34 | 44 | 45 | 17 | 24 | 24 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1037 | 8143 | 17900 | 26500 | 59 | 144 | 212 | 8 | 23 | 33 | 41 | 41 | 0 | 0.636 | 0.000 | 0.848 | 0.000 | 1.060 | 0.000 | 122 | 0 | 225 | 0 |
| 1038 | 2457 | 3070 | 3700 | 42 | 59 | 71 | 3 | 5 | 6 | 15 | 15 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 28 | 0 | 42 | 0 |
| 1039 | 1501 | 1800 | 2200 | 15 | 21 | 25 | 0 | 0 | 0 | 7 | 7 | 0 | 0.500 | 0.000 | 0.666 | 0.000 | 0.833 | 0.000 | 14 | 0 | 21 | 0 |
| 1040 | 744 | 790 | 1300 | 4 | 5 | 8 | 0 | 0 | 0 | 6 | 6 | 0 | 1.607 | 0.000 | 2.142 | 0.000 | 2.677 | 0.000 | 10 | 0 | 21 | 0 |
| 1041 | 554 | 730 | 800 | 3 | 5 | 5 | 2 | 3 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1042 | 6314 | 11800 | 16300 | 13 | 28 | 38 | 0 | 0 | 0 | 10 | 10 | 0 | 0.741 | 0.000 | 0.989 | 0.000 | 1.236 | 0.000 | 28 | 0 | 47 | 0 |
| 1043 | 550 | 800 | 1400 | 5 | 8 | 15 | 3 | 6 | 10 | 4 | 4 | 0 | 0.857 | 0.000 | 1.142 | 0.000 | 1.428 | 0.000 | 10 | 0 | 21 | 0 |
| 1044 | 6246 | 8300 | 11500 | 27 | 40 | 55 | 0 | 0 | 0 | 12 | 12 | 0 | 0.421 | 0.000 | 0.561 | 0.000 | 0.701 | 0.000 | 22 | 0 | 38 | 0 |
| 1045 | 764 | 903 | 1025 | 7 | 10 | 11 | 0 | 0 | 0 | 2 | 2 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 4 | 0 | 5 | 0 |
| 1046 | 560 | 652 | 764 | 10 | 13 | 16 | 7 | 11 | 12 | 2 | 2 | 0 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 4 | 0 | 6 | 0 |
| 1047 | 2426 | 8130 | 9355 | 60 | 224 | 256 | 1 | 4 | 5 | 15 | 15 | 0 | 0.254 | 0.000 | 0.339 | 0.000 | 0.424 | 0.000 | 76 | 0 | 108 | 0 |
| 1048 | 678 | 750 | 880 | 7 | 9 | 10 | 3 | 4 | 5 | 2 | 2 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 4 | 0 | 5 | 0 |
| 1049 | 1688 | 1927 | 2054 | 15 | 20 | 21 | 8 | 12 | 12 | 13 | 13 | 0 | 0.803 | 0.000 | 1.071 | 0.000 | 1.339 | 0.000 | 21 | 0 | 28 | 0 |
| 1050 | 869 | 1340 | 1900 | 38 | 66 | 92 | 9 | 18 | 25 | 15 | 15 | 0 | 0.405 | 0.000 | 0.540 | 0.000 | 0.675 | 0.000 | 35 | 0 | 62 | 0 |
| 1051 | 2583 | 2948 | 3141 | 44 | 56 | 60 | 12 | 16 | 17 | 14 | 14 | 0 | 0.316 | 0.000 | 0.422 | 0.000 | 0.527 | 0.000 | 24 | 0 | 32 | 0 |
| 1052 | 4455 | 4825 | 5480 | 66 | 80 | 90 | 8 | 11 | 12 | 26 | 26 | 0 | 0.384 | 0.000 | 0.512 | 0.000 | 0.639 | 0.000 | 41 | 0 | 58 | 0 |
| 1053 | 2797 | 3370 | 4035 | 55 | 73 | 87 | 0 | 0 | 0 | 16 | 16 | 0 | 0.298 | 0.000 | 0.397 | 0.000 | 0.496 | 0.000 | 29 | 0 | 43 | 0 |
| 1054 | 2452 | 4590 | 5770 | 3 | 6 | 8 | 0 | 0 | 0 | 2 | 2 | 0 | 0.714 | 0.000 | 0.952 | 0.000 | 1.190 | 0.000 | 6 | 0 | 10 | 0 |
| 1055 | 543 | 760 | 900 | 2 | 3 | 4 | 14 | 24 | 27 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1056 | 3641 | 3460 | 4100 | 52 | 55 | 64 | 1 | 1 | 1 | 17 | 17 | 0 | 0.336 | 0.000 | 0.448 | 0.000 | 0.560 | 0.000 | 24 | 0 | 36 | 0 |
| 1057 | 236 | 295 | 311 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1058 | 201 | 215 | 220 | 4 | 5 | 5 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1059 | 935 | 1485 | 1600 | 5 | 9 | 10 | 8 | 16 | 17 | 4 | 4 | 0 | 0.857 | 0.000 | 1.142 | 0.000 | 1.428 | 0.000 | 10 | 0 | 14 | 0 |
| 1060 | 4228 | 8294 | 12821 | 37 | 81 | 125 | 8 | 20 | 31 | 35 | 35 | 0 | 0.955 | 0.000 | 1.274 | 0.000 | 1.592 | 0.000 | 103 | 0 | 199 | 0 |
| 1061 | 3639 | 4988 | 4872 | 23 | 35 | 34 | 4 | 7 | 7 | 63 | 63 | 0 | 2.633 | 0.000 | 3.511 | 0.000 | 4.388 | 0.000 | 122 | 0 | 148 | 0 |
| 1062 | 754 | 811 | 978 | 4 | 5 | 6 | 9 | 13 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1063 | 2073 | 2024 | 1977 | 53 | 57 | 56 | 16 | 19 | 18 | 9 | 9 | 0 | 0.156 | 0.000 | 0.208 | 0.000 | 0.260 | 0.000 | 12 | 0 | 14 | 0 |
| 1064 | 3816 | 3727 | 3640 | 102 | 111 | 108 | 4 | 5 | 5 | 18 | 18 | 0 | 0.170 | 0.000 | 0.227 | 0.000 | 0.284 | 0.000 | 25 | 0 | 31 | 0 |
| 1065 | 2040 | 1992 | 1946 | 23 | 25 | 24 | 20 | 24 | 23 | 5 | 5 | 0 | 0.243 | 0.000 | 0.325 | 0.000 | 0.406 | 0.000 | 8 | 0 | 10 | 0 |
| 1066 | 3460 | 3379 | 3301 | 52 | 56 | 55 | 0 | 0 | 0 | 6 | 6 | 0 | 0.124 | 0.000 | 0.165 | 0.000 | 0.206 | 0.000 | 9 | 0 | 11 | 0 |
| 1067 | 210 | 205 | 201 | 4 | 4 | 4 | 22 | 27 | 25 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1068 | 2178 | 2127 | 2078 | 82 | 89 | 86 | 7 | 9 | 8 | 7 | 7 | 0 | 0.089 | 0.000 | 0.119 | 0.000 | 0.149 | 0.000 | 11 | 0 | 13 | 0 |
| 1069 | 2510 | 2624 | 2563 | 69 | 81 | 78 | 2 | 3 | 3 | 21 | 21 | 0 | 0.282 | 0.000 | 0.376 | 0.000 | 0.470 | 0.000 | 30 | 0 | 37 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1070 | 3268 | 5713 | 5580 | 37 | 72 | 70 | 0 | 0 | 0 | 84 | 84 | 0 | 2.142 | 0.000 | 2.856 | 0.000 | 3.570 | 0.000 | 207 | 0 | 251 | 0 |
| 1071 | 5220 | 6308 | 6162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1072 | 57 | 56 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1073 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1074 | 3415 | 4034 | 4059 | 126 | 166 | 166 | 12 | 17 | 17 | 48 | 48 | 0 | 0.362 | 0.000 | 0.483 | 0.000 | 0.604 | 0.000 | 80 | 0 | 100 | 0 |
| 1075 | 3289 | 4500 | 5027 | 70 | 107 | 119 | 22 | 37 | 41 | 17 | 17 | 0 | 0.232 | 0.000 | 0.309 | 0.000 | 0.386 | 0.000 | 33 | 0 | 46 | 0 |
| 1076 | 1449 | 2682 | 3039 | 143 | 296 | 333 | 5 | 12 | 13 | 34 | 34 | 0 | 0.232 | 0.000 | 0.309 | 0.000 | 0.386 | 0.000 | 91 | 0 | 129 | 0 |
| 1077 | 7216 | 11383 | 12155 | 43 | 76 | 81 | 57 | 111 | 115 | 22 | 22 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 54 | 0 | 72 | 0 |
| 1078 | 7280 | 7772 | 7806 | 262 | 312 | 311 | 25 | 33 | 33 | 86 | 86 | 0 | 0.316 | 0.000 | 0.422 | 0.000 | 0.527 | 0.000 | 131 | 0 | 164 | 0 |
| 1079 | 1523 | 2030 | 2425 | 27 | 40 | 47 | 16 | 26 | 30 | 7 | 5 | 3 | 0.162 | 0.175 | 0.217 | 0.233 | 0.271 | 0.292 | 9 | 8 | 13 | 9 |
| 1080 | 1254 | 3258 | 4620 | 11 | 33 | 46 | 7 | 24 | 33 | 3 | 3 | 1 | 0.234 | 0.092 | 0.312 | 0.122 | 0.389 | 0.153 | 10 | 4 | 18 | 5 |
| 1081 | 1654 | 5098 | 7500 | 11 | 39 | 57 | 192 | 732 | 1049 | 1 | 1 | 0 | 0.063 | 0.002 | 0.084 | 0.003 | 0.105 | 0.003 | 3 | 2 | 6 | 4 |
| 1082 | 5610 | 5998 | 5713 | 122 | 145 | 137 | 123 | 162 | 151 | 56 | 36 | 19 | 0.253 | 0.167 | 0.338 | 0.222 | 0.422 | 0.278 | 49 | 45 | 58 | 42 |
| 1083 | 3446 | 3568 | 3415 | 67 | 77 | 74 | 31 | 40 | 38 | 27 | 17 | 9 | 0.238 | 0.312 | 0.318 | 0.417 | 0.397 | 0.521 | 25 | 21 | 29 | 20 |
| 1084 | 1189 | 2565 | 4732 | 23 | 55 | 100 | 14 | 36 | 65 | 5 | 3 | 2 | 0.129 | 0.144 | 0.172 | 0.192 | 0.215 | 0.240 | 9 | 9 | 22 | 16 |
| 1085 | 2847 | 3759 | 3500 | 8 | 12 | 11 | 76 | 123 | 112 | 32 | 21 | 11 | 2.321 | 0.156 | 3.094 | 0.208 | 3.867 | 0.260 | 38 | 32 | 43 | 29 |
| 1086 | 2518 | 2741 | 2600 | 54 | 65 | 61 | 178 | 240 | 222 | 19 | 13 | 7 | 0.212 | 0.040 | 0.283 | 0.053 | 0.354 | 0.066 | 18 | 16 | 22 | 15 |
| 1087 | 4832 | 5067 | 4860 | 105 | 123 | 117 | 29 | 38 | 36 | 39 | 25 | 13 | 0.218 | 0.482 | 0.291 | 0.643 | 0.363 | 0.803 | 36 | 31 | 43 | 29 |
| 1088 | 839 | 2602 | 5325 | 7 | 25 | 51 | 12 | 44 | 88 | 1 | 1 | 0 | 0.087 | 0.034 | 0.116 | 0.045 | 0.145 | 0.057 | 3 | 3 | 7 | 5 |
| 1089 | 1062 | 3465 | 6965 | 3 | 11 | 22 | 60 | 241 | 472 | 7 | 5 | 3 | 1.218 | 0.046 | 1.624 | 0.061 | 2.030 | 0.077 | 18 | 19 | 46 | 36 |
| 1090 | 2070 | 2327 | 2340 | 34 | 43 | 43 | 45 | 63 | 61 | 14 | 9 | 5 | 0.226 | 0.113 | 0.302 | 0.151 | 0.377 | 0.189 | 13 | 12 | 16 | 12 |
| 1091 | 1922 | 2106 | 2215 | 24 | 29 | 30 | 18 | 24 | 25 | 15 | 10 | 5 | 0.406 | 0.309 | 0.541 | 0.412 | 0.677 | 0.514 | 16 | 12 | 21 | 13 |
| 1092 | 2935 | 5395 | 5945 | 8 | 17 | 19 | 12 | 26 | 28 | 10 | 6 | 3 | 0.696 | 0.307 | 0.928 | 0.409 | 1.160 | 0.511 | 16 | 13 | 21 | 14 |
| 1093 | 699 | 850 | 830 | 13 | 18 | 18 | 19 | 28 | 27 | 1 | 1 | 0 | 0.050 | 0.021 | 0.066 | 0.028 | 0.083 | 0.035 | 1 | 1 | 1 | 1 |
| 1094 | 852 | 940 | 920 | 12 | 15 | 15 | 0 | 0 | 0 | 2 | 1 | 1 | 0.116 | 0.000 | 0.155 | 0.000 | 0.193 | 0.000 | 2 | 0 | 3 | 0 |
| 1095 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1096 | 2108 | 2615 | 3145 | 18 | 24 | 29 | 44 | 68 | 79 | 2 | 1 | 1 | 0.054 | 0.018 | 0.071 | 0.024 | 0.089 | 0.030 | 2 | 2 | 3 | 2 |
| 1097 | 1385 | 2530 | 2928 | 41 | 84 | 97 | 15 | 33 | 37 | 4 | 3 | 1 | 0.062 | 0.061 | 0.083 | 0.082 | 0.104 | 0.102 | 7 | 3 | 10 | 4 |
| 1098 | 4095 | 8640 | 8850 | 12 | 29 | 30 | 5 | 14 | 14 | 4 | 3 | 1 | 0.245 | 0.171 | 0.326 | 0.228 | 0.408 | 0.286 | 10 | 4 | 12 | 4 |
| 1099 | 2438 | 5400 | 5725 | 4 | 10 | 11 | 110 | 302 | 312 | 1 | 1 | 0 | 0.171 | 0.002 | 0.228 | 0.003 | 0.286 | 0.003 | 2 | 1 | 3 | 1 |
| 1100 | 4905 | 11017 | 11700 | 122 | 305 | 322 | 138 | 385 | 398 | 115 | 92 | 23 | 0.607 | 0.174 | 0.810 | 0.232 | 1.012 | 0.289 | 247 | 111 | 326 | 115 |
| 1101 | 2504 | 2482 | 2750 | 105 | 116 | 128 | 179 | 220 | 237 | 60 | 48 | 12 | 0.421 | 0.070 | 0.561 | 0.094 | 0.701 | 0.117 | 65 | 26 | 90 | 28 |
| 1102 | 2847 | 2950 | 3000 | 95 | 110 | 111 | 167 | 214 | 212 | 54 | 43 | 11 | 0.393 | 0.067 | 0.524 | 0.090 | 0.655 | 0.112 | 57 | 24 | 73 | 24 |
| 1103 | 3911 | 4250 | 5000 | 122 | 147 | 173 | 45 | 61 | 69 | 42 | 33 | 8 | 0.240 | 0.194 | 0.321 | 0.259 | 0.401 | 0.324 | 47 | 20 | 69 | 23 |
| 1104 | 798 | 882 | 900 | 24 | 29 | 30 | 16 | 22 | 21 | 4 | 3 | 1 | 0.143 | 0.057 | 0.190 | 0.076 | 0.238 | 0.095 | 6 | 2 | 7 | 2 |
| 1105 | 906 | 1125 | 1125 | 20 | 27 | 27 | 138 | 213 | 207 | 12 | 9 | 2 | 0.337 | 0.018 | 0.449 | 0.024 | 0.561 | 0.030 | 12 | 6 | 15 | 6 |
| 1106 | 4013 | 4237 | 4800 | 74 | 87 | 98 | 5 | 7 | 8 | 27 | 21 | 5 | 0.225 | 1.071 | 0.301 | 1.428 | 0.376 | 1.785 | 26 | 12 | 37 | 13 |
| 1107 | 409 | 875 | 875 | 4 | 10 | 10 | 58 | 153 | 149 | 7 | 6 | 1 | 1.000 | 0.027 | 1.333 | 0.036 | 1.666 | 0.045 | 13 | 7 | 16 | 7 |
| 1108 | 1548 | 1650 | 1725 | 53 | 63 | 65 | 66 | 87 | 89 | 25 | 20 | 5 | 0.294 | 0.078 | 0.392 | 0.104 | 0.490 | 0.130 | 25 | 11 | 32 | 12 |
| 1109 | 1514 | 1603 | 1615 | 76 | 90 | 90 | 83 | 108 | 107 | 16 | 13 | 3 | 0.149 | 0.041 | 0.199 | 0.054 | 0.249 | 0.068 | 18 | 7 | 22 | 7 |
| 1110 | 5012 | 6215 | 12627 | 109 | 151 | 305 | 12 | 18 | 35 | 43 | 34 | 9 | 0.281 | 0.779 | 0.375 | 1.039 | 0.468 | 1.298 | 57 | 23 | 143 | 45 |
| 1111 | 899 | 1072 | 1190 | 15 | 21 | 23 | 42 | 62 | 67 | 3 | 3 | 1 | 0.143 | 0.016 | 0.190 | 0.021 | 0.238 | 0.027 | 4 | 2 | 5 | 2 |
| 1112 | 1454 | 1450 | 1420 | 24 | 26 | 26 | 60 | 74 | 70 | 4 | 3 | 1 | 0.132 | 0.015 | 0.176 | 0.020 | 0.220 | 0.025 | 5 | 2 | 6 | 2 |
| 1113 | 2162 | 2110 | 2080 | 42 | 46 | 45 | 19 | 23 | 22 | 10 | 8 | 2 | 0.175 | 0.107 | 0.234 | 0.143 | 0.292 | 0.178 | 11 | 4 | 13 | 4 |
| 1114 | 821 | 890 | 955 | 12 | 15 | 16 | 25 | 34 | 35 | 1 | 1 | 0 | 0.057 | 0.009 | 0.076 | 0.012 | 0.095 | 0.015 | 1 | 1 | 2 | 1 |
| 1115 | 1608 | 5058 | 5845 | 22 | 76 | 87 | 22 | 86 | 96 | 3 | 3 | 1 | 0.107 | 0.031 | 0.143 | 0.041 | 0.178 | 0.051 | 11 | 4 | 16 | 5 |
| 1116 | 1743 | 3920 | 5880 | 13 | 34 | 50 | 21 | 58 | 85 | 10 | 8 | 2 | 0.514 | 0.096 | 0.685 | 0.129 | 0.857 | 0.161 | 23 | 9 | 43 | 14 |
| 1117 | 1406 | 1905 | 2875 | 22 | 33 | 49 | 3 | 5 | 8 | 1 | 1 | 0 | 0.037 | 0.071 | 0.050 | 0.095 | 0.062 | 0.119 | 2 | 1 | 3 | 1 |
| 1118 | 711 | 1860 | 3140 | 4 | 12 | 20 | 27 | 88 | 145 | 3 | 3 | 1 | 0.643 | 0.025 | 0.857 | 0.033 | 1.071 | 0.041 | 10 | 4 | 22 | 6 |
| 1119 | 889 | 960 | 1200 | 17 | 20 | 25 | 233 | 311 | 379 | 12 | 9 | 2 | 0.471 | 0.011 | 0.628 | 0.014 | 0.785 | 0.018 | 12 | 6 | 19 | 7 |
| 1120 | 5387 | 5440 | 5720 | 126 | 142 | 148 | 103 | 128 | 132 | 43 | 34 | 9 | 0.230 | 0.087 | 0.307 | 0.117 | 0.383 | 0.146 | 43 | 19 | 57 | 19 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1121 | 4221 | 4960 | 5260 | 65 | 85 | 90 | 230 | 334 | 345 | 10 | 8 | 2 | 0.117 | 0.009 | 0.156 | 0.012 | 0.195 | 0.015 | 13 | 5 | 17 | 5 |
| 1122 | 5542 | 5100 | 5580 | 114 | 116 | 127 | 66 | 75 | 80 | 26 | 21 | 5 | 0.156 | 0.082 | 0.208 | 0.109 | 0.260 | 0.136 | 24 | 10 | 33 | 11 |
| 1123 | 1822 | 2093 | 2165 | 37 | 48 | 49 | 112 | 159 | 161 | 6 | 5 | 1 | 0.120 | 0.012 | 0.159 | 0.016 | 0.199 | 0.020 | 8 | 3 | 10 | 3 |
| 1124 | 2860 | 3059 | 3040 | 71 | 85 | 84 | 113 | 150 | 145 | 31 | 22 | 9 | 0.276 | 0.086 | 0.368 | 0.115 | 0.460 | 0.143 | 31 | 21 | 39 | 21 |
