

2014 ANNUAL REGIONAL PARK-AND-RIDE SYSTEM REPORT

Prepared for:

Metropolitan Council
Metro Transit
Minnesota Valley Transit Authority
SouthWest Transit
Maple Grove Transit
Plymouth Metrolink
Northstar Corridor Development Authority
Minnesota Department of Transportation
Wisconsin Department of Transportation

Prepared by:

Stephen Hannon
Facilities Planning
Engineering & Facilities
Metro Transit



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EXECUTIVE SUMMARY

The *2014 Annual Regional Park-and-Ride System Report* provides a summary of current usage trends in the Twin Cities' regional park-and-ride and park-and-pool systems. It complements long-term planning documents such as the Metropolitan Council's *2040 Transportation Policy Plan, Thrive MSP 2040*, and the *2030 Park-and-Ride Plan*, and informs planners of trends in park-and-ride usage and the demand for transit service. A survey of the system was conducted in late September and early October 2014, and included vehicle counts for every facility and a collection of license plate information for analyzing user origins.

In 2014, the regional park-and-ride system had **18,265 users**, which was a **decline of 4.6%** from 19,149 users in 2013. After seeing strong annual growth in usage from 2004 to 2008, the regional park-and-ride system saw 1.8% usage growth from 2008 to 2014. This pattern is similar to express bus and commuter rail ridership over the same time period.

The system currently has 32,463 spaces within 108 park-and-ride facilities, and a 56% utilization rate of these spaces. In 2014, the system added 1,382 more spaces to its capacity with the opening of three new facilities, the expansion of three facilities, and the closure of one facility.

The five facilities with the largest usage gains were Maplewood Mall Transit Center and Park & Ride (added 139), Ramsey Station (89), Apple Valley Transit Station (60), Maple Grove Parkway (59), and Hwy 610 & Noble (56). Both Maple Grove Parkway and Hwy 610 & Noble finished construction projects this year, which added to their capacities.

The five facilities with the largest decreases in usage were I-35W & 95th Ave (lost 217), Burnsville Transit Station (208), Foley Blvd (130), 28th Ave Station (120), and Coon Rapids/Riverdale Station (72). Trends seen at 28th Ave Station and Coon Rapids/Riverdale Station were consistent with the decline in ridership on the Blue Line and Northstar, respectively.

The system currently has several facilities at capacity (90–100 % full) or over capacity (over 100% full). Of the 108 park-and-ride facilities in the region, 14 currently fall into one of these two categories. There are planned projects in the near future that will address capacity constraints at some of these facilities.

Several factors may influence changes in park-and-ride system usage. Some of these factors include cost and availability of transit services, cost and availability of downtown parking, congestion, economic and employment conditions, land use patterns and the cost of fuel.

Figure 1: Regional Park-and-Ride System Usage 2004-2014

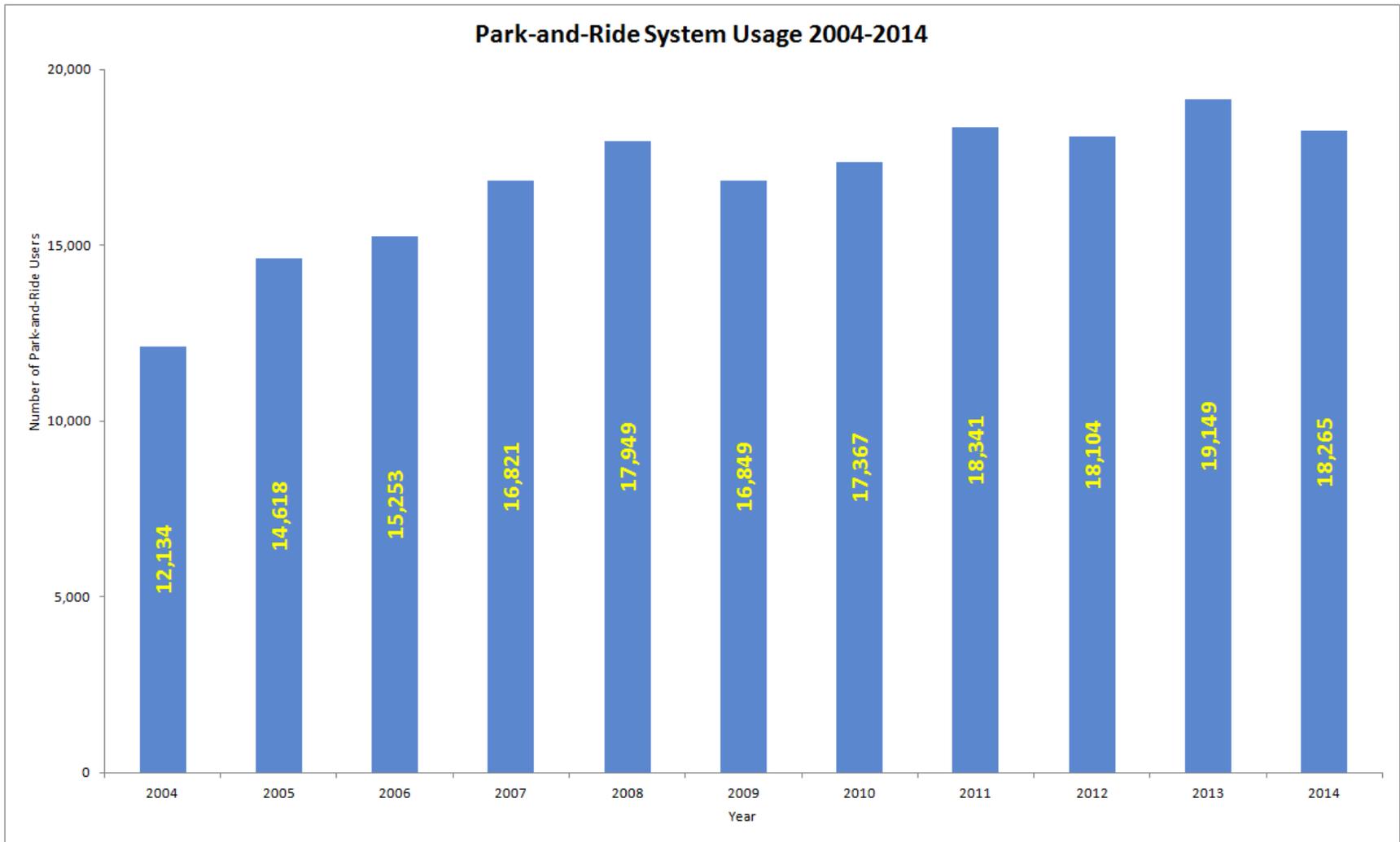


Figure 2: 2014 Regional Park-and-Ride System

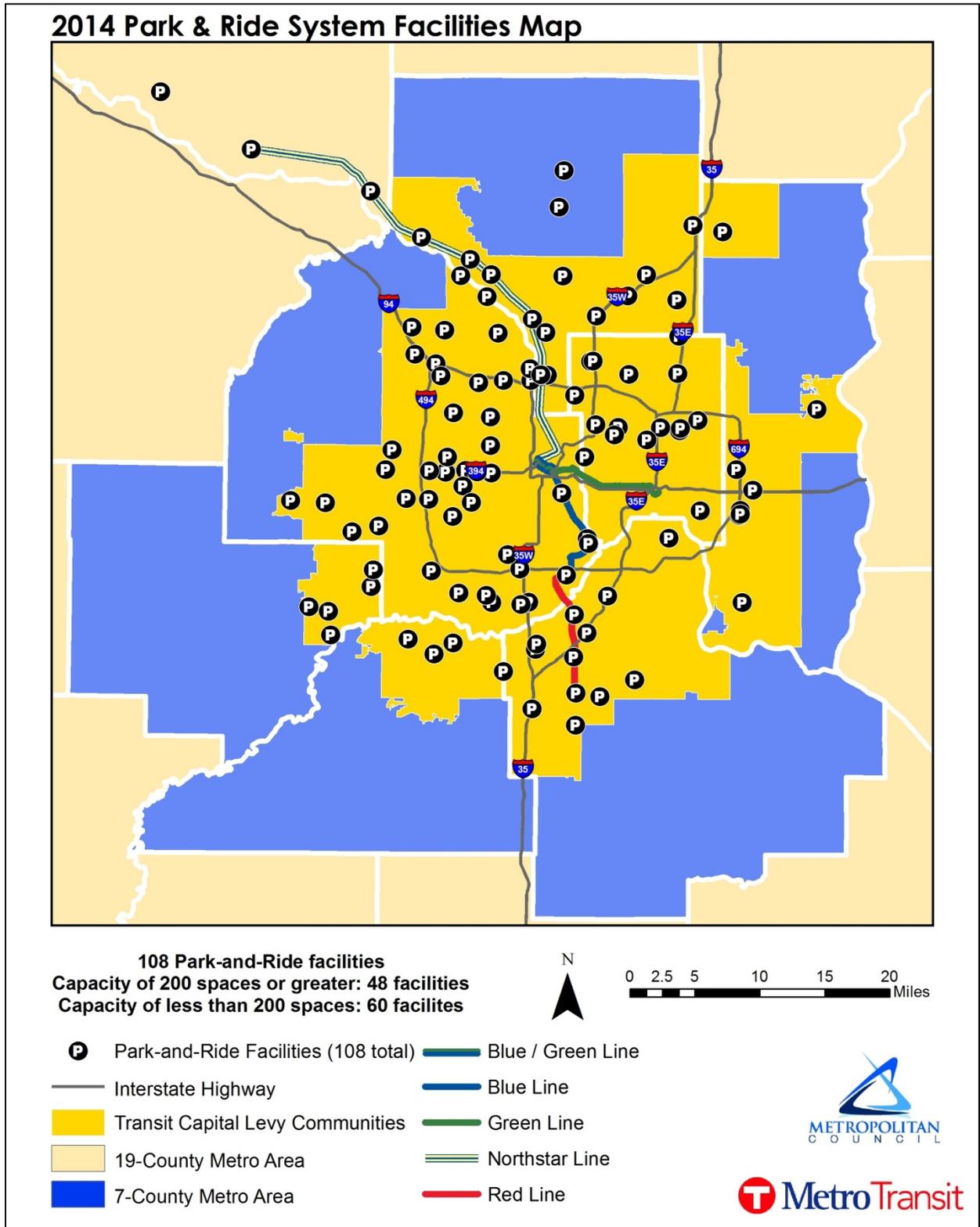
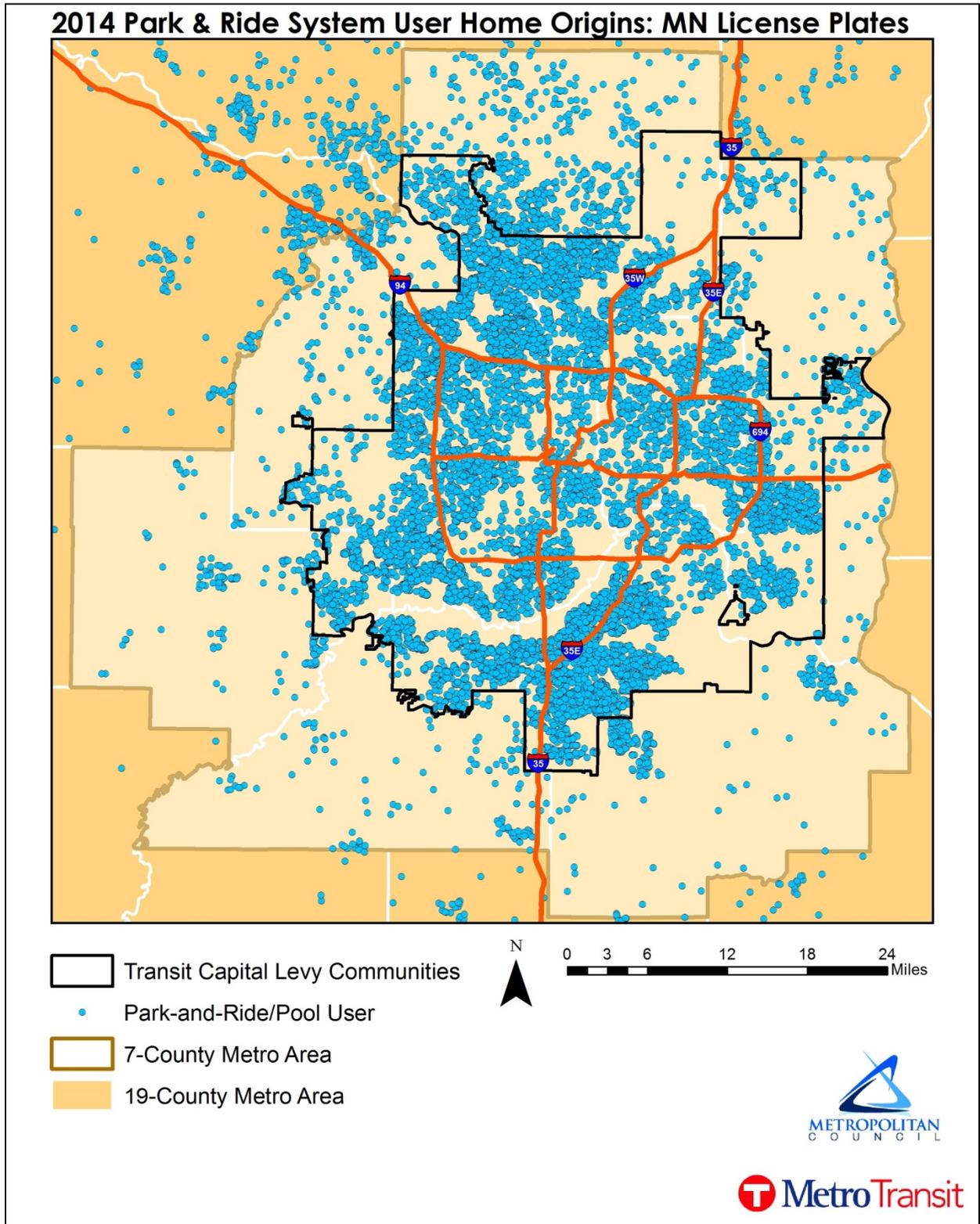


Figure 3: 2014 User Home Origins from Minnesota License Plates



BACKGROUND

Since 1999, regional transit and state transportation officials have conducted surveys of the regional park-and-ride and park-and-pool systems in the Twin Cities to evaluate usage at each facility. The 2014 report provides an update of system performance and is complementary to other Council planning documents, such as the *2040 Transportation Policy Plan*, *Thrive MSP 2040* and the *2030 Park-and-Ride Plan*.

The *2014 Annual Regional Park-and-Ride System Report* is complementary to the *2040 Transportation Policy Plan (TPP)* adopted by the Metropolitan Council in January 2015. The *TPP* outlines goals for the regional transportation network, including the transit and park-and-ride systems. Goals for the park-and-ride system include better integration of park-and-ride facilities into local development patterns through transit-oriented development and joint-use facilities. The *TPP* supports the broader key outcomes for the region stated in *Thrive MSP 2040*. This report also complements the *2030 Park-and-Ride Plan*, adopted in May 2010, which guides the Council in the planning and implementation of the regional park-and-ride system. This plan helps forecast future growth and capacity needs of the system; many of the park-and-ride facilities built in the past few years have been built to anticipate projected growth. This plan will be updated to the *2040 Park-and-Ride Plan* to better align with the *TPP* and *Thrive MSP 2040*.

DEFINITIONS

Park-and-ride facilities are parking lots or structures served by a transit route including express or local bus, light rail, or commuter rail. Park-and-rides for the Twin Cities region are operated by Metro Transit, Maple Grove Transit, Minnesota Valley Transit Authority (MVTA), the Northstar Corridor Development Authority (NCDA/Northstar Link), Plymouth Metrolink and SouthWest Transit.

Park-and-pool facilities are designated parking lots that provide a place from which people can carpool to common destinations. Park-and-pool lots in the Twin Cities metro area are operated by the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) as well as some municipalities. This report primarily focuses on park-and-ride facilities.

SYSTEM SURVEY

The 2014 Annual Regional System Survey provides a comprehensive vehicle count for the regional park and-ride/pool system for the fourteenth time since 1999. License plate surveys are conducted biennially as part of the system survey process, and were collected for the 2014 survey. The 2014 survey includes the comprehensive vehicle count for each facility and an analysis of commuting patterns and market areas of selected facilities based on the license plate data.

Data Collection

In a collaborative effort, staff from state, county, and regional agencies collected data for vehicles parked at each park-and-ride and park-and-pool serving the Twin Cities metro area. The data collection dates are most often in late September and early October. The survey is conducted during this time to gain accurate data on the typical use of each facility, as fall is not a prime vacation time and schools are back in session. The 2014 data was collected once for each park-and-ride facility, generally between 9 a.m. and 3 p.m. and within the following dates:

- Tuesday, Sept. 30 – Thursday, Oct. 2
- Tuesday, Oct. 7 – Thursday, Oct. 9

Data Processing

Metro Transit obtained Minnesota user origin data from a Minnesota Driver and Vehicle Services (DVS) database to acquire vehicle registrants' street addresses, cities/townships and zip codes. Geocoding data allows for a visual display of the park-and-ride/pool system user home origin distribution while protecting individual user privacy [Figure 3]. User data, such as specific home addresses, are kept private and secure in accordance with a data practices agreement between DVS and the Metropolitan Council.

Table 1: User home origins from Minnesota license plates: geocoding process

Process	Count	Percentage
Successfully geocoded (mapped) addresses	16,123	85.1%
Addresses could not be mapped	923	4.9%
License plate did not generate address	1,085	5.7%
Out-of-state plates	731	3.9%
License plate not recorded	80	0.4%
Total Number of Park-and-Ride/Pool Users	18,942	100%

REGIONAL SYSTEM PROFILE

In 2014, the regional park-and-ride system had **18,265 users**, which was a **decline of 4.6%** from 19,149 users in 2013. This was consistent with the decline in ridership seen on express bus routes, the METRO Blue Line and the Northstar Commuter Rail Line. Each transit provider except Maple Grove Transit saw a usage decrease in 2014. The park-and-pool system saw 677 users in 2014, an increase of 7.1% from 2013.

