



2024 ANNUAL REGIONAL PARK & RIDE SYSTEM REPORT

APRIL 2025

Prepared for:

Metropolitan Council

Metro Transit

Maple Grove Transit

Minnesota Valley Transit Authority

Northstar Link

Plymouth Metrolink

SouthWest Transit

Minnesota Department of Transportation

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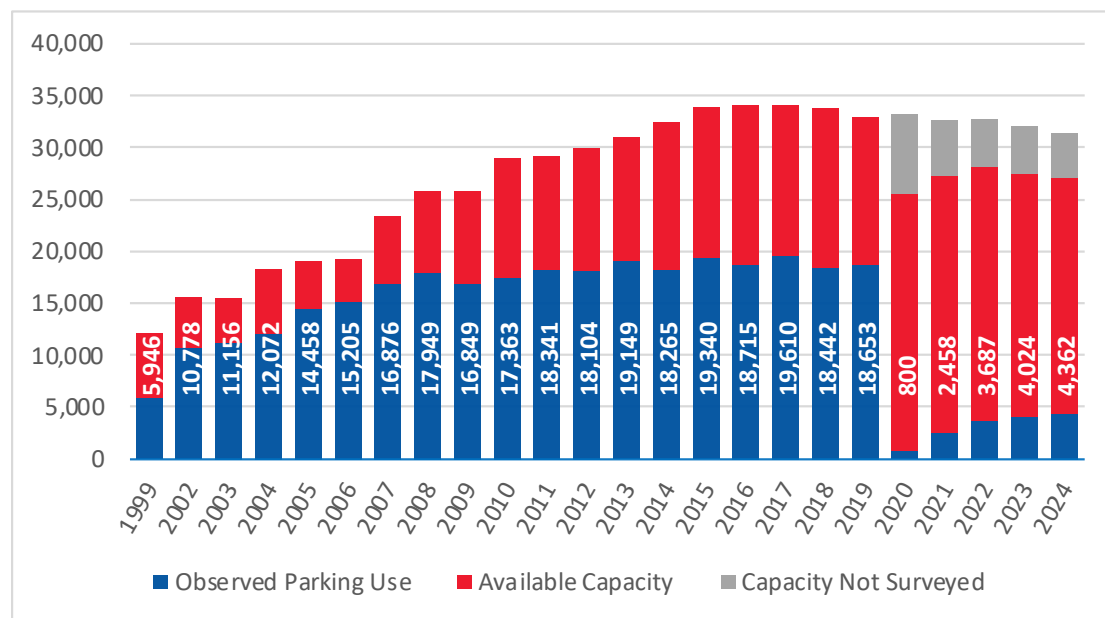
Overview

The 2024 Annual Regional Park & Ride System Report provides a summary of current trends in the Twin Cities regional Park & Ride system. A survey of the system was conducted in September and October 2024, which included a parked vehicle count with license plate data collection and bike count at all Park & Ride facilities.

Since early 2020, the COVID-19 pandemic has significantly affected travel demand, resulting in a major decline in transit ridership on commuter express services. Express service comprises a significant portion of transit service associated with Park & Ride facilities. Detailed information about routes serving each Park & Ride can be found alongside corridor maps in Appendix B: Park & Ride User Origin Maps. At the time of the 2024 survey, service remained suspended at some facilities. Most facilities where express bus service was suspended at the time of the survey or never existed were excluded. Since the 2023 survey, two Park & Ride facilities were closed permanently, and one facility was opened. As a result, the survey included 67 Park & Ride facilities with a capacity of 27,075 parking spaces and excluded 21 facilities with an additional capacity of 4,212 parking spaces. Historic Park & Ride use can be seen in Figure 1.

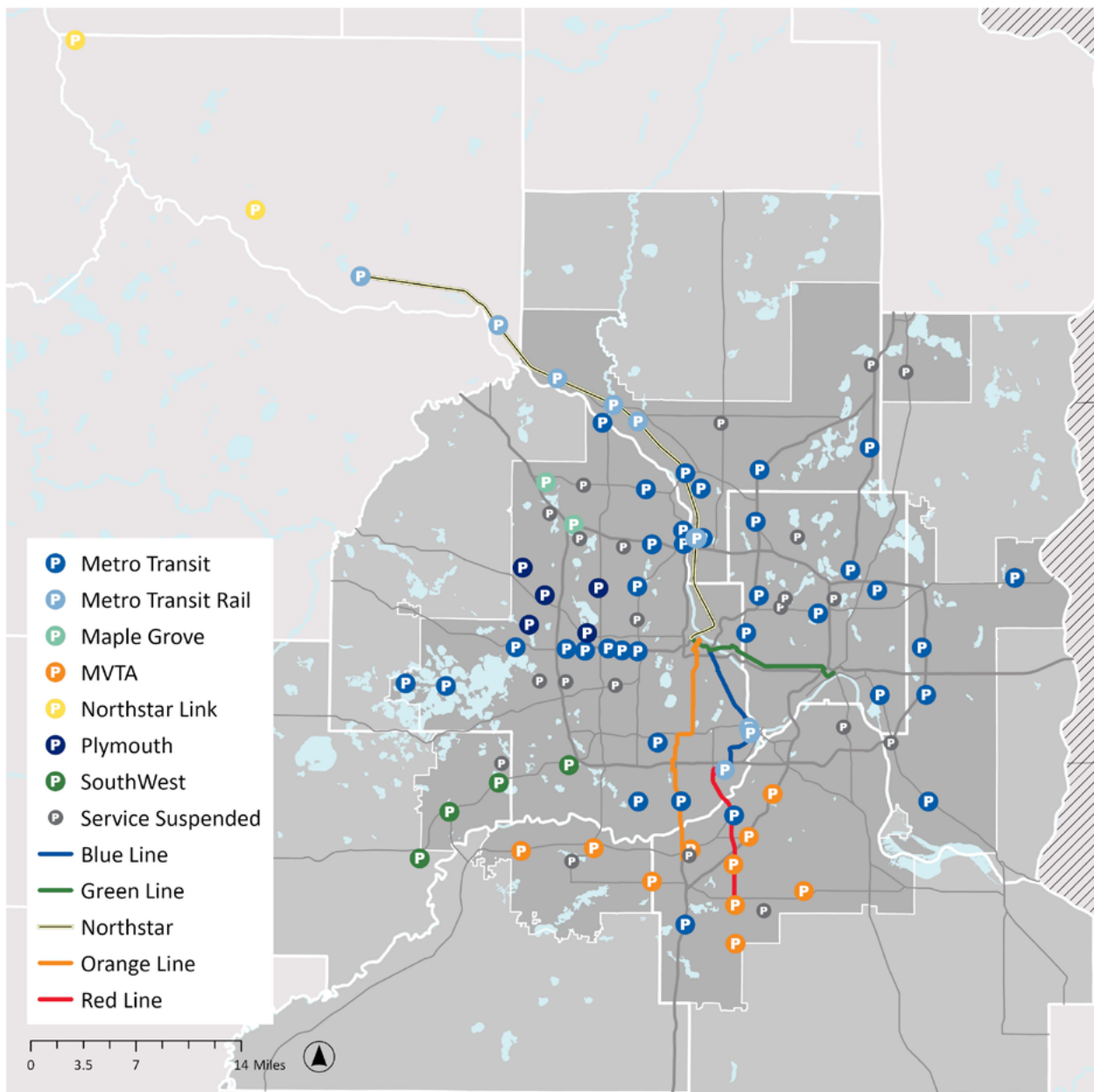
In addition to Park & Ride facilities, there were 40 active Park & Pool facilities. Park & Pool facilities are designated parking areas that provide individuals a gathering point from which they can carpool to a common destination, whereas Park & Ride facilities are defined as parking facilities that are served by transit (i.e. they have a bus or rail service). While both types of facilities are surveyed, this report focuses primarily on Park & Ride facilities.

Figure 1: Regional Park & Ride System Usage 1999-2024



Six transit providers operate the region's Park & Ride facilities and associated transit service: Maple Grove Transit, Metro Transit, Minnesota Valley Transit Authority (MVTA), Northstar Link, Plymouth Metrolink, and SouthWest Transit. The region's Park & Pools are operated by the Minnesota Department of Transportation (MnDOT) and Wisconsin Department of Transportation (WisDOT). The annual system survey is a collaborative effort conducted by the region's providers. Figure 2 shows the distribution of Park & Ride facilities by transit provider, including facilities with suspended service.

Figure 2: 2024 Regional Park & Ride System by Provider



The 2024 survey counted 4,362 regional Park & Ride users, an 8.4% increase from 4,024 users in 2023. Park & Ride usage continues to increase since travel patterns changed due to COVID-19 in 2020 but is still down 76.6% since 2019. Capacity and usage changes by service provider may be found in Table 1.

Table 1: Park & Ride Capacity and Usage by Provider¹

Provider	2024 Facilities	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	2023-2024 Usage % Change
Metro Transit	44	2,040	16,950	12.0%	1,917	6.4%
<i>Metro Transit Bus</i>	<i>35</i>	<i>1,363</i>	<i>11,353</i>	<i>12.0%</i>	<i>1,356</i>	<i>0.5%</i>
<i>Metro Transit Rail</i>	<i>9</i>	<i>677</i>	<i>5,597</i>	<i>12.1%</i>	<i>561</i>	<i>20.7%</i>
MVTA	10	1,054	5,197	20.3%	1,039	1.4%
Maple Grove	2	539	1,729	31.2%	418	28.9%
SouthWest	4	510	2,510	20.3%	445	14.6%
Plymouth	5	198	523	37.9%	174	13.8%
NCDA	2	21	166	12.7%	31	-32.3%
Total	67	4,362	27,075	16.1%	4,024	8.4%

In 2024, Park & Pool had an observed 370 vehicles across 40 facilities in Minnesota and Wisconsin for a utilization rate of 16.1%. While Park & Pool usage is up since early 2020 during initial onset of the COVID-19 pandemic, usage has fallen in both 2023 and 2024. Capacity and usage changes may be found in Table 2.