| 1125 | 3882 | 4578 | 4505 | 68 | 90 | 88 | 39 | 57 | 54 | 17 | 12 | 5 | 0.162 | 0.138 | 0.217 | 0.184 | 0.271 | 0.230 | 19 | 13 | 24 | 13 |
| 1126 | 1045 | 1173 | 1265 | 17 | 21 | 22 | 50 | 70 | 73 | 9 | 6 | 3 | 0.286 | 0.053 | 0.382 | 0.071 | 0.477 | 0.089 | 8 | 6 | 11 | 7 |
| 1127 | 1473 | 1404 | 1635 | 55 | 58 | 67 | 66 | 78 | 88 | 11 | 8 | 3 | 0.119 | 0.051 | 0.159 | 0.068 | 0.199 | 0.085 | 9 | 7 | 13 | 7 |
| 1128 | 2662 | 3171 | 3081 | 64 | 85 | 82 | 22 | 32 | 31 | 18 | 13 | 5 | 0.182 | 0.259 | 0.243 | 0.345 | 0.304 | 0.431 | 21 | 14 | 25 | 13 |
| 1129 | 1038 | 2605 | 2810 | 24 | 66 | 71 | 54 | 166 | 175 | 5 | 4 | 2 | 0.121 | 0.031 | 0.162 | 0.042 | 0.202 | 0.052 | 11 | 9 | 14 | 9 |
| 1130 | 3057 | 3355 | 3612 | 52 | 63 | 68 | 21 | 28 | 30 | 10 | 7 | 3 | 0.117 | 0.144 | 0.155 | 0.192 | 0.194 | 0.240 | 10 | 7 | 13 | 7 |
| 1131 | 4166 | 5300 | 6000 | 21 | 29 | 33 | 21 | 33 | 36 | 5 | 4 | 2 | 0.171 | 0.080 | 0.228 | 0.107 | 0.285 | 0.133 | 7 | 4 | 9 | 5 |
| 1132 | 1753 | 1919 | 2026 | 14 | 18 | 18 | 1 | 1 | 1 | 1 | 1 | 0 | 0.047 | 0.320 | 0.063 | 0.426 | 0.078 | 0.533 | 1 | 1 | 1 | 1 |
| 1133 | 14 | 15 | 15 | 1 | 1 | 1 | 31 | 40 | 39 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1134 | 2251 | 2377 | 2368 | 34 | 40 | 40 | 44 | 58 | 56 | 6 | 5 | 2 | 0.122 | 0.046 | 0.162 | 0.061 | 0.203 | 0.076 | 7 | 4 | 8 | 4 |
| 1135 | 2608 | 2700 | 2575 | 44 | 51 | 49 | 0 | 0 | 0 | 10 | 7 | 3 | 0.135 | 0.000 | 0.180 | 0.000 | 0.225 | 0.000 | 9 | 0 | 11 | 0 |
| 1136 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1137 | 2296 | 2350 | 2210 | 52 | 59 | 55 | 57 | 72 | 66 | 11 | 8 | 3 | 0.119 | 0.059 | 0.159 | 0.079 | 0.199 | 0.099 | 9 | 7 | 11 | 6 |
| 1138 | 4034 | 5650 | 5600 | 84 | 130 | 129 | 62 | 107 | 104 | 19 | 14 | 6 | 0.142 | 0.098 | 0.190 | 0.130 | 0.237 | 0.163 | 25 | 17 | 31 | 17 |
| 1139 | 4968 | 6400 | 5420 | 53 | 76 | 64 | 48 | 77 | 63 | 15 | 11 | 4 | 0.172 | 0.097 | 0.230 | 0.130 | 0.287 | 0.162 | 17 | 12 | 18 | 10 |
| 1140 | 2960 | 3017 | 3011 | 72 | 82 | 81 | 0 | 0 | 0 | 12 | 8 | 4 | 0.110 | 0.000 | 0.147 | 0.000 | 0.184 | 0.000 | 12 | 0 | 15 | 0 |
| 1141 | 83 | 85 | 70 | 2 | 2 | 2 | 21 | 27 | 21 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1142 | 1092 | 1160 | 1170 | 18 | 21 | 21 | 17 | 22 | 22 | 3 | 2 | 1 | 0.087 | 0.060 | 0.116 | 0.080 | 0.144 | 0.100 | 2 | 2 | 3 | 2 |
| 1143 | 1149 | 1240 | 1240 | 25 | 30 | 30 | 10 | 14 | 14 | 3 | 2 | 1 | 0.080 | 0.096 | 0.107 | 0.128 | 0.134 | 0.160 | 3 | 2 | 4 | 2 |
| 1144 | 495 | 490 | 480 | 10 | 11 | 11 | 79 | 96 | 92 | 1 | 1 | 0 | 0.063 | 0.004 | 0.083 | 0.006 | 0.104 | 0.007 | 1 | 1 | 1 | 1 |
| 1145 | 3568 | 3704 | 3702 | 72 | 84 | 83 | 79 | 101 | 98 | 27 | 19 | 8 | 0.235 | 0.107 | 0.313 | 0.142 | 0.391 | 0.178 | 26 | 18 | 32 | 17 |
| 1146 | 2265 | 2383 | 2380 | 68 | 80 | 79 | 45 | 59 | 57 | 17 | 12 | 5 | 0.141 | 0.119 | 0.189 | 0.159 | 0.236 | 0.198 | 15 | 12 | 19 | 11 |
| 1147 | 1576 | 1631 | 1635 | 47 | 55 | 55 | 72 | 93 | 90 | 11 | 8 | 3 | 0.157 | 0.046 | 0.209 | 0.062 | 0.261 | 0.077 | 11 | 7 | 14 | 7 |
| 1148 | 2517 | 2589 | 2572 | 56 | 64 | 63 | 29 | 37 | 36 | 14 | 10 | 4 | 0.166 | 0.148 | 0.221 | 0.198 | 0.276 | 0.247 | 14 | 9 | 17 | 9 |
| 1149 | 952 | 950 | 940 | 34 | 38 | 37 | 34 | 41 | 40 | 2 | 2 | 1 | 0.040 | 0.020 | 0.053 | 0.027 | 0.066 | 0.033 | 2 | 1 | 2 | 1 |
| 1150 | 1508 | 1600 | 1640 | 22 | 26 | 26 | 18 | 23 | 23 | 5 | 4 | 2 | 0.157 | 0.094 | 0.209 | 0.125 | 0.261 | 0.157 | 5 | 4 | 7 | 4 |
| 1151 | 1016 | 1390 | 1500 | 24 | 36 | 39 | 62 | 105 | 110 | 5 | 4 | 2 | 0.139 | 0.027 | 0.185 | 0.036 | 0.232 | 0.045 | 7 | 5 | 9 | 5 |
| 1152 | 3039 | 3600 | 4000 | 40 | 53 | 59 | 90 | 132 | 143 | 3 | 2 | 1 | 0.040 | 0.011 | 0.054 | 0.015 | 0.067 | 0.019 | 3 | 2 | 4 | 3 |
| 1153 | 4965 | 5880 | 10290 | 64 | 84 | 147 | 54 | 78 | 134 | 11 | 8 | 3 | 0.100 | 0.063 | 0.134 | 0.084 | 0.167 | 0.105 | 11 | 8 | 25 | 14 |
| 1154 | 3337 | 3915 | 4450 | 53 | 69 | 78 | 17 | 24 | 27 | 10 | 7 | 3 | 0.113 | 0.180 | 0.150 | 0.240 | 0.188 | 0.300 | 10 | 7 | 15 | 8 |
| 1155 | 3855 | 5045 | 5880 | 24 | 35 | 40 | 24 | 39 | 44 | 21 | 15 | 6 | 0.626 | 0.278 | 0.835 | 0.371 | 1.043 | 0.463 | 29 | 18 | 42 | 21 |
| 1156 | 3833 | 14160 | 19380 | 11 | 47 | 64 | 12 | 53 | 70 | 30 | 21 | 9 | 1.912 | 0.814 | 2.549 | 1.085 | 3.187 | 1.357 | 119 | 72 | 203 | 95 |
| 1157 | 704 | 880 | 1000 | 13 | 19 | 21 | 71 | 110 | 122 | 2 | 2 | 1 | 0.088 | 0.009 | 0.118 | 0.013 | 0.147 | 0.016 | 2 | 2 | 3 | 2 |
| 1158 | 4090 | 5000 | 5400 | 61 | 83 | 89 | 59 | 89 | 93 | 16 | 15 | 1 | 0.213 | 0.021 | 0.283 | 0.028 | 0.354 | 0.035 | 24 | 3 | 32 | 3 |
| 1159 | 4056 | 4640 | 5850 | 122 | 155 | 195 | 43 | 61 | 75 | 19 | 18 | 1 | 0.128 | 0.035 | 0.171 | 0.046 | 0.214 | 0.058 | 27 | 4 | 42 | 4 |
| 1160 | 4774 | 8450 | 9090 | 51 | 100 | 107 | 3 | 7 | 7 | 30 | 28 | 2 | 0.487 | 0.740 | 0.650 | 0.987 | 0.812 | 1.234 | 65 | 9 | 87 | 9 |
| 1161 | 2525 | 5570 | 6045 | 7 | 18 | 19 | 0 | 0 | 0 | 16 | 15 | 1 | 1.653 | 0.000 | 2.204 | 0.000 | 2.755 | 0.000 | 39 | 0 | 53 | 0 |
| 1162 | 769 | 950 | 950 | 2 | 3 | 3 | 16 | 24 | 23 | 3 | 3 | 0 | 1.488 | 0.016 | 1.983 | 0.021 | 2.479 | 0.026 | 6 | 1 | 7 | 1 |
| 1163 | 2381 | 2920 | 4150 | 27 | 37 | 52 | 13 | 19 | 26 | 6 | 6 | 0 | 0.192 | 0.040 | 0.256 | 0.053 | 0.320 | 0.066 | 9 | 1 | 17 | 2 |
| 1164 | 924 | 995 | 3200 | 5 | 6 | 20 | 28 | 38 | 118 | 4 | 4 | 0 | 0.793 | 0.012 | 1.058 | 0.016 | 1.322 | 0.020 | 7 | 1 | 26 | 2 |
| 1165 | 2627 | 2720 | 2720 | 62 | 71 | 71 | 87 | 111 | 109 | 9 | 8 | 1 | 0.122 | 0.008 | 0.163 | 0.010 | 0.203 | 0.013 | 12 | 1 | 14 | 1 |
| 1166 | 6122 | 7710 | 8850 | 196 | 275 | 314 | 44 | 69 | 77 | 65 | 60 | 5 | 0.252 | 0.115 | 0.336 | 0.154 | 0.420 | 0.192 | 92 | 13 | 132 | 15 |
| 1167 | 5645 | 7430 | 8310 | 118 | 173 | 192 | 0 | 0 | 0 | 59 | 55 | 4 | 0.404 | 0.000 | 0.539 | 0.000 | 0.673 | 0.000 | 93 | 0 | 129 | 0 |
| 1168 | 223 | 270 | 280 | 6 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1169 | 282 | 340 | 350 | 6 | 8 | 9 | 1 | 2 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1170 | 357 | 490 | 570 | 9 | 14 | 16 | 2 | 4 | 4 | 1 | 1 | 0 | 0.119 | 0.000 | 0.159 | 0.000 | 0.198 | 0.000 | 2 | 0 | 3 | 0 |
| 1171 | 1398 | 5000 | 5600 | 8 | 33 | 37 | 5 | 23 | 25 | 1 | 1 | 0 | 0.134 | 0.000 | 0.179 | 0.000 | 0.223 | 0.000 | 6 | 0 | 8 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1172 | 1988 | 6500 | 12650 | 23 | 83 | 160 | 44 | 178 | 338 | 9 | 9 | 0 | 0.373 | 0.000 | 0.497 | 0.000 | 0.621 | 0.000 | 41 | 0 | 99 | 0 |
| 1173 | 4997 | 6580 | 7280 | 84 | 123 | 135 | 81 | 132 | 142 | 54 | 47 | 6 | 0.527 | 0.079 | 0.703 | 0.106 | 0.878 | 0.132 | 86 | 17 | 119 | 19 |
| 1174 | 4109 | 4470 | 4256 | 178 | 215 | 204 | 3 | 4 | 4 | 89 | 89 | 0 | 0.475 | 0.000 | 0.634 | 0.000 | 0.792 | 0.000 | 136 | 0 | 161 | 0 |
| 1175 | 1638 | 2300 | 1330 | 32 | 50 | 29 | 6 | 11 | 6 | 6 | 6 | 0 | 0.189 | 0.000 | 0.252 | 0.000 | 0.315 | 0.000 | 13 | 0 | 9 | 0 |
| 1176 | 1569 | 2075 | 2690 | 61 | 90 | 116 | 18 | 29 | 37 | 25 | 25 | 0 | 0.404 | 0.000 | 0.538 | 0.000 | 0.673 | 0.000 | 48 | 0 | 78 | 0 |
| 1177 | 6720 | 8870 | 14850 | 136 | 200 | 334 | 4 | 7 | 11 | 51 | 51 | 0 | 0.378 | 0.000 | 0.504 | 0.000 | 0.630 | 0.000 | 101 | 0 | 210 | 0 |
| 1178 | 4203 | 6200 | 7200 | 18 | 29 | 33 | 16 | 29 | 32 | 6 | 6 | 0 | 0.338 | 0.000 | 0.451 | 0.000 | 0.564 | 0.000 | 13 | 0 | 19 | 0 |
| 1179 | 3432 | 4450 | 5215 | 101 | 146 | 170 | 3 | 5 | 6 | 41 | 41 | 0 | 0.388 | 0.000 | 0.517 | 0.000 | 0.646 | 0.000 | 76 | 0 | 110 | 0 |
| 1180 | 6021 | 6510 | 7870 | 44 | 53 | 64 | 2 | 3 | 3 | 37 | 37 | 0 | 0.798 | 0.000 | 1.063 | 0.000 | 1.329 | 0.000 | 57 | 0 | 85 | 0 |
| 1181 | 2261 | 7552 | 7376 | 11 | 42 | 41 | 22 | 91 | 87 | 1 | 1 | 0 | 0.082 | 0.000 | 0.110 | 0.000 | 0.137 | 0.000 | 5 | 0 | 6 | 0 |
| 1182 | 3751 | 4087 | 4136 | 136 | 165 | 166 | 9 | 13 | 13 | 54 | 54 | 0 | 0.341 | 0.000 | 0.455 | 0.000 | 0.568 | 0.000 | 75 | 0 | 95 | 0 |
| 1183 | 2065 | 4542 | 6478 | 12 | 30 | 43 | 148 | 402 | 559 | 2 | 2 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 7 | 0 | 13 | 0 |
| 1184 | 4445 | 4778 | 4580 | 65 | 78 | 74 | 163 | 216 | 202 | 43 | 28 | 15 | 0.416 | 0.097 | 0.554 | 0.129 | 0.693 | 0.161 | 43 | 35 | 51 | 33 |
| 1185 | 4992 | 5788 | 6010 | 79 | 103 | 106 | 66 | 95 | 96 | 28 | 18 | 10 | 0.218 | 0.155 | 0.291 | 0.206 | 0.363 | 0.258 | 30 | 24 | 39 | 25 |
| 1186 | 1199 | 1272 | 1680 | 70 | 83 | 109 | 217 | 285 | 367 | 11 | 9 | 2 | 0.108 | 0.010 | 0.145 | 0.014 | 0.181 | 0.017 | 12 | 5 | 20 | 6 |
| 1187 | 5100 | 5201 | 5250 | 207 | 236 | 237 | 173 | 218 | 215 | 70 | 56 | 14 | 0.225 | 0.084 | 0.299 | 0.113 | 0.374 | 0.141 | 71 | 31 | 89 | 30 |
| 1188 | 4452 | 4750 | 5000 | 158 | 188 | 196 | 26 | 35 | 35 | 50 | 40 | 10 | 0.236 | 0.403 | 0.314 | 0.537 | 0.392 | 0.671 | 59 | 23 | 77 | 24 |
| 1189 | 622 | 621 | 575 | 18 | 20 | 18 | 84 | 104 | 93 | 5 | 4 | 1 | 0.238 | 0.013 | 0.317 | 0.018 | 0.397 | 0.022 | 6 | 2 | 7 | 2 |
| 1190 | 1768 | 1925 | 2000 | 92 | 111 | 115 | 126 | 169 | 172 | 14 | 11 | 3 | 0.114 | 0.023 | 0.152 | 0.031 | 0.189 | 0.039 | 17 | 7 | 22 | 7 |
| 1191 | 2851 | 2875 | 2875 | 153 | 172 | 171 | 138 | 173 | 168 | 31 | 25 | 6 | 0.148 | 0.047 | 0.197 | 0.063 | 0.246 | 0.078 | 34 | 14 | 42 | 13 |
| 1192 | 3066 | 3000 | 3000 | 130 | 142 | 141 | 13 | 15 | 15 | 49 | 39 | 10 | 0.261 | 0.821 | 0.348 | 1.095 | 0.435 | 1.368 | 49 | 21 | 61 | 20 |
| 1193 | 668 | 797 | 885 | 9 | 12 | 14 | 28 | 42 | 45 | 1 | 1 | 0 | 0.071 | 0.008 | 0.095 | 0.011 | 0.119 | 0.013 | 1 | 1 | 2 | 1 |
| 1194 | 1493 | 1781 | 1975 | 20 | 26 | 29 | 57 | 84 | 90 | 10 | 8 | 2 | 0.351 | 0.036 | 0.467 | 0.048 | 0.584 | 0.059 | 12 | 5 | 17 | 5 |
| 1195 | 1788 | 1975 | 2080 | 28 | 34 | 36 | 58 | 79 | 81 | 4 | 3 | 1 | 0.098 | 0.016 | 0.131 | 0.021 | 0.163 | 0.026 | 4 | 2 | 6 | 2 |
| 1196 | 1751 | 1890 | 2025 | 34 | 41 | 44 | 14 | 18 | 19 | 10 | 8 | 2 | 0.188 | 0.148 | 0.251 | 0.198 | 0.313 | 0.247 | 10 | 4 | 14 | 5 |
| 1197 | 237 | 264 | 744 | 6 | 8 | 22 | 15 | 20 | 56 | 4 | 3 | 1 | 0.429 | 0.091 | 0.572 | 0.122 | 0.715 | 0.152 | 4 | 3 | 15 | 8 |
| 1198 | 1240 | 1533 | 1829 | 21 | 28 | 34 | 16 | 24 | 28 | 4 | 3 | 1 | 0.131 | 0.085 | 0.174 | 0.114 | 0.218 | 0.142 | 5 | 3 | 7 | 4 |
| 1199 | 763 | 790 | 790 | 22 | 25 | 25 | 7 | 9 | 9 | 9 | 8 | 1 | 0.283 | 0.091 | 0.378 | 0.121 | 0.472 | 0.151 | 9 | 1 | 12 | 1 |
| 1200 | 739 | 765 | 1405 | 9 | 11 | 20 | 0 | 0 | 0 | 4 | 4 | 0 | 0.441 | 0.000 | 0.588 | 0.000 | 0.735 | 0.000 | 6 | 0 | 14 | 0 |
| 1201 | 2870 | 5259 | 7380 | 0 | 0 | 0 | 3 | 7 | 10 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1237 | 2213 | 2626 | 2985 | 6 | 8 | 9 | 4 | 6 | 7 | 1 | 1 | 0 | 0.124 | 0.020 | 0.165 | 0.026 | 0.207 | 0.033 | 1 | 0 | 2 | 0 |
| 1238 | 965 | 1144 | 1301 | 4 | 5 | 6 | 9 | 14 | 15 | 2 | 2 | 0 | 0.496 | 0.018 | 0.661 | 0.024 | 0.826 | 0.029 | 4 | 0 | 5 | 0 |
| 1239 | 2635 | 3128 | 3555 | 14 | 19 | 22 | 3 | 5 | 5 | 4 | 4 | 0 | 0.283 | 0.106 | 0.378 | 0.141 | 0.472 | 0.176 | 7 | 1 | 10 | 1 |
| 1240 | 2161 | 2564 | 2914 | 7 | 10 | 11 | 3 | 5 | 5 | 4 | 4 | 0 | 0.567 | 0.106 | 0.756 | 0.141 | 0.944 | 0.176 | 7 | 1 | 10 | 1 |
| 1241 | 1405 | 1668 | 1896 | 8 | 11 | 12 | 0 | 0 | 0 | 1 | 1 | 0 | 0.110 | 0.000 | 0.147 | 0.000 | 0.184 | 0.000 | 2 | 0 | 2 | 0 |
| 1242 | 899 | 1067 | 1213 | 5 | 7 | 8 | 4 | 6 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1243 | 10059 | 11939 | 13570 | 85 | 112 | 126 | 0 | 0 | 0 | 26 | 24 | 2 | 0.256 | 0.000 | 0.341 | 0.000 | 0.427 | 0.000 | 38 | 0 | 54 | 0 |
| 1244 | 1099 | 1305 | 1483 | 5 | 7 | 8 | 5 | 8 | 9 | 1 | 1 | 0 | 0.198 | 0.016 | 0.264 | 0.021 | 0.331 | 0.026 | 2 | 0 | 3 | 0 |
| 1245 | 933 | 1107 | 1258 | 3 | 4 | 5 | 1 | 2 | 2 | 2 | 2 | 0 | 0.661 | 0.159 | 0.881 | 0.212 | 1.102 | 0.264 | 4 | 0 | 5 | 0 |
| 1246 | 1602 | 1902 | 2162 | 20 | 26 | 29 | 5 | 8 | 9 | 3 | 3 | 0 | 0.124 | 0.048 | 0.165 | 0.063 | 0.207 | 0.079 | 4 | 1 | 6 | 1 |
| 1247 | 2498 | 2964 | 3369 | 23 | 30 | 34 | 12 | 17 | 19 | 7 | 7 | 1 | 0.239 | 0.050 | 0.319 | 0.067 | 0.399 | 0.084 | 10 | 1 | 14 | 2 |