The park-and-ride system saw steady overall usage growth from 2004 to 2008. Usage increased 20% from 2004 to 2005, and between 6% and 9% each year from 2005 to 2008 [Figure 1]. Since 2008, there has been 1.8% total usage growth in the regional park-and-ride system. This pattern is similar to growth of express bus and commuter rail ridership over the same time period. The annual survey data show park-and-ride usage grew at a higher rate before the 2008 recession than after, likely reflecting economic and employment conditions and a decreased demand for suburban residential development in the region as compared to before the recession. Several other factors that might influence changes in park-and-ride system use include the cost and availability of transit services, transit amenities, cost and availability of downtown parking, congestion and the cost of fuel.

In 2014, three new park-and-ride facilities opened, three expanded their capacities and one closed. The system has over 32,000 spaces and about 18,000 users, meaning the system has a utilization rate of 56%. Several of the existing facilities were built to anticipate future demand growth. The *2040 Park-and-Ride Plan* will include an analysis of long-range regional park-and-ride user demand based upon the regional population, employment and household forecasts for 2040.

Table 2: 2013-2014 regional system usage by provider

Provider	2014				2013	2013 – 2014	
	Facilities	Capacity	Usage	% Utilized	Usage	Change in Use	% Change
Metro Transit	77	20,853	11,677	56.0%	12,244	-567	-4.6%
<i>Bus</i>	67	15,102	9,002	59.6%	9,514	-512	-5.4%
<i>Rail</i>	10	5,751	2,675	46.5%	2,730	-55	-2.0%
MVTA	11	4,844	2,917	60.2%	3,015	-98	-3.3%
SouthWest Transit	7	2,751	1,551	56.4%	1,673	-122	-7.3%
Maple Grove Transit	5	2,223	1,445	65.0%	1,428	17	1.2%
Scott County	3	1,132	344	30.4%	378	-34	-9.0%
Plymouth	3	503	271	53.9%	342	-71	-20.8%
NCDA	2	166	60	36.1%	69	-9	-13.0%
Park-and-Ride Total	108	32,472	18,265	56.2%	19,149	-884	-4.6%
MnDOT	30	1,176	418	35.5%	386	32	8.3%
WisDOT	9	591	249	42.1%	229	20	8.7%
Maple Plain	1	150	5	3.3%	4	1	25.0%
New Richmond, WI	2	74	5	6.8%	13	-8	-61.5%
Park-and-Pool Total	42	1,991	677	34.0%	632	45	7.1%

User Home Origins

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

Several municipalities throughout the Twin Cities Metropolitan Area have reached an agreement with the Council to levy in their community for transit capital. Consequently, all taxable properties are assessed for transit and paratransit capital within these communities. These areas are collectively known as the Transit Capital Levy Communities (TCLC). The data from this year's survey show that 74% of all park-and-ride users reside within the TCLC and 26% of all users come from outside the TCLC to use park-and-ride facilities [Table 3].

Table 3: User home origins from Minnesota license plates by geography

Minnesota User Home Origins	Count	% of total
Inside Transit Capital Levy Communities	12,606	74.0%
Outside Transit Capital Levy Communities but Inside 7-County Metro	1,656	9.7%
Outside of the 7-County Metro Area	2,784	16.3%
GRAND TOTAL	17,046	100%

Capacity Changes

Since 2013, there have been 1,382 spaces added to the regional park-and-ride system. Three new facilities were opened to accommodate the new Route 865 express bus service along Highway 65: East Bethel Theatre, Family of Christ Lutheran Church, and Paul Parkway. Two large facilities, Hwy 610 & Noble and Maple Grove Parkway, completed major expansion construction projects. The Highway 212 & Shady Oak Rd was the only facility that closed in 2014. It was permanently closed because it was located in the right-of-way needed for a bridge reconstruction project. In recent years, this facility had about 10 to 11 users. Nearby facilities that might have absorbed these users include SouthWest Station and Southdale Transit Center.

Table 4: 2013–2014 system expansion, contraction, and corrections

Facility Name	City	Change since 2013	2013 Capacity	2014 Capacity
East Bethel Theatre	East Bethel	New Facility	-	50
Family of Christ Lutheran Church	Ham Lake	New Facility	-	50
Paul Parkway	Blaine	New Facility	-	411
Highway 610 & Noble	Brooklyn Park	Expansion	511	1009
Maple Grove Parkway	Maple Grove	Expansion	383	800
Mermaid Supper Club	Mounds View	Expanded Agreement	60	80
Station 73	Plymouth	Corrected Capacity	280	288
Highway 212 & Shady Oak Rd	Eden Prairie	Closed Facility	72	-
Net Change in System Capacity				+1,382

Figure 4: Map of Facilities with Capacity Changes



Facilities with the Largest Change in Usage

The tables below show facilities that experienced the largest change in usage between the 2013 and 2014 surveys. Large facilities have capacities of 100 parking spaces or more, while small facilities have fewer than 100 spaces. The METRO Blue Line and Northstar facilities are discussed separately in the following section.

Usage Increases: Tracking changes in usage at park-and-ride facilities allows planners to get a better sense of user travel behavior patterns, understand demand for transit services in different travel corridors and determine which facilities may warrant future expansion. The park-and-ride system generally trends towards large facilities with more frequent service, however smaller facilities offer service in established neighborhoods and are an indication of user demand for transit services.

The large increase in use of the Maplewood Mall Transit Center and Park & Ride almost matched the total losses at two nearby facilities, Hmong Alliance Church and Hwy 61 & Co Rd C. The usage increase was also influenced by more frequent service and better user familiarity with Maplewood Mall. The large increase seen at Ramsey Station may indicate better user awareness of this newer facility. Apple Valley Transit Station has seen robust growth over the past few years, and MVTA is exploring the possibility of expanding this facility in the future. Maple Grove Parkway and Hwy 610 & Noble experienced large increases after expansion projects were completed at both facilities. Southdale Transit Center previously had a large usage decrease in 2013 with ongoing construction at that facility, but had a large increase in 2014 after construction concluded.

Table 5: Large facilities with the largest increase in usage, 2013-2014

Facility	2014	2014	2014	2013	2013-2014	
	Capacity	Usage	% Utilized	Usage	Change	% Change
Maplewood Mall Transit Center	1000	521	52.1%	382	139	36.4%
Ramsey Station	360	314	87.2%	225	89	39.6%
Apple Valley Transit Station	768	818	106.5%	758	60	7.9%
Maple Grove Parkway	800	429	53.6%	370	59	15.9%
Hwy 610 & Noble	1009	562	55.7%	506	56	11.1%
Southdale Transit Center	102	67	65.7%	30	37	123.3%
Hwy 61 & Lower Afton Rd	114	134	117.5%	110	24	21.8%
TOTAL	4,153	2,845	68.5%	2,381	464	19.5%

Table 6: Small facilities with the largest increase in usage, 2013-2014

Facility	2014	2014	2014	2013	2013-2014	
	Capacity	Usage	% Utilized	Usage	Change	% Change
Woodbury Lutheran Church	90	84	93.3%	73	11	15.1%
Skating Center	50	51	102.0%	41	10	24.4%
Christ Episcopal Church	100	70	70.0%	61	9	14.8%
Park Place & I-394	55	43	78.2%	36	7	19.4%
Little Canada Municipal Lot	20	9	45.0%	2	7	350.0%
Hwy 7 & Texas Ave	10	8	80.0%	3	5	166.7%
White Bear Township Theatre	50	28	56.0%	23	5	21.7%
TOTAL	375	293	78.1%	239	54	22.6%

Usage Decreases: Table 5 shows facilities that saw the largest decreases in use between 2013 and 2014. Tracking usage decreases tells planners which park-and-rides may need further scrutiny in terms of overall service or marketing. A facility with a large usage decrease is typically reviewed to determine the best course of action in response to this pattern. User travel behavior patterns, a change in transit service and other factors may influence a decrease in park-and-ride usage. Possible responses to usage decreases include more targeted marketing efforts to heighten public awareness of available services or the closure of facilities that no longer meet the needs of the regional park-and-ride system.

I-35W & 95th Ave in Blaine experienced a large usage increase in 2013, likely due to construction delays which increased the appeal of park-and-ride and express bus service. With most nearby construction completed, the usage increase from 2013 was not retained. Burnsville Transit Station has historically had variability in its counts depending on the time of day of the survey because of the high number of college students using the facility, which may be reflected in this count. Foley Blvd may have lost some users to the new park-and-rides along Highway 65 with the introduction of Route 865 service within that corridor. The losses at 28th Ave Station and Fort Snelling South are related to the decline in Blue Line ridership in 2014. The total losses at Hmong Alliance Church and Hwy 61 & Co Rd C were almost equal to the increase at the nearby Maplewood Mall Transit Center, and were influenced by an increase in frequency of service and better user familiarity with Maplewood Mall.

Table 7: Facilities with the largest decrease in use, 2013–2014

Facility	2014	2014	2014	2013	2013-2014	
	Capacity	Usage	% Utilized	Usage	Change	% Change
I-35W & 95 th Ave	1482	834	56.3%	1051	-217	-20.6%
Burnsville Transit Station	1428	930	65.1%	1138	-208	-18.3%
Foley Blvd	1243	1041	83.7%	1171	-130	-11.1%
28 th Ave Station	1383	512	37.0%	632	-120	-19.0%
Coon Rapids/Riverdale Station	455	226	49.7%	298	-72	-24.2%
Fort Snelling South	675	470	69.6%	540	-70	-13.0%
Hmong Alliance Church	110	5	4.5%	75	-70	-93.3%
Hwy 61 & Co Rd C	229	157	68.6%	224	-67	-29.9%
TOTAL	7,005	4,175	59.6%	5,129	-954	-18.6%

Blue Line Facilities

Overall, usage of Blue Line park-and-ride facilities decreased 13.6% from 2013 to 2014 [Table 8]. This trend is consistent with the decrease in total ridership on the Blue Line. The Blue Line had ridership of 906,871 in October 2013 and 812,023 in October 2014, a decrease of 10.5%. The Lake Street/Midtown Station park-and-ride was over capacity for this year's survey once again.

The Blue Line had some service disruptions in 2014 with construction on both the tracks and platforms, which influenced this decrease in ridership. Metro Transit has done a direct mail outreach to market the Blue Line to potential new customers and has seen an increase in ridership since this outreach began in November 2014.

Table 8: Blue Line facilities capacity and usage

Facility	2014	2014	2014	2013	2013-2014	
	Capacity	Usage	% Utilized	Usage	Change	% Change
Lake St/Midtown Station West	163	165	101.2%	166	-1	-0.6%
Fort Snelling Station North	398	237	59.5%	264	-27	-10.2%
Fort Snelling Station South	675	470	69.6%	540	-70	-13.0%
28th Ave Station	1383	512	37.0%	632	-120	-19.0%
Park-and-Ride Total	2,619	1,384	52.8%	1,602	-218	-13.6%

Northstar Facilities

Overall usage at Northstar park-and-ride facilities had increased each year since 2009, when Northstar opened. However, these park-and-rides experienced an overall usage decrease of 4.6% between 2013 and 2014. Two facilities, Ramsey Station and Anoka Station, added park-and-ride users during this time period. Three facilities lost at least 12% of their users: Big Lake, Coon Rapids/Riverdale, and Elk River stations.

Northstar ridership declined from 63,786 in October 2013 to 57,805 in October 2014, a 9.3% decrease. Northstar experienced many unforeseen delays in service in 2014 as a result of increased freight rail traffic and rail maintenance. Extremely low temperatures in January and February 2014 impacted how long maintenance crews were able to work on the tracks and how fast the trains could run, which also contributed to delays.

Table 9: Northstar facilities capacity and usage

Facility	2014	2014	2014	2013	2013-2014	
	Capacity	Usage	% Utilized	Usage	Change	% Change
Ramsey Station	360	314	87.2%	225	89	39.6%
Anoka Station	377	174	46.2%	164	10	6.1%
Fridley Station	668	30	4.5%	31	-1	-3.2%
Big Lake Station	518	234	45.2%	278	-44	-15.8%
Elk River Station (171st Ave & Tyler St)	754	313	41.5%	357	-44	-12.3%
Coon Rapids/Riverdale Station	455	226	49.7%	298	-72	-24.2%
Park-and-Ride Total	3,132	1,291	41.2%	1,353	-62	-4.6%

Capacity Constraints

The system currently has several facilities at capacity (90–100 % full) or over capacity (over 100% full). Of the region’s 71 park-and-ride facilities with at least 100 spaces, 7 currently fall into one of these two categories [Table 10]. Several facilities have usage beyond their listed capacities. This can occur if users are parking on a street near a facility with no other apparent nearby destinations, using an overflow lot, using a shared parking lot where available park-and-ride spaces are not clearly marked, or using any other unorthodox parking arrangement.

Table 10: Park-and-Ride facilities with at least 100 spaces at or over capacity in 2014

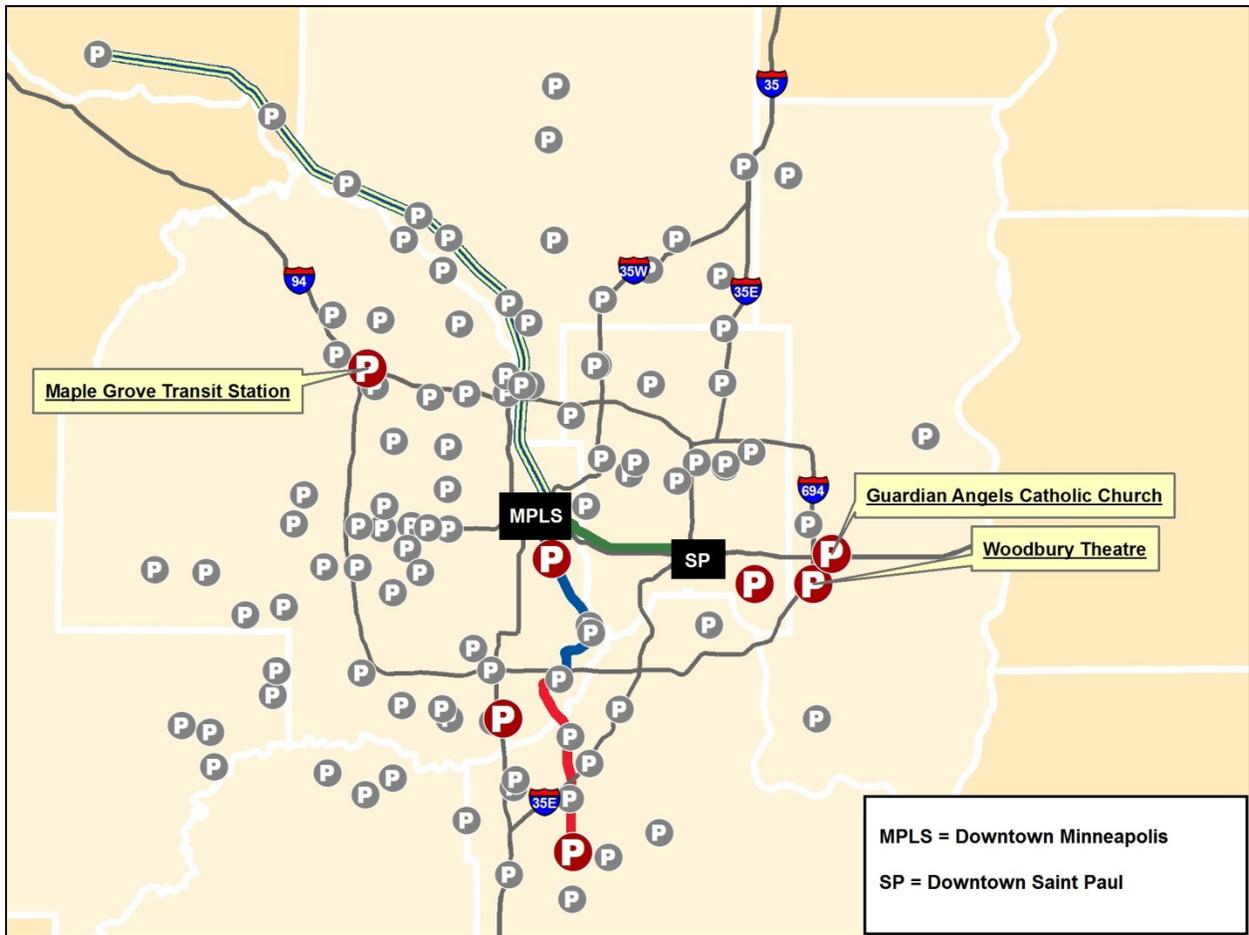
At Capacity (90-100% full)	Capacity	Usage	Percent Utilized	Over Capacity (>100% full)	Capacity	Usage	Percent Utilized
Guardian Angels Catholic Church	415	406	98%	Apple Valley Transit Station	768	818	107%
Maple Grove Transit Station	926	864	93%	Hwy 61 & Lower Afton Rd	114	134	118%
South Bloomington Transit Center	195	178	91%	Lake St/Midtown Station West	163	165	101%
Woodbury Theatre	550	497	90%				
1,945 Users; 2,086 Spaces				1,117 Users; 1,045 Spaces			

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

There are planned projects within the next five years that will address capacity constraints at the facilities in **bold** found in Table 9. Capacity constraints at both Woodbury Theatre and Guardian Angels Catholic Church in Oakdale may be relieved by the planned 550-space park-and-ride at I-94 and Manning Avenue in 2017. Constraints at Hwy 61 & Lower Afton Rd may be relieved by the Newport Park-and-Ride which opened in fall 2014.

Several maps are provided in the appendices to track the usage patterns of system users. These maps are divided by traffic corridor in relation to Downtown Minneapolis and Downtown St. Paul. [Appendix A].