Table 2: Park & Pool Capacity and Usage by Provider

Provider	2024 Facilities	2024 Usage	2024 Capacity	2024% Utilized	2023 Usage	2023-2024 Usage % Change
MnDOT	28	259	1,472	17.6%	308	-15.9%
WisDOT	12	111	828	13.4%	133	-16.5%
Total	40	370	2,300	16.1%	447	-17.2%

¹ Cedar Grove Transit Station changed providers in the 2024 report from MVTA to Metro Transit, reflecting the change in Red Line operations from MVTA to Metro Transit that occurred in 2020. 2023 usage is recorded for MVTA, while 2024 facility count, usage, and capacity is recorded for Metro Transit Bus.

Capacity Changes

There was a net decrease of 327 parking spaces at Park & Rides in 2024. In the past year, two facilities closed totaling 190 parking spaces, and one new Park & Ride facility has opened adding 45 parking spaces. There was a net decrease of 88 parking spaces at Park & Pools in 2024. In the past year, one WisDOT Park & Pool facility with 70 parking spaces closed, and one MnDOT Park & Pool facility with 20 parking spaces reopened. Other capacity corrections have been made to both Park & Ride and Park & Pool facilities and may be found in Table 3 and Table 4.

Table 3: Capacity Changes and Corrections

Park & Ride Facility	Provider	2024 Capacity	2023 Capacity	Capacity Change	Reason
Apple Valley Transit Station	MVTA	1,117	1,098	19	Corrected capacity
Blackhawk	MVTA	372	370	2	Corrected capacity
Eagan Transit Station	MVTA	651	626	25	Corrected capacity
Four Season Park & Ride	Plymouth	45	0	45	New facility
Ice Center	Plymouth	50	100	-50	Corrected capacity
Nathan Lane	Plymouth	0	120	-120	Closed
NW Greenway	Plymouth	40	100	-60	Corrected capacity
Palomino Hills	MVTA	200	318	-118	Capacity reduction
Salem Covenant Church Park & Ride	Metro Transit	0	70	-70	Closed
Net Change				-327	

Table 4: Park & Pool Capacity Changes and Corrections

Park & Ride Facility	Provider	2024 Capacity	2023 Capacity	Capacity Change	Reason
Cannon Falls	MnDOT	40	64	-24	Corrected capacity
City Hall - Belle Plaine	MnDOT	20	0	20	Facility reopened
Hwy 52/Hwy 56/Hwy 50	MnDOT	42	74	-32	Corrected capacity
I-94 & Co Rd 19	MnDOT	34	20	14	Corrected capacity
Montgomery Twp-MN 13 & MN 99	MnDOT	3	15	-12	Corrected capacity
Old WIS 35 & Hanley Rd	WisDOT	0	70	-70	Closed
US 10 & Pearl St	WisDOT	68	56	12	Corrected capacity
WIS 35 & Wis 65	WisDOT	124	120	4	Corrected capacity
Net Change				-88	

Due to continuing suspended service, 4,212 additional parking spaces at 21 facilities were not included in this year's survey (Little Canada Municipal Park & Ride and Shoreview Community Center have local bus service but were not included in the 2023 and 2024 surveys.). These facilities and their capacity can be found in Table 5.

Table 5: Park & Ride Survey Omissions

User Home Origins by County	Count	
157th St Station	MVTA	258
63rd Ave & Bottineau Blvd Park & Ride	Metro Transit	565
Chanhassen Transit Station	SouthWest	420
Cross Winds Methodist Church	Maple Grove	125
Eagle Creek Transit Station	MVTA	563
Forest Lake Transit Center	Metro Transit	308
Grace Church Park & Ride	Metro Transit	115
Heart of the City	MVTA	343
Hwy 100 & Duluth Park & Ride	Metro Transit	50
Hwy 7 & Texas Ave Park & Ride	Metro Transit	10
Little Canada Municipal Park & Ride	Metro Transit	20
Minnetonka Blvd & Baker Rd Park & Ride	Metro Transit	16
Minnetonka Blvd & Steele St Park & Ride	Metro Transit	25
Newport Transit Station	Metro Transit	150
Paul Parkway Park & Ride	Metro Transit	411
Roseville Skating Center Park & Ride	Metro Transit	51
Running Aces Park & Ride	Metro Transit	300
Shepherd of the Grove Church	Maple Grove	50
Shoreview Community Center Park & Ride	Metro Transit	10
West St Paul Sports Complex	Metro Transit	100
Zachary Square	Maple Grove	322
Total		4,212

About the System Survey

The system has been surveyed annually since 1999 in collaboration with staff from state, county, and regional agencies to collect data for vehicles at each Park & Ride and Park & Pool facility. Data collection dates are held Tuesday-Thursday in late September and early October to target typical school and work use outside of holidays. For 2024, data was collected at each Park & Ride with transit service; however, some facilities were excluded due to suspended express service. Counts were conducted between 9 a.m. and 3 p.m. between Sept. 24-26 and Oct. 1-3. In the past, system-wide license plate surveys at Park & Rides have been conducted biennially on even-numbered years as part of the system survey process. License plates were not collected for the 2020 survey but were collected in 2021, 2022, and 2023. License plates were collected again this year to support Metro Transit's Network Now project and a continued need for detailed Park & Ride usage trends.

License Plate User Home Origin Data

Metro Transit obtains Minnesota user origin data from the Driver and Vehicle Services division of the Minnesota Department of Public Safety. Geocoding user origin data makes it possible to show generalized customer origins while protecting individual user privacy. Maps of customer origins provide information about user travel patterns and allow transit providers to plan accordingly. This data also provides insights for transitway ridership forecasting. Park & Ride users' home origins from Minnesota license plates and counts by geographic area are shown in Table 6, Table 7, and Figure 3.

Several municipalities throughout the Twin Cities Metropolitan Area have reached an agreement with the Council to implement the Transit Capital Levy. Consequently, all taxable properties are assessed for transit and paratransit capital within these communities. These areas are collectively known as the Transit Capital Levy Communities (TCLC). The data from this year's survey show that 78% of users reside within the TCLC and 22% of users come from outside the TCLC to use Park & Ride facilities.

The proportions within the TCLC and by county reflect a similar distribution to the 2018 and 2023 survey despite changes in overall use.

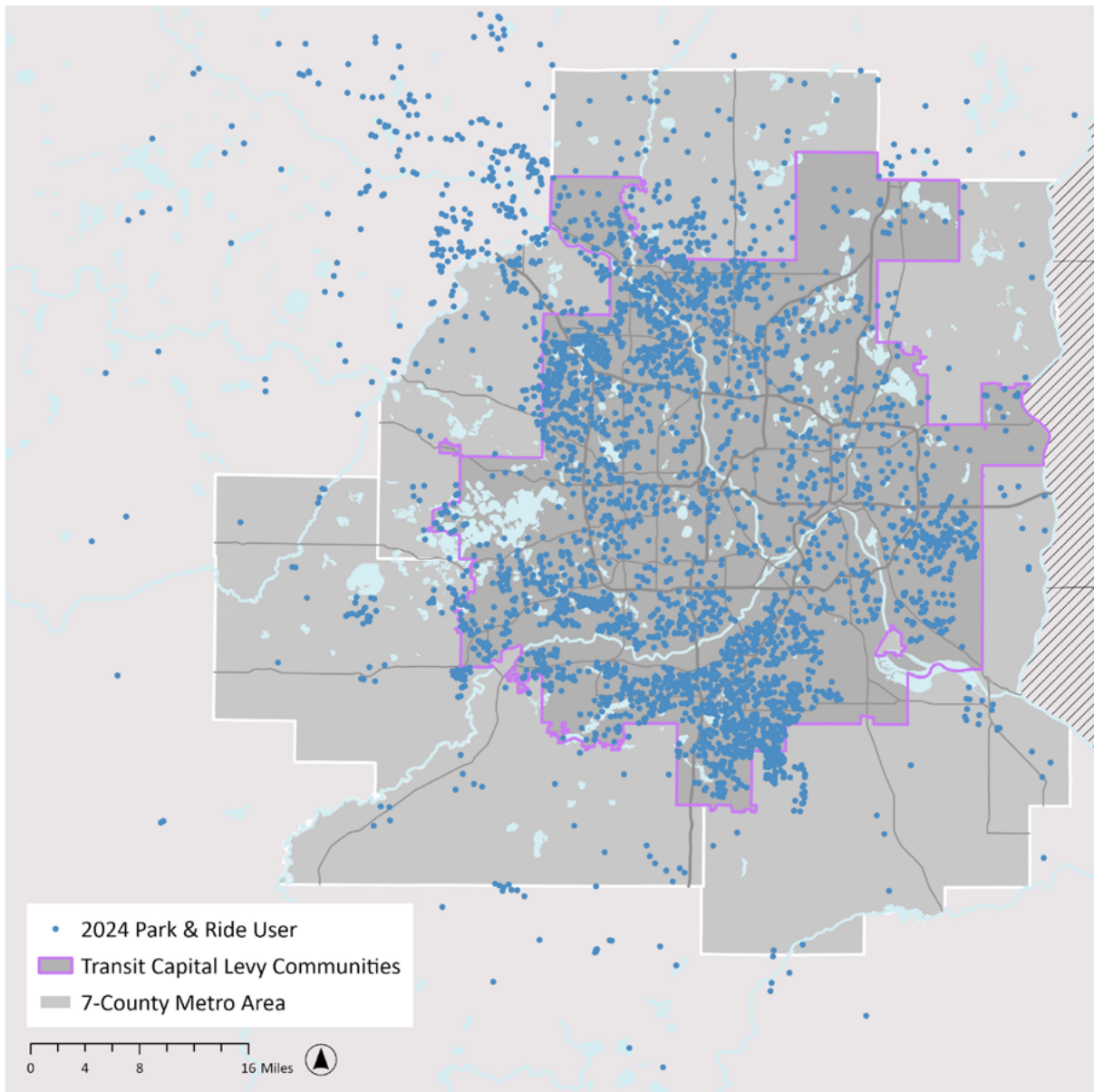
Table 6: Park & Ride User Home Origins by Geography