| 1248 | 981 | 1164 | 1323 | 12 | 16 | 19 | 20 | 29 | 32 | 2 | 2 | 0 | 0.165 | 0.008 | 0.220 | 0.011 | 0.275 | 0.014 | 4 | 0 | 5 | 0 |
| 1249 | 3798 | 4507 | 5123 | 25 | 33 | 37 | 57 | 83 | 92 | 10 | 9 | 1 | 0.343 | 0.013 | 0.458 | 0.018 | 0.572 | 0.022 | 15 | 2 | 21 | 2 |
| 1250 | 3646 | 4327 | 4919 | 36 | 48 | 54 | 2 | 3 | 3 | 5 | 5 | 0 | 0.142 | 0.198 | 0.189 | 0.264 | 0.236 | 0.331 | 9 | 1 | 13 | 1 |
| 1251 | 1593 | 1891 | 2150 | 11 | 15 | 17 | 3 | 5 | 5 | 4 | 4 | 0 | 0.331 | 0.106 | 0.441 | 0.141 | 0.551 | 0.176 | 7 | 1 | 9 | 1 |
| 1252 | 1240 | 1472 | 1673 | 3 | 4 | 5 | 0 | 0 | 0 | 4 | 4 | 0 | 0.992 | 0.000 | 1.322 | 0.000 | 1.653 | 0.000 | 5 | 0 | 8 | 0 |
| 1253 | 1192 | 1415 | 1609 | 4 | 5 | 6 | 3 | 5 | 5 | 2 | 2 | 0 | 0.331 | 0.053 | 0.441 | 0.071 | 0.551 | 0.088 | 2 | 0 | 3 | 0 |
| 1254 | 1414 | 1678 | 1908 | 11 | 15 | 17 | 5 | 8 | 9 | 7 | 7 | 1 | 0.578 | 0.111 | 0.771 | 0.148 | 0.964 | 0.185 | 12 | 1 | 16 | 2 |
| 1255 | 1113 | 1321 | 1502 | 4 | 5 | 6 | 3 | 5 | 5 | 4 | 4 | 0 | 0.793 | 0.106 | 1.058 | 0.141 | 1.322 | 0.176 | 6 | 1 | 8 | 1 |
| 1256 | 337 | 400 | 455 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0.000 | 0.040 | 0.000 | 0.053 | 0.000 | 0.066 | 0 | 0 | 0 | 0 |
| 1257 | 436 | 518 | 589 | 3 | 4 | 5 | 2 | 3 | 3 | 11 | 10 | 1 | 2.479 | 0.397 | 3.306 | 0.529 | 4.132 | 0.661 | 14 | 2 | 19 | 2 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1258 | 745 | 884 | 1005 | 10 | 14 | 15 | 0 | 0 | 0 | 5 | 5 | 0 | 0.496 | 0.000 | 0.661 | 0.000 | 0.826 | 0.000 | 9 | 0 | 13 | 0 |
| 1259 | 1824 | 2165 | 2461 | 14 | 19 | 22 | 2 | 3 | 3 | 2 | 2 | 0 | 0.142 | 0.079 | 0.189 | 0.106 | 0.236 | 0.132 | 4 | 0 | 5 | 0 |
| 1260 | 1718 | 2039 | 2317 | 6 | 8 | 9 | 3 | 5 | 5 | 2 | 2 | 0 | 0.283 | 0.053 | 0.378 | 0.071 | 0.472 | 0.088 | 3 | 0 | 4 | 0 |
| 1261 | 3821 | 4535 | 5155 | 41 | 55 | 62 | 7 | 11 | 12 | 19 | 18 | 1 | 0.364 | 0.204 | 0.486 | 0.272 | 0.607 | 0.340 | 27 | 4 | 37 | 4 |
| 1262 | 556 | 659 | 749 | 11 | 15 | 17 | 1 | 2 | 2 | 14 | 13 | 1 | 1.074 | 1.031 | 1.432 | 1.375 | 1.790 | 1.719 | 21 | 3 | 30 | 3 |
| 1263 | 375 | 445 | 506 | 7 | 10 | 11 | 1 | 2 | 2 | 2 | 2 | 0 | 0.248 | 0.159 | 0.331 | 0.212 | 0.413 | 0.264 | 3 | 0 | 4 | 0 |
| 1264 | 274 | 326 | 370 | 4 | 5 | 6 | 2 | 3 | 3 | 3 | 3 | 0 | 0.496 | 0.119 | 0.661 | 0.159 | 0.826 | 0.198 | 4 | 1 | 5 | 1 |
| 1265 | 798 | 805 | 866 | 6 | 7 | 7 | 6 | 8 | 8 | 2 | 2 | 0 | 0.332 | 0.025 | 0.443 | 0.033 | 0.553 | 0.042 | 3 | 0 | 4 | 0 |
| 1266 | 928 | 936 | 1007 | 5 | 6 | 6 | 13 | 16 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1267 | 1410 | 1422 | 1530 | 5 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1268 | 1607 | 1620 | 1743 | 4 | 5 | 5 | 2 | 3 | 3 | 1 | 1 | 0 | 0.249 | 0.037 | 0.332 | 0.050 | 0.415 | 0.062 | 2 | 0 | 2 | 0 |
| 1269 | 3039 | 3063 | 3296 | 19 | 21 | 22 | 28 | 35 | 37 | 5 | 5 | 0 | 0.249 | 0.014 | 0.332 | 0.019 | 0.415 | 0.023 | 7 | 1 | 9 | 1 |
| 1270 | 6952 | 7008 | 7538 | 46 | 52 | 56 | 6 | 8 | 8 | 6 | 6 | 0 | 0.127 | 0.075 | 0.170 | 0.100 | 0.212 | 0.125 | 9 | 1 | 12 | 1 |
| 1271 | 1743 | 1757 | 1890 | 19 | 21 | 22 | 8 | 10 | 11 | 2 | 2 | 0 | 0.105 | 0.019 | 0.140 | 0.025 | 0.175 | 0.031 | 3 | 0 | 4 | 0 |
| 1272 | 2139 | 2156 | 2319 | 21 | 23 | 25 | 8 | 10 | 11 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1273 | 1883 | 1898 | 2042 | 18 | 20 | 21 | 5 | 7 | 7 | 1 | 1 | 0 | 0.053 | 0.013 | 0.070 | 0.018 | 0.088 | 0.022 | 1 | 0 | 2 | 0 |
| 1274 | 4373 | 4408 | 4741 | 32 | 36 | 38 | 3 | 4 | 4 | 1 | 1 | 0 | 0.030 | 0.025 | 0.040 | 0.033 | 0.050 | 0.042 | 1 | 0 | 2 | 0 |
| 1275 | 2927 | 2950 | 3174 | 22 | 24 | 26 | 9 | 12 | 12 | 3 | 3 | 0 | 0.142 | 0.025 | 0.190 | 0.033 | 0.237 | 0.042 | 5 | 0 | 6 | 1 |
| 1276 | 2977 | 3001 | 3229 | 27 | 30 | 32 | 2 | 3 | 3 | 7 | 7 | 1 | 0.268 | 0.262 | 0.358 | 0.350 | 0.447 | 0.437 | 11 | 1 | 14 | 1 |
| 1277 | 2083 | 2100 | 2259 | 38 | 43 | 46 | 4 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1278 | 1007 | 1014 | 1091 | 13 | 15 | 16 | 1 | 1 | 1 | 1 | 1 | 0 | 0.076 | 0.079 | 0.102 | 0.106 | 0.127 | 0.132 | 2 | 0 | 2 | 0 |
| 1279 | 1646 | 1659 | 1785 | 23 | 25 | 27 | 6 | 8 | 8 | 1 | 1 | 0 | 0.043 | 0.012 | 0.058 | 0.017 | 0.072 | 0.021 | 1 | 0 | 2 | 0 |
| 1280 | 1279 | 1289 | 1386 | 11 | 13 | 14 | 4 | 5 | 5 | 3 | 3 | 0 | 0.272 | 0.056 | 0.362 | 0.075 | 0.453 | 0.094 | 5 | 0 | 6 | 1 |
| 1281 | 1245 | 1254 | 1349 | 14 | 16 | 17 | 17 | 21 | 22 | 4 | 4 | 0 | 0.285 | 0.019 | 0.379 | 0.025 | 0.474 | 0.031 | 6 | 1 | 8 | 1 |
| 1282 | 1369 | 1380 | 1485 | 7 | 8 | 9 | 3 | 4 | 4 | 1 | 1 | 0 | 0.143 | 0.022 | 0.191 | 0.030 | 0.239 | 0.037 | 2 | 0 | 2 | 0 |
| 1283 | 7402 | 8443 | 9516 | 14 | 18 | 21 | 18 | 25 | 28 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1284 | 1007 | 1148 | 1294 | 3 | 4 | 4 | 26 | 37 | 41 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1285 | 685 | 780 | 880 | 0 | 0 | 0 | 3 | 4 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1286 | 1415 | 1614 | 1819 | 3 | 4 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 1.339 | 0.000 | 1.785 | 0.000 | 2.231 | 0.000 | 7 | 0 | 10 | 0 |
| 1287 | 3070 | 3502 | 3947 | 4 | 5 | 6 | 3 | 4 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1288 | 1483 | 1691 | 1906 | 0 | 0 | 0 | 7 | 10 | 11 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1289 | 1937 | 2210 | 2490 | 3 | 4 | 4 | 10 | 15 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1290 | 1235 | 1409 | 1588 | 4 | 5 | 6 | 3 | 4 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1291 | 1351 | 1541 | 1736 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1292 | 2317 | 2643 | 2978 | 3 | 4 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1293 | 4671 | 5329 | 6006 | 7 | 9 | 10 | 0 | 0 | 0 | 22 | 21 | 1 | 3.012 | 0.000 | 4.016 | 0.000 | 5.020 | 0.000 | 37 | 0 | 52 | 0 |
| 1294 | 606 | 721 | 833 | 3 | 4 | 5 | 12 | 17 | 19 | 1 | 1 | 0 | 0.335 | 0.006 | 0.446 | 0.008 | 0.558 | 0.010 | 2 | 0 | 3 | 0 |
| 1295 | 3469 | 4132 | 4770 | 9 | 12 | 14 | 2 | 3 | 3 | 21 | 20 | 1 | 2.231 | 0.669 | 2.975 | 0.893 | 3.719 | 1.116 | 37 | 3 | 53 | 4 |
| 1296 | 1457 | 1735 | 2002 | 4 | 5 | 6 | 6 | 9 | 10 | 27 | 25 | 2 | 6.276 | 0.279 | 8.367 | 0.372 | 10.459 | 0.465 | 46 | 4 | 66 | 5 |
| 1297 | 1271 | 1513 | 1747 | 60 | 79 | 91 | 3 | 5 | 5 | 28 | 26 | 2 | 0.428 | 0.580 | 0.571 | 0.774 | 0.713 | 0.967 | 45 | 4 | 65 | 5 |
| 1298 | 2193 | 2612 | 3015 | 89 | 118 | 135 | 16 | 23 | 26 | 19 | 18 | 1 | 0.201 | 0.080 | 0.268 | 0.107 | 0.335 | 0.134 | 32 | 3 | 45 | 3 |
| 1299 | 8511 | 10138 | 11704 | 167 | 222 | 255 | 4 | 6 | 7 | 42 | 39 | 3 | 0.225 | 0.653 | 0.300 | 0.870 | 0.375 | 1.088 | 67 | 7 | 96 | 8 |
| 1300 | 2702 | 3219 | 3715 | 8 | 11 | 13 | 19 | 28 | 31 | 2 | 2 | 0 | 0.251 | 0.007 | 0.335 | 0.010 | 0.418 | 0.012 | 4 | 0 | 5 | 0 |
| 1301 | 2433 | 2897 | 3344 | 17 | 22 | 25 | 13 | 19 | 21 | 5 | 5 | 0 | 0.314 | 0.028 | 0.418 | 0.037 | 0.523 | 0.046 | 9 | 1 | 13 | 1 |
| 1302 | 2907 | 3463 | 3997 | 32 | 42 | 49 | 22 | 32 | 36 | 19 | 18 | 1 | 0.565 | 0.057 | 0.753 | 0.077 | 0.941 | 0.096 | 32 | 3 | 46 | 3 |
| 1303 | 3924 | 4675 | 5396 | 53 | 70 | 80 | 10 | 15 | 17 | 15 | 14 | 1 | 0.251 | 0.094 | 0.335 | 0.125 | 0.418 | 0.156 | 23 | 2 | 34 | 3 |
| 1304 | 2485 | 2960 | 3416 | 23 | 30 | 35 | 0 | 0 | 0 | 24 | 22 | 1 | 0.960 | 0.000 | 1.281 | 0.000 | 1.601 | 0.000 | 39 | 0 | 55 | 0 |
| 1305 | 3794 | 4519 | 5216 | 35 | 47 | 53 | 4 | 6 | 7 | 6 | 6 | 0 | 0.177 | 0.100 | 0.236 | 0.134 | 0.295 | 0.167 | 11 | 1 | 16 | 1 |
| 1306 | 9 | 11 | 13 | 0 | 0 | 0 | 7 | 11 | 12 | 2 | 2 | 0 | 0.000 | 0.019 | 0.000 | 0.026 | 0.000 | 0.032 | 0 | 0 | 0 | 0 |
| 1307 | 2638 | 3142 | 3626 | 37 | 49 | 57 | 6 | 9 | 10 | 12 | 11 | 1 | 0.276 | 0.123 | 0.368 | 0.164 | 0.460 | 0.205 | 18 | 2 | 26 | 2 |
| 1308 | 1049 | 1249 | 1442 | 11 | 15 | 17 | 0 | 0 | 0 | 6 | 6 | 0 | 0.502 | 0.000 | 0.669 | 0.000 | 0.837 | 0.000 | 10 | 0 | 14 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1309 | 1594 | 1899 | 2192 | 4 | 5 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0.143 | 0.000 | 0.191 | 0.000 | 0.239 | 0.000 | 1 | 0 | 2 | 0 |
| 1310 | 2211 | 2633 | 3040 | 29 | 38 | 44 | 10 | 15 | 17 | 12 | 11 | 1 | 0.356 | 0.074 | 0.475 | 0.098 | 0.594 | 0.123 | 18 | 2 | 26 | 2 |
| 1311 | 4076 | 4855 | 5604 | 49 | 64 | 74 | 45 | 66 | 75 | 19 | 18 | 1 | 0.369 | 0.028 | 0.492 | 0.037 | 0.615 | 0.047 | 32 | 3 | 45 | 3 |
| 1312 | 2384 | 2840 | 3278 | 20 | 26 | 30 | 10 | 15 | 17 | 2 | 2 | 0 | 0.100 | 0.013 | 0.134 | 0.018 | 0.167 | 0.022 | 3 | 0 | 5 | 0 |
| 1313 | 8347 | 9941 | 11476 | 53 | 70 | 80 | 2 | 3 | 3 | 17 | 16 | 1 | 0.298 | 0.536 | 0.397 | 0.714 | 0.496 | 0.892 | 28 | 3 | 40 | 3 |
| 1314 | 2879 | 3429 | 3958 | 41 | 55 | 63 | 24 | 36 | 40 | 21 | 20 | 1 | 0.456 | 0.058 | 0.609 | 0.078 | 0.761 | 0.097 | 33 | 3 | 48 | 4 |
| 1315 | 1195 | 1423 | 1643 | 9 | 12 | 14 | 1 | 2 | 2 | 2 | 2 | 0 | 0.223 | 0.134 | 0.298 | 0.179 | 0.372 | 0.223 | 4 | 0 | 5 | 0 |
| 1316 | 3680 | 4383 | 5059 | 43 | 58 | 66 | 2 | 3 | 3 | 2 | 2 | 0 | 0.046 | 0.067 | 0.061 | 0.089 | 0.076 | 0.112 | 4 | 0 | 5 | 0 |
| 1317 | 2685 | 3199 | 3693 | 23 | 30 | 35 | 5 | 8 | 9 | 6 | 6 | 0 | 0.232 | 0.080 | 0.309 | 0.107 | 0.386 | 0.134 | 9 | 1 | 13 | 1 |
| 1318 | 1082 | 1289 | 1488 | 12 | 16 | 19 | 4 | 6 | 7 | 2 | 2 | 0 | 0.154 | 0.033 | 0.206 | 0.045 | 0.257 | 0.056 | 3 | 0 | 5 | 0 |
| 1319 | 2141 | 2550 | 2943 | 18 | 23 | 27 | 5 | 8 | 9 | 3 | 3 | 0 | 0.151 | 0.040 | 0.201 | 0.054 | 0.251 | 0.067 | 5 | 1 | 7 | 1 |
| 1320 | 3323 | 3958 | 4569 | 11 | 15 | 17 | 7 | 11 | 12 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1321 | 366 | 436 | 503 | 13 | 18 | 20 | 0 | 0 | 0 | 1 | 1 | 0 | 0.067 | 0.000 | 0.089 | 0.000 | 0.112 | 0.000 | 2 | 0 | 2 | 0 |
| 1322 | 13266 | 15799 | 18238 | 47 | 63 | 72 | 0 | 0 | 0 | 3 | 3 | 0 | 0.064 | 0.000 | 0.085 | 0.000 | 0.107 | 0.000 | 5 | 0 | 8 | 0 |
| 1323 | 2990 | 3127 | 3439 | 30 | 35 | 38 | 3 | 4 | 4 | 2 | 2 | 0 | 0.074 | 0.000 | 0.098 | 0.000 | 0.123 | 0.000 | 3 | 0 | 5 | 0 |
| 1324 | 2391 | 2501 | 2750 | 13 | 16 | 17 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1325 | 3605 | 3771 | 4146 | 18 | 20 | 22 | 0 | 0 | 0 | 1 | 1 | 0 | 0.056 | 0.000 | 0.075 | 0.000 | 0.094 | 0.000 | 2 | 0 | 2 | 0 |
| 1326 | 1712 | 1791 | 1970 | 14 | 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1327 | 1588 | 1661 | 1826 | 6 | 7 | 8 | 6 | 8 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1328 | 1531 | 1602 | 1761 | 17 | 19 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1329 | 1601 | 1675 | 1841 | 21 | 24 | 26 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1330 | 1442 | 1509 | 1659 | 14 | 17 | 18 | 0 | 0 | 0 | 1 | 1 | 0 | 0.071 | 0.000 | 0.095 | 0.000 | 0.119 | 0.000 | 2 | 0 | 2 | 0 |
| 1331 | 2194 | 2294 | 2523 | 14 | 17 | 18 | 2 | 3 | 3 | 1 | 1 | 0 | 0.063 | 0.000 | 0.084 | 0.000 | 0.105 | 0.000 | 1 | 0 | 2 | 0 |
| 1332 | 1433 | 1499 | 1648 | 17 | 19 | 21 | 5 | 7 | 7 | 2 | 2 | 0 | 0.134 | 0.000 | 0.179 | 0.000 | 0.223 | 0.000 | 3 | 0 | 5 | 0 |
| 1333 | 1507 | 1576 | 1733 | 10 | 12 | 13 | 0 | 0 | 0 | 1 | 1 | 0 | 0.082 | 0.000 | 0.110 | 0.000 | 0.137 | 0.000 | 1 | 0 | 2 | 0 |
| 1334 | 1915 | 2003 | 2203 | 15 | 18 | 20 | 10 | 14 | 15 | 5 | 5 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 9 | 0 | 12 | 0 |
| 1335 | 10568 | 11053 | 12155 | 117 | 136 | 149 | 3 | 4 | 4 | 30 | 30 | 0 | 0.250 | 0.000 | 0.333 | 0.000 | 0.416 | 0.000 | 45 | 0 | 62 | 0 |
| 1336 | 1569 | 1641 | 1804 | 8 | 10 | 11 | 0 | 0 | 0 | 10 | 10 | 0 | 1.205 | 0.000 | 1.607 | 0.000 | 2.008 | 0.000 | 15 | 0 | 21 | 0 |
| 1337 | 568 | 594 | 653 | 19 | 22 | 24 | 0 | 0 | 0 | 4 | 4 | 0 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 6 | 0 | 8 | 0 |
| 1338 | 4275 | 4472 | 4917 | 35 | 41 | 45 | 3 | 4 | 4 | 28 | 28 | 0 | 0.774 | 0.000 | 1.031 | 0.000 | 1.289 | 0.000 | 42 | 0 | 58 | 0 |
| 1339 | 971 | 1016 | 1117 | 58 | 67 | 74 | 8 | 11 | 12 | 15 | 14 | 1 | 0.223 | 0.117 | 0.298 | 0.156 | 0.372 | 0.195 | 20 | 2 | 27 | 2 |
| 1340 | 1531 | 1602 | 1761 | 24 | 28 | 30 | 5 | 7 | 7 | 30 | 30 | 0 | 1.200 | 0.000 | 1.599 | 0.000 | 1.999 | 0.000 | 44 | 0 | 60 | 0 |