Figure 5: Map of park-and-ride facilities at or over capacity in 2014



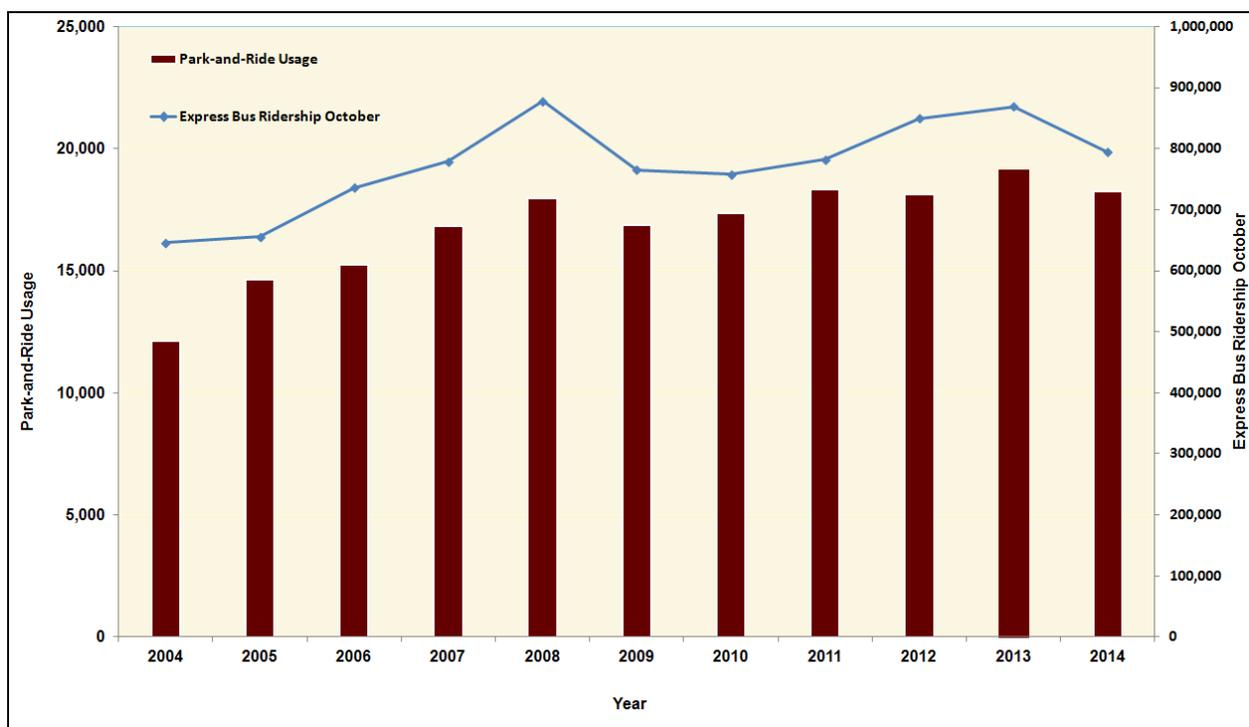
FACTORS IMPACTING USAGE

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

Factor: Express Bus Ridership

Park-and-ride users ride express buses, suburban and urban local bus routes, light rail and commuter rail. The majority of park-and-ride facilities are serviced by express bus routes. Park-and-ride usage can change with the addition or elimination of express service or an increase or decrease in frequency. The changes in park-and-ride system usage are similar to changes in express bus ridership usage over the past 10 years.

Figure 6: 2004-2014 Monthly express bus ridership in October and park-and-ride usage



Factor: Downtown Parking

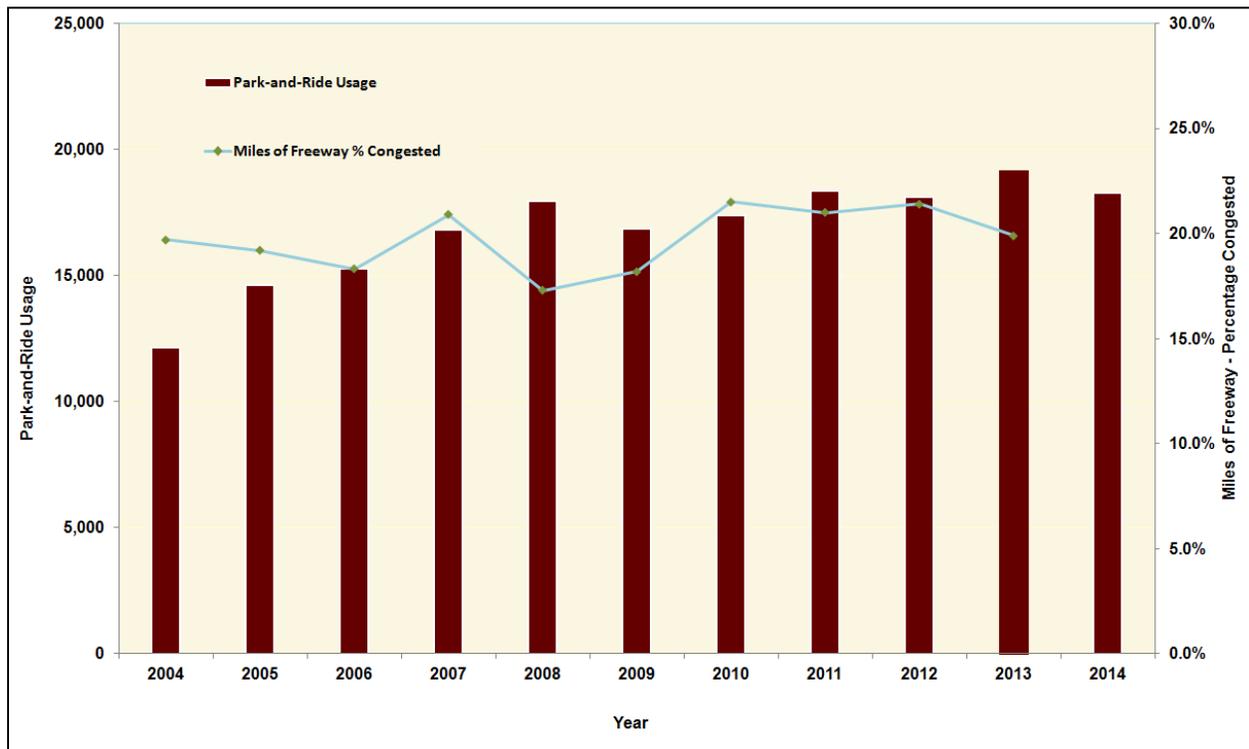
Parking a car in Downtown Minneapolis or Downtown Saint Paul can become a significant cost to someone choosing to drive and park there. The cost of parking a vehicle downtown plays a role in whether a person drives or takes another mode of transportation. The availability of parking spaces near their final destination also influences whether people drive to work or not. Historically, parking costs are greater in Downtown Minneapolis than in Downtown Saint Paul, which may partially explain why a greater fraction of Downtown Minneapolis workers choose to take transit to work.

Factor: Congestion

Roadway congestion can influence a person’s decision whether to drive to work or take a different mode. Congestion can cause traffic delays and backups, and many transit routes serving park-and-ride facilities can avoid congestion by using bus-only lanes on highways. Driving in congested traffic can be stressful, which can increase the appeal of transit as a low-stress mode of transportation.

The *Metropolitan Freeway System 2013 Congestion Report* from MnDOT contains data and analyses on 758 miles of freeways in the Twin Cities metro region. In 2013, the system saw about 19.9% of the total freeway miles experience congestion at some point during the a.m. or p.m. peak travel times. This percent has ranged from 17% to 22% since 2001, indicating a relatively steady congestion rate. The 2014 report has not been released as of this writing.

Figure 7: 2004-2013 Percentage of Miles of Twin Cities Urban Freeway System Congested¹



Factor: Regional Residential Land Use Patterns

The Metropolitan Council’s Residential Construction survey shows a decline in new housing permits in the region from 2005 to 2008. The number of permits remained relatively flat through 2011 and started rising again in 2012.

The park-and-ride system responds to residential land use patterns in that, for the purpose of providing efficient transit service, park-and-rides create residential density in suburban locations. The slowing of residential building permits since the early 2000s provides a context for the slower growth rate in park and ride user demand since the recession.

¹ *Metropolitan Freeway System 2013 Congestion Report*, Minnesota Department of Transportation Metro District

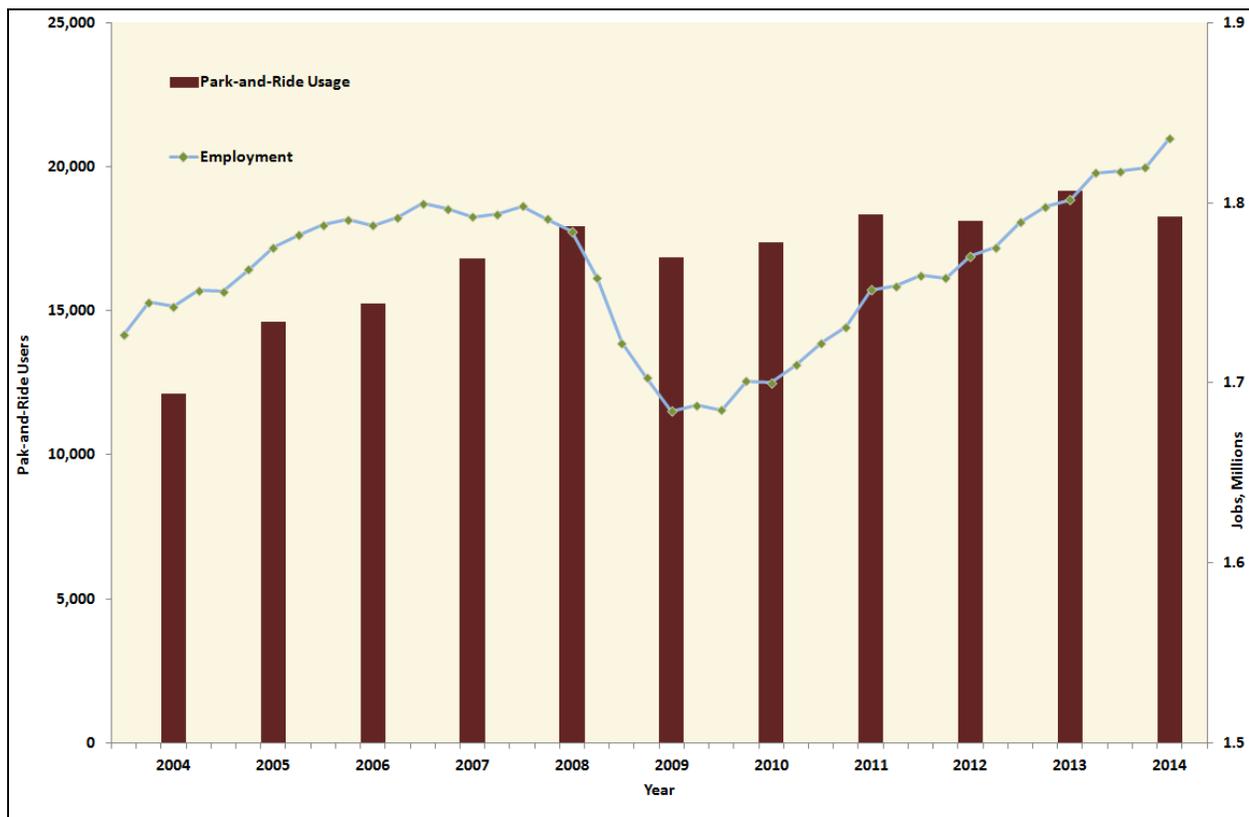
Factor: Employment Levels

Employment trends have an impact on transit ridership numbers and park-and-ride system usage. Nearly all park-and-ride users travel to jobs in Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota-Twin Cities campus. However, job growth within the Twin Cities metro area is not limited to these employment hubs.

The *Thrive MSP 2040* regional employment forecasts show suburban, suburban edge, and emerging suburban edge communities will account for 56% of new jobs in the metro area from 2010-2040. Urban areas are projected to account for 41% of new jobs over this timeframe. The park-and-ride system is best designed to offer transit service from suburbs to downtown urban centers. Thus, employment trends may not necessarily mirror park-and-ride usage trends if suburban communities sustain their current high rate of employment growth.

Total employment in the Twin Cities Metro Area declined from a peak of 1.809 million jobs in October 2007 to a low of 1.652 million jobs in January 2010. By 2013, total employment levels had recovered to approximately 1.802 million jobs in the Twin Cities Metro Area. Total employment has since risen with 1.836 million jobs in 2014, an increase of 1.9% from 2013.

Figure 8: 2004-2014 Historical Twin Cities MSA employment¹ and park-and-ride usage

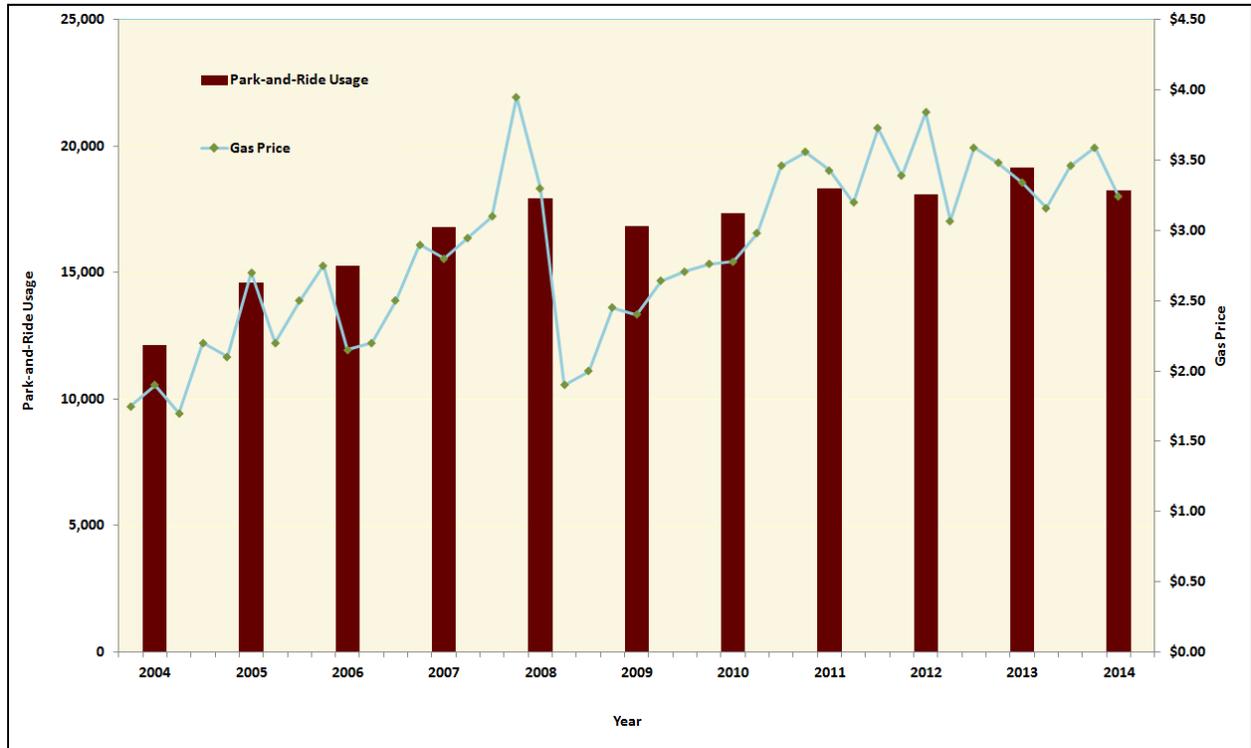


¹ Twin Cities MSA Employment, seasonally adjusted non-farm total employment, Bureau of Labor Statistics

Factor: Fuel Costs

The early half of the previous decade was characterized by rapidly increasing and often volatile fuel costs. One effect of this trend in fuel costs was that transit ridership and park-and-ride usage experienced large gains. Fuel costs generally fluctuated between \$3.20 and \$3.60 per gallon in 2014 in the Twin Cities Metro [Figure 9]. This is roughly the same cost range as observed in 2013. After the 2014 park-and-ride survey was completed, fuel costs began to decrease and were around \$2 per gallon in January 2015. It remains to be seen how long this trend of lower fuel costs continues and what effect it will have on usage of transit and the park-and-ride system.