User Home Origins	Count	Percentage
Inside Transit Capital Levy Communities	3,343	78%
Outside Transit Capital Levy Communities, but Inside the 7-county Metro Area	480	11%
Outside the 7-county Metro Area	411	10%
MN Plates without addresses	60	1%
Total Park & Ride License Plates	4,294	100%

Table 7: Park & Ride User Home Origins by Metro Area County

User Home Origins by County	Count	Percentage
Hennepin County	1,330	35%
Dakota County	1,001	26%
Anoka County	545	14%
Scott County	260	7%
Washington County	274	7%
Carver County	208	5%
Ramsey County	205	5%
Total 7-county Metro Area License Plates	3,823	100%

Figure 3: 2024 Park & Ride User Home Origins from Minnesota License Plates



Capacity Usage

Busiest Park & Ride Facilities

In 2024, there were 26 facilities with 50 or more vehicles, 14 of which had more than 100 vehicles. Comparatively, in 2023, there were 23 facilities with 50 or more vehicles, 12 of which had more than 100 vehicles. Many of the busiest facilities fall along METRO routes and outside of the 494-694 Interstate Highway loop. These facilities and their locations can be found in Table 8 and Figure 4.

Table 8: Park & Ride Facilities with 50 or More Vehicles²

Park & Ride Facility	Provider	2024 Usage	2024 Capacity	2024 % Utilized
Maple Grove Transit Station	Maple Grove	430	924	46.5%
Burnsville Transit Station	MVTA	387	1,428	27.1%
Apple Valley Transit Station	MVTA	385	1,117	34.5%
SouthWest Station	SouthWest	287	924	31.1%
Fort Snelling Station Park & Ride	Metro Transit Rail	217	979	22.2%
Foley Blvd Park & Ride	Metro Transit	202	1,293	15.6%
Woodbury Theatre Park & Ride	Metro Transit	188	550	34.2%
I-35W & 95th Ave Park & Ride	Metro Transit	153	1,482	10.3%
SouthWest Village	SouthWest	129	511	25.2%
Hwy 610 & Noble Parkway Park & Ride	Metro Transit	117	1,009	11.6%
Parkway Station	Maple Grove	109	805	13.5%
Eagan Transit Station	MVTA	106	651	16.3%
I-35W & 98th St Station Park & Ride	Metro Transit	102	195	52.3%
Station 73	Plymouth	102	288	35.4%
Big Lake Station Park & Ride	Metro Transit Rail	91	518	17.6%
I-35 & Kenrick Ave Park & Ride	Metro Transit	88	750	11.7%
Elk River Station Park & Ride	Metro Transit Rail	84	754	11.1%
East Creek Station	SouthWest	78	675	11.6%
Ramsey Station Park & Ride	Metro Transit Rail	73	360	20.3%
30th Ave Station Park & Ride	Metro Transit Rail	69	1,585	4.4%
Coon Rapids/Riverdale Station Park & Ride	Metro Transit Rail	68	455	14.9%
Maplewood Mall Transit Center	Metro Transit	67	1,007	6.7%
Southbridge Crossing	MVTA	64	513	12.5%
Cottage Grove Park & Ride	Metro Transit	51	525	9.7%
Cedar Grove Transit Station Park & Ride	Metro Transit	50	166	30.1%
I-35W & Co Rd H Park & Ride	Metro Transit	50	211	23.7%

² Fort Snelling Station South Park & Ride and Fort Snelling Station North Park & Ride are combined in Table 8 as both Park & Rides are served by the same light rail stop.

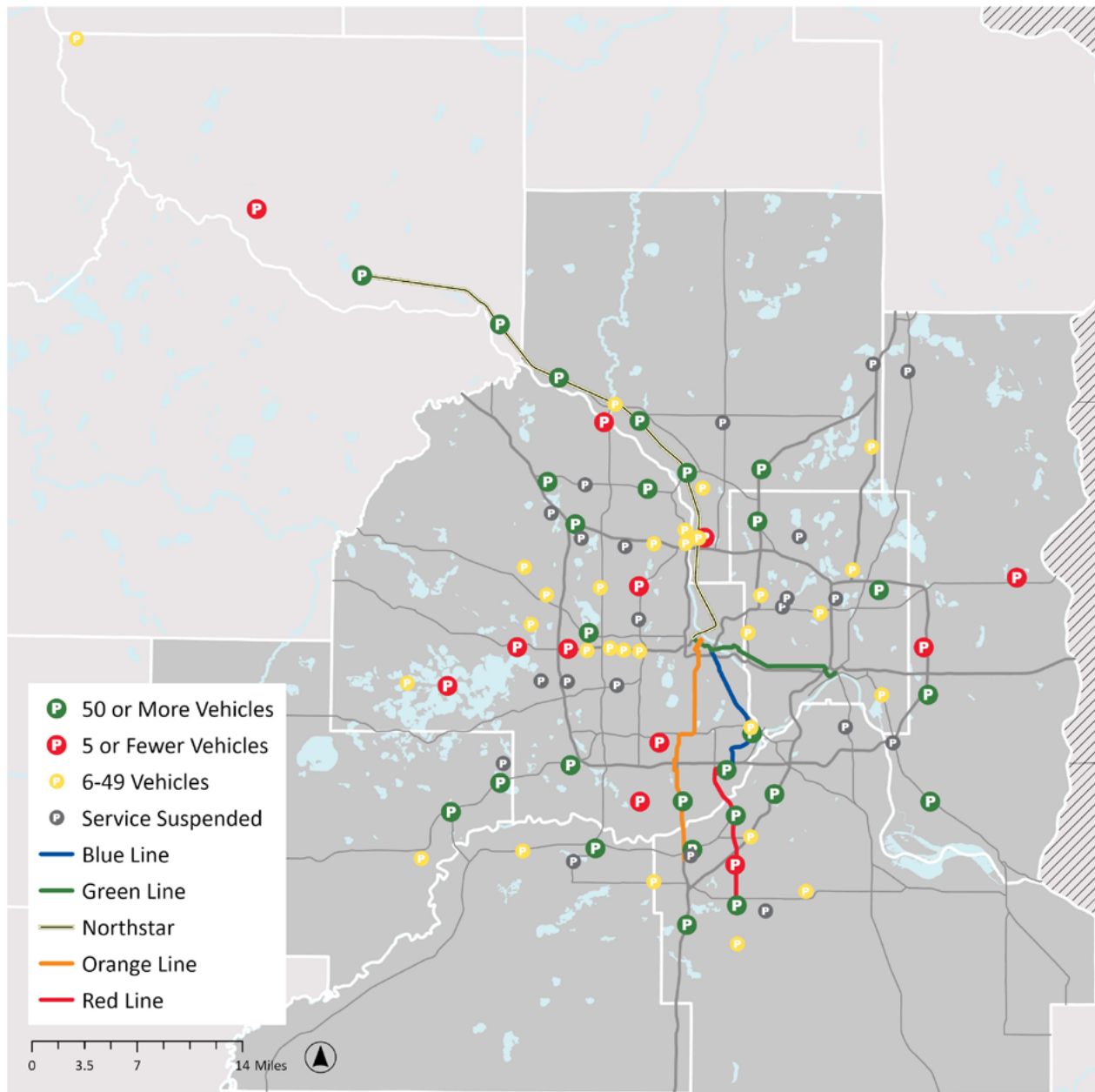
Least Busy Park & Ride Facilities

There are 12 facilities with 5 or fewer vehicles. These 12 facilities represent 0.3% of total usage and 3.5% of total capacity. Many of the least busy facilities fall within the 494-694 Interstate Highway loop and are located near other higher performing facilities. These facilities and their locations can be found in Table 9 and Figure 4.