| 1341 | 1805 | 1888 | 2076 | 14 | 17 | 18 | 13 | 16 | 17 | 25 | 25 | 0 | 1.540 | 0.000 | 2.053 | 0.000 | 2.566 | 0.000 | 35 | 0 | 47 | 0 |
| 1342 | 1404 | 1468 | 1614 | 51 | 59 | 64 | 0 | 0 | 0 | 2 | 2 | 0 | 0.039 | 0.000 | 0.052 | 0.000 | 0.065 | 0.000 | 3 | 0 | 4 | 0 |
| 1343 | 4863 | 5087 | 5594 | 150 | 174 | 191 | 5 | 7 | 7 | 35 | 35 | 0 | 0.236 | 0.000 | 0.314 | 0.000 | 0.393 | 0.000 | 55 | 0 | 75 | 0 |
| 1344 | 1594 | 1957 | 2152 | 110 | 151 | 165 | 6 | 10 | 10 | 70 | 70 | 0 | 0.571 | 0.000 | 0.761 | 0.000 | 0.951 | 0.000 | 115 | 0 | 157 | 0 |
| 1345 | 1374 | 1437 | 1580 | 42 | 49 | 54 | 22 | 28 | 31 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1346 | 4408 | 4611 | 5070 | 45 | 53 | 58 | 10 | 14 | 15 | 7 | 7 | 0 | 0.163 | 0.000 | 0.217 | 0.000 | 0.272 | 0.000 | 12 | 0 | 16 | 0 |
| 1347 | 4540 | 4748 | 5222 | 121 | 141 | 154 | 7 | 9 | 10 | 36 | 36 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 57 | 0 | 78 | 0 |
| 1348 | 1847 | 1932 | 2124 | 5 | 6 | 7 | 25 | 33 | 35 | 3 | 3 | 0 | 0.643 | 0.000 | 0.857 | 0.000 | 1.071 | 0.000 | 5 | 0 | 7 | 0 |
| 1349 | 756 | 791 | 870 | 14 | 17 | 18 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1350 | 13562 | 14184 | 15599 | 165 | 192 | 210 | 2 | 3 | 3 | 28 | 28 | 0 | 0.167 | 0.000 | 0.222 | 0.000 | 0.278 | 0.000 | 43 | 0 | 58 | 0 |
| 1351 | 1561 | 1632 | 1795 | 17 | 19 | 21 | 1 | 1 | 1 | 7 | 7 | 0 | 0.441 | 0.000 | 0.588 | 0.000 | 0.735 | 0.000 | 11 | 0 | 15 | 0 |
| 1352 | 962 | 1006 | 1106 | 6 | 7 | 8 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1353 | 577 | 604 | 664 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1354 | 691 | 722 | 794 | 4 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 2 | 0 | 2 | 0 |
| 1355 | 827 | 865 | 952 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1356 | 1663 | 1739 | 1913 | 11 | 13 | 14 | 4 | 5 | 6 | 11 | 11 | 0 | 0.097 | 0.000 | 0.130 | 0.000 | 0.162 | 0.000 | 2 | 0 | 2 | 0 |
| 1357 | 3662 | 3831 | 4213 | 32 | 37 | 41 | 5 | 7 | 7 | 3 | 3 | 0 | 0.100 | 0.000 | 0.134 | 0.000 | 0.167 | 0.000 | 5 | 0 | 7 | 0 |
| 1358 | 1243 | 1299 | 1429 | 8 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1359 | 1322 | 1382 | 1520 | 4 | 5 | 5 | 1 | 1 | 1 | 2 | 2 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 3 | 0 | 5 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1360 | 983 | 1028 | 1131 | 10 | 12 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1361 | 1495 | 1564 | 1719 | 12 | 14 | 16 | 19 | 24 | 26 | 3 | 3 | 0 | 0.247 | 0.000 | 0.330 | 0.000 | 0.412 | 0.000 | 5 | 0 | 6 | 0 |
| 1362 | 1535 | 1606 | 1766 | 9 | 11 | 12 | 17 | 22 | 23 | 3 | 3 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 5 | 0 | 7 | 0 |
| 1363 | 1576 | 1648 | 1812 | 25 | 29 | 32 | 14 | 18 | 19 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1364 | 1583 | 1656 | 1821 | 15 | 18 | 20 | 5 | 7 | 7 | 3 | 3 | 0 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 5 | 0 | 7 | 0 |
| 1365 | 1467 | 1534 | 1687 | 27 | 31 | 34 | 6 | 8 | 9 | 4 | 4 | 0 | 0.159 | 0.000 | 0.212 | 0.000 | 0.264 | 0.000 | 7 | 0 | 9 | 0 |
| 1366 | 4487 | 4692 | 5161 | 70 | 82 | 89 | 6 | 8 | 9 | 7 | 7 | 0 | 0.107 | 0.000 | 0.143 | 0.000 | 0.178 | 0.000 | 12 | 0 | 16 | 0 |
| 1367 | 767 | 802 | 882 | 14 | 17 | 18 | 13 | 16 | 17 | 5 | 5 | 0 | 0.335 | 0.000 | 0.446 | 0.000 | 0.558 | 0.000 | 8 | 0 | 10 | 0 |
| 1368 | 5153 | 5390 | 5929 | 88 | 102 | 112 | 1 | 1 | 1 | 14 | 14 | 0 | 0.160 | 0.000 | 0.213 | 0.000 | 0.267 | 0.000 | 22 | 0 | 30 | 0 |
| 1369 | 1194 | 1249 | 1373 | 26 | 30 | 33 | 5 | 7 | 7 | 5 | 5 | 0 | 0.206 | 0.000 | 0.275 | 0.000 | 0.343 | 0.000 | 8 | 0 | 11 | 0 |
| 1370 | 1766 | 1847 | 2031 | 25 | 29 | 32 | 1 | 1 | 1 | 1 | 1 | 0 | 0.040 | 0.000 | 0.053 | 0.000 | 0.066 | 0.000 | 2 | 0 | 2 | 0 |
| 1371 | 768 | 804 | 884 | 7 | 8 | 9 | 4 | 5 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1372 | 759 | 794 | 873 | 4 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1373 | 1436 | 1502 | 1651 | 11 | 13 | 14 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1374 | 2489 | 2603 | 2863 | 17 | 19 | 21 | 15 | 19 | 20 | 4 | 4 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 7 | 0 | 9 | 0 |
| 1375 | 1081 | 1131 | 1244 | 7 | 8 | 9 | 20 | 26 | 28 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1376 | 1270 | 1350 | 1412 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1377 | 1200 | 1276 | 1334 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1378 | 1841 | 1958 | 2047 | 3 | 4 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1379 | 1057 | 1125 | 1176 | 3 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1380 | 2244 | 2386 | 2495 | 4 | 5 | 5 | 4 | 6 | 6 | 2 | 2 | 0 | 0.428 | 0.000 | 0.571 | 0.000 | 0.714 | 0.000 | 3 | 0 | 4 | 0 |
| 1381 | 647 | 688 | 720 | 2 | 2 | 3 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1382 | 14014 | 14907 | 15585 | 32 | 38 | 39 | 0 | 0 | 0 | 4 | 4 | 0 | 0.138 | 0.000 | 0.184 | 0.000 | 0.230 | 0.000 | 7 | 0 | 9 | 0 |
| 1383 | 1014 | 1078 | 1127 | 1 | 1 | 1 | 10 | 14 | 14 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1384 | 779 | 828 | 866 | 6 | 7 | 8 | 4 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1385 | 944 | 1004 | 1050 | 3 | 4 | 4 | 14 | 18 | 18 | 1 | 1 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 2 | 0 | 2 | 0 |
| 1386 | 1475 | 1569 | 1641 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 3 | 0 | 5 | 0 |
| 1387 | 1114 | 1185 | 1239 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1388 | 1463 | 1556 | 1626 | 3 | 4 | 4 | 57 | 75 | 76 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1389 | 606 | 644 | 673 | 4 | 5 | 5 | 26 | 34 | 35 | 1 | 1 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 2 | 0 | 2 | 0 |
| 1390 | 5842 | 6215 | 6497 | 22 | 26 | 27 | 15 | 19 | 20 | 2 | 2 | 0 | 0.097 | 0.000 | 0.130 | 0.000 | 0.162 | 0.000 | 3 | 0 | 4 | 0 |
| 1391 | 1255 | 1334 | 1395 | 2 | 2 | 3 | 17 | 22 | 22 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1392 | 295 | 315 | 329 | 1 | 1 | 1 | 39 | 51 | 52 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1393 | 331 | 352 | 368 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1394 | 259 | 298 | 312 | 1 | 1 | 1 | 12 | 16 | 17 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1395 | 338 | 387 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1396 | 1154 | 1323 | 1384 | 3 | 4 | 4 | 42 | 59 | 61 | 1 | 1 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 2 | 0 | 2 | 0 |
| 1397 | 268 | 307 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1398 | 377 | 432 | 452 | 1 | 1 | 1 | 102 | 144 | 147 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1399 | 325 | 372 | 390 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1400 | 1370 | 1571 | 1644 | 3 | 4 | 4 | 16 | 22 | 23 | 1 | 1 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 2 | 0 | 2 | 0 |
| 1401 | 357 | 409 | 428 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1402 | 354 | 406 | 425 | 0 | 0 | 0 | 18 | 25 | 26 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1403 | 2283 | 2620 | 2741 | 6 | 8 | 8 | 1 | 1 | 2 | 2 | 2 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 4 | 0 | 5 | 0 |
| 1404 | 281 | 322 | 337 | 4 | 5 | 5 | 4 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1405 | 954 | 1094 | 1145 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 2 | 0 | 2 | 0 |
| 1406 | 557 | 639 | 669 | 2 | 3 | 3 | 4 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1407 | 563 | 646 | 676 | 3 | 4 | 4 | 8 | 12 | 12 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1408 | 2052 | 2355 | 2464 | 7 | 9 | 10 | 13 | 18 | 18 | 2 | 2 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 4 | 0 | 5 | 0 |
| 1409 | 358 | 410 | 429 | 1 | 1 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1410 | 1616 | 1854 | 1940 | 8 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|-------|-------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1411 | 482 | 553 | 579 | 1 | 1 | 1 | 5 | 7 | 8 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1412 | 842 | 965 | 1010 | 2 | 3 | 3 | 21 | 30 | 30 | 1 | 1 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 2 | 0 | 2 | 0 |
| 1413 | 599 | 687 | 719 | 1 | 1 | 1 | 6 | 9 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1414 | 645 | 664 | 691 | 1 | 1 | 1 | 17 | 21 | 22 | 1 | 1 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 2 | 0 | 2 | 0 |
| 1415 | 628 | 646 | 672 | 5 | 6 | 6 | 0 | 0 | 0 | 2 | 2 | 0 | 0.428 | 0.000 | 0.571 | 0.000 | 0.714 | 0.000 | 3 | 0 | 4 | 0 |
| 1416 | 2455 | 2525 | 2628 | 6 | 7 | 7 | 6 | 8 | 8 | 3 | 3 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 5 | 0 | 7 | 0 |
| 1417 | 641 | 659 | 686 | 3 | 4 | 4 | 4 | 5 | 5 | 6 | 6 | 0 | 2.142 | 0.000 | 2.856 | 0.000 | 3.570 | 0.000 | 10 | 0 | 13 | 0 |
| 1418 | 4482 | 4612 | 4798 | 11 | 13 | 13 | 4 | 5 | 5 | 4 | 4 | 0 | 0.389 | 0.000 | 0.519 | 0.000 | 0.649 | 0.000 | 7 | 0 | 9 | 0 |
| 1419 | 332 | 341 | 355 | 0 | 0 | 0 | 12 | 15 | 15 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1420 | 752 | 774 | 806 | 6 | 7 | 7 | 10 | 13 | 14 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1421 | 873 | 898 | 934 | 2 | 2 | 2 | 10 | 13 | 14 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1422 | 2563 | 2636 | 2743 | 5 | 6 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1423 | 852 | 877 | 912 | 2 | 2 | 2 | 21 | 27 | 27 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1424 | 3196 | 3288 | 3421 | 3 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1425 | 2479 | 2550 | 2653 | 1 | 1 | 1 | 4 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1426 | 1474 | 1516 | 1577 | 2 | 2 | 2 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1427 | 592 | 608 | 633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1428 | 619 | 637 | 662 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1429 | 912 | 938 | 976 | 0 | 0 | 0 | 36 | 45 | 46 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1430 | 1683 | 1731 | 1801 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1431 | 849 | 873 | 908 | 5 | 6 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 2 | 0 | 2 | 0 |
| 1432 | 2097 | 2157 | 2244 | 3 | 4 | 4 | 0 | 0 | 0 | 3 | 3 | 0 | 1.071 | 0.000 | 1.428 | 0.000 | 1.785 | 0.000 | 5 | 0 | 7 | 0 |
| 1433 | 1530 | 1735 | 1918 | 15 | 20 | 22 | 9 | 13 | 14 | 5 | 5 | 0 | 0.357 | 0.000 | 0.476 | 0.000 | 0.595 | 0.000 | 9 | 0 | 13 | 0 |
| 1434 | 1680 | 1905 | 2106 | 21 | 26 | 29 | 1 | 1 | 2 | 6 | 6 | 0 | 0.306 | 0.000 | 0.408 | 0.000 | 0.510 | 0.000 | 11 | 0 | 15 | 0 |
| 1435 | 2056 | 2332 | 2578 | 17 | 21 | 23 | 0 | 0 | 0 | 9 | 9 | 0 | 0.504 | 0.000 | 0.672 | 0.000 | 0.840 | 0.000 | 14 | 0 | 19 | 0 |
| 1436 | 897 | 1018 | 1126 | 9 | 12 | 13 | 1 | 1 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1437 | 1279 | 1452 | 1604 | 18 | 22 | 24 | 8 | 12 | 13 | 1 | 1 | 0 | 0.060 | 0.000 | 0.079 | 0.000 | 0.099 | 0.000 | 2 | 0 | 2 | 0 |
| 1438 | 2754 | 3124 | 3453 | 24 | 30 | 33 | 2 | 3 | 3 | 7 | 7 | 0 | 0.326 | 0.000 | 0.435 | 0.000 | 0.543 | 0.000 | 13 | 0 | 18 | 0 |
| 1439 | 18688 | 21200 | 23431 | 141 | 179 | 196 | 3 | 4 | 5 | 21 | 21 | 0 | 0.138 | 0.000 | 0.184 | 0.000 | 0.230 | 0.000 | 33 | 0 | 45 | 0 |
| 1440 | 888 | 1008 | 1114 | 17 | 21 | 23 | 0 | 0 | 0 | 4 | 4 | 0 | 0.268 | 0.000 | 0.357 | 0.000 | 0.446 | 0.000 | 7 | 0 | 10 | 0 |
| 1441 | 1299 | 1473 | 1628 | 4 | 5 | 6 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1442 | 1964 | 2227 | 2462 | 6 | 8 | 9 | 3 | 4 | 5 | 1 | 1 | 0 | 0.179 | 0.000 | 0.238 | 0.000 | 0.297 | 0.000 | 2 | 0 | 3 | 0 |
| 1443 | 23451 | 26605 | 29401 | 144 | 183 | 201 | 1 | 1 | 2 | 20 | 20 | 0 | 0.139 | 0.000 | 0.186 | 0.000 | 0.232 | 0.000 | 34 | 0 | 47 | 0 |
| 1444 | 1365 | 1549 | 1712 | 6 | 8 | 9 | 1 | 1 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1445 | 872 | 989 | 1093 | 9 | 12 | 13 | 0 | 0 | 0 | 1 | 1 | 0 | 0.119 | 0.000 | 0.159 | 0.000 | 0.198 | 0.000 | 2 | 0 | 3 | 0 |