Figure 9: 2004-2014 Historical Twin Cities metro area gas prices² and park-and-ride usage



² Twin Cities metro area historical gas prices, Gas Buddy (<http://www.gasbuddy.com/>)

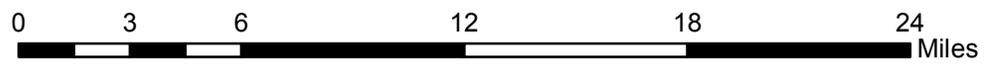
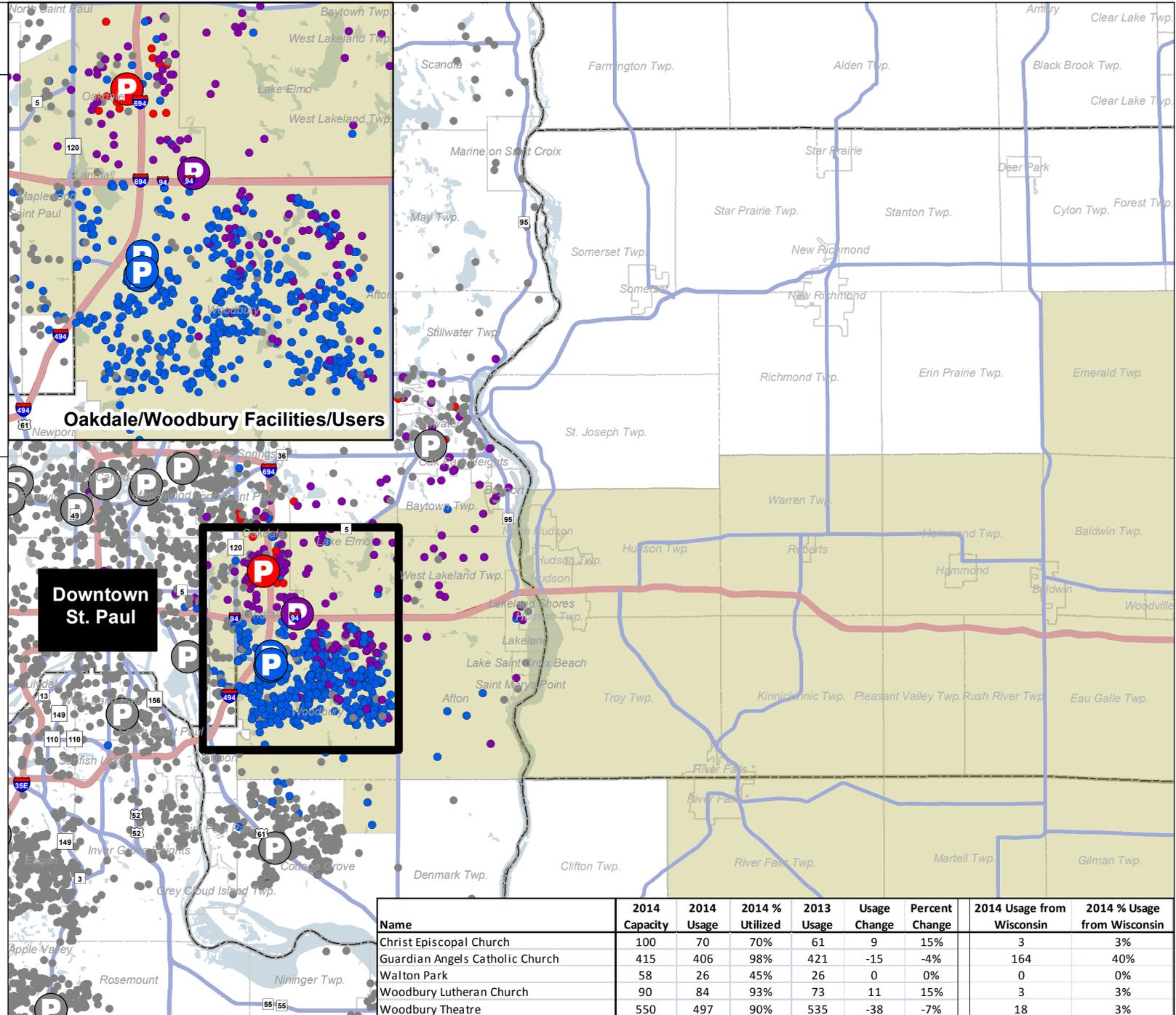
APPENDIX A:

USER HOME ORIGIN MAPS BY TRAVEL CORRIDOR, 2014

- I. I-94 East
- II. Hwy 61 South
- III. Hwy 52/55
- IV. Hwy 77 South
- V. I-35W South Lower
- VI. I-35W South Upper
- VII. Hwy 169 South
- VIII. Hwy 212/5
- IX. I-394/Hwy 12
- X. I-94 West
- XI. Hwy 10/169 North
- XII. Hwy 65 North
- XIII. I-35W North
- XIV. I-35E North/Hwy 36 East
- XV. Central Cities

I. I-94 East Corridor Users 2014

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

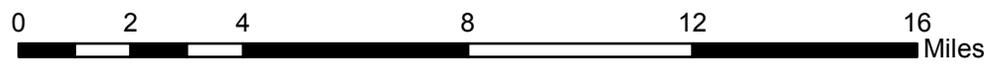
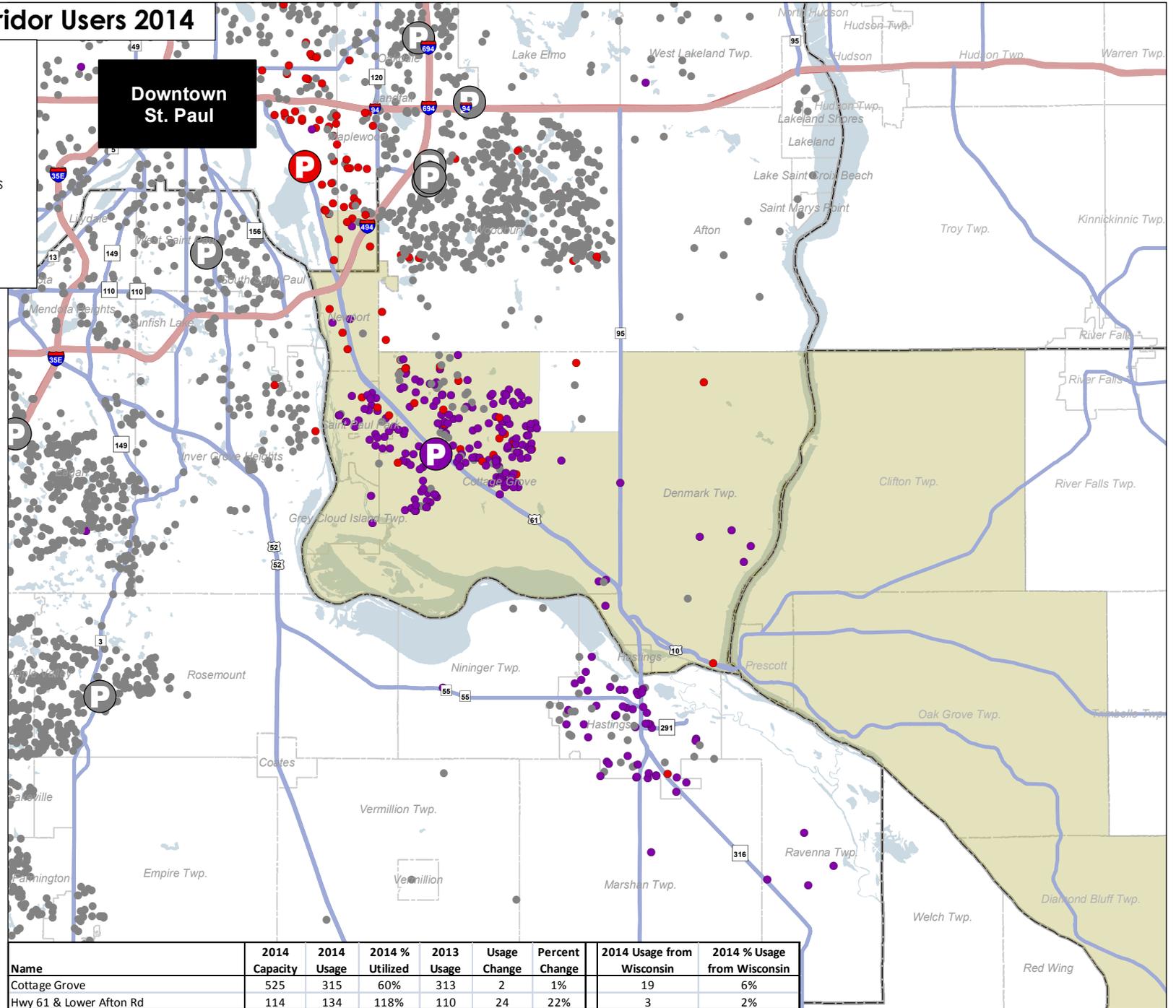


II. Hwy 61 South Corridor Users 2014

Park & Ride Facilities

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

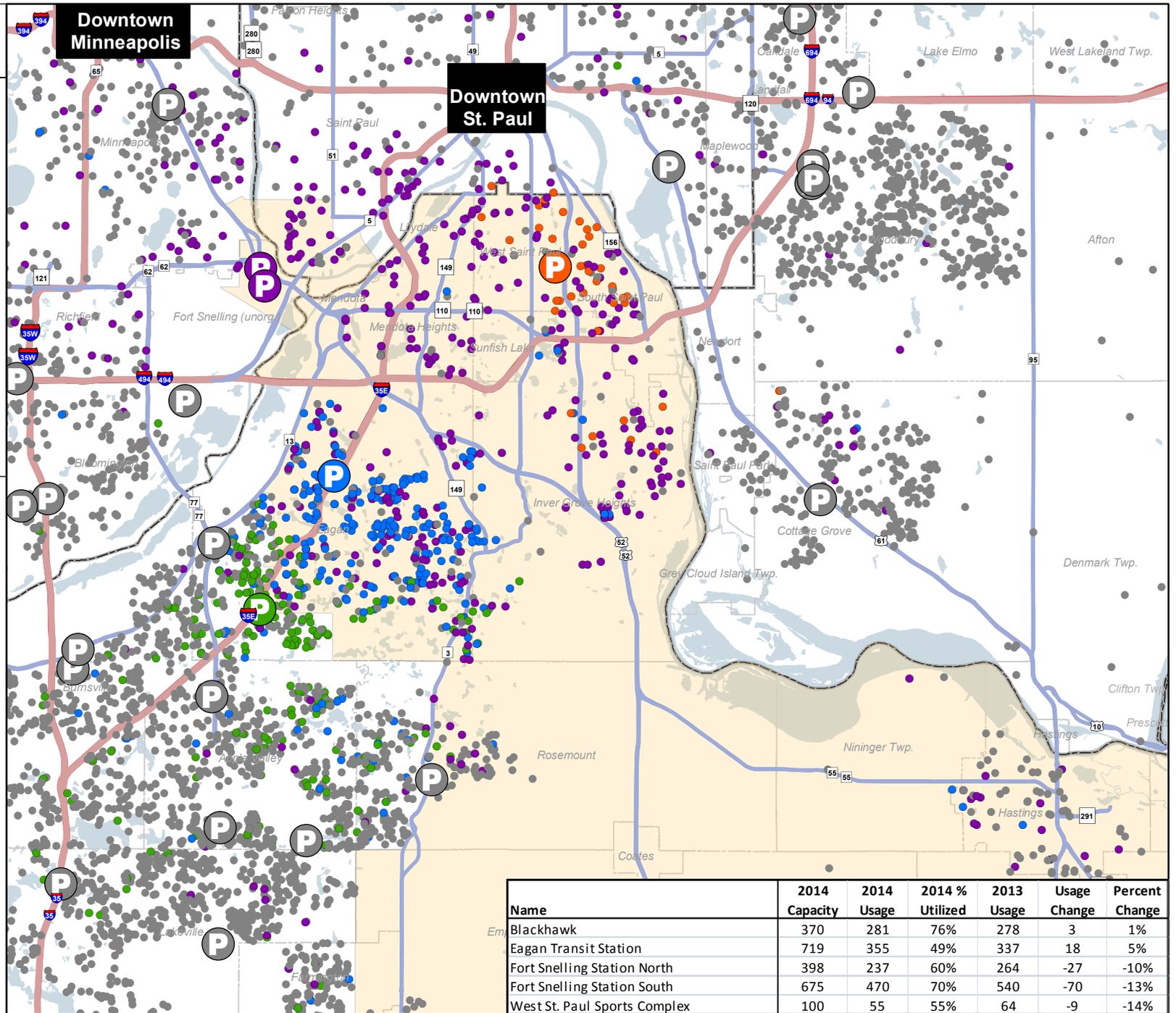
**Downtown
St. Paul**



III. Hwy 52/55 Corridor Users 2014

Park & Ride Facilities

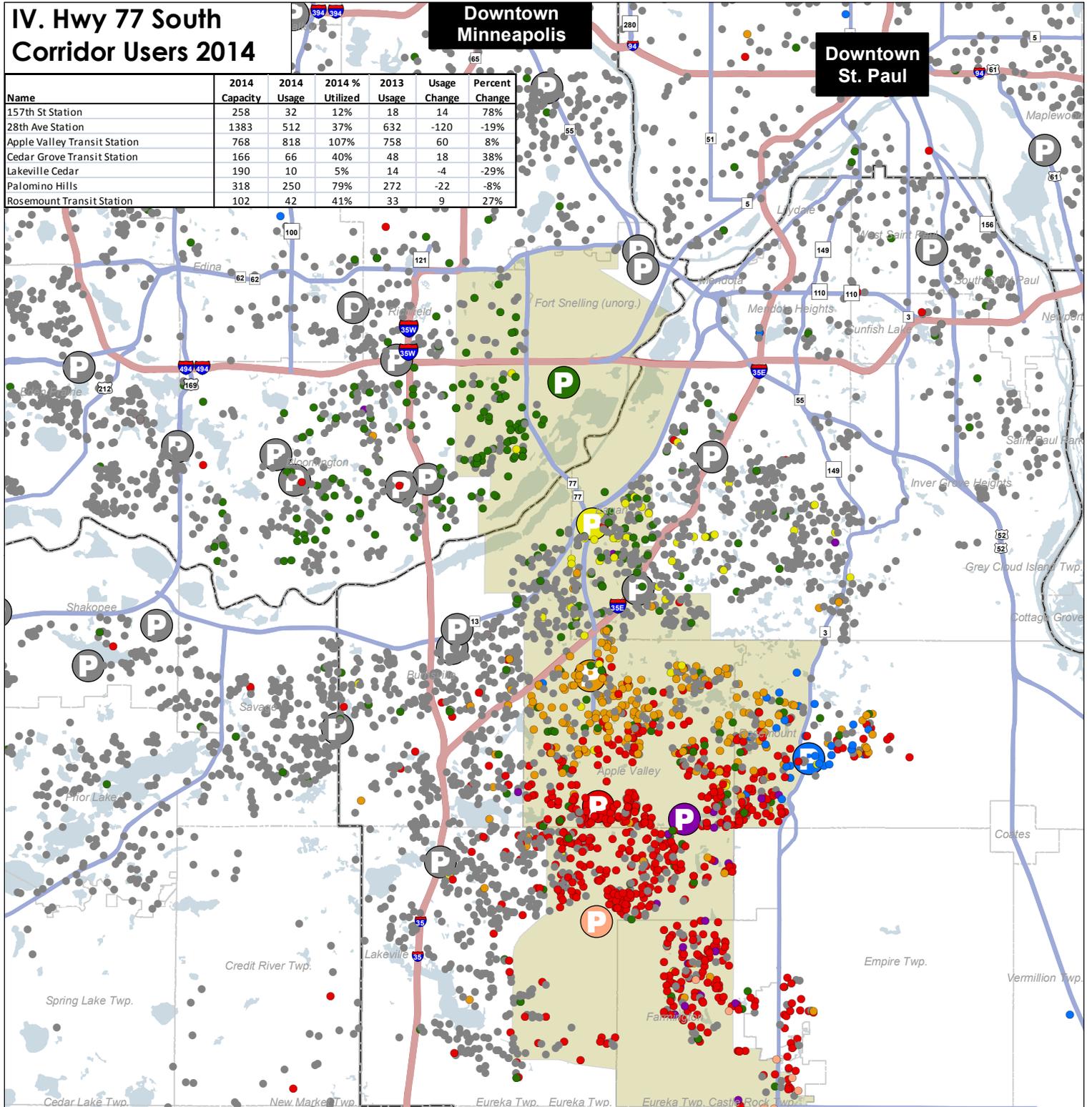
-  Blackhawk
-  Eagan Transit Station
-  Fort Snelling Station North
-  Fort Snelling Station South
-  West St Paul Sports Complex
-  Other Park & Ride Facilities
-  Other P&R Users
-  Travel Corridor



Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Blackhawk	370	281	76%	278	3	1%
Eagan Transit Station	719	355	49%	337	18	5%
Fort Snelling Station North	398	237	60%	264	-27	-10%
Fort Snelling Station South	675	470	70%	540	-70	-13%
West St. Paul Sports Complex	100	55	55%	64	-9	-14%

IV. Hwy 77 South Corridor Users 2014

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
157th St Station	258	32	12%	18	14	78%
28th Ave Station	1383	512	37%	632	-120	-19%
Apple Valley Transit Station	768	818	107%	758	60	8%
Cedar Grove Transit Station	166	66	40%	48	18	38%
Lakeville Cedar	190	10	5%	14	-4	-29%
Palomino Hills	318	250	79%	272	-22	-8%
Rosemount Transit Station	102	42	41%	33	9	27%



Park & Ride Facilities

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



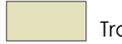


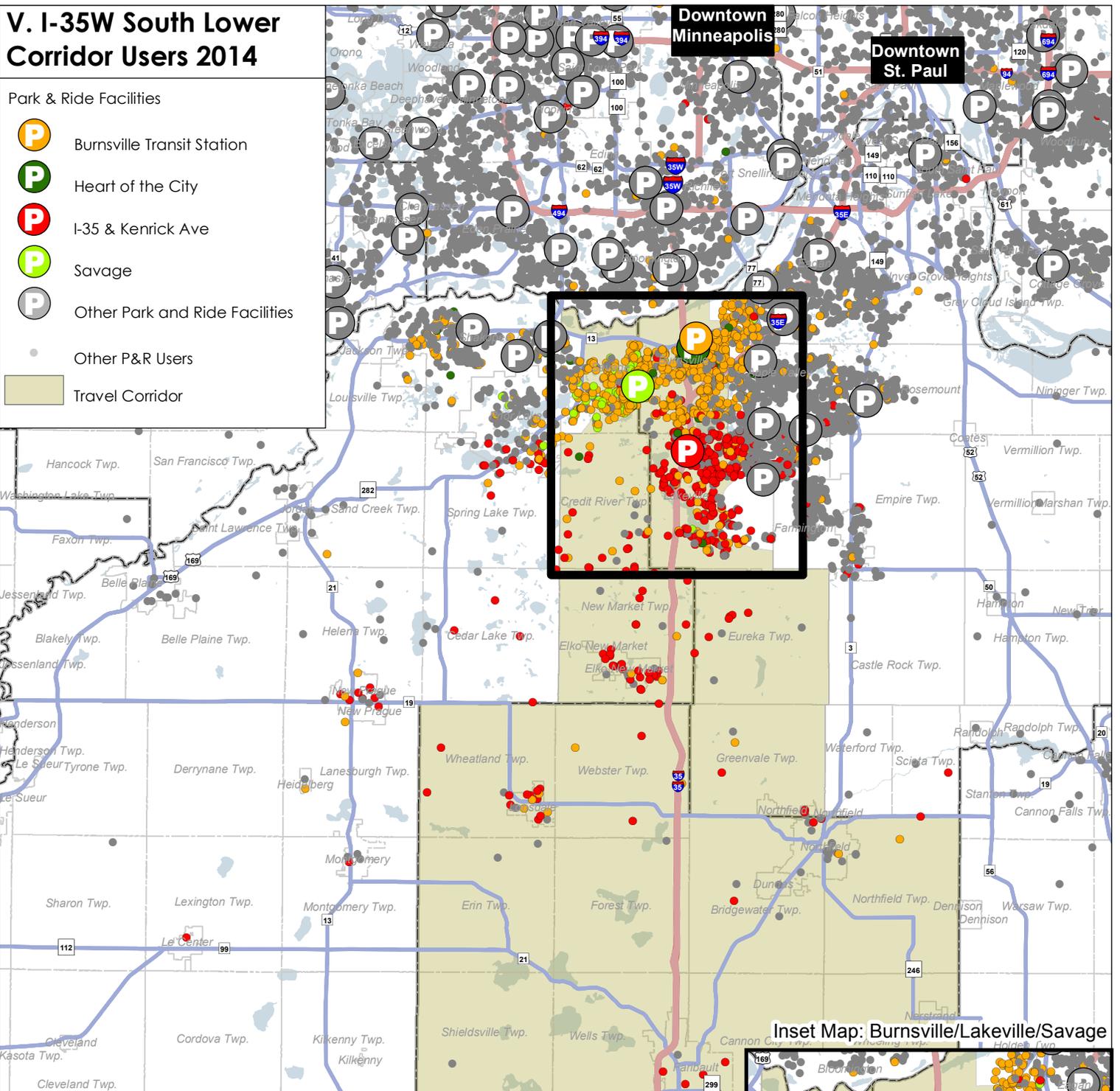




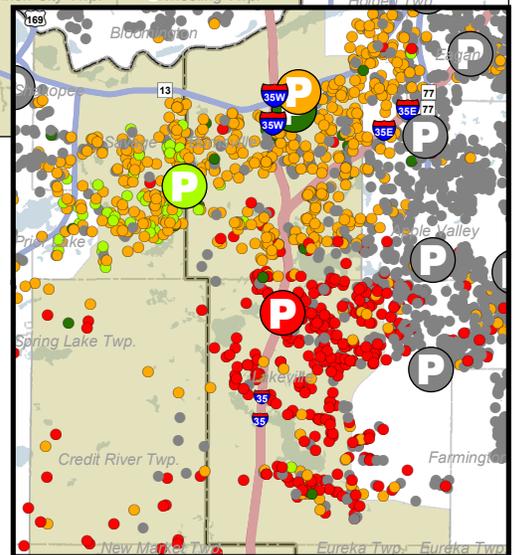
V. I-35W South Lower Corridor Users 2014