Table 9: Park & Ride Facilities with 5 or Fewer Vehicles

Park & Ride Facility	Provider	2024 Usage	2024 Capacity	2024 % Utilized
Faith-Lilac Way Lutheran Church Park & Ride	Metro Transit	0	25	0.0%
Navarre Center Park & Ride	Metro Transit	0	25	0.0%
Normandale Village	Metro Transit	0	25	0.0%
Wayzata Blvd & Barry Ave Park & Ride	Metro Transit	0	101	0.0%
Church of St. William Park & Ride	Metro Transit	1	50	2.0%
Richardson Park Park & Ride	Metro Transit	1	66	1.5%
Southdale Transit Center	Metro Transit	1	161	0.6%
Hadley Ave & Upper 17th Street	Metro Transit	1	58	1.7%
Palomino Hills	MVTA	2	200	1.0%
Plymouth Road Park & Ride	Metro Transit	2	113	1.8%
St Croix Valley Recreation Center Park & Ride	Metro Transit	2	100	2.0%
Becker Municipal Lot	NCDA	5	20	25.0%

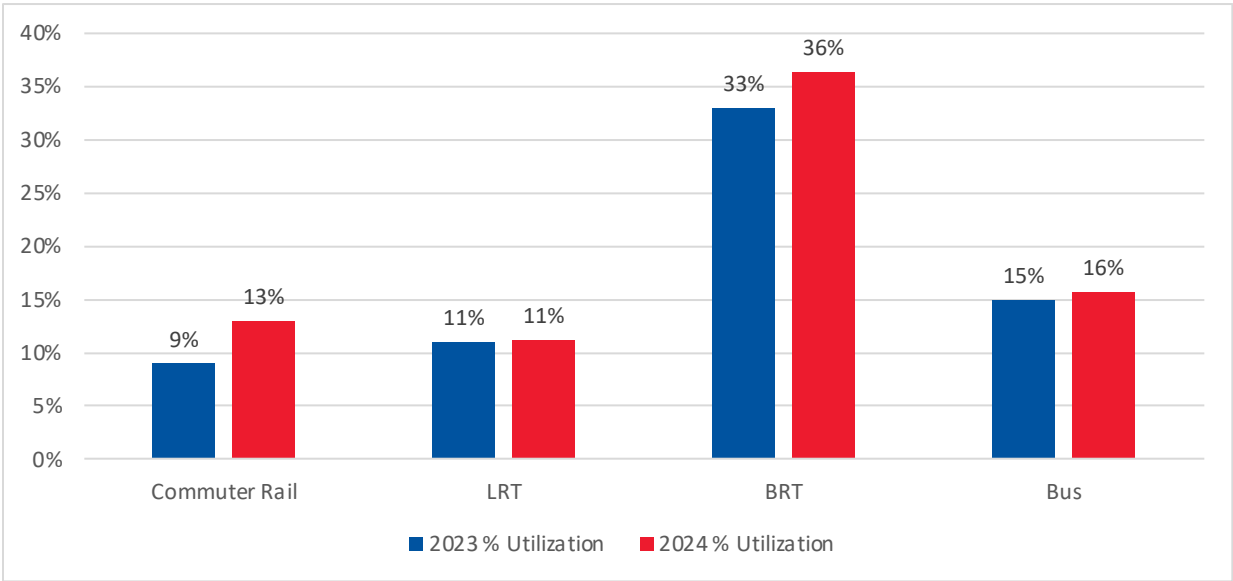
Figure 4: Most and Least Busy Park & Rides



Capacity Utilization by Facility Type

Capacity utilization has increased or remained the same across all facility types since 2023. The largest increase in utilization occurred at commuter rail facilities (6 locations), increasing to 13% utilization in 2024 from 9% in 2023. Bus rapid transit (BRT) facilities (3 locations) saw a similar increase in utilization, increasing to 36% in 2024 from 33% in 2023. BRT facilities also have the highest overall utilization rate. Express bus (55 locations) and light rail facilities (3 locations) had similar utilization rates. These changes are displayed in Figure 5.

Figure 5: Park & Ride Capacity Utilization by Facility Type



System Capacity and Usage by Travel Corridor

Most travel corridors saw increased Park & Ride usage from 2023 to 2024. While I-94 West, Hwy. 10/169 North, and Hwy. 77 South corridors had the overall highest usage, I-94 East, Hwy. 10/169 North, and I-35E North/Hwy. 36 corridors had the largest percent increases in usage. Outside of the Central Cities corridor, the I-94 East corridor had the highest utilization rate at 31.1%. Figure 6 and Table 10 provide use and capacity by corridor. See Appendix B for corridor maps regarding usage and user origin points.

Figure 6. Park & Ride System Utilization by Corridor

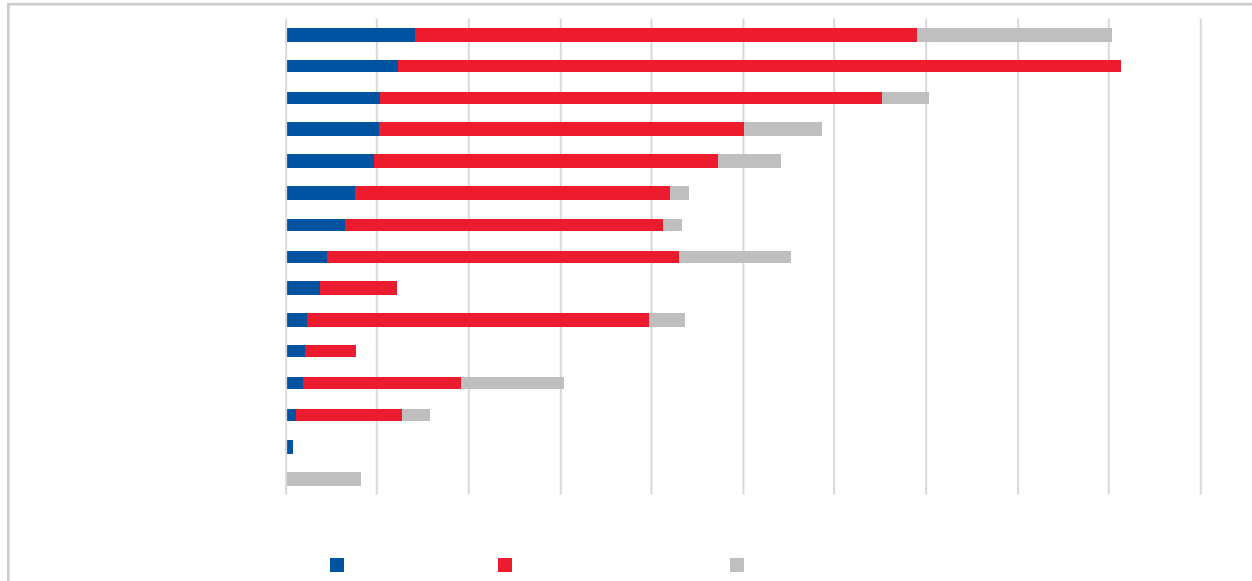


Table 10: Park & Ride System Utilization by Corridor

Corridor	2024 Facilities	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	2023-2024 Usage % Change
I-94 West	9	712	3,452	20.6%	616	15.6%
Hwy 10/169 North	10	611	4,566	13.4%	492	24.2%
Hwy 77 South	5	520	3,258	16.0%	498	4.4%
Hwy 212/5	4	510	2,510	20.3%	445	14.6%
I-35W South Lower	3	483	2,360	20.5%	495	-2.4%
Hwy 52/55	4	381	2,104	18.1%	333	14.4%
I-394/Hwy 12	13	324	2,064	15.7%	302	7.3%
I-35W North	3	225	2,153	10.5%	287	-21.6%
I-94 East	2	189	608	31.1%	143	32.2%
I-35E North/Hwy 36 East	5	117	1,987	5.9%	97	20.6%
I-35W South Upper	3	103	381	27.0%	118	-12.7%
Hwy 169 South	2	94	955	9.8%	90	4.4%
Hwy 61 South	2	57	639	8.9%	72	-20.8%
Central Cities	1	36	38	94.7%	36	0.0%
Hwy 65 North	0	0	0	0.0%	0	0.0%