| 1446 | 1854 | 2103 | 2325 | 6 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1447 | 1614 | 1831 | 2024 | 11 | 14 | 16 | 0 | 0 | 0 | 2 | 2 | 0 | 0.195 | 0.000 | 0.260 | 0.000 | 0.325 | 0.000 | 4 | 0 | 5 | 0 |
| 1448 | 1108 | 1257 | 1390 | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 0 | 0.536 | 0.000 | 0.714 | 0.000 | 0.892 | 0.000 | 2 | 0 | 3 | 0 |
| 1449 | 530 | 602 | 665 | 3 | 4 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1450 | 733 | 797 | 836 | 4 | 5 | 5 | 1 | 1 | 1 | 2 | 2 | 1 | 0.397 | 0.554 | 0.529 | 0.739 | 0.662 | 0.923 | 3 | 1 | 3 | 1 |
| 1451 | 16943 | 18418 | 19321 | 56 | 68 | 70 | 1 | 1 | 1 | 13 | 10 | 3 | 0.170 | 3.324 | 0.227 | 4.432 | 0.284 | 5.540 | 15 | 8 | 20 | 8 |
| 1452 | 431 | 469 | 492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1453 | 1135 | 1234 | 1295 | 6 | 8 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0.132 | 0.000 | 0.176 | 0.000 | 0.221 | 0.000 | 1 | 0 | 2 | 0 |
| 1454 | 3989 | 4337 | 4549 | 29 | 35 | 37 | 2 | 3 | 3 | 7 | 6 | 2 | 0.185 | 0.969 | 0.247 | 1.293 | 0.309 | 1.616 | 9 | 5 | 11 | 5 |
| 1455 | 1300 | 1413 | 1482 | 12 | 15 | 16 | 2 | 3 | 3 | 1 | 1 | 0 | 0.066 | 0.138 | 0.088 | 0.185 | 0.110 | 0.231 | 1 | 1 | 2 | 1 |
| 1456 | 917 | 997 | 1045 | 3 | 4 | 4 | 10 | 14 | 14 | 1 | 1 | 0 | 0.265 | 0.028 | 0.353 | 0.037 | 0.441 | 0.046 | 1 | 1 | 2 | 1 |
| 1457 | 825 | 897 | 941 | 3 | 4 | 4 | 9 | 13 | 13 | 2 | 2 | 1 | 0.529 | 0.062 | 0.706 | 0.082 | 0.882 | 0.103 | 3 | 1 | 3 | 1 |
| 1458 | 906 | 985 | 1033 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1459 | 1525 | 1657 | 1738 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1460 | 652 | 709 | 743 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1461 | 801 | 871 | 913 | 8 | 10 | 10 | 0 | 0 | 0 | 2 | 2 | 1 | 0.176 | 0.000 | 0.235 | 0.000 | 0.294 | 0.000 | 2 | 0 | 3 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1462 | 991 | 1077 | 1129 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1463 | 459 | 499 | 524 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1464 | 1375 | 1495 | 1568 | 5 | 6 | 7 | 1 | 1 | 1 | 2 | 2 | 1 | 0.318 | 0.554 | 0.423 | 0.739 | 0.529 | 0.923 | 3 | 1 | 3 | 1 |
| 1465 | 622 | 675 | 708 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1466 | 480 | 522 | 548 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1467 | 1589 | 1727 | 1811 | 5 | 6 | 7 | 4 | 6 | 6 | 1 | 1 | 0 | 0.159 | 0.069 | 0.212 | 0.092 | 0.265 | 0.115 | 1 | 1 | 2 | 1 |
| 1468 | 691 | 751 | 788 | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 2 | 1 | 0.794 | 0.554 | 1.059 | 0.739 | 1.323 | 0.923 | 3 | 1 | 3 | 1 |
| 1469 | 2933 | 3187 | 3344 | 7 | 9 | 9 | 1 | 1 | 1 | 1 | 1 | 0 | 0.113 | 0.277 | 0.151 | 0.369 | 0.189 | 0.462 | 1 | 1 | 2 | 1 |
| 1470 | 622 | 675 | 708 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1471 | 459 | 499 | 524 | 3 | 4 | 4 | 24 | 32 | 33 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1472 | 1746 | 1898 | 1991 | 7 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1473 | 452 | 491 | 515 | 6 | 7 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0.132 | 0.000 | 0.176 | 0.000 | 0.221 | 0.000 | 1 | 0 | 2 | 0 |
| 1474 | 824 | 896 | 940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1475 | 2333 | 2536 | 2661 | 4 | 5 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0.199 | 0.000 | 0.265 | 0.000 | 0.331 | 0.000 | 1 | 0 | 2 | 0 |
| 1476 | 660 | 718 | 753 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1477 | 1820 | 1920 | 2064 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1478 | 1157 | 1222 | 1313 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1479 | 2494 | 2632 | 2829 | 0 | 0 | 0 | 2 | 3 | 3 | 4 | 3 | 1 | 0.000 | 0.428 | 0.000 | 0.571 | 0.000 | 0.714 | 0 | 2 | 0 | 2 |
| 1480 | 5466 | 5768 | 6199 | 10 | 12 | 13 | 2 | 3 | 3 | 7 | 6 | 1 | 0.545 | 0.750 | 0.727 | 1.000 | 0.909 | 1.249 | 9 | 3 | 12 | 4 |
| 1481 | 3288 | 3470 | 3730 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 1 | 0.000 | 0.643 | 0.000 | 0.857 | 0.000 | 1.071 | 0 | 1 | 0 | 2 |
| 1482 | 1373 | 1449 | 1557 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0.857 | 0.214 | 1.142 | 0.286 | 1.428 | 0.357 | 1 | 0 | 2 | 1 |
| 1483 | 1176 | 1240 | 1333 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0.000 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0 | 0 | 0 | 1 |
| 1484 | 848 | 895 | 962 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1485 | 604 | 637 | 685 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1486 | 1304 | 1376 | 1479 | 2 | 2 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1487 | 924 | 975 | 1048 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1488 | 4135 | 4363 | 4689 | 3 | 4 | 4 | 0 | 0 | 0 | 7 | 5 | 3 | 1.624 | 0.000 | 2.166 | 0.000 | 2.707 | 0.000 | 8 | 0 | 11 | 0 |
| 1489 | 847 | 894 | 961 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1490 | 825 | 870 | 936 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1491 | 1660 | 1751 | 1882 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1492 | 3195 | 3372 | 3624 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1493 | 1169 | 1233 | 1326 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0.000 | 0.428 | 0.000 | 0.571 | 0.000 | 0.714 | 0 | 1 | 0 | 1 |
| 1494 | 758 | 800 | 860 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0.000 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0 | 0 | 0 | 1 |
| 1495 | 553 | 584 | 628 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1496 | 526 | 555 | 597 | 0 | 0 | 0 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1497 | 1908 | 2013 | 2164 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1498 | 894 | 943 | 1014 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1499 | 554 | 585 | 629 | 0 | 0 | 0 | 4 | 5 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1500 | 679 | 716 | 770 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1501 | 630 | 665 | 715 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1502 | 346 | 365 | 392 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1503 | 511 | 539 | 579 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1504 | 647 | 683 | 734 | 1 | 1 | 1 | 28 | 37 | 39 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1505 | 133 | 140 | 151 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1506 | 791 | 877 | 905 | 0 | 0 | 0 | 5 | 7 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1507 | 593 | 657 | 677 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1508 | 355 | 394 | 406 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1509 | 1366 | 1515 | 1562 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1510 | 784 | 869 | 896 | 3 | 4 | 4 | 6 | 9 | 9 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1511 | 994 | 1102 | 1136 | 2 | 3 | 3 | 5 | 7 | 7 | 2 | 2 | 0 | 0.992 | 0.032 | 1.322 | 0.042 | 1.653 | 0.053 | 3 | 0 | 4 | 0 |
| 1512 | 954 | 1057 | 1091 | 0 | 0 | 0 | 51 | 70 | 71 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1513 | 769 | 852 | 879 | 1 | 1 | 1 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1514 | 355 | 394 | 406 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1515 | 1310 | 1452 | 1499 | 5 | 6 | 7 | 2 | 3 | 3 | 1 | 1 | 0 | 0.198 | 0.040 | 0.264 | 0.053 | 0.331 | 0.066 | 2 | 0 | 2 | 0 |
| 1516 | 1448 | 1606 | 1657 | 3 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 0.331 | 0.079 | 0.441 | 0.106 | 0.551 | 0.132 | 2 | 0 | 2 | 0 |
| 1517 | 1241 | 1375 | 1419 | 7 | 9 | 9 | 1 | 1 | 1 | 2 | 2 | 0 | 0.283 | 0.159 | 0.378 | 0.212 | 0.472 | 0.264 | 3 | 0 | 4 | 0 |
| 1518 | 1087 | 1205 | 1243 | 7 | 9 | 9 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1519 | 563 | 624 | 644 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1520 | 961 | 1066 | 1099 | 7 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1521 | 1212 | 1343 | 1385 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1522 | 1498 | 1661 | 1713 | 3 | 4 | 4 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1523 | 1155 | 1281 | 1321 | 4 | 5 | 5 | 3 | 4 | 4 | 1 | 1 | 0 | 0.248 | 0.026 | 0.331 | 0.035 | 0.413 | 0.044 | 2 | 0 | 2 | 0 |
| 1524 | 816 | 904 | 932 | 3 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1525 | 2201 | 2440 | 2517 | 14 | 18 | 18 | 2 | 3 | 3 | 2 | 2 | 0 | 0.142 | 0.079 | 0.189 | 0.106 | 0.236 | 0.132 | 3 | 0 | 4 | 0 |
| 1526 | 937 | 1038 | 1071 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1527 | 1028 | 1140 | 1176 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1528 | 2258 | 2502 | 2582 | 8 | 10 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 0.110 | 0.000 | 0.147 | 0.000 | 0.184 | 0.000 | 1 | 0 | 2 | 0 |
| 1529 | 1562 | 1732 | 1786 | 3 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1530 | 2495 | 2765 | 2852 | 7 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1531 | 987 | 1095 | 1129 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1531 | 987 | 1095 | 1129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1532 | 2622 | 2905 | 2997 | 7 | 9 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 0.283 | 0.000 | 0.378 | 0.000 | 0.472 | 0.000 | 3 | 0 | 4 | 0 |
| 1533 | 792 | 879 | 906 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1534 | 3081 | 3415 | 3522 | 5 | 6 | 7 | 4 | 6 | 6 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1535 | 549 | 609 | 628 | 1 | 1 | 1 | 3 | 4 | 4 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1536 | 1759 | 1950 | 2012 | 9 | 11 | 12 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1537 | 2831 | 3139 | 3238 | 11 | 14 | 14 | 12 | 16 | 16 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1538 | 1308 | 1450 | 1495 | 4 | 5 | 5 | 6 | 9 | 9 | 1 | 1 | 0 | 0.188 | 0.053 | 0.250 | 0.071 | 0.313 | 0.089 | 1 | 1 | 2 | 1 |
| 1539 | 866 | 960 | 990 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1540 | 1138 | 1261 | 1301 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1541 | 70 | 78 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1542 | 3422 | 3978 | 4439 | 22 | 28 | 31 | 1 | 2 | 2 | 9 | 6 | 3 | 0.223 | 2.559 | 0.297 | 3.411 | 0.371 | 4.264 | 8 | 6 | 12 | 7 |
| 1543 | 2014 | 2345 | 2612 | 21 | 27 | 30 | 1 | 2 | 2 | 4 | 3 | 1 | 0.131 | 1.279 | 0.174 | 1.706 | 0.218 | 2.132 | 5 | 3 | 6 | 3 |
| 1544 | 3810 | 4439 | 4942 | 9 | 12 | 13 | 0 | 0 | 0 | 5 | 4 | 2 | 0.376 | 0.000 | 0.501 | 0.000 | 0.626 | 0.000 | 6 | 0 | 8 | 0 |
| 1545 | 743 | 865 | 964 | 4 | 5 | 6 | 3 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1546 | 1203 | 1402 | 1561 | 0 | 0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1547 | 504 | 586 | 653 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1548 | 3316 | 3865 | 4301 | 20 | 25 | 28 | 0 | 0 | 0 | 5 | 4 | 2 | 0.198 | 0.000 | 0.264 | 0.000 | 0.329 | 0.000 | 7 | 0 | 9 | 0 |
| 1549 | 320 | 372 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1550 | 2051 | 2389 | 2661 | 19 | 24 | 27 | 1 | 2 | 2 | 4 | 3 | 1 | 0.167 | 1.279 | 0.223 | 1.706 | 0.278 | 2.132 | 5 | 3 | 7 | 3 |
| 1551 | 774 | 901 | 1004 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1552 | 1298 | 1512 | 1684 | 1 | 1 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1553 | 815 | 948 | 1056 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1554 | 294 | 342 | 381 | 0 | 0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1555 | 764 | 889 | 990 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1556 | 1210 | 1409 | 1570 | 6 | 8 | 9 | 4 | 6 | 7 | 4 | 3 | 1 | 0.300 | 0.320 | 0.401 | 0.426 | 0.501 | 0.533 | 3 | 3 | 4 | 3 |
| 1557 | 2014 | 2345 | 2612 | 18 | 23 | 25 | 3 | 5 | 5 | 4 | 3 | 1 | 0.158 | 0.426 | 0.211 | 0.569 | 0.264 | 0.711 | 5 | 3 | 7 | 3 |
| 1558 | 1224 | 1426 | 1588 | 8 | 11 | 12 | 4 | 6 | 7 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1559 | 2014 | 2346 | 2612 | 5 | 7 | 7 | 2 | 3 | 3 | 7 | 5 | 2 | 1.052 | 1.119 | 1.402 | 1.492 | 1.753 | 1.866 | 9 | 6 | 13 | 6 |
| 1560 | 852 | 992 | 1105 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1561 | 895 | 1042 | 1160 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1562 | 978 | 1138 | 1267 | 1 | 1 | 1 | 25 | 36 | 39 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