Park & Ride Facilities

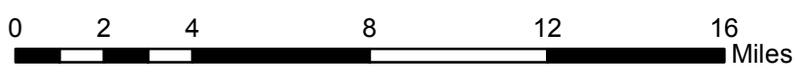
-  Burnsville Transit Station
-  Heart of the City
-  I-35 & Kenrick Ave
-  Savage
-  Other Park and Ride Facilities
-  Other P&R Users
-  Travel Corridor



Inset Map: Burnsville/Lakeville/Savage



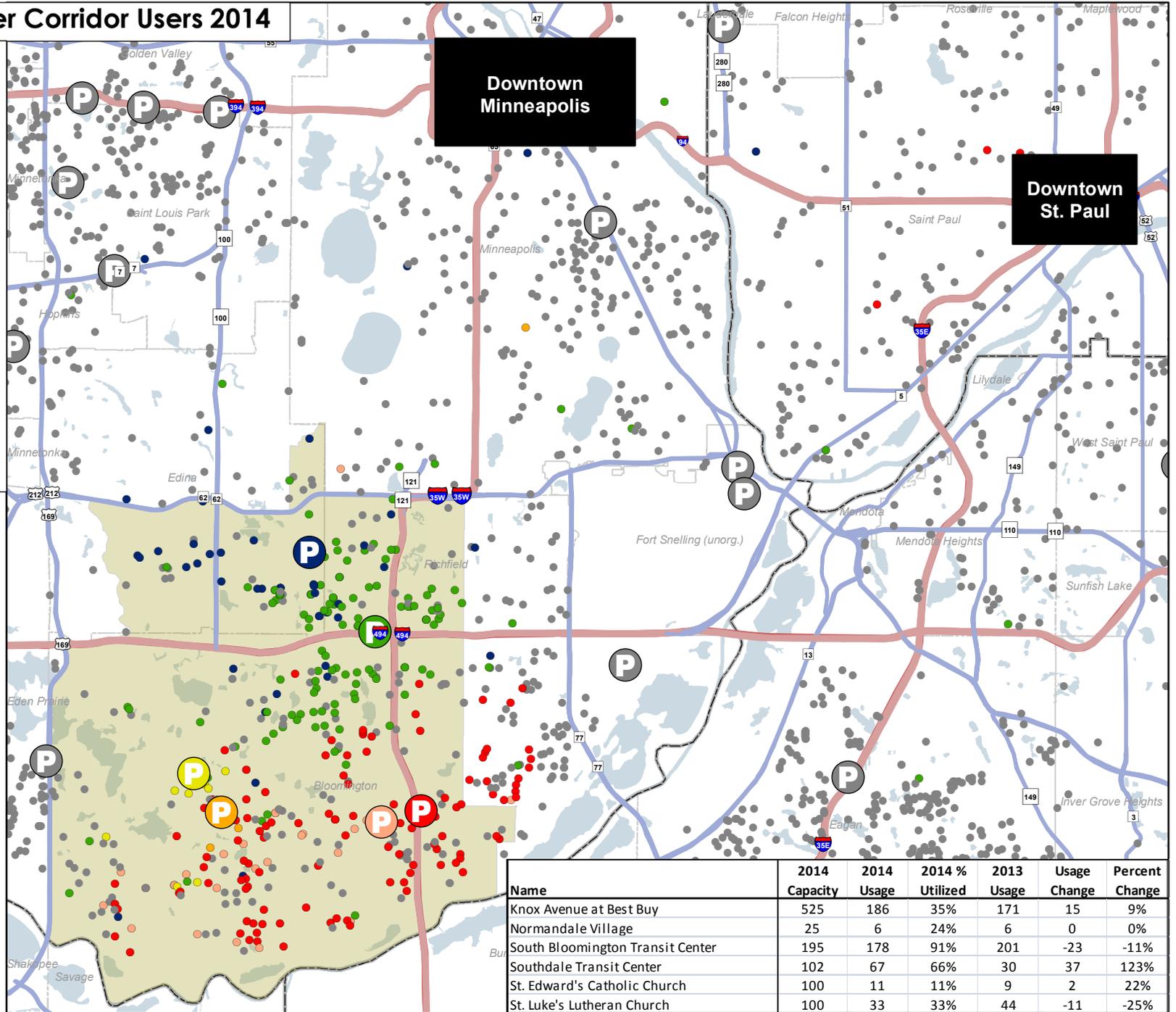
Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Burnsville Transit Station	1428	930	65%	1,138	-208	-18%
Heart of the City	343	57	17%	42	15	36%
I-35 & Kenrick Ave	750	540	72%	554	-14	-3%
Savage Park & Ride	182	76	42%	77	-1	-1%



VI. I-35W South Upper Corridor Users 2014

Park & Ride Facilities

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



**Downtown
Minneapolis**

**Downtown
St. Paul**

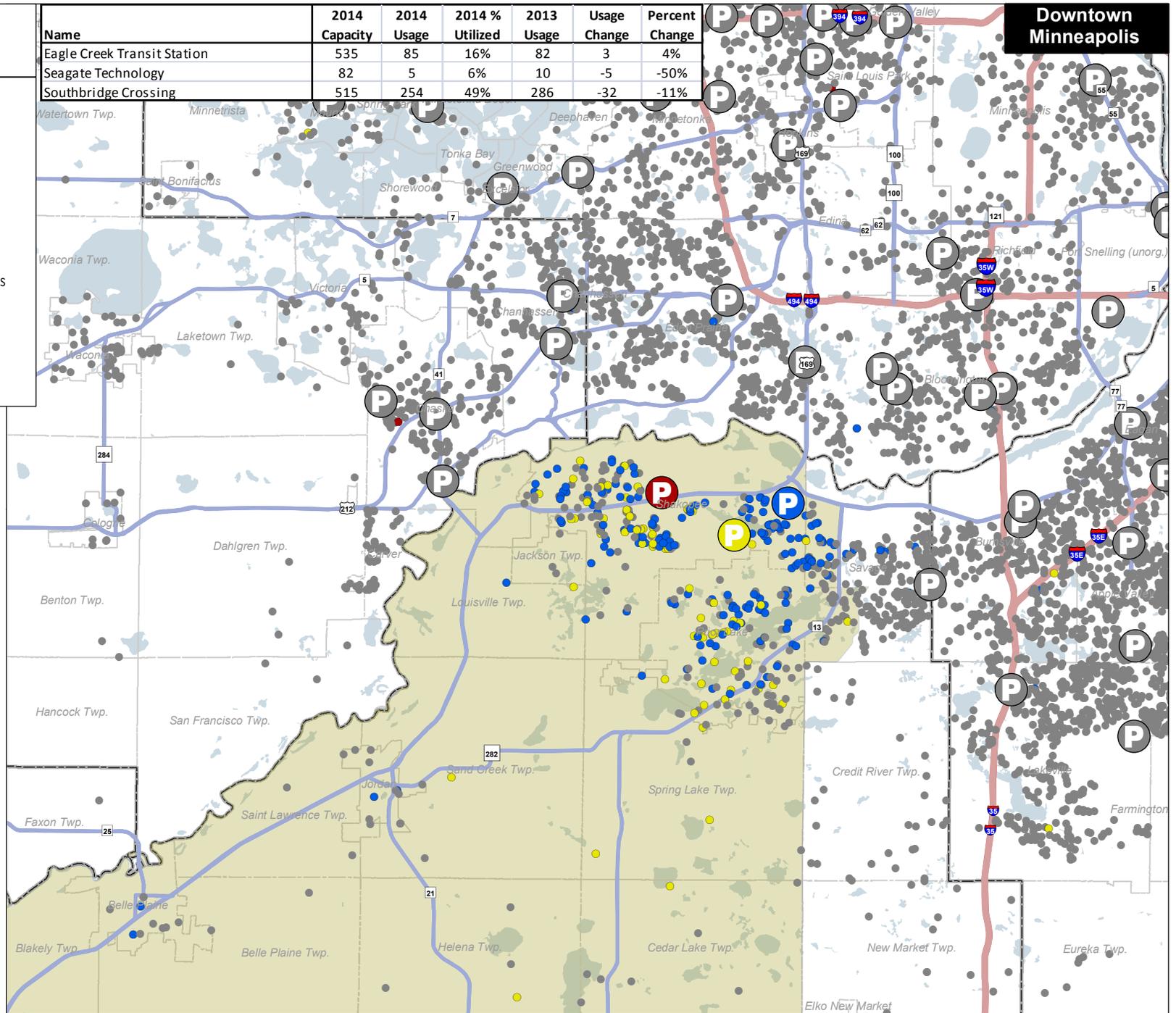
Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Knox Avenue at Best Buy	525	186	35%	171	15	9%
Normandale Village	25	6	24%	6	0	0%
South Bloomington Transit Center	195	178	91%	201	-23	-11%
Southdale Transit Center	102	67	66%	30	37	123%
St. Edward's Catholic Church	100	11	11%	9	2	22%
St. Luke's Lutheran Church	100	33	33%	44	-11	-25%

VII. Hwy 169 South Corridor Users 2014

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Eagle Creek Transit Station	535	85	16%	82	3	4%
Seagate Technology	82	5	6%	10	-5	-50%
Southbridge Crossing	515	254	49%	286	-32	-11%

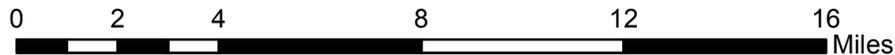
Park & Ride Facilities

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



Downtown Minneapolis

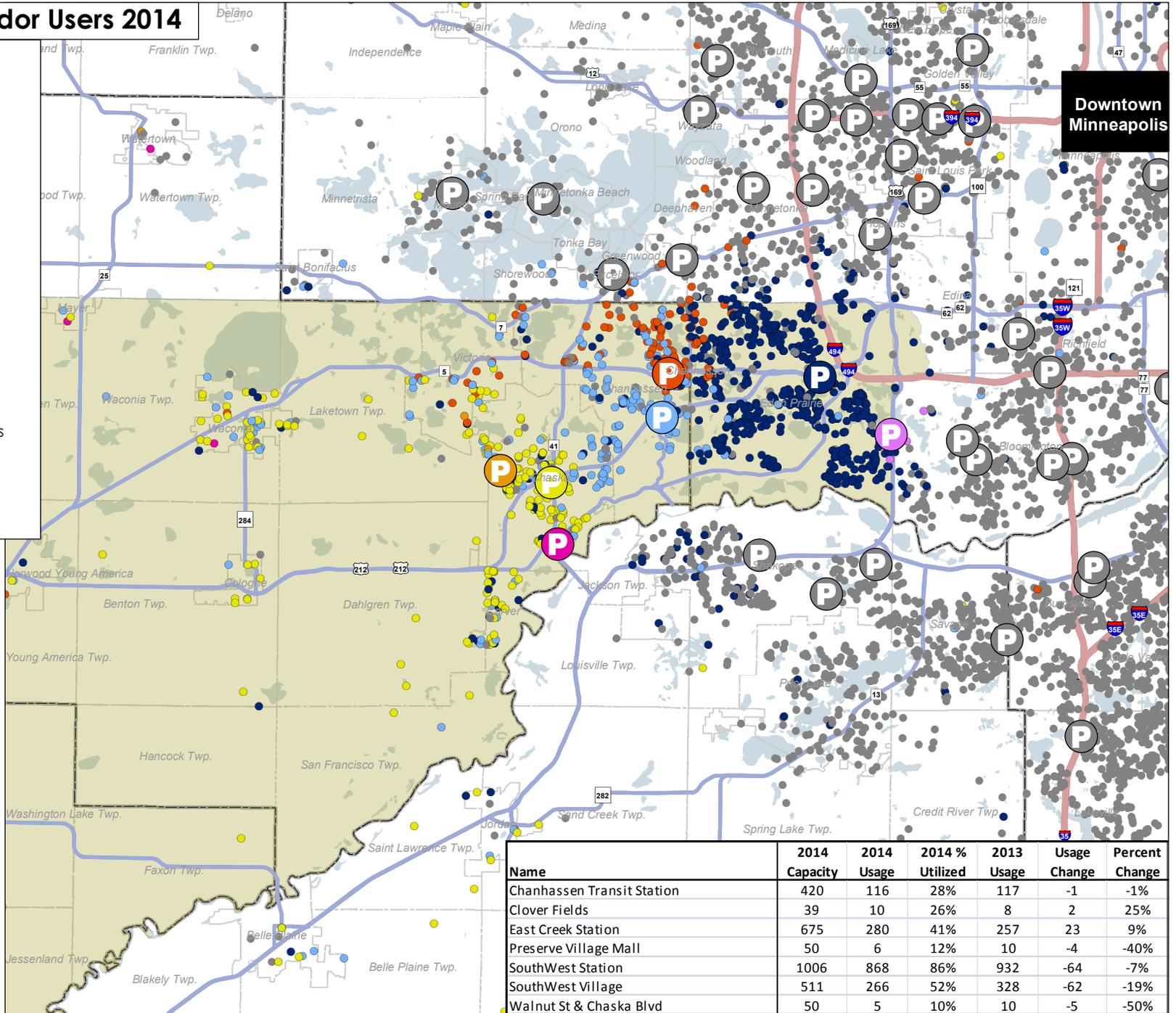
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VIII. Hwy 212/5 Corridor Users 2014

Park & Ride Facilities

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



Downtown Minneapolis

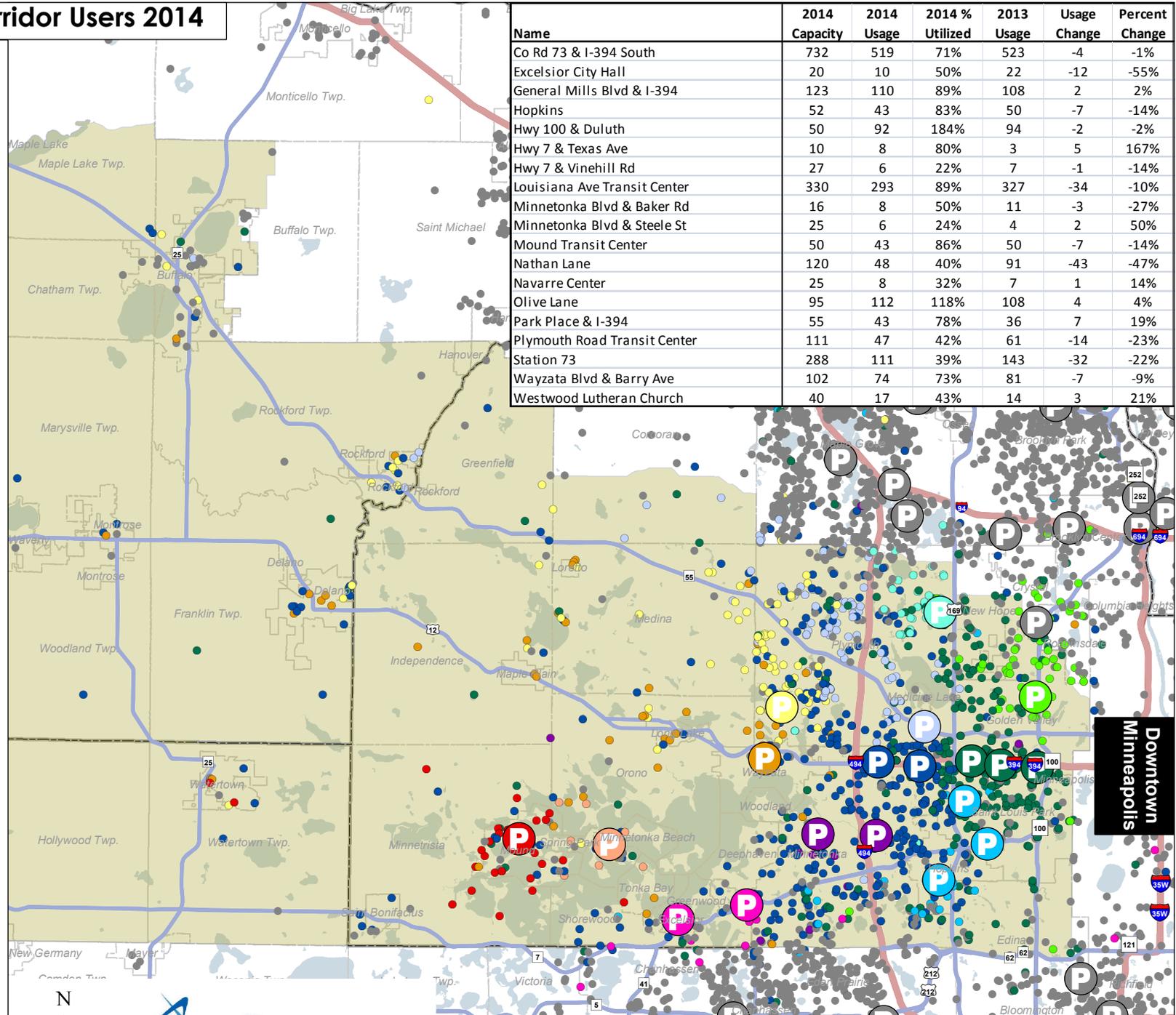
Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Chanhassen Transit Station	420	116	28%	117	-1	-1%
Clover Fields	39	10	26%	8	2	25%
East Creek Station	675	280	41%	257	23	9%
Preserve Village Mall	50	6	12%	10	-4	-40%
SouthWest Station	1006	868	86%	932	-64	-7%
SouthWest Village	511	266	52%	328	-62	-19%
Walnut St & Chaska Blvd	50	5	10%	10	-5	-50%