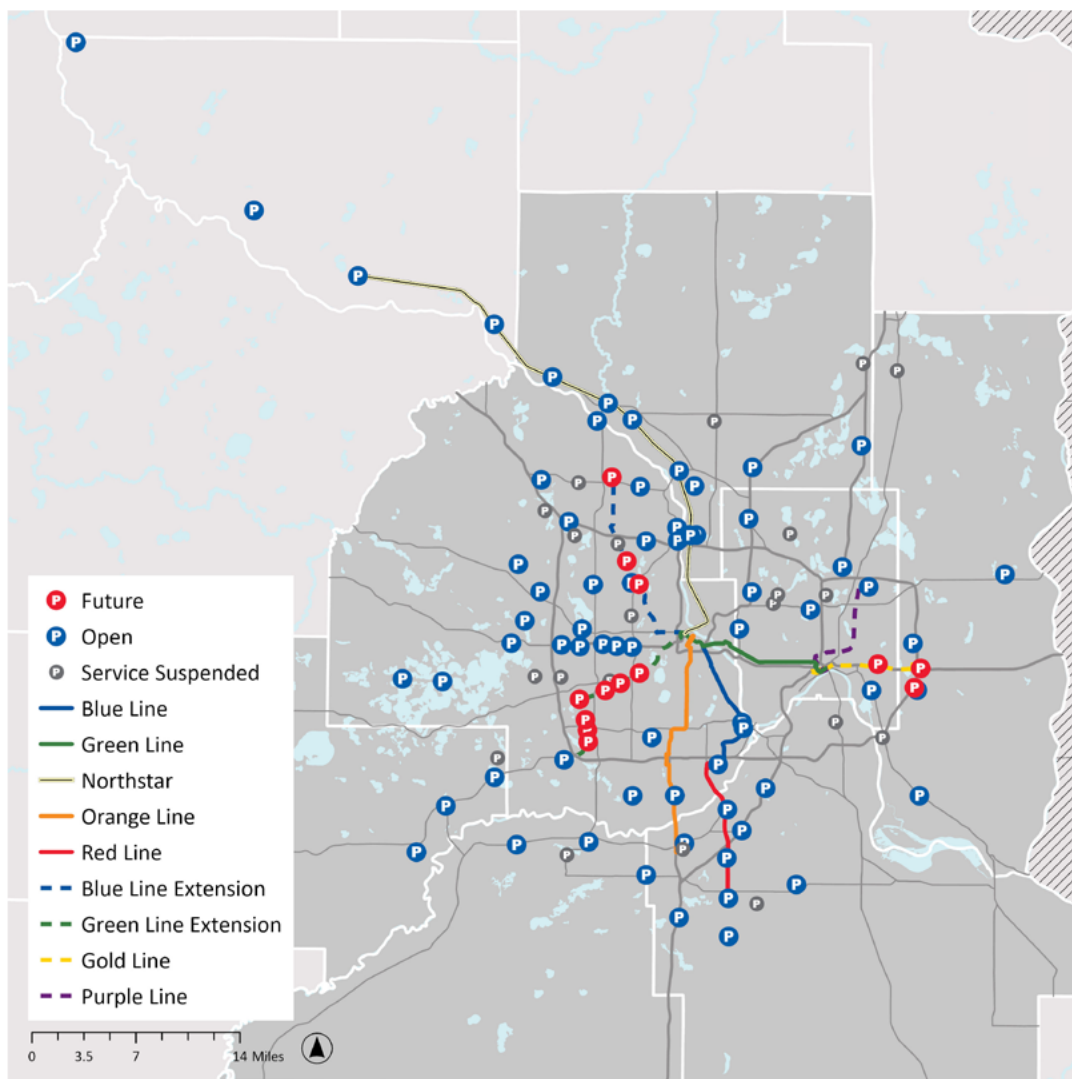
Planned Capacity Expansion

Planned Park & Ride expansion projects are typically in coordination with new transitways. There are new Park & Ride facilities planned along the Blue Line Extension, Green Line Extension, and Gold Line. Currently, these planned Park & Rides are estimated to add a capacity of 4,518 parking spaces to the system. Planned capacity expansions by transitway may be found in Table 11. These figures are subject to change. Figure 7 displays the planned Park & Ride locations along their respective planned transitways.

Table 11: Planned Park & Ride Capacity Expansion

Transitway	Opening Year	Planned Capacity Expansion
Gold Line BRT	2025	806
Green Line LRT Extension	2027	1,577
Blue Line LRT Extension	2030*	1,570
Total		3,953

Figure 7: Planned Park & Ride System



Appendix A: Facility Utilization Data

Park & Ride System Data

Facilities with "-" reflect that no data collected for that year. Facilities with "x" reflect that the facility is now closed.

Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
30th Ave Station Park & Ride	Metro Transit Rail	Bloomington	69	1,585	4.4%	117	-48
65th Ave & Brooklyn Blvd	Metro Transit	Brooklyn Center	10	242	4.1%	12	-2
Anoka Station Park & Ride	Metro Transit Rail	Anoka	49	525	9.3%	24	25
Apple Valley Transit Station	MVTA	Apple Valley	385	1,117	34.5%	333	52
Becker Municipal Lot	NCDA	Becker	5	20	25.0%	10	-5
Big Lake Station Park & Ride	Metro Transit Rail	Big Lake	91	518	17.6%	49	42
Blackhawk	MVTA	Eagan	46	372	12.4%	54	-8
Burnsville Transit Station	MVTA	Burnsville	387	1,428	27.1%	404	-17
Carver Station	SouthWest	Carver	16	400	4.0%	2	14
Cedar Grove Transit Station Park & Ride	Metro Transit	Eagan	50	166	30.1%	34	16
Church of Nazarene Park & Ride	Metro Transit	Brooklyn Center	20	115	17.4%	9	11
Church of St. William Park & Ride	Metro Transit	Fridley	1	50	2.0%	0	1
Como & Eustis Park & Ride	Metro Transit	St. Paul	36	38	94.7%	36	0
Coon Rapids/Riverdale Station Park & Ride	Metro Transit Rail	Coon Rapids	68	455	14.9%	45	23
Cottage Grove Park & Ride	Metro Transit	Cottage Grove	51	525	9.7%	53	-2
Eagan Transit Station	MVTA	Eagan	106	651	16.3%	94	12
East Creek Station	SouthWest	Chaska	78	675	11.6%	93	-15
Elk River Station Park & Ride	Metro Transit Rail	Elk River	84	754	11.1%	72	12
Faith-Lilac Way Lutheran Church Park & Ride	Metro Transit	Robbinsdale	0	25	0.0%	4	-4
Foley Blvd Park & Ride	Metro Transit	Coon Rapids	202	1,293	15.6%	203	-1
Fort Snelling Station South Park & Ride	Metro Transit Rail	Fort Snelling	174	586	29.7%	137	37
Fort Snelling Station North Park & Ride	Metro Transit Rail	Fort Snelling	43	393	10.9%	36	7
Four Seasons Park & Ride	Plymouth	Plymouth	19	45	42.2%	-	19
Fridley Station	Metro Transit Rail	Fridley	26	421	6.2%	8	18
Hwy 252 & 66th Ave Park & Ride	Metro Transit	Brooklyn Center	9	120	7.5%	6	3
Hwy 36 & Rice St Park & Ride	Metro Transit	Little Canada	25	280	8.9%	25	0
Hwy 61 & Lower Afton Rd Park & Ride	Metro Transit	St. Paul	6	114	5.3%	19	-13

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Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
Hwy 610 & Noble Parkway Park & Ride	Metro Transit	Brooklyn Park	117	1,009	11.6%	145	-28
I-35 & Kenrick Ave Park & Ride	Metro Transit	Lakeville	88	750	11.7%	87	1
I-35E & Co Rd 14 Park & Ride	Metro Transit	Lino Lakes	13	300	4.3%	23	-10
I-35E & Co Rd E Park & Ride	Metro Transit	Vadnais Heights	10	300	3.3%	8	2
I-35W & 95th Ave Park & Ride	Metro Transit	Blaine	153	1,482	10.3%	212	-59
I-35W & Co Rd C Park & Ride	Metro Transit	Roseville	22	460	4.8%	16	6
I-35W & Co Rd H Park & Ride	Metro Transit	Mounds View	50	211	23.7%	56	-6
I-35W & 98th St Station Park & Ride	Metro Transit	Bloomington	102	195	52.3%	108	-6
I-394 & Co Rd 73 South Park & Ride	Metro Transit	Minnetonka	39	732	5.3%	32	7
I-394 & General Mills Blvd Park & Ride	Metro Transit	Golden Valley	7	123	5.7%	6	1
I-394 & Park Place Blvd Park & Ride	Metro Transit	St. Louis Park	22	67	32.8%	13	9
Ice Center	Plymouth	Plymouth	7	50	14.0%	7	0
Lakeville Cedar	MVTA	Lakeville	14	190	7.4%	7	7
Louisiana Ave Transit Center	Metro Transit	St. Louis Park	26	330	7.9%	21	5
Maple Grove Transit Station	Maple Grove	Maple Grove	430	924	46.5%	340	90
Maplewood Mall Transit Center	Metro Transit	Maplewood	67	1,007	6.7%	38	29
Marschall Road Transit Station	MVTA	Shakopee	30	442	6.8%	37	-7
Mound Transit Center	Metro Transit	Mound	30	50	60.0%	49	-19
Nathan Lane	Plymouth	Plymouth	x	x	x	19	x
Navarre Center Park & Ride	Metro Transit	Orono	0	25	0.0%	0	0
Normandale Village	Metro Transit	Bloomington	0	25	0.0%	4	-4
Northstar Link Lot	NCDA	St. Cloud	16	146	11.0%	21	-5
Northtown Transit Center	Metro Transit	Blaine	12	170	7.1%	8	4
NW Greenway	Plymouth	Plymouth	24	40	60.0%	17	7
Palomino Hills	MVTA	Apple Valley	2	200	1.0%	7	-5
Parkway Station	Maple Grove	Maple Grove	109	805	13.5%	78	31
Plymouth Rd Park & Ride	Metro Transit	Minnetonka	2	113	1.8%	5	-3
Ramsey Station Park & Ride	Metro Transit Rail	Ramsey	73	360	20.3%	73	0
Richardson Park Park & Ride	Metro Transit	Champlin	1	66	1.5%	1	0
Rosemount Transit Station	MVTA	Rosemount	12	102	11.8%	12	0
Salem Covenant Church Park & Ride	Metro Transit	New Brighton	x	x	x	3	x
Savage Park & Ride	MVTA	Savage	8	182	4.4%	4	4

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Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
Southbridge Crossing	MVTA	Shakopee	64	513	12.5%	53	11
Southdale Transit Center	Metro Transit	Edina	1	161	0.6%	6	-5
SouthWest Station	SouthWest	Eden Prairie	287	924	31.1%	235	52
SouthWest Village	SouthWest	Chanhassen	129	511	25.2%	115	14
St Croix Valley Recreation Center Park & Ride	Metro Transit	Stillwater	2	100	2.0%	3	-1
St. Philip's Park & Ride	Plymouth	Plymouth	46	100	46.0%	34	12
Station 73	Plymouth	Plymouth	102	288	35.4%	97	5
Hadley Ave & Upper 17th Street	Metro Transit	Oakdale	1	58	1.7%	3	-2
Wayzata Blvd & Barry Ave Park & Ride	Metro Transit	Wayzata	0	101	0.0%	2	-2
Woodbury Theatre Park & Ride	Metro Transit	Woodbury	188	550	34.2%	140	48
Total			4,362	27,075	16.1%	4,024	338

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Park & Pool System Data

Facilities with “-” reflect that no data collected for that year. Facilities with “x” reflect that the facility is now closed.