| TAZ | Population | | | Minneapolis Commuters | | | St Paul Commuters | | | 2008 Park-and-Riders | | | Park-and-Ride Mode Split | | | | | | 2020 Park-and-Ride Demand | | 2030 Park-and-Ride Demand | |
|------|------------|------|------|-----------------------|------|------|-------------------|------|------|----------------------|------|---------|--------------------------|----------|-----------|----------|-----------|----------|---------------------------|----------|---------------------------|----------|
| | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | 2008 | 2020 | 2030 | Total | Mpls | St Paul | 2008 MPLS | 2008 STP | 2020 MPLS | 2020 STP | 2030 MPLS | 2030 STP | Mpls | St. Paul | Mpls | St. Paul |
| 1563 | 1531 | 1783 | 1986 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1564 | 751 | 874 | 974 | 8 | 11 | 12 | 3 | 5 | 5 | 2 | 2 | 0 | 0.156 | 0.143 | 0.208 | 0.190 | 0.260 | 0.238 | 2 | 1 | 3 | 1 |
| 1565 | 2681 | 3125 | 3477 | 15 | 20 | 22 | 2 | 3 | 3 | 2 | 2 | 0 | 0.114 | 0.214 | 0.152 | 0.286 | 0.190 | 0.357 | 3 | 1 | 4 | 1 |
| 1566 | 1801 | 2098 | 2337 | 32 | 42 | 46 | 0 | 0 | 0 | 7 | 6 | 1 | 0.182 | 0.000 | 0.242 | 0.000 | 0.303 | 0.000 | 10 | 0 | 14 | 0 |
| 1567 | 1104 | 1286 | 1432 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1568 | 3011 | 3506 | 3905 | 93 | 121 | 133 | 0 | 0 | 0 | 16 | 13 | 3 | 0.132 | 0.000 | 0.177 | 0.000 | 0.221 | 0.000 | 21 | 0 | 29 | 0 |
| 1569 | 1857 | 2163 | 2409 | 13 | 17 | 19 | 0 | 0 | 0 | 1 | 1 | 0 | 0.050 | 0.000 | 0.067 | 0.000 | 0.084 | 0.000 | 1 | 0 | 2 | 0 |
| 1570 | 3462 | 4034 | 4491 | 13 | 17 | 19 | 0 | 0 | 0 | 5 | 4 | 1 | 0.330 | 0.000 | 0.439 | 0.000 | 0.549 | 0.000 | 8 | 0 | 11 | 0 |
| 1571 | 887 | 1033 | 1150 | 8 | 11 | 12 | 0 | 0 | 0 | 1 | 1 | 0 | 0.107 | 0.000 | 0.143 | 0.000 | 0.178 | 0.000 | 2 | 0 | 2 | 0 |
| 1572 | 1036 | 1207 | 1345 | 15 | 20 | 22 | 0 | 0 | 0 | 2 | 2 | 0 | 0.114 | 0.000 | 0.152 | 0.000 | 0.190 | 0.000 | 3 | 0 | 4 | 0 |
| 1573 | 1419 | 1652 | 1840 | 37 | 48 | 53 | 0 | 0 | 0 | 16 | 13 | 3 | 0.330 | 0.000 | 0.439 | 0.000 | 0.549 | 0.000 | 21 | 0 | 29 | 0 |
| 1574 | 1437 | 1673 | 1863 | 19 | 24 | 27 | 0 | 0 | 0 | 3 | 3 | 1 | 0.122 | 0.000 | 0.163 | 0.000 | 0.204 | 0.000 | 4 | 0 | 5 | 0 |
| 1575 | 75 | 87 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1575 | 75 | 87 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1576 | 4361 | 5081 | 5656 | 46 | 60 | 67 | 0 | 0 | 0 | 13 | 10 | 3 | 0.202 | 0.000 | 0.269 | 0.000 | 0.336 | 0.000 | 16 | 0 | 22 | 0 |
| 1577 | 1708 | 1990 | 2216 | 8 | 11 | 12 | 0 | 0 | 0 | 3 | 3 | 1 | 0.286 | 0.000 | 0.381 | 0.000 | 0.476 | 0.000 | 4 | 0 | 6 | 0 |
| 1578 | 1254 | 1461 | 1627 | 6 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1579 | 1226 | 1427 | 1590 | 9 | 12 | 13 | 0 | 0 | 0 | 2 | 2 | 0 | 0.190 | 0.000 | 0.254 | 0.000 | 0.317 | 0.000 | 3 | 0 | 4 | 0 |
| 1580 | 1493 | 1738 | 1936 | 7 | 9 | 10 | 0 | 0 | 0 | 4 | 3 | 1 | 0.381 | 0.000 | 0.508 | 0.000 | 0.635 | 0.000 | 5 | 0 | 7 | 0 |
| 1581 | 349 | 407 | 453 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1582 | 1317 | 1533 | 1707 | 3 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0.571 | 0.000 | 0.762 | 0.000 | 0.952 | 0.000 | 3 | 0 | 4 | 0 |
| 1583 | 203 | 237 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1584 | 505 | 588 | 655 | 5 | 7 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 0.343 | 0.000 | 0.457 | 0.000 | 0.571 | 0.000 | 3 | 0 | 4 | 0 |
| 1585 | 1078 | 1256 | 1398 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1586 | 88 | 103 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1587 | 1169 | 1361 | 1516 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1588 | 1429 | 1664 | 1853 | 7 | 9 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 0.122 | 0.000 | 0.163 | 0.000 | 0.204 | 0.000 | 2 | 0 | 2 | 0 |
| 1589 | 1045 | 1218 | 1356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1590 | 228 | 265 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |
| 1591 | 1177 | 1370 | 1526 | 11 | 15 | 16 | 0 | 0 | 0 | 1 | 1 | 0 | 0.071 | 0.000 | 0.095 | 0.000 | 0.119 | 0.000 | 1 | 0 | 2 | 0 |
| 1592 | 2338 | 2722 | 3032 | 22 | 28 | 31 | 0 | 0 | 0 | 6 | 5 | 1 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 8 | 0 | 11 | 0 |
| 1593 | 1224 | 1426 | 1588 | 9 | 12 | 13 | 0 | 0 | 0 | 2 | 2 | 0 | 0.156 | 0.000 | 0.208 | 0.000 | 0.260 | 0.000 | 3 | 0 | 3 | 0 |
| 1594 | 1117 | 1301 | 1449 | 29 | 38 | 42 | 0 | 0 | 0 | 4 | 3 | 1 | 0.098 | 0.000 | 0.131 | 0.000 | 0.163 | 0.000 | 5 | 0 | 7 | 0 |
| 1595 | 687 | 800 | 891 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 2.570 | 0.000 | 3.427 | 0.000 | 4.284 | 0.000 | 5 | 0 | 6 | 0 |
| 1596 | 1196 | 1393 | 1551 | 11 | 15 | 16 | 0 | 0 | 0 | 2 | 2 | 0 | 0.132 | 0.000 | 0.176 | 0.000 | 0.220 | 0.000 | 3 | 0 | 4 | 0 |
| 1597 | 1812 | 2110 | 2350 | 17 | 21 | 24 | 0 | 0 | 0 | 4 | 3 | 1 | 0.214 | 0.000 | 0.286 | 0.000 | 0.357 | 0.000 | 6 | 0 | 8 | 0 |
| 1598 | 557 | 648 | 722 | 5 | 7 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 0.171 | 0.000 | 0.228 | 0.000 | 0.286 | 0.000 | 2 | 0 | 2 | 0 |
| 1599 | 645 | 751 | 836 | 6 | 8 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 0.122 | 0.000 | 0.163 | 0.000 | 0.204 | 0.000 | 1 | 0 | 2 | 0 |
| 1600 | 1053 | 1227 | 1367 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0.857 | 0.000 | 1.142 | 0.000 | 1.428 | 0.000 | 2 | 0 | 2 | 0 |
| 1601 | 922 | 1073 | 1195 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 |

C

STAKEHOLDER COMMENTS ON THE JANUARY 2010 DRAFT METROPOLITAN COUNCIL PARK-AND-RIDE PLAN AND METROPOLITAN COUNCIL RESPONSES



| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|---|---|--------------|--------|---------------|--|
| 1 | At the beginning of the Plan, there needs to be a section linking it to the Transportation Policy Plan – what is adopted Council Policy vis a vis park-and-ride. | Chapter 1 | iv | 2/17/2010 | Added a new section entitled "Purpose of the Park-and-Ride Plan" prior to Chapter 1. This section defines the connection between the 2030 Transportation Policy Plan and the 2030 Park-and-Ride Plan. |
| 2 | Figure 1-5 should include Columbus in the TTD map | Chapter 1 | 2 | 2/5/2010 | The map reflects 2008 park-and-ride usage and TTD communities. The note beneath the map indicates that the Cities of Lakeville, Columbus, Forest Lake, and Maple Plain have since become part of the Transit Capital Levy communities. |
| 3 | Page 2 – suggestion – reorder the legend from inside to outside | Chapter 1 | 2 | 2/17/2010 | Legend rearranged in the following order: (1) Inside Transit Taxing District (2) 7-County Metro Area (Outside of Transit Taxing District) (3) Outside Transit Taxing District |
| 4 | Paragraph 1.1, Table 1-7 Paragraph discusses the Park and Ride system but does not mention anything about Park and Pools, yet they are included in table 1-7. Include Park and Pools in the discussion in the paragraph. | Chapter 1 | 4 | 2/10/2010 | Added the following text to page 4: <i>MnDOT and other providers offer parking lots that are not served by transit but provide for carpool parking. These park-and-pools are part of the regional system, but this plan does not forecast need or identify future locations for park-and-pool facilities. Some identified park-and-ride lots may be constructed in advance of transit service, and will provide park-and-pool opportunities prior to implementation of regular route transit service.</i> |
| 5 | Page 3 & 4 – I would recommend not using the Hiawatha hide-and-ride in the usage figures. Otherwise the %Utilized isn't accurate, because the "usage" isn't just a part of the capacity, and isn't reflecting the % of spaces being used. A footnote could be added at the end of the table to acknowledge there are additional # of hide-and-riders in the Metro Transit service area. | Chapter 1 | 4 | 2/17/2010 | Figure 1-6 was revised so that Hiawatha hide-and-ride figures are not included in the reported park-and-ride system usage. The following footnote was added at the end of the table: <i>Usage figures do not include Hiawatha hide-and-ride counts from 2005-2008. The four-year average of hide-and-ride vehicles parked at the 38th Street, 46th Street, and 50th Street LRT stations was approximately 384, which may reflect additional demand for parking spaces along the Hiawatha line.</i> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|--------|---------------|---|
| 6 | Chapter 2 Suggest changing “The process map” to something that more closely resembles the title of the figure to avoid confusion. | Chapter 2 | 10 | 2/10/2010 | On page 10, replaced the first sentence of paragraph 2 with the following text: <i>The process used to forecast 2020 and 2030 demand by TAZ is illustrated in Figure 2-6, 2030 Park-and-Ride Demand Model Methodology.</i> |
| 7 | Chapter 2, page 14, second paragraph – In the paragraph it states “... unmet need for 2020 and 2030, with emphasis on 2020 needs.” Tables 2-11 and 2-14 have the P&R Investment Priority based off the Unmet Need for 2030. | Chapter 2 | 14 | 2/10/2010 | On page 14, replaced the first sentence of paragraph 3 with the following text: <i>In the category marked “Corridor P&R Investment Priority” these labels are based on the value of unmet need for 2020 and 2030, with emphasis on 2030 needs.</i> |
| 8 | Page 15 – row I-35W North – the 2020 unmet need should be 1,000 and 2030 should be -400. | Chapter 2 | 15 | 2/17/2010 | In Table 2-11, unmet need revised for I-35W North as follows: - 2020: revised to -1,000 - 2030: revised to -400 2020 and 2030 'Unmet Need' totals also adjusted to reflect changes. |
| 9 | Page 17 – row Hwy 61 South – 2020 unmet need should be 200. | Chapter 2 | 17 | 2/17/2010 | In Table 2-14, unmet need revised for Hwy 61 South as follows: - 2020: revised to 200 2020 and 2030 'Unmet Need' totals also adjusted to reflect changes. |
| 10 | Tables identical for 2 facilities- recheck/fix values | Chapter 2 | 21 | 1/20/2010 | Southwest Village Park-and-Ride Usage (Table 2-17) replaced with correct values. |
| 11 | Chapter 2, page 21 - The information in Table 2-17 is the same as the information in Table 2-18, it is different in the preceding paragraphs. | Chapter 2 | 21 | 2/10/2010 | Southwest Village Park-and-Ride Usage (Table 2-17) replaced with correct values. |
| 12 | Page 21 – in Table 2-17, the predicted and observed are incorrect; they are shown the same as Cottage Grove. | Chapter 2 | 21 | 2/17/2010 | Southwest Village Park-and-Ride Usage (Table 2-17) replaced with correct values. |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|--------|---------------|---|
| 13 | Section 2.3 Results of 2009 Park-and-Ride Demand Model - For the park-and-ride facilities located in East Metro corridors, the Park-and-Ride Plan identifies the demand and capacity needed to both the Minneapolis and St Paul central business districts. Corridor park-and-ride investment priorities are then determined twice for each park-and-ride based on the demand to both Minneapolis and St Paul. We would recommend that the overall demand and capacity needed for each park-and-ride to both Minneapolis and St Paul should be combined when determining the investment priority. This would help to better identify the overall investment needed at each park-and-ride and to compare and prioritize corridor investments on an apples-to-apples basis. | Chapter 2 | 14-17 | 2/12/2010 | The suggestion is valid and would yield comparable results for East Metro travel corridors; however, a majority of the travel corridors to Minneapolis and St. Paul do not align outside of the East Metro. For example, in the South Metro, there is only 1 travel corridor to St. Paul (I-35E South). In contrast, there are 5 travel corridors to Minneapolis (I-35W South Lower & Upper, Hwy 77 South, Hwy 52/55, and Hwy 169 South) and none of them align with the primary travel corridor to St. Paul. |