IX. I-394/Hwy 12 Corridor Users 2014

Park & Ride Facilities

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

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Co Rd 73 & I-394 South	732	519	71%	523	-4	-1%
Excelsior City Hall	20	10	50%	22	-12	-55%
General Mills Blvd & I-394	123	110	89%	108	2	2%
Hopkins	52	43	83%	50	-7	-14%
Hwy 100 & Duluth	50	92	184%	94	-2	-2%
Hwy 7 & Texas Ave	10	8	80%	3	5	167%
Hwy 7 & Vinehill Rd	27	6	22%	7	-1	-14%
Louisiana Ave Transit Center	330	293	89%	327	-34	-10%
Minnetonka Blvd & Baker Rd	16	8	50%	11	-3	-27%
Minnetonka Blvd & Steele St	25	6	24%	4	2	50%
Mound Transit Center	50	43	86%	50	-7	-14%
Nathan Lane	120	48	40%	91	-43	-47%
Navarre Center	25	8	32%	7	1	14%
Olive Lane	95	112	118%	108	4	4%
Park Place & I-394	55	43	78%	36	7	19%
Plymouth Road Transit Center	111	47	42%	61	-14	-23%
Station 73	288	111	39%	143	-32	-22%
Wayzata Blvd & Barry Ave	102	74	73%	81	-7	-9%
Westwood Lutheran Church	40	17	43%	14	3	21%



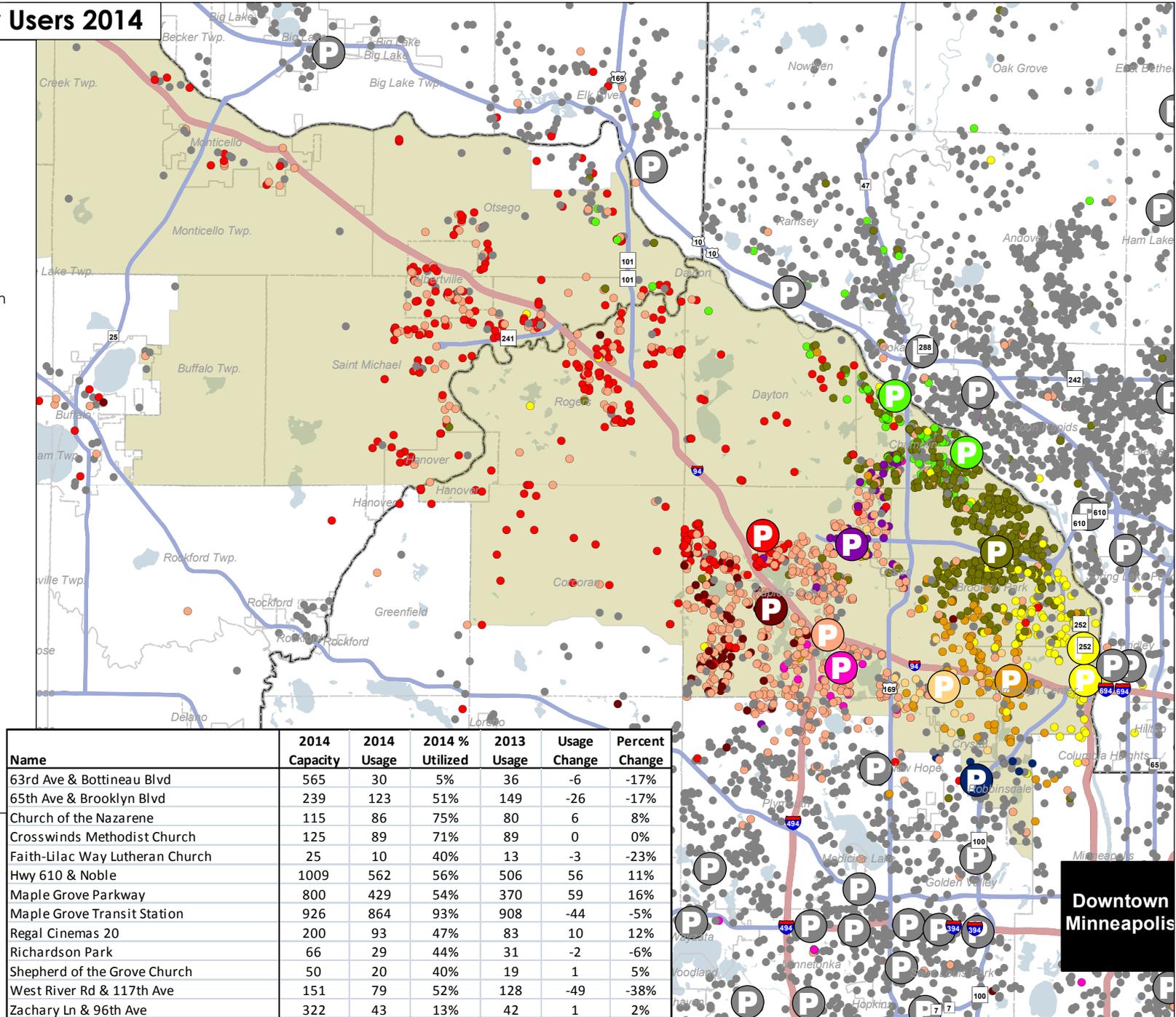
Downtown Minneapolis

X. I-94 West Corridor Users 2014

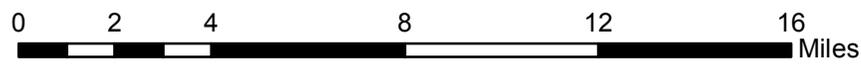
Park & Ride Facilities

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

- Other P&R Users
- Travel Corridor



Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
63rd Ave & Bottineau Blvd	565	30	5%	36	-6	-17%
65th Ave & Brooklyn Blvd	239	123	51%	149	-26	-17%
Church of the Nazarene	115	86	75%	80	6	8%
Crosswinds Methodist Church	125	89	71%	89	0	0%
Faith-Lilac Way Lutheran Church	25	10	40%	13	-3	-23%
Hwy 610 & Noble	1009	562	56%	506	56	11%
Maple Grove Parkway	800	429	54%	370	59	16%
Maple Grove Transit Station	926	864	93%	908	-44	-5%
Regal Cinemas 20	200	93	47%	83	10	12%
Richardson Park	66	29	44%	31	-2	-6%
Shepherd of the Grove Church	50	20	40%	19	1	5%
West River Rd & 117th Ave	151	79	52%	128	-49	-38%
Zachary Ln & 96th Ave	322	43	13%	42	1	2%

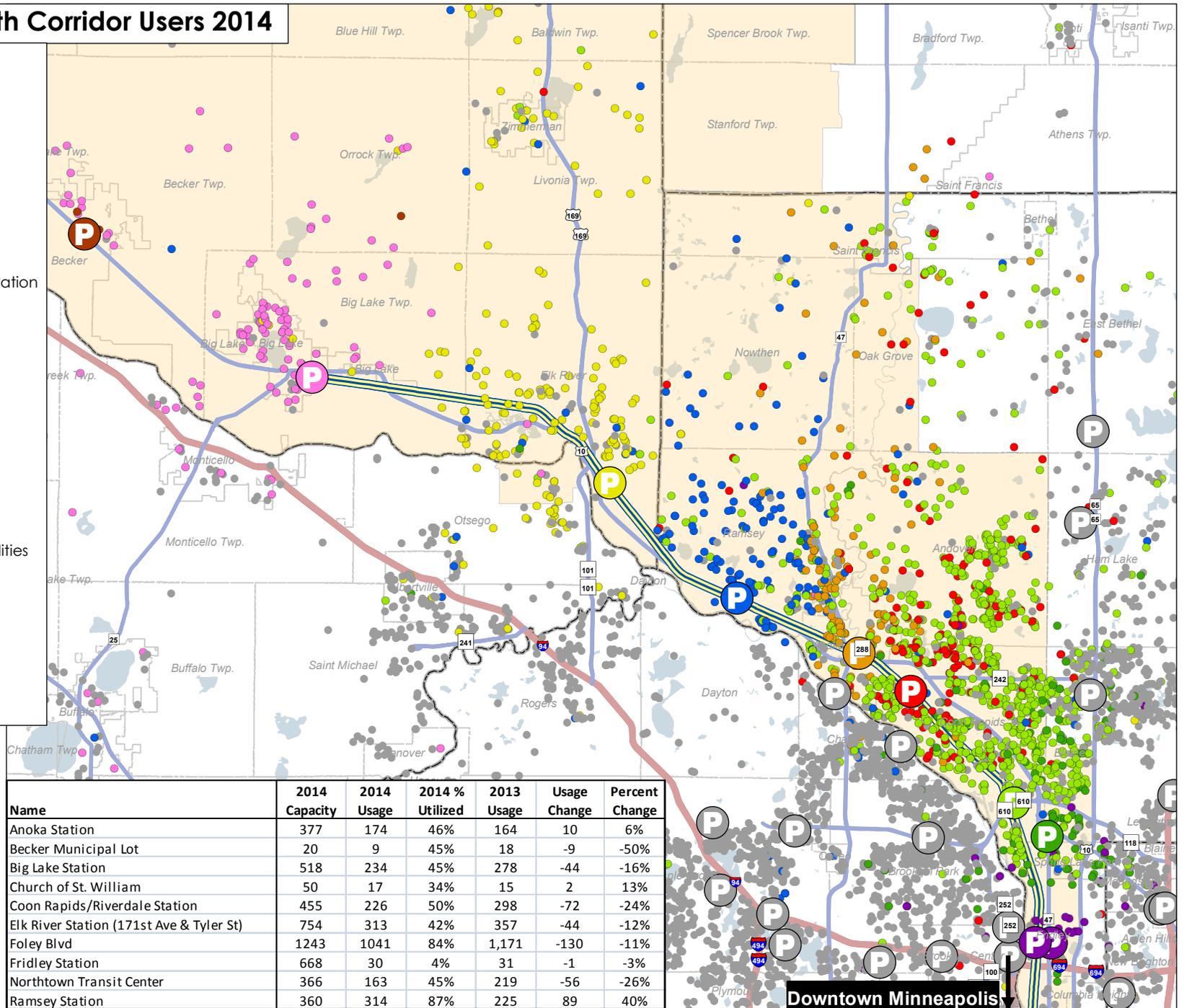


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XI. Hwy 10/169 North Corridor Users 2014

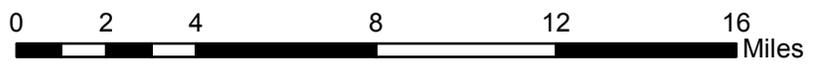
Park & Ride Facilities

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



Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Anoka Station	377	174	46%	164	10	6%
Becker Municipal Lot	20	9	45%	18	-9	-50%
Big Lake Station	518	234	45%	278	-44	-16%
Church of St. William	50	17	34%	15	2	13%
Coon Rapids/Riverdale Station	455	226	50%	298	-72	-24%
Elk River Station (171st Ave & Tyler St)	754	313	42%	357	-44	-12%
Foley Blvd	1243	1041	84%	1,171	-130	-11%
Fridley Station	668	30	4%	31	-1	-3%
Northtown Transit Center	366	163	45%	219	-56	-26%
Ramsey Station	360	314	87%	225	89	40%

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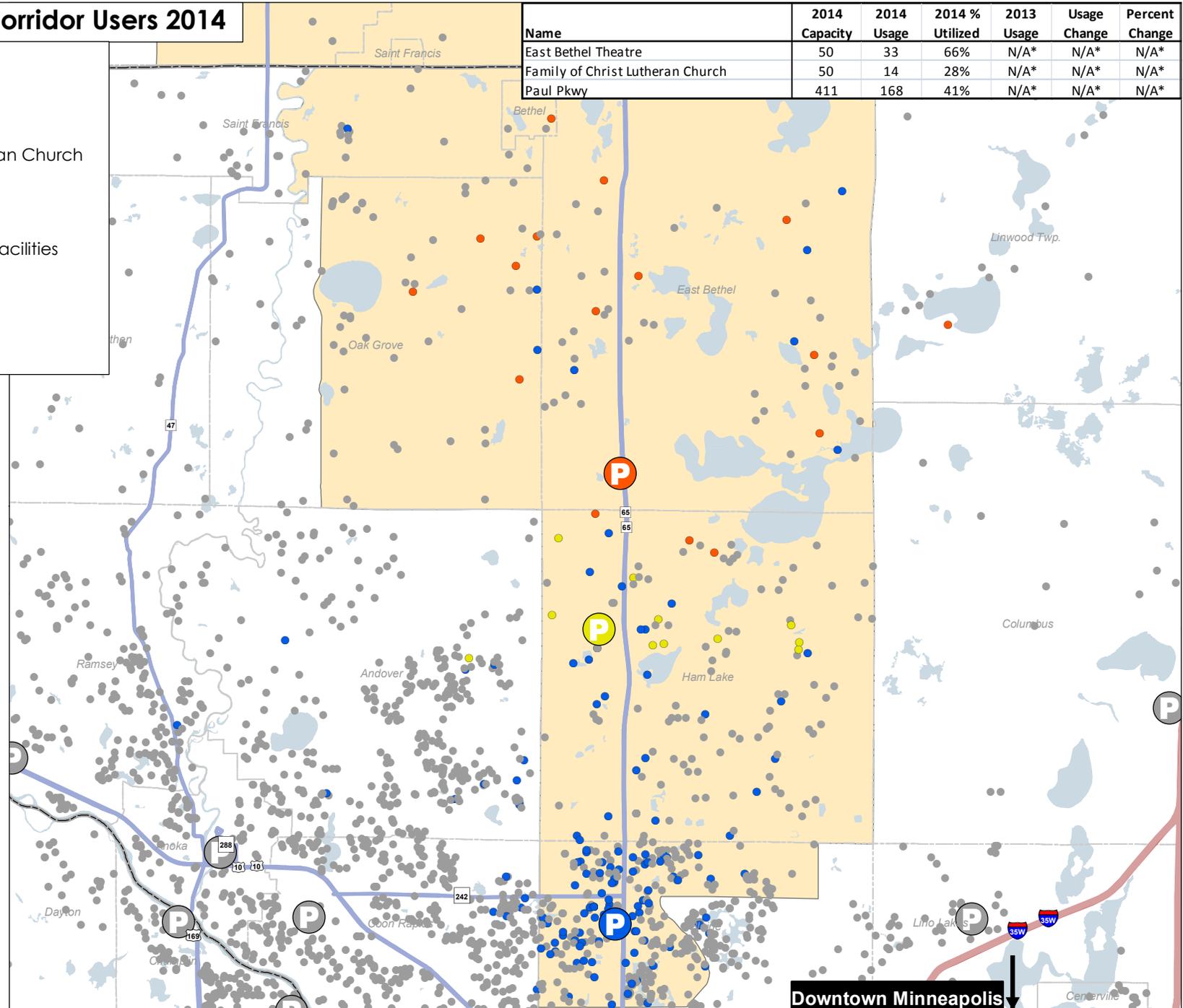


XII. Hwy 65 North Corridor Users 2014

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
East Bethel Theatre	50	33	66%	N/A*	N/A*	N/A*
Family of Christ Lutheran Church	50	14	28%	N/A*	N/A*	N/A*
Paul Pkwy	411	168	41%	N/A*	N/A*	N/A*

Park & Ride Facilities

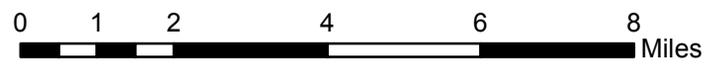
-  East Bethel Theatre
-  Family of Christ Lutheran Church
-  Paul Pkwy
-  Other Park-and-Ride Facilities
-  Other P&R Users
-  Travel Corridor