Park & Pool Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024	% Usage Change: 2023-2024
Albany	MnDOT	Albany	14	43	32.6%	19	-5	-26.3%
Big Lake P&P	MnDOT	Big Lake	3	90	3.3%	38	-35	-92.1%
Cannon Falls	MnDOT	Cannon Falls	6	40	15.0%	4	2	50.0%
City Hall- Belle Plaine	MnDOT	Belle Plaine	11	20	55.0%	-	-	N/A
CTH T/IH 94	WisDOT	Hammond	3	80	3.8%	6	-3	-50.0%
East Bethel Ice Arena	MnDOT	East Bethel	0	53	0.0%	0	0	N/A
Hastings Park & Pool	MnDOT	Hastings	36	100	36.0%	55	-19	-34.5%
Hwy 169 & 179TH St NW	MnDOT	Princeton	11	26	42.3%	10	1	10.0%
Hwy 25 & School Blvd	MnDOT	Monticello	0	187	0.0%	57	-57	-100.0%
Hwy 52/Hwy 56/Hwy 50	MnDOT	Hampton	12	42	28.6%	8	4	50.0%
Hwy 65 & Co Rd 24 (Anoka Co)	MnDOT	East Bethel	2	41	4.9%	4	-2	-50.0%
Hwy 65 & CR 43 & 313th Ave	MnDOT	Cambridge	3	60	5.0%	6	-3	-50.0%
I-35 & Co Rd 17	MnDOT	Stacy	8	85	9.4%	3	5	166.7%
I-35 & Co Rd 19	MnDOT	Webster Twp./ Northfield	24	30	80.0%	16	8	50.0%
I-35 & Co Rd 70	MnDOT	Lakeville	7	80	8.8%	3	4	133.3%
I-35 & CR 60	MnDOT	Lakeville	3	64	4.7%	4	-1	-25.0%
I-94 & Carmichael Rd (St. Croix Co)	WisDOT	Hudson	29	162	17.9%	57	-28	-49.1%
I-94 & Co Rd 19 (Wright Co)	MnDOT	Albertville	0	34	0.0%	-	-	N/A
I-94 & Hwy 101 (Hennepin Co)	MnDOT	Rogers	9	27	33.3%	3	6	200.0%
I-94 & Hwy 95	MnDOT	Lakeland	8	79	10.1%	9	-1	-11.1%
I-94 & Hwy. 65 (St. Croix Co)	WisDOT	Warren	8	112	7.1%	-	N/A	N/A
I-94 & US 12 (Dunn Co)	WisDOT	Elk Mound	11	33	33.3%	12	-1	-8.3%
I-94 & US 63 (St. Croix Co)	WisDOT	Baldwin	12	31	38.7%	22	-10	-45.5%
I-94 & WIS 312 / US 12	WisDOT	Eau Claire	15	66	22.7%	7	8	114.3%
IH-94 & Wis 128 (St. Croix Co)	WisDOT	Wilson	12	64	18.8%	16	-4	-25.0%
Lions Park	MnDOT	Jordan	4	9	44.4%	3	1	33.3%
Maple Lake VFW	MnDOT	Maple Lake	1	21	4.8%	1	0	0.0%
Montgomery Twp-MN13 & MN 99	MnDOT	Montgomery Twp.	0	3	0.0%	1	-1	-100.0%

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Park & Pool Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024	% Usage Change: 2023-2024
Old WIS 35 & Hanley Rd	WisDOT	Hudson	x	x	x	6	x	x
Red Wing Hiawathaland Transfer Station	MnDOT	Red Wing	2	30	6.7%	0	2	N/A
St. Bonifacius	MnDOT	St. Bonifacius	1	25	4.0%	1	0	0.0%
St. Joseph	MnDOT	St. Joseph	56	126	44.4%	32	24	75.0%
Taylors Falls	MnDOT	Taylors Falls	6	10	60.0%	1	5	500.0%
US 10 & Pearl St	WisDOT	Prescott	6	68	8.8%	6	0	0.0%
US 63/WIS 64	WisDOT	New Richmond	5	15	33.3%	2	3	150.0%
USH 10 & CTH CC (Pierce Co)	WisDOT	Union Township	0	18	0.0%	1	-1	-100.0%
Waverly	MnDOT	Waverly	0	29	0.0%	1	-1	-100.0%
WIS 35 & WIS 65 (St. Croix Co)	WisDOT	River Falls	2	124	1.6%	2	0	0.0%
WIS 65 / WIS 35	WisDOT	Houlton	8	55	14.5%	2	6	300.0%
Wyoming	MnDOT	Wyoming	29	88	33.0%	28	1	3.6%
Zimmerman	MnDOT	Zimmerman	3	30	10.0%	1	2	200.0%
Total			370	2,300	16.1%	447	-77	-17.2%

Bike & Ride Data

A parked bike count was conducted at many of the system's Park & Ride facilities. The table below represents the parked bike count at Metro Transit facilities where bike parking is available and data was collected, and suburban provider facilities where data was collected. These counts do not include bike locker use.

Facility Name	2024 Bike Count
Cottage Grove Park & Ride	1
Elk River Station Park & Ride	1
I-35W & 95th Ave Park & Ride	2
I-394 & Co Rd 73 South Park & Ride	1
Apple Valley Transit Station	4
Burnsville Transit Station	1
Cedar Grove Transit Station Park & Ride	2
Eagan Transit Station	4
East Creek Station	2
Lakeville Cedar	1 Scooter
Maple Grove Transit Station	2
Northstar Link Lot	1
Parkway Station	3
Rosemount Transit Station	1
Total Bikes	25