| 14 | Table 2-11 and 2-14 - Asterisks should be placed after the following corridors: I-35W North, I35E North/Hwy 36 East, Hwy 61 South, I-94 East. These corridors have been identified as transitways in the Met Council 2030 Transportation Policy Plan and future transitway improvements in these corridors may increase demand. | Chapter 2 | 15,17 | 2/12/2010 | Asterisks added next to the following corridors to indicate potential demand increase in conjunction with future transitway improvements: - I-35W North (Minneapolis) - I-35E North/Hwy 36 East (Minneapolis and St. Paul) - Hwy 61 South (Minneapolis and St. Paul) - I-94 East (Minneapolis and St. Paul) |
| 15 | Figure 2-15 & 2-16- final maps | Chapter 2 | 19- 20 | | Maps added to demonstrate market area analysis conducted prior to the Southwest Village and Cottage Grove Park-and-Rides opening. |
| 16 | Sections 2.2 – 2.4. Once again SWT disagrees with the Metropolitan Council’s methodology for projecting mode split and service demand. The issues are: | Chapter 2 | 9-21 | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|--------|---------------|---|
| 17 | <p><i>- By only using community TAZ data to determine the mode split, it understates SWT ridership. For example, this method works great for communities like Richfield a first ring suburb. However communities like Chaska and Chanhassen draw from the west and from south of the Minnesota River beyond their TAZ designations. Eden Prairie and Chanhassen draw from Minnetonka, Excelsior and Shakopee. The mode split numbers are understated versus what actually occurs in these examples provided. Based on SWT's 2009 customer survey, 75 percent of the customers ride five days per week to downtown Minneapolis or the University of Minnesota. There is no doubt that these are primarily work trips that go five days per week. Ridership in 2009 correlated to the down town unemployment rates. In other words, ridership declined like the loss of jobs.</i></p> | Chapter 2 | 9-21 | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |
| 18 | <p><i>-The "interpolation" and "calibration" steps of the model end up skewing what behavior is actually occurring at various specific locations through out the region, especially on the growing edges of the metropolitan area. It is difficult to calibrate or interpolate data that draws riders to a "good" bus transit system that provides nice and well maintained equipment with needed frequency service. The model's data criteria for this bus variable doesn't really exist thus it can not really show the affects of something the riders, when given a choice, will choose over hard seats and a dirty bus.</i></p> | Chapter 2 | 9-21 | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |
| 19 | <p><i>-The inconsistency of the data. For example on page 21 SouthWest Village park and ride has a calibrated park and ride usage of 157 per day. The actual number is approximately, per Table 3-42, 165 per day. The mode split on page 21 "represents a 36.5 percent park-and-ride mode share to Minneapolis. Finally, in another document sent to me showed a combined Chanhassen, Eden Prairie and Chaska 2008 mode split of 28 percent. SWT's actual mode split number was closer to 40 percent when an exercise was conducted as part of the Congestion Mitigation Air Quality (CMAQ) grant request for a third level at SouthWest Village park and ride in early 2009. What percentage of all of these different percentages is correct and should be used. SWT prefers actual data to an average of an average.</i></p> | Chapter 2 | 9-21 | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|---------|---------------|---|
| 20 | The SWT concerns remain with the methodology and what the model produces. It is difficult to understand when SWT is being told that they have allegedly overbuilt the number of park and ride spaces in the 212/5 corridor but yet, the SouthWest light rail project is looking to double the size of the existing SouthWest Station park and ride facility in Eden Prairie as well as build an additional station with an additional 1,000 space structure about a half a mile to the west of SouthWest Station. How can the same regional model say there is a need to support LRT with additional park and ride locations but for express bus the corridor is over built? It sounds wrong. | Chapter 2 | General | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |
| 21 | Table 3.2 Park-and-Ride Facilities in the Twin Cities Metro Area– The map should identify the Langdon site (southwest of W Point Douglas Road S & Islay Ave S intersection) as an alternative location for the Cottage Grove future transitway facility. The existing Cottage Grove park-and ride and the Langdon Site are being studied as potential locations for the Cottage Grove transitway facility as part of the ongoing Station Area and Site Master Planning study being conducted by the Red Rock Corridor Commission. | Chapter 3 | 27 | 2/12/2010 | <p>Revised the first sentence of paragraph 6 on page 38 (previously 39) to read as follows: <i>Additional facilities in Newport, Hastings and a relocated Cottage Grove park-and-ride may be constructed as part of the Red Rock transitway.</i></p> <p>The map in Figure 3-2 was not changed, as it shows approximate locations for proposed facilities and is flexible in that several different sites may be under consideration. Each facility, however, is only represented as one point on the map so that the plan does not appear to suggest more facilities than required to meet demand. A Cottage Grove park-and-ride is warranted and the placeholder on the map represents the general location of a future facility.</p> |
| 22 | Chapter 3, page 27 – The page numbers in Figure 3-2 that direct readers to the different sectors is labeled incorrectly (North says pages 26-29, yet Figure 2-3 is on page 27. | Chapter 3 | 27 | 2/10/2010 | Page numbers on the map revised to correct discrepancy. |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
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| 23 | The last paragraph on p. 31 states that there is relatively low demand and increased bus operating distances limit the expansion of opportunities for the northern portion of Anoka County. The demand for transit services for the corridor is high and can be seen in the Draft 2030 Anoka County Transportation Plan where it indicates that there is a definite need for expanded travel service. | Chapter 3 | 31 | 2/5/2010 | Revised paragraph 6 on page 30 (previously p.31) to read as follows: <i>The park-and-ride demand model predicts the greatest existing and future ridership will be generated between Highway 10 and County Road 14. Therefore, the primary focus of park-and-ride investment is the planned facility in Blaine. As governance and operating conditions evolve, Metro Transit will work with local partners to evaluate northerly extensions of transit service along Highway 65.</i> |
| 24 | Table 3-12 indicates the information for new riders only. Anoka Co. would like the current ridership to be taken into account as well. | Chapter 3 | 33 | 2/5/2010 | Baseline usage and forecasted demand in the Plan is based on 2008 usage data for all segments of the Twin Cities Metro Area. "Current" usage figures (for 2008) are included in column 5 of Table 3-12. |
| 25 | Section 3.2 Northeast Metro I-35E North (St Paul) – The following sentence should be added to the fourth paragraph. "Other facilities may be considered based on the recommendations of the Rush Line Alternatives Analysis". | Chapter 3 | 34 | 2/12/2010 | Added the following sentence at the end of paragraph 6 on page 33 (previously page 34): <i>Other facilities may be considered based on recommendations of the Rush Line Alternatives Analysis.</i> |
| 26 | Chapter 3, page 34 – The last paragraph states "The primary park-and-ride facility serving I-35E north of St. Paul is Maplewood Mall Transit Center. This facility is currently over capacity and is planned for expansion, as described below.", instead of below maybe "as follows." | Chapter 3 | 34 | 2/10/2010 | Revised the last sentence of paragraph 7 on page 33 (previously p. 34) to read as follows: This facility is currently over capacity and is planned for expansion by an additional 550 spaces. |
| 27 | Page 34 – At the end the last sentence, change "as described below" to "an additional 550 spaces". | Chapter 3 | 34 | 2/17/2010 | Revised the last sentence of paragraph 7 on page 33 (previously p. 34) to read as follows: <i>This facility is currently over capacity and is planned for expansion by an additional 550 spaces.</i> |
| 28 | Section 3.2 Hwy 36 East (Minneapolis) and Highway 36 West (St Paul) Corridors - This section should include a discussion on potential siting of new park-and-ride facilities along the Hwy 36 corridor east of 694 to help capture a share of the unmet demand for the overall corridor to both St Paul and Minneapolis. | Chapter 3 | 35 | 2/12/2010 | Added the following text to paragraph 3 on page 34 (previously page 35): <i>The expanded Maplewood Mall Park-and-Ride will provide a large capacity and will support a high level of service. This will attract users from the Highway 36 corridor east of I-694. If a future river crossing is constructed and congestion increases, an additional park-and-ride farther east should be explored. The planned Maplewood expansion will satisfy current demand projections.</i> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
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| 29 | Page 35 – in paragraph three, “there are four facilities planned for expansion or construction”. Only three expansions are described. Is the Rosedale Mall park-and-ride going to be expanded? | Chapter 3 | 35 | 2/17/2010 | <p>The following sentence was added to paragraph 3 on page 35 (previously p. 34):</p> <p><i>The four facilities include: I-35E & Co Road 14, I-35E & Co Rd E or CSAH 96, Maplewood Mall Transit Center, and Hwy 36 & Rice Street.</i></p> |
| 30 | Regarding the potential market demand for St. Paul, the Plan may want to reference the Robert Street Corridor Transitway feasibility study as a starting point for addressing p-n-r issues in the corridor and that future project development activities will provide greater definition of the transit facility needs in the corridor. | Chapter 3 | 39 | 2/15/2010 | <p>This section of the Plan was not revised to mention the Robert Street Corridor Transitway feasibility study as the Plan does not mention the variety of studies conducted in other corridors. Metro Transit will reference the study in the future planning efforts as necessary.</p> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|--------|---------------|---|
| 31 | <p>(1) Table 3.24 Southeast Metro Park-and-Ride Figures – The planned Hastings park-and-ride should be included in the Highway 61 South Corridor not the 52/55 corridor.</p> <p>(2) The planned expansion and estimated 2030 capacity should be increased from 200 to 250 to comply with the Commuter Bus Feasibility Study completed by the Red Rock Corridor Commission in 2009</p> | Chapter 3 | 41 | 2/12/2010 | <p>(1) The following footnote was added to Tables 2-11, 2-14, 3-3, 3-4, and 3-24 to reflect that a portion of demand for Hastings P&R facility may be associated with the Hwy 61 South corridor rather than the Hwy 52/55 corridor:</p> <p><i>New facilities listed as part of the Hwy 52/55 corridor have potential to increase park-and-ride demand in the Hwy 61 South corridor; therefore, park-and-ride demand and capacity in the Hwy 61 South corridor could be greater than suggested in this table. Park-and-Ride priority of the Hwy 61 South corridor will be re-evaluated on the basis of observed usage patterns as necessary.</i></p> <p>(2) Metro Transit’s demand model estimated a capacity of 200 spaces for the Hastings Park-and-Ride in 2030. This estimated will be retained to be consistent with methodology used in the remainder of the plan. However, to communicate the higher demand estimate that resulted from the Red Rock Corridor Commuter Bus Feasibility Study, the following footnote was added to Table 3-24:</p> <p><i>The Red Rock Corridor Commission completed a Commuter Bus Feasibility Study in 2009, which suggested 2030 should be 250 spaces. Specific market area analyses, as described in Chapter 5 of this plan, will inform the actual capacity.</i></p> |
| 32 | Page 43 – At the middle of the second paragraph, the left margin changes | Chapter 3 | 43 | 2/17/2010 | Margin fixed in second paragraph of Page 42 (previously page 43). |
| 33 | Chapter 3, page 44 – Figure 3-31 shows Highway 212 labeled as 312, the road labeled as 212 is Flying Cloud Dr. | Chapter 3 | 44 | 2/10/2010 | <p>Map in Figure 3-31 revised as follows:</p> <ul style="list-style-type: none"> - Hwy 212 road label removed from Flying Cloud Drive - Hwy 312 road label replace with Hwy 212 label |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
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| 34 | Chapter 3, page 46 – Third paragraph refers to “hide and ride”, the term should be explained/defined. | Chapter 3 | 46 | 2/10/2010 | Added the following footnote text to page 45 (previously page 46): <i>“Hide and ride” is a term used to describe vehicle parking in non-park-and-ride areas along a transit line for the purpose of boarding transit.</i> |
| 35 | Chapter 3, page 46 – Fourth paragraph at the end of the first sentence it states “The Highway 52/55 corridor facilities in the Central Metro sector include those located in the city of Eagan.” From Table 3-37, The Highway 52/55 corridor facilities are not in Eagan, they are in Fort Snelling. | Chapter 3 | 46 | 2/10/2010 | Revised the first sentence of the fourth paragraph on Page 45 (previously p. 46) to read as follows: <i>The Highway 52/55 corridor facilities in the Central Metro sector include those located in the city of Fort Snelling.</i> |
| 36 | Chapter 3, page 50 – The third paragraph talks about Chanhassen Station will complete with the Southwest Village Park-and –Ride. Looking at Table 3-42 there is no Chanhassen Station listed. | Chapter 3 | 50 | 2/10/2010 | Table 3-42 revised to include the name "Chanhassen Transit Station" as an alternative to Market Blvd & Pauley Rd. |
| 37 | Chapter 3, page 52 – Figure 3-41 shows Highway 212 labeled as 312, the road labeled as 212 is Flying Cloud Dr. | Chapter 3 | 52 | 2/10/2010 | Map in Figure 3-41 revised as follows: - Hwy 212 road label removed from Flying Cloud Drive - Hwy 312 road label replace with Hwy 212 label |
| 38 | With the potential for Ham Lake, East Bethel, and the entire Metro to be included in the Transit Taxing District there will be potential for improved bus service in the area. Also, demand is high for this corridor and not low like it is stated in the document. The Draft 2030 Anoka County Transportation Plan indicates that there are 40,000 trips at CSAH 14 and TH 65 and the projected model shows 50,000 trips. This alone shows a service need. In addition to the Draft 2030 Anoka County Transportation Plan,our 2008 Transit System Plan for Anoka County indicates a need. Please see the 2000 traffic model in the Draft 2030 Anoka County Transportation Plan as a reference. | Chapter 3 | 30-33 | 2/5/2010 | Revised paragraph 6 on page 30 (previously p.31) to read as follows: <i>The park-and-ride demand model predicts the greatest existing and future ridership will be generated between Highway 10 and County Road 14. Therefore, the primary focus of park-and-ride investment is the planned facility in Blaine. As governance and operating conditions evolve, Metro Transit will work with local partners to evaluate northerly extensions of transit service along Highway 65.</i> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
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| 39 | Pages 28 and 29 have the same errors as pages 15 and 17. In addition, the totals at the end of the tables are different. | Chapter 3 | 28-29 | 2/17/2010 | <p>In Table 3-3, unmet need revised for I-35W North as follows: - 2020: revised to -1,000 - 2030: revised to -400 2020 and 2030 Minneapolis 'Unmet Need' totals were adjusted to reflect changes.</p> <p>In Table 3-4, unmet need revised for Hwy 61 South as follows: - 2020: revised to 200 2020 and 2030 St. Paul 'Unmet Need' totals were adjusted to reflect changes.</p> <p>Unmet need in Central Cities park-and-rides was removed from Minneapolis and St. Paul totals to correspond with values shown in Tables 2-11 and 2-14.</p> |
| 40 | Anoka Co. would also like the plan to mention that there are improvements planned on TH 65 such as interconnected signals, bus shoulders and the awarded CMAQ dollars for use on the corridor. Service is now viable and Anoka County has been awarded \$8,482,235 of CMAQ money through the 2009 Regional Solicitation (2013-2014). | Chapter 3 | 30-33 | 2/5/2010 | <p>Revised paragraph 3, sentence 3 on page 30 (previously p. 31) to read as follows: <i>Bus-only shoulders and other features will be added by 2013, allowing competitive transit service to enter the already strong market.</i></p> <p>Note: Information about CMAQ funding a park-and-ride along the TH 65 corridor was not incorporated into the plan, as the remainder of the plan does not include information about granted and/or allocated funding sources for planned park-and-ride facilities.</p> |
| 41 | First sentence under the "Highway 212/5 Corridor" section, SouthWest Transit's (SWT) name does not include "Metro." If there are other pages, please delete the word Metro in the SouthWest Transit name. | Chapter 3 | 50- Check all Pages | 2/15/2010 | <p>Revised the first sentence of the second paragraph on Page 49 (previously p. 50) to "SouthWest Transit". Checked the remainder of the document to ensure the error did not appear on other pages of the document.</p> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
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| 42 | Section 3.6. There is a difference between modeling a corridor like 212/5 and the roadways commuters take and the origin areas that they are drawn from. For example, highway 212 is one vein drawing from a different geographical area including the south, southwest and west. Highway 5 is another vein drawing from another geographical area that includes the north, northwest and west. In other words, the two are split and are basically stand alone based on the highways they serve and the commuters that drive them. | Chapter 3 | 50-51 | 2/15/2010 | Comments addressed in a direct response to Southwest Transit. |
| 43 | Should the Hastings information be included as part of the Hwy 61 South Corridor and not with the Hwy 55/52 Corridor? This would be more consistent with the Red Rock Corridor's park and ride needs. | Chapter 3 | 41 | 2/15/2010 | The Hastings park-and-ride was included in the Hwy 52/55 corridor rather than the Hwy 61 South corridor because Hwy 52/55 aligns most closely with typical travel behavior patterns. |
| 44 | (1) Table 4-17: Should include info about the new facility and it's utilization and that the previous location will be redeveloped (not sure if these spaces were included in the 1,238 total), capacity should be capped at 950 spaces. (2) Should also reference the Cedar Avenue Implementation Plan Update is investigating the additional park and ride needs as part of the Cedar Avenue Bus Rapid Transitway. (3)Cedar Grove should be 125 spaces and not 160. | Chapter 3 Chapter 4 | 42 & 73 | 2/15/2010 | (1) Table 3-32 - changed Apple Valley Transit Station information as follows: - Expansion: 182 spaces - Estimated 2030 Capacity: 950 spaces (2) Added the following sentence at the end of Section 4.5: <i>The ongoing Cedar Avenue Implementation Plan Update will further inform park-and-ride development in this TH77 corridor.</i> (3) Table 4-17 revised as follows: -Cedar Grove: Capacity and New Spaces = 125 - Apple Valley Transit Station: - Capacity: 950 spaces - Expansion: 182 spaces |
| 45 | The Park-and-Ride plan should mention that there are plans to extend service to St. Cloud, which will affect all modes of transit service in the TH 65 corridor. | Chapter 4 | 69 | 2/5/2010 | Added the following text in paragraph 3 on page 68 (previously p. 69): <i>An additional park-and-ride is located in St. Cloud, and served by Northstar Link service, connecting St. Cloud with Big Lake Station.</i> |

| # | Comment/Question Received from Stakeholder | Plan Chapter | Page # | Date Received | Plan Revision/Metropolitan Council Response |
|----|---|--------------|---------|---------------|--|
| 46 | <p>(1) Section 4.3 Red Rock Corridor– Delete the word possibly from the first sentence. The Red Rock Corridor is defined as service to St Paul and Minneapolis.</p> <p>(2) A sentence should also be added stating that the Hastings park-and-ride facility could be constructed in advance of rail implementation to support an extension of bus service on route 361 to St Paul and 365 to St Paul or as a stand-alone express bus service.</p> | Chapter 4 | 69 | 2/12/2010 | <p>(1) Word "possibly" was deleted from the first sentence of paragraph 1 on page 70 (previously 71).</p> <p>(2) Revised paragraph 3 on page 70 (previously 71) to read as follows:</p> <p><i>The Newport facility could be constructed in advance of rail implementation to support existing and future bus service changes to Downtown St. Paul on Route 364. In addition, the Hastings park-and-ride facility could be constructed in advance of rail implementation as an extension of bus service on route 361 and route 365 to St. Paul.</i></p> |
| 47 | P&R Capacity is incorrect in Table 4-8 (SW Transitway) | Chapters 3-4 | 70 | 1/29/2010 | Table 4-8 was revised with updated capacities from Hennepin County. Table 3-37, 3-42, and 3-45 also were revised to correspond with updated Southwest Transitway estimated park-and-ride capacities. |
| 48 | As this study deals with regional facilities, there should be a regional review of the study. Whether or not there is public comment period per TPP adoption, this study would benefit from a larger perspective from other public stakeholders, cities in particular as many cities have recently developed transit plans for their communities. | General | General | 2/15/2010 | Park-and-Ride locations were developed with city and county input, working directly with transit providers and city staff. As projects develop and issues are identified, the <i>2030 Park-and-Ride Plan</i> may be amended as necessary. New park-and-ride locations identified in the Plan resulted from the participation of city stakeholders and transit providers. In addition, Council staff reviewed newly completed local comprehensive planning documents. |
| 49 | The Met Council needs to identify other facility needs for regional purposes, such as the Mall of America Transit Station. As future development occurs as well as the introduction of other transitway corridors, the MOA location may no longer serve regional needs. County staff suggests that the Met Council, transit providers and the City of Bloomington begin to address these issues to ensure that every opportunity is seized for transit before further development occurs in the area. | General | General | 2/15/2010 | This plan focuses solely on park-and-ride facilities. Other facility needs, such as the Mall of America Transit Station, will be considered through other facilities planning processes. |
| 50 | Various other minor grammatical and typographical errors | Various | Various | Various | Minor grammatical and typographical errors were corrected in various sections of the final draft of the <i>Plan</i> . |