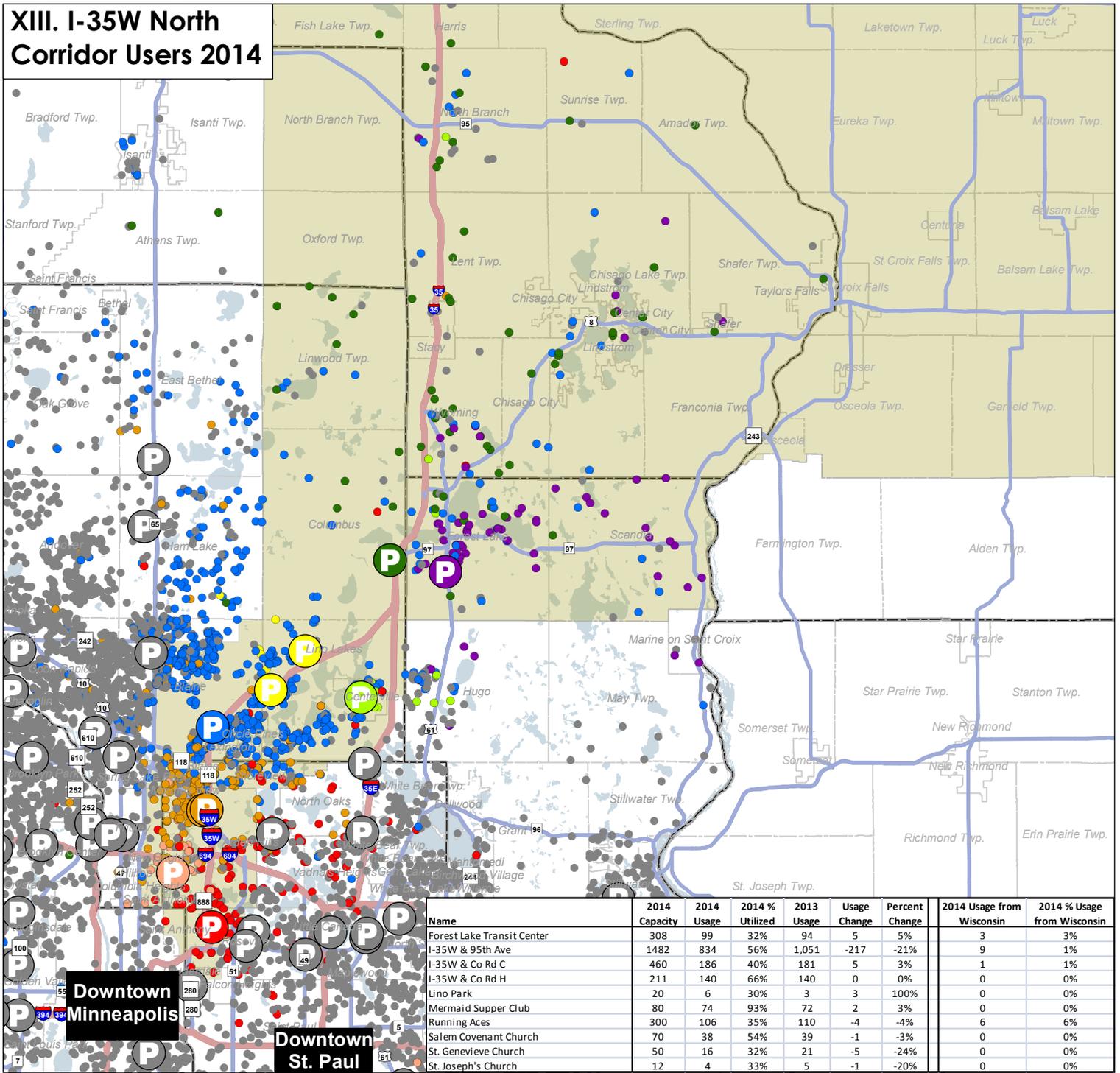
Downtown Minneapolis



Metro Transit



XIII. I-35W North Corridor Users 2014

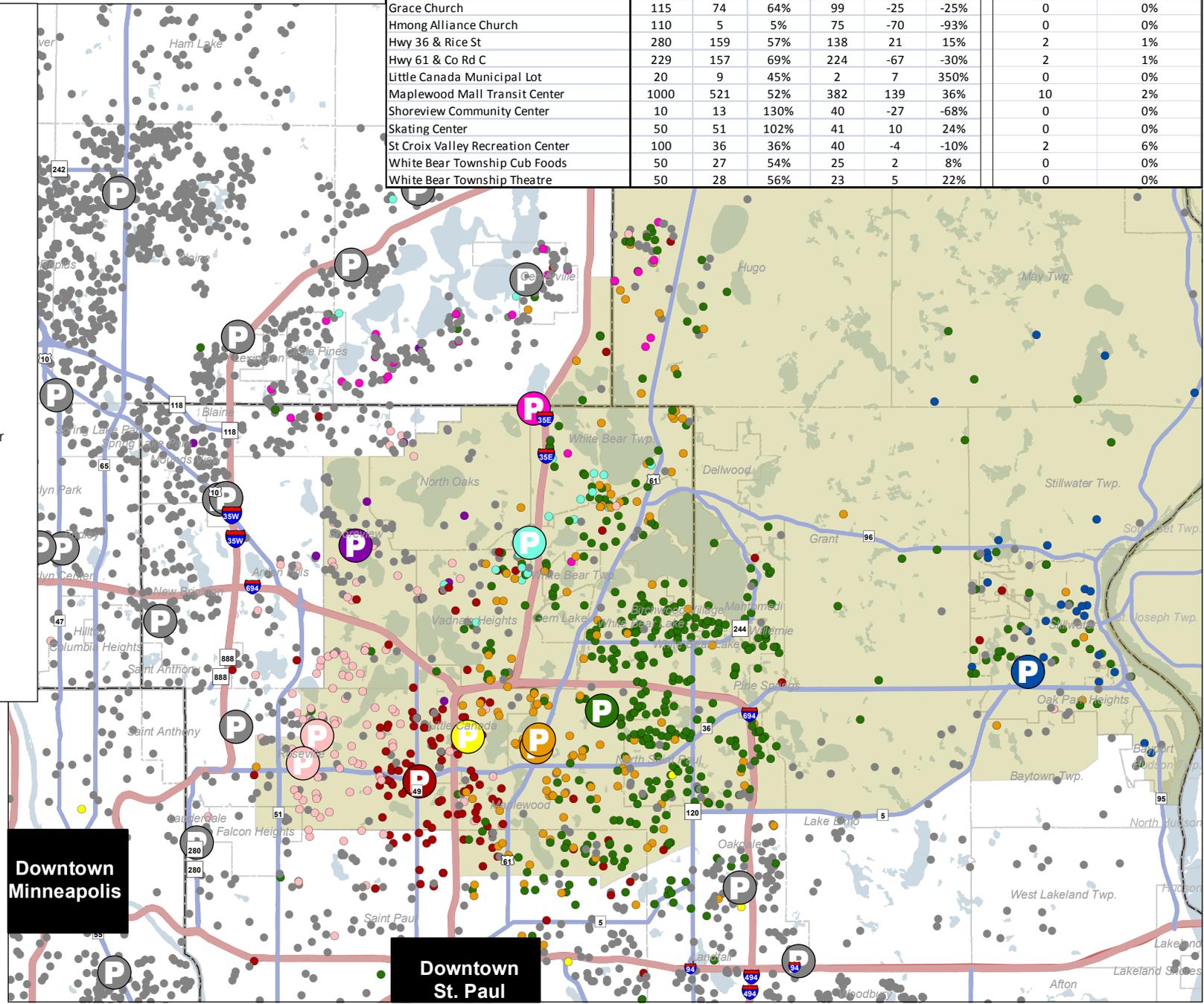


- Forest Lake Transit Center
- Mermaid Supper Club
- Other Park and Ride Facilities
- I-35W & 95th Ave
- Running Aces
- Other P&R Users
- I-35W & Co Rd C
- Salem Covenant Church
- St. Genevieve Church
- Lino Park
- St. Joseph's Church
- Travel Corridor

XIV. I-35E North/Hwy 36 East Corridor Users 2014

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change	2014 Usage from Wisconsin	2014 % Usage from Wisconsin
Grace Church	115	74	64%	99	-25	-25%	0	0%
Hmong Alliance Church	110	5	5%	75	-70	-93%	0	0%
Hwy 36 & Rice St	280	159	57%	138	21	15%	2	1%
Hwy 61 & Co Rd C	229	157	69%	224	-67	-30%	2	1%
Little Canada Municipal Lot	20	9	45%	2	7	350%	0	0%
Maplewood Mall Transit Center	1000	521	52%	382	139	36%	10	2%
Shoreview Community Center	10	13	130%	40	-27	-68%	0	0%
Skating Center	50	51	102%	41	10	24%	0	0%
St Croix Valley Recreation Center	100	36	36%	40	-4	-10%	2	6%
White Bear Township Cub Foods	50	27	54%	25	2	8%	0	0%
White Bear Township Theatre	50	28	56%	23	5	22%	0	0%

-  Grace Church
-  Hmong Alliance Church
-  Hwy 36 & Rice St
-  Hwy 61 & Co Rd C
-  Little Canada Municipal Lot
-  Maplewood Mall Transit Center
-  Shoreview Community Center
-  Skating Center
-  St Croix Valley Recreation Center
-  White Bear Township Cub Foods
-  White Bear Township Theatre
-  Other Park and Ride Facilities
-  Other P&R Users
-  Travel Corridor

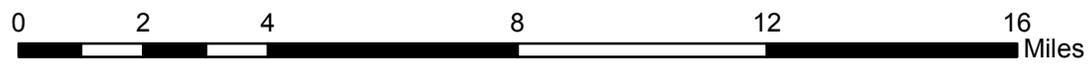


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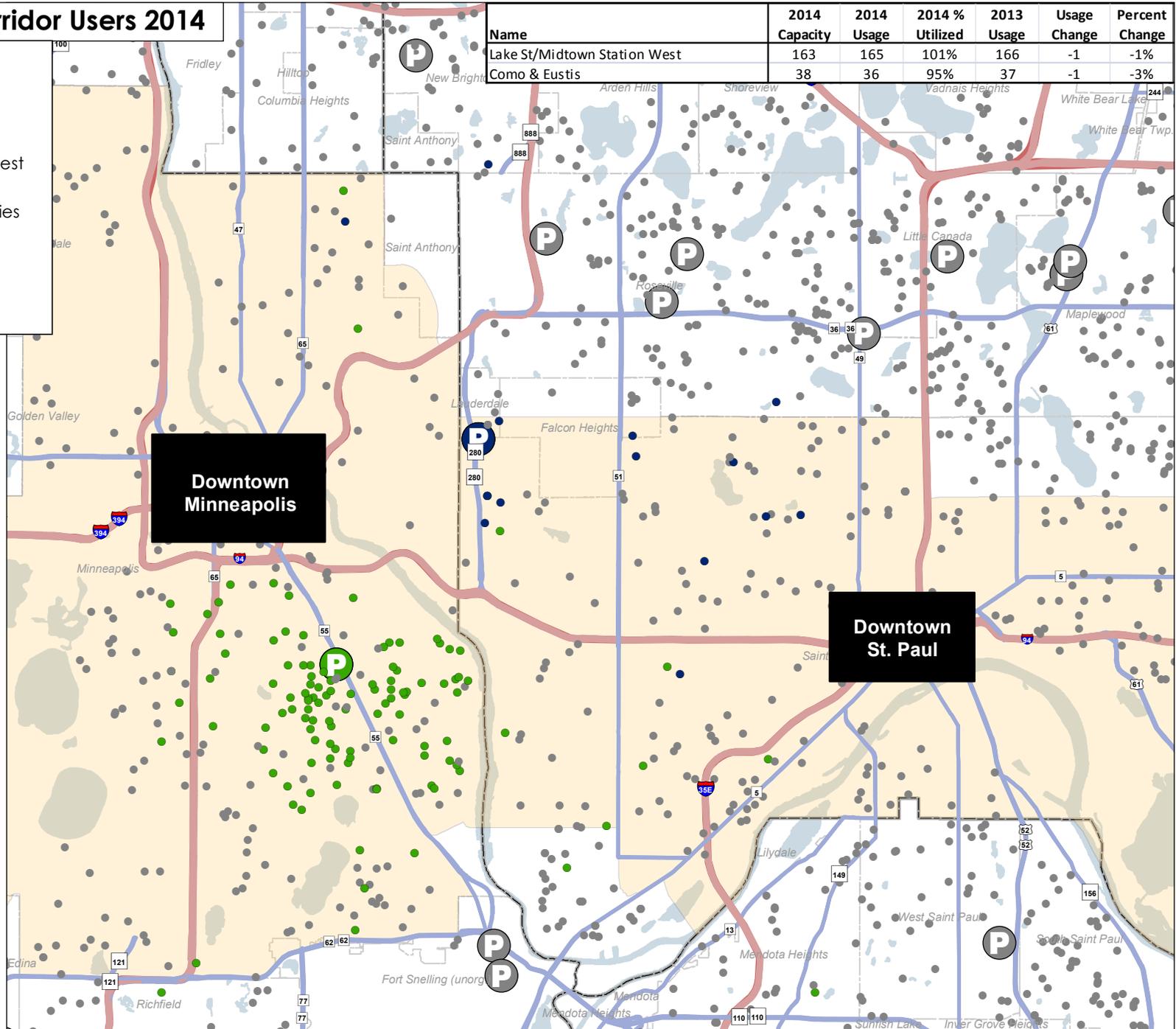


XV. Central Cities Corridor Users 2014

Park & Ride Facilities

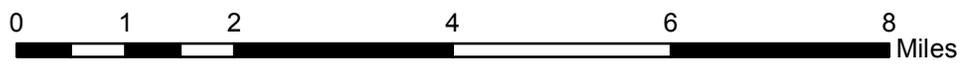
-  Como & Eustis
-  Lake St/Midtown Station West
-  Other Park and Ride Facilities
-  Other P&R Users
-  Travel Corridor

Name	2014 Capacity	2014 Usage	2014 % Utilized	2013 Usage	Usage Change	Percent Change
Lake St/Midtown Station West	163	165	101%	166	-1	-1%
Como & Eustis	38	36	95%	37	-1	-3%



Downtown Minneapolis

Downtown St. Paul



APPENDIX B:

INDIVIDUAL FACILITY CAPACITY AND USAGE DETAIL, 2012–2014

2014 System Capacity and Usage
PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2014 Capacity	2014 Usage	2014 % Utilized	Usage Change	Percent Change	2013 Capacity	2013 Usage	2013 % Utilized	2012 Capacity	2012 Usage	2012 % Utilized
298	Metro Transit Rail	Anoka Station	Anoka	377	174	46%	10	6%	377	164	44%	377	215	57%
716	MVTA	157th St Station	Apple Valley	258	32	12%	14	78%	258	18	7%	258	30	12%
712	MVTA	Apple Valley Transit Station	Apple Valley	768	818	107%	60	8%	768	758	99%	768	655	85%
198	MVTA	Palomino Hills	Apple Valley	318	250	79%	-22	-8%	318	272	86%	312	246	79%
534	NCD	Becker Municipal Lot	Becker	20	9	45%	-9	-50%	20	18	90%	20	17	85%
300	Metro Transit Rail	Big Lake Station	Big Lake	518	234	45%	-44	-16%	518	278	54%	518	271	52%
217	Metro Transit	I-35W & 95th Ave	Blaine	1482	834	56%	-217	-21%	1482	1,051	71%	1482	894	60%
703	Metro Transit	Northtown Transit Center	Blaine	366	163	45%	-56	-26%	366	219	60%	366	268	73%
315	Metro Transit	Paul Pkwy	Blaine	411	168	41%	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
251	Metro Transit Rail	28th Ave Station	Bloomington	1383	512	37%	-120	-19%	1383	632	46%	1443	584	40%
28	Metro Transit	Normandale Village	Bloomington	25	6	24%	0	0%	25	6	24%	25	7	28%
707	Metro Transit	South Bloomington Transit Center	Bloomington	195	178	91%	-23	-11%	195	201	103%	195	181	93%
32	Metro Transit	St. Edward's Catholic Church	Bloomington	100	11	11%	2	22%	100	9	9%	100	7	7%
199	Metro Transit	St. Luke's Lutheran Church	Bloomington	100	33	33%	-11	-25%	100	44	44%	100	26	26%
210	Metro Transit	65th Ave & Brooklyn Blvd	Brooklyn Center	239	123	51%	-26	-17%	239	149	62%	239	142	59%
155	Metro Transit	Church of the Nazarene	Brooklyn Center	115	86	75%	6	8%	115	80	70%	115	76	66%
269	Metro Transit	Regal Cinemas 20	Brooklyn Center	200	93	47%	10	12%	200	83	42%	200	92	46%
268	Metro Transit	63rd Ave & Bottineau Blvd	Brooklyn Park	565	30	5%	-6	-17%	565	36	6%	565	50	9%
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	1009	562	56%	56	11%	511	506	99%	511	530	104%
710	MVTA	Burnsville Transit Station	Burnsville	1428	930	65%	-208	-18%	1428	1,138	80%	1376	1234	90%
258	MVTA	Heart of the City	Burnsville	343	57	17%	15	36%	343	42	12%	370	35	9%
270	Metro Transit	St. Genevieve Church	Centerville	50	16	32%	-5	-24%	50	21	42%	50	22	44%
201	Metro Transit	Richardson Park	Champlin	66	29	44%	-2	-6%	66	31	47%	66	20	30%
142	Metro Transit	West River Rd & 117th Ave	Champlin	151	79	52%	-49	-38%	151	128	85%	151	106	70%
306	SouthWest	Chanhassen Transit Station	Chanhassen	420	116	28%	-1	-1%	420	117	28%	420	98	23%
292	SouthWest	SouthWest Village	Chanhassen	511	266	52%	-62	-19%	511	328	64%	511	421	82%
267	SouthWest	Clover Fields	Chaska	39	10	26%	2	25%	39	8	21%	39	15	38%
297	SouthWest	East Creek Station	Chaska	675	280	41%	23	9%	675	257	38%	0	0	0%
314	SouthWest	Walnut St & Chaska Blvd	Chaska	50	5	10%	-5	-50%	50	10	20%	50	14	28%
293	Metro Transit	Running Aces	Columbus	300	106	35%	-4	-4%	300	110	37%	300	97	32%
231	Metro Transit Rail	Coon Rapids/Riverdale Station	Coon Rapids	455	226	50%	-72	-24%	455	298	65%	455	259	57%
204	Metro Transit	Foley Blvd	Coon Rapids	1243	1041	84%	-130	-11%	1243	1,171	94%	1243	1155	93%
245	Metro Transit	Cottage Grove	Cottage Grove	525	315	60%	2	1%	525	313	60%	525	314	60%
152	MVTA	Blackhawk	Eagan	370	281	76%	3	1%	370	278	75%	367	281	77%
718	MVTA	Cedar Grove Transit Station	Eagan	166	66	40%	18	38%	166	48	29%	164	42	26%
711	MVTA	Eagan Transit Station	Eagan	719	355	49%	18	5%	719	337	47%	679	324	48%
310	Metro Transit	East Bethel Theatre	East Bethel	50	33	66%	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
230	SouthWest	Preserve Village Mall	Eden Prairie	50	6	12%	-4	-40%	50	10	20%	50	5	10%
713	SouthWest	SouthWest Station	Eden Prairie	1006	868	86%	-64	-7%	1006	932	93%	924	923	100%
706	Metro Transit	Southdale Transit Center	Edina	102	67	66%	37	123%	102	30	29%	102	54	53%