Appendix B: Park & Ride User Origin Maps

Figure 8. I-94 East Corridor

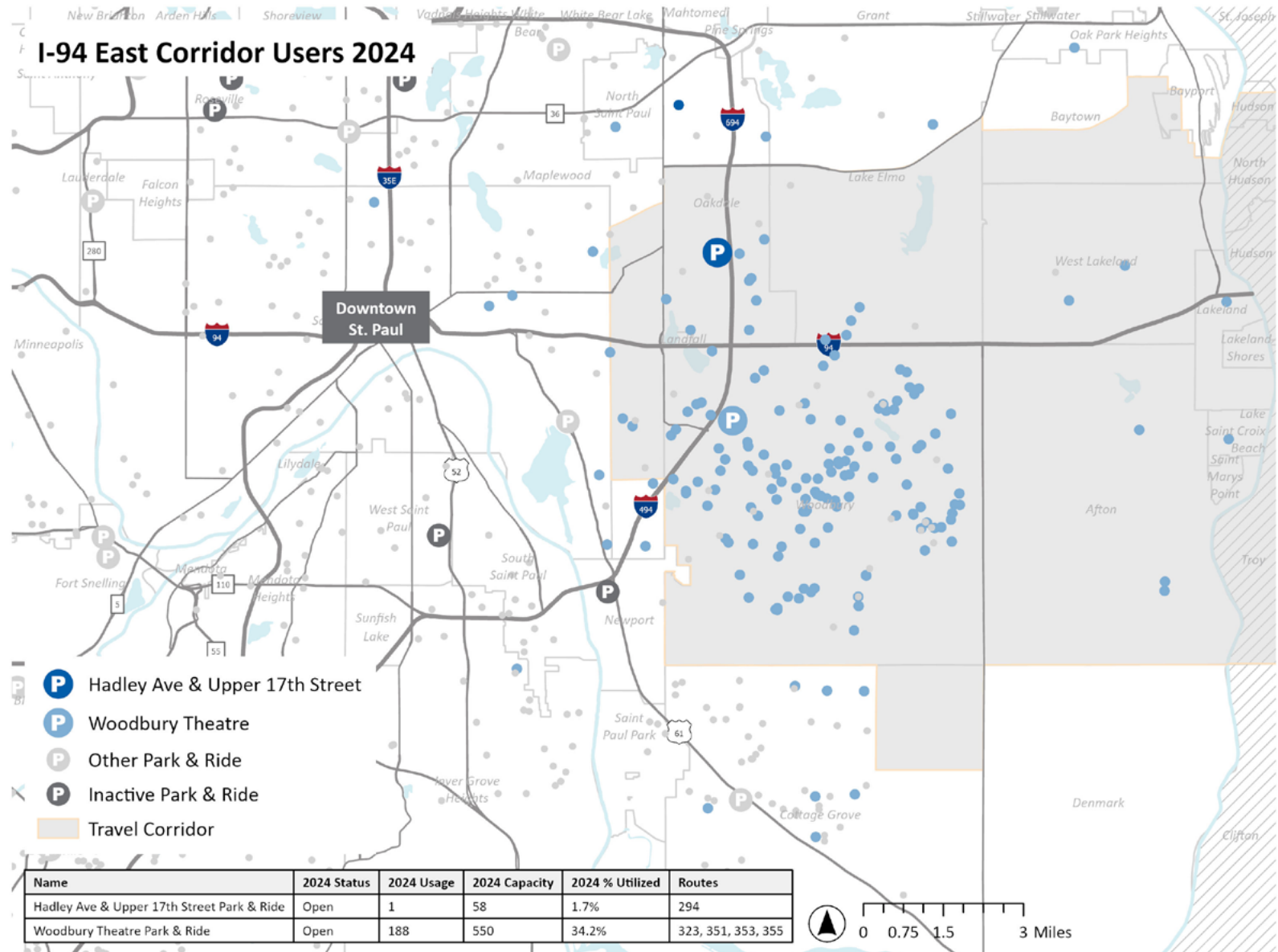


Figure 9. Hwy. 61 South Corridor

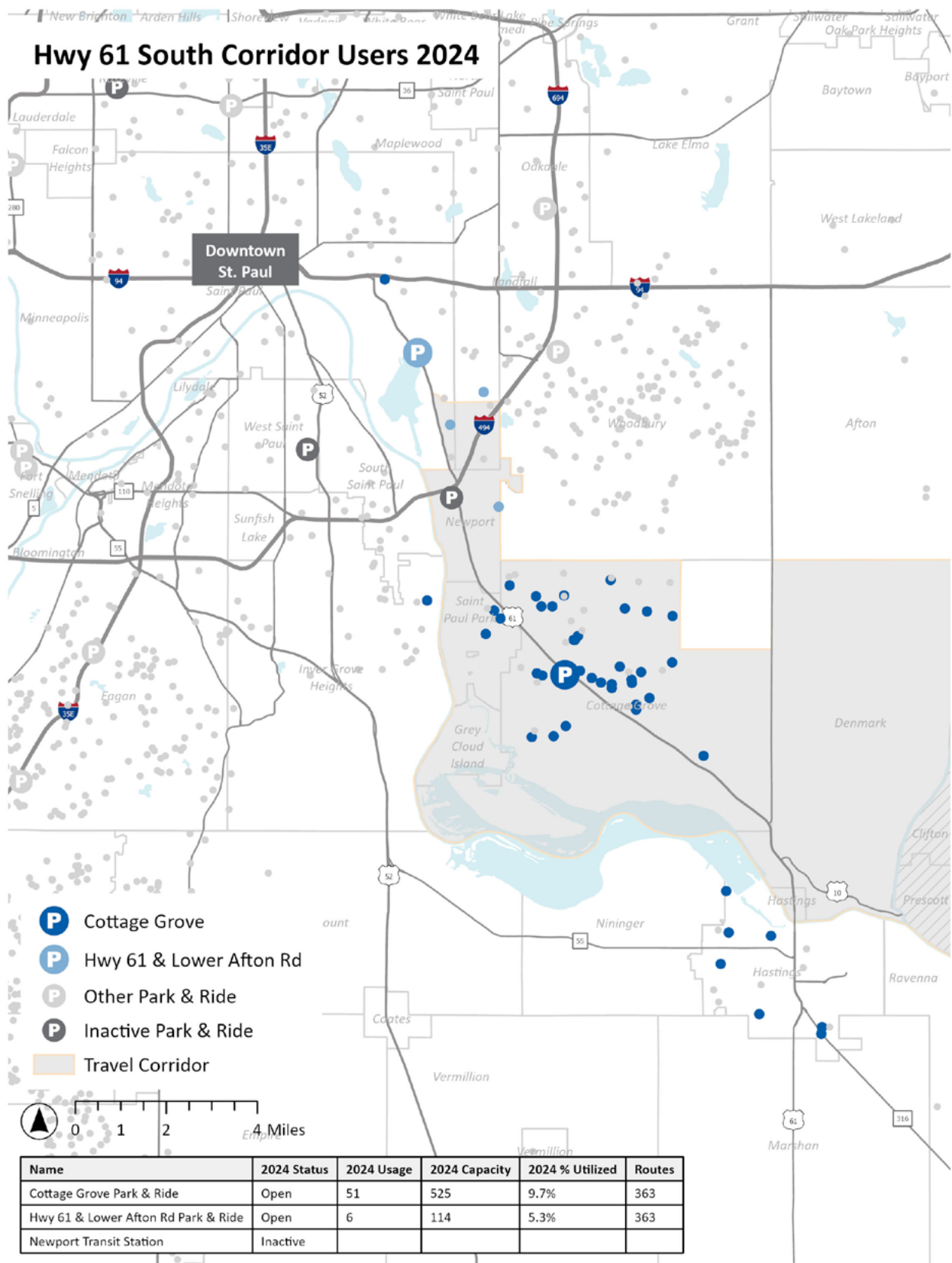


Figure 10. Hwy. 52/55 Corridor

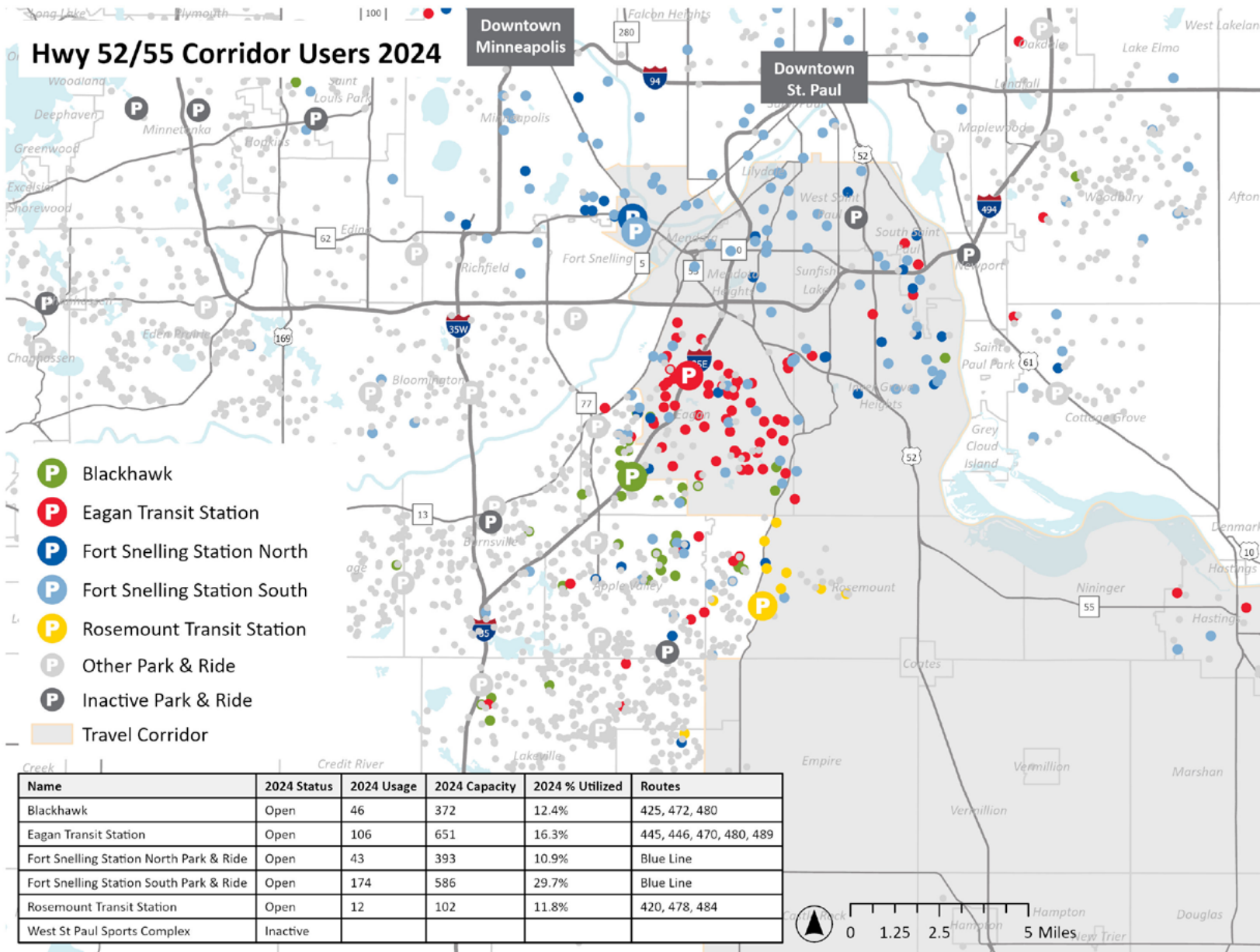


Figure 11. Hwy. 77 South Corridor

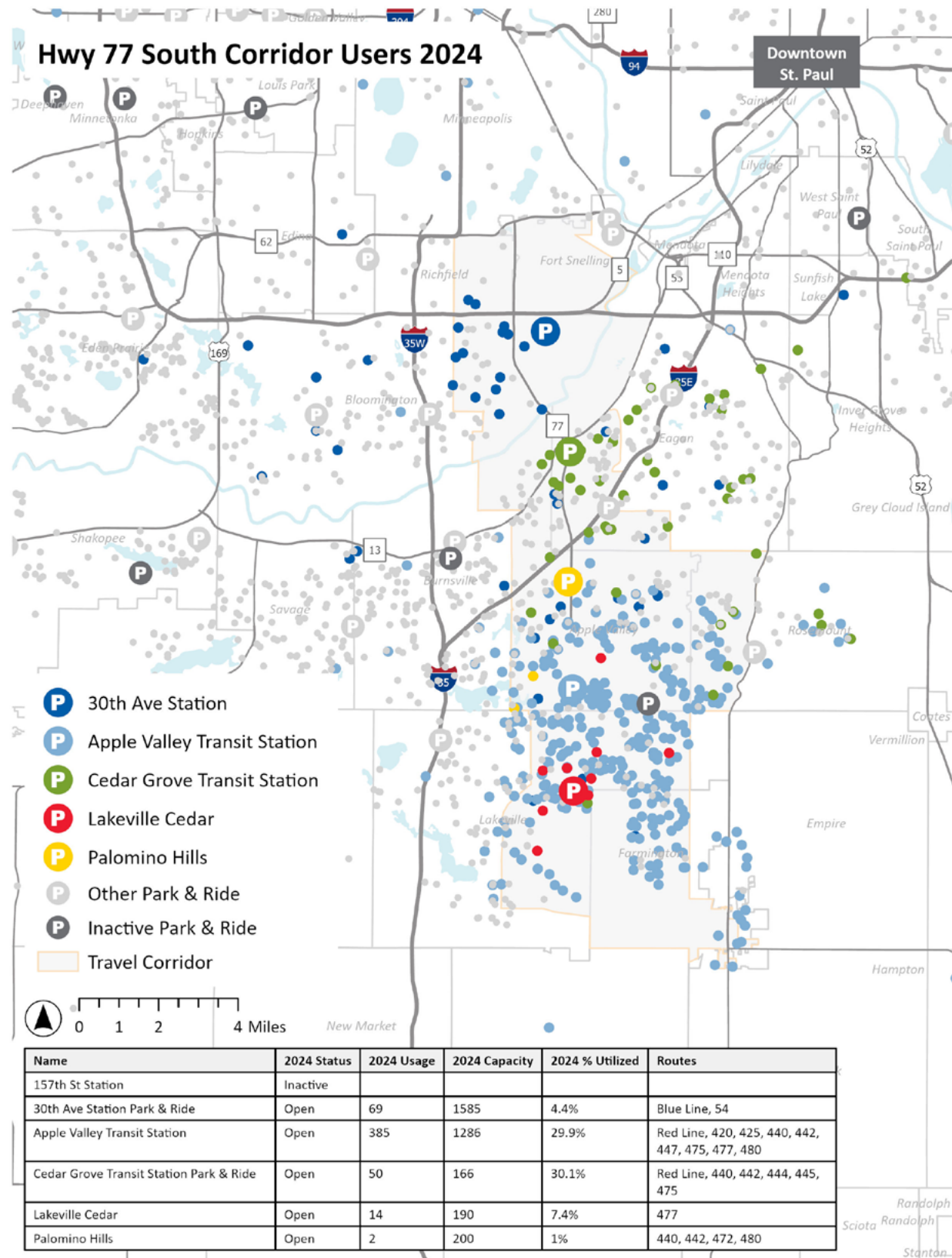


Figure 12. I-35W South Lower Corridor

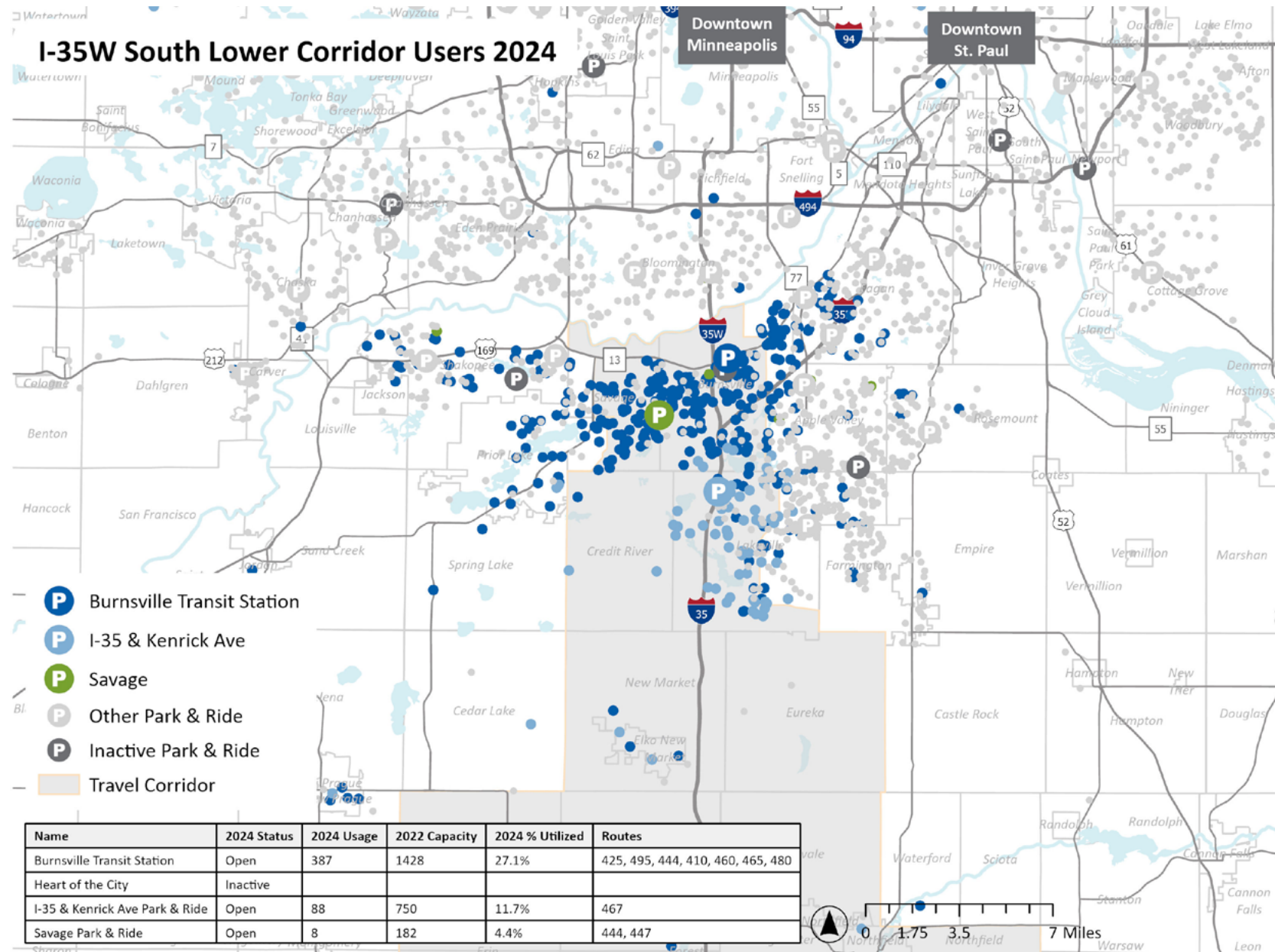


Figure 13. I-35W South Upper Corridor

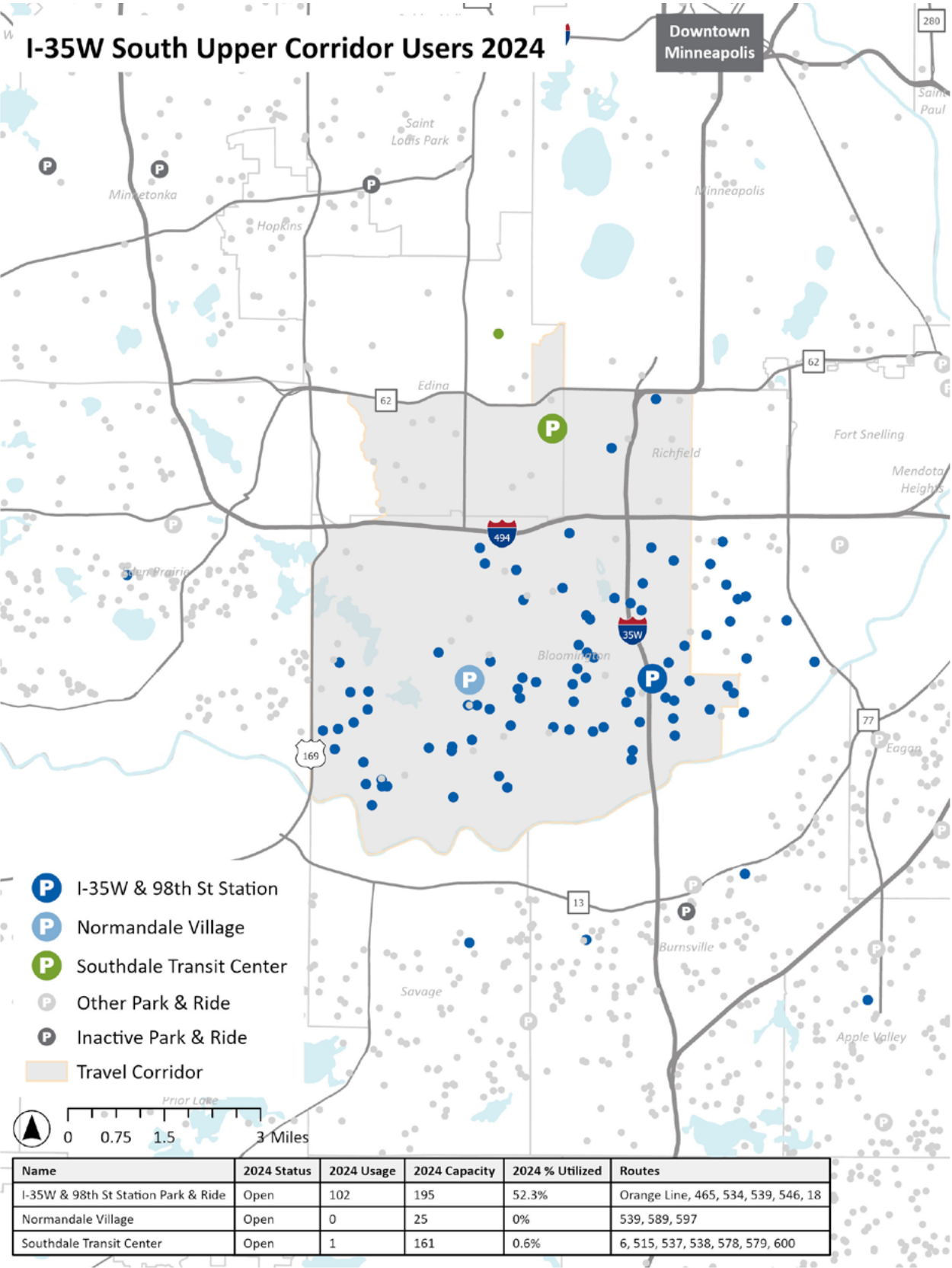


Figure 14. Hwy. 169 South Corridor