2014 System Capacity and Usage
PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2014 Capacity	2014 Usage	2014 % Utilized	Usage Change	Percent Change	2013 Capacity	2013 Usage	2013 % Utilized	2012 Capacity	2012 Usage	2012 % Utilized
244	Metro Transit Rail	Elk River Station (171st Ave & Tyler St)	Elk River	754	313	42%	-44	-12%	754	357	47%	754	317	42%
57	Metro Transit	Excelsior City Hall	Excelsior	20	10	50%	-12	-55%	20	22	110%	20	13	65%
294	Metro Transit	Forest Lake Transit Center	Forest Lake	308	99	32%	5	5%	308	94	31%	308	86	28%
253	Metro Transit Rail	Fort Snelling South	Fort Snelling	675	470	70%	-70	-13%	675	540	80%	675	549	81%
252	Metro Transit Rail	Fort Snelling Station North	Fort Snelling	398	237	60%	-27	-10%	398	264	66%	398	238	60%
266	Metro Transit	Church of St. William	Fridley	50	17	34%	2	13%	50	15	30%	50	14	28%
299	Metro Transit Rail	Fridley Station	Fridley	668	30	4%	-1	-3%	668	31	5%	668	39	6%
180	Metro Transit	General Mills Blvd & I-394	Golden Valley	123	110	89%	2	2%	123	108	88%	123	119	97%
256	Metro Transit	Hwy 100 & Duluth	Golden Valley	50	92	184%	-2	-2%	50	94	188%	50	75	150%
311	Metro Transit	Family of Christ Lutheran Church	Ham Lake	50	14	28%	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
309	Metro Transit	Hopkins	Hopkins	52	43	83%	-7	-14%	52	50	96%	52	30	58%
287	Metro Transit	I-35 & Kenrick Ave	Lakeville	750	540	72%	-14	-3%	750	554	74%	750	458	61%
719	MVTA	Lakeville Cedar	Lakeville	190	10	5%	-4	-29%	190	14	7%	190	18	9%
232	Metro Transit	Lino Park	Lino Lakes	20	6	30%	3	100%	20	3	15%	12	5	42%
187	Metro Transit	St. Joseph's Church	Lino Lakes	12	4	33%	-1	-20%	12	5	42%	12	5	42%
302	Metro Transit	Hwy 36 & Rice St	Little Canada	280	159	57%	21	15%	280	138	49%	N/A*	N/A*	N/A*
82	Metro Transit	Little Canada Municipal Lot	Little Canada	20	9	45%	7	350%	20	2	10%	20	12	60%
215	Maple Grove	Crosswinds Methodist Church	Maple Grove	125	89	71%	0	0%	125	89	71%	125	68	54%
301	Maple Grove	Maple Grove Parkway	Maple Grove	800	429	54%	59	16%	383	370	97%	502	366	73%
247	Maple Grove	Maple Grove Transit Station	Maple Grove	926	864	93%	-44	-5%	924	908	98%	924	844	91%
177	Maple Grove	Shepherd of the Grove Church	Maple Grove	50	20	40%	1	5%	50	19	38%	50	14	28%
143	Maple Grove	Zachary Ln & 96th Ave	Maple Grove	322	43	13%	1	2%	322	42	13%	322	41	13%
257	Metro Transit	Hmong Alliance Church	Maplewood	110	5	5%	-70	-93%	110	75	68%	110	113	103%
205	Metro Transit	Hwy 61 & Co Rd C	Maplewood	229	157	69%	-67	-30%	229	224	98%	229	225	98%
701	Metro Transit	Maplewood Mall Transit Center	Maplewood	1000	521	52%	139	36%	1000	382	38%	420	333	79%
260	Metro Transit Rail	Lake St/Midtown Station West	Minneapolis	163	165	101%	-1	-1%	163	166	102%	163	165	101%
40	Metro Transit	Co Rd 73 & I-394 South	Minnetonka	732	519	71%	-4	-1%	732	523	71%	732	514	70%
42	Metro Transit	Minnetonka Blvd & Baker Rd	Minnetonka	16	8	50%	-3	-27%	16	11	69%	16	13	81%
43	Metro Transit	Minnetonka Blvd & Steele St	Minnetonka	25	6	24%	2	50%	25	4	16%	25	11	44%
705	Metro Transit	Plymouth Road Transit Center	Minnetonka	111	47	42%	-14	-23%	111	61	55%	111	69	62%
715	Metro Transit	Mound Transit Center	Mound	50	43	86%	-7	-14%	50	50	100%	50	26	52%
161	Metro Transit	I-35W & Co Rd H	Mounds View	211	140	66%	0	0%	211	140	66%	211	145	69%
140	Metro Transit	Mermaid Supper Club	Mounds View	80	74	93%	2	3%	60	72	120%	60	57	95%
98	Metro Transit	Salem Covenant Church	New Brighton	70	38	54%	-1	-3%	70	39	56%	50	49	98%
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	415	406	98%	-15	-4%	415	421	101%	415	405	98%
248	Metro Transit	Walton Park	Oakdale	58	26	45%	0	0%	58	26	45%	58	22	38%
114	Metro Transit	Navarre Center	Orono	25	8	32%	1	14%	25	7	28%	25	11	44%
291	Plymouth	Nathan Lane	Plymouth	120	48	40%	-43	-47%	120	91	76%	120	87	73%
242	Plymouth	Olive Lane	Plymouth	95	112	118%	4	4%	95	108	114%	85	106	125%
714	Plymouth	Station 73	Plymouth	288	111	39%	-32	-22%	280	143	51%	280	95	34%

2014 System Capacity and Usage
PARK-AND-RIDE FACILITIES

PR NUM	Provider	Name	City	2014 Capacity	2014 Usage	2014 % Utilized	Usage Change	Percent Change	2013 Capacity	2013 Usage	2013 % Utilized	2012 Capacity	2012 Usage	2012 % Utilized
284	Metro Transit Rail	Ramsey Station	Ramsey	360	314	87%	89	40%	360	225	63%	150	115	77%
261	Metro Transit	Knox Avenue at Best Buy	Richfield	525	186	35%	15	9%	525	171	33%	525	152	29%
110	Metro Transit	Faith-Lilac Way Lutheran Church	Robbinsdale	25	10	40%	-3	-23%	25	13	52%	25	8	32%
721	MVTA	Rosemount Transit Station	Rosemount	102	42	41%	9	27%	102	33	32%	N/A*	N/A*	N/A*
271	Metro Transit	Grace Church	Roseville	115	74	64%	-25	-25%	115	99	86%	115	62	54%
290	Metro Transit	I-35W & Co Rd C	Roseville	460	186	40%	5	3%	460	181	39%	460	141	31%
272	Metro Transit	Skating Center	Roseville	50	51	102%	10	24%	50	41	82%	50	37	74%
232	MVTA	Savage Park & Ride	Savage	182	76	42%	-1	-1%	182	77	42%	195	64	33%
717	Scott County	Eagle Creek Transit Station	Shakopee	535	85	16%	3	4%	535	82	15%	535	79	15%
239	Scott County	Seagate Technology	Shakopee	82	5	6%	-5	-50%	82	10	12%	82	9	11%
278	Scott County	Southbridge Crossing	Shakopee	515	254	49%	-32	-11%	515	286	56%	515	274	53%
191	Metro Transit	Shoreview Community Center	Shoreview	10	13	130%	-27	-68%	10	40	400%	10	20	200%
209	Metro Transit	Hwy 7 & Vinehill Rd	Shorewood	27	6	22%	-1	-14%	27	7	26%	27	9	33%
564	NCDA	Northstar Link Lot	St. Cloud	146	51	35%	0	0%	146	51	35%	146	44	30%
158	Metro Transit	Hwy 7 & Texas Ave	St. Louis Park	10	8	80%	5	167%	10	3	30%	10	6	60%
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	330	293	89%	-34	-10%	330	327	99%	330	323	98%
195	Metro Transit	Park Place & I-394	St. Louis Park	55	43	78%	7	19%	55	36	65%	55	34	62%
81	Metro Transit	Westwood Lutheran Church	St. Louis Park	40	17	43%	3	21%	40	14	35%	40	8	20%
10	Metro Transit	Como & Eustis	St. Paul	38	36	95%	-1	-3%	38	37	97%	38	36	95%
173	Metro Transit	Hwy 61 & Lower Afton Rd	St. Paul	114	134	118%	24	22%	114	110	96%	114	136	119%
223	Metro Transit	St Croix Valley Recreation Center	Stillwater	100	36	36%	-4	-10%	100	40	40%	100	47	47%
130	Metro Transit	Wayzata Blvd & Barry Ave	Wayzata	102	74	73%	-7	-9%	102	81	79%	102	73	72%
219	Metro Transit	West St. Paul Sports Complex	West St. Paul	100	55	55%	-9	-14%	100	64	64%	100	51	51%
288	Metro Transit	White Bear Township Theatre	White Bear Lake	50	28	56%	5	22%	50	23	46%	50	22	44%
236	Metro Transit	White Bear Township Cub Foods	White Bear Twp	50	27	54%	2	8%	50	25	50%	50	26	52%
145	Metro Transit	Christ Episcopal Church	Woodbury	100	70	70%	9	15%	100	61	61%	100	55	55%
222	Metro Transit	Woodbury Lutheran Church	Woodbury	90	84	93%	11	15%	90	73	81%	90	86	96%
229	Metro Transit	Woodbury Theatre	Woodbury	550	497	90%	-38	-7%	550	535	97%	550	472	86%
PARK-AND-RIDE TOTAL				32,472	18,265	56%	-884	-4.6%	31,088	19,149	62%	29,915	18,104	61%

2014 System Capacity and Usage
PARK-AND-POOL FACILITIES

PR NUM	Provider	Name	City	2014 Capacity	2014 Usage	2014 % Utilized	Usage Change	Percent Change	2013 Capacity	2013 Usage	2013 % Utilized	2012 Capacity	2012 Usage	2012 % Utilized
533	MnDOT	Albany	Albany	28	27	96%	-5	-16%	28	32	114%	28	20	71%
535	MnDOT	I-94 & Co Rd 19 (Wright Co)	Albertville	34	4	12%	-4	-50%	34	8	24%	34	16	47%
500	WisDOT	I-94 & US 63 (St. Croix Co)	Baldwin	36	20	56%	-10	-33%	36	30	83%	36	37	103%
237	MnDOT	City Hall- Belle Plaine	Belle Plaine	20	0	0%	-7	-100%	20	7	35%	20	5	25%
540	MnDOT	Big Lake P&P	Big Lake	90	2	2%	0	0%	90	2	2%	90	3	3%
527	MnDOT	Hwy 65 & CR 43 & 313th Ave	Cambridge	60	9	15%	3	50%	60	6	10%	60	6	10%
568	MnDOT	Cannon Falls (S. US 19 across from athletic fields)	Cannon Falls	40	38	95%	5	15%	40	33	83%	40	29	73%
554	WisDOT	US 63 & WIS 64 (St. Croix Co)	Cylon Twp	20	7	35%	-1	-13%	20	8	40%	20	11	55%
558	MnDOT	East Bethel Ice Arena	East Bethel	53	0	0%	0		53	0	0%	53	0	0%
524	MnDOT	Hwy 65 & Co Rd 24 (Anoka Co)	East Bethel	41	11	27%	-5	-31%	41	16	39%	41	16	39%
502	WisDOT	I-94 & US 12 (Dunn Co)	Elk Mound	33	22	67%	11	100%	33	11	33%	33	12	36%
503	MnDOT	Elk River P&P	Elk River	60	8	13%	1	14%	60	7	12%	60	12	20%
505	MnDOT	36 & Manning	Grant Twp/Stillwater	15	3	20%	3	N/A*	15	0	0%	15	2	13%
506	MnDOT	Hwy 52/Hwy 56/Hwy 50	Hampton	42	48	114%	12	33%	42	36	86%	42	40	95%
525	WisDOT	I-94 & Carmichael Rd (St. Croix Co)	Hudson	168	116	69%	5	5%	168	111	66%	168	117	70%
508	WisDOT	Old WIS 35 & Hanley Rd	Hudson	74	12	16%	3	33%	74	9	12%	74	12	16%
238	MnDOT	Lions Park	Jordan	15	4	27%	-2	-33%	15	6	40%	15	3	20%
510	MnDOT	I-94 & Hwy 95	Lakeland	48	17	35%	-18	-51%	48	35	73%	48	21	44%
511	MnDOT	I-35 & Co Rd 70	Lakeville	80	15	19%	4	36%	80	11	14%	80	8	10%
557	MnDOT	I-35 & CR 60	Lakeville	64	16	25%	3	23%	64	13	20%	64	40	63%
546	MnDOT	Maple Lake VFW	Maple Lake	21	6	29%	-4	-40%	21	10	48%	21	3	14%
303	Maple Plain	Maple Plain	Maple Plain	150	5	3%	1	25%	150	4	0%	0	0	N/A*
512	MnDOT	Montgomery Twp-MN13 & MN 99	Montgomery Twp	3	2	67%	0	0%	3	2	67%	3	0	0%
514	MnDOT	Hwy 25 & School Blvd	Monticello	187	21	11%	12	133%	187	9	5%	187	13	7%
559	New Richmond	WIS 65 & Paperjack	New Richmond	30	3	10%	-4	-57%	30	7	23%	30	10	33%
531	New Richmond	WIS 65 & WIS 64 (St. Croix Co)	New Richmond	44	2	5%	-4	-67%	44	6	14%	44	2	5%
515	MnDOT	Northfield	Northfield	0	0	N/A*	0	N/A*	0	0	N/A*	0	0	N/A*
560	WisDOT	Prescott WI	Prescott	68	14	21%	2	17%	68	12	18%	68	14	21%
517	MnDOT	Hwy 169 & LeGrande	Princeton	26	20	77%	3	18%	26	17	65%	26	17	65%
553	WisDOT	WIS 35 & WIS 65 (St. Croix Co)	River Falls	124	22	18%	2	10%	124	20	16%	124	10	8%
561	MnDOT	Rockford	Rockford	4	0	0%	0	0%	4	0	0%	4	4	100%
519	MnDOT	I-94 & Hwy 101 (Hennepin Co)	Rogers	27	10	37%	2	25%	27	8	30%	27	3	11%
569	MnDOT	St. Cloud (Co Rd 4 & Co Rd 134)	St. Cloud	0	10	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
529	MnDOT	St. Joseph	St. Joseph	36	55	153%	14	34%	36	41	114%	36	32	89%
567	MnDOT	I-35 & Co Rd 17	Stacy	85	10	12%	-7	-41%	85	17	20%	85	15	18%
526	MnDOT	Taylor's Falls	Taylor's Falls	10	6	60%	4	200%	10	2	20%	10	2	20%
562	WisDOT	USH 10 & CTH CC (Pierce Co)	Union Twp	20	2	10%	1	100%	20	1	5%	20	2	10%
518	WisDOT	I-94 & WIS 65 (St. Croix Co)	Warren	48	34	71%	7	26%	48	27	56%	48	24	50%
565	MnDOT	Waverly	Waverly	27	5	19%	0	0%	27	5	19%	27	5	19%
516	MnDOT	I-35 & Co Rd 19	Webster Twp/ Northfield	30	30	100%	11	58%	30	19	63%	30	44	147%
522	MnDOT	Wyoming	Wyoming	0	34		0	0%	0	34	0%	34	0	0%
566	MnDOT	Zimmerman	Zimmerman	30	7	23%	-3	-30%	30	10	33%	30	14	47%
PARK-AND-POOL TOTAL				1,991	677	34%	45	7%	1,991	632	32%	1,841	624	34%

APPENDIX C:

PARK-AND-RIDE FACILITY BIKE COUNTS

PR NUM	Provider	Name	City	Bike Counts
298	Metro Transit Rail	Anoka Station	Anoka	1
716	MVTA	157th St Station	Apple Valley	1
712	MVTA	Apple Valley Transit Station	Apple Valley	9
198	MVTA	Palomino Hills	Apple Valley	2
300	Metro Transit Rail	Big Lake Station	Big Lake	4
217	Metro Transit	I-35W & 95th Ave	Blaine	2
707	Metro Transit	South Bloomington Transit Center	Bloomington	2
228	Metro Transit	Hwy 610 & Noble	Brooklyn Park	1
710	MVTA	Burnsville Transit Station	Burnsville	6
142	Metro Transit	West River Rd & 117th Ave	Champlin	3
306	SouthWest	Chanhassen Transit Station	Chanhassen	1
297	SouthWest	East Creek Station	Chaska	3
245	Metro Transit	Cottage Grove	Cottage Grove	6
152	MVTA	Blackhawk	Eagan	1
718	MVTA	Cedar Grove Transit Station	Eagan	2
711	MVTA	Eagan Transit Station	Eagan	3
713	SouthWest	SouthWest Station	Eden Prairie	3
244	Metro Transit Rail	Elk River Station (171st Ave & Tyler St)	Elk River	1
294	Metro Transit	Forest Lake Transit Center	Forest Lake	2
302	Metro Transit	Hwy 36 & Rice St	Little Canada	1
701	Metro Transit	Maplewood Mall Transit Center	Maplewood	1
715	Metro Transit	Mound Transit Center	Mound	5
262	Metro Transit	Guardian Angels Catholic Church	Oakdale	6
291	Plymouth	Nathan Lane	Plymouth	2
242	Plymouth	Olive Lane	Plymouth	2
714	Plymouth	Station 73	Plymouth	1
284	Metro Transit Rail	Ramsey Station	Ramsey	12
721	MVTA	Rosemount Transit Station	Rosemount	1
290	Metro Transit	I-35W & Co Rd C	Roseville	4
704	Metro Transit	Louisiana Ave Transit Center	St. Louis Park	1
222	Metro Transit	Woodbury Lutheran Church	Woodbury	1
229	Metro Transit	Woodbury Theatre	Woodbury	1
PARK-AND-RIDE TOTAL BIKE COUNTS				91

** All park-and-ride facilities not included in the table either had no bikes present, or the bike count information was not recorded.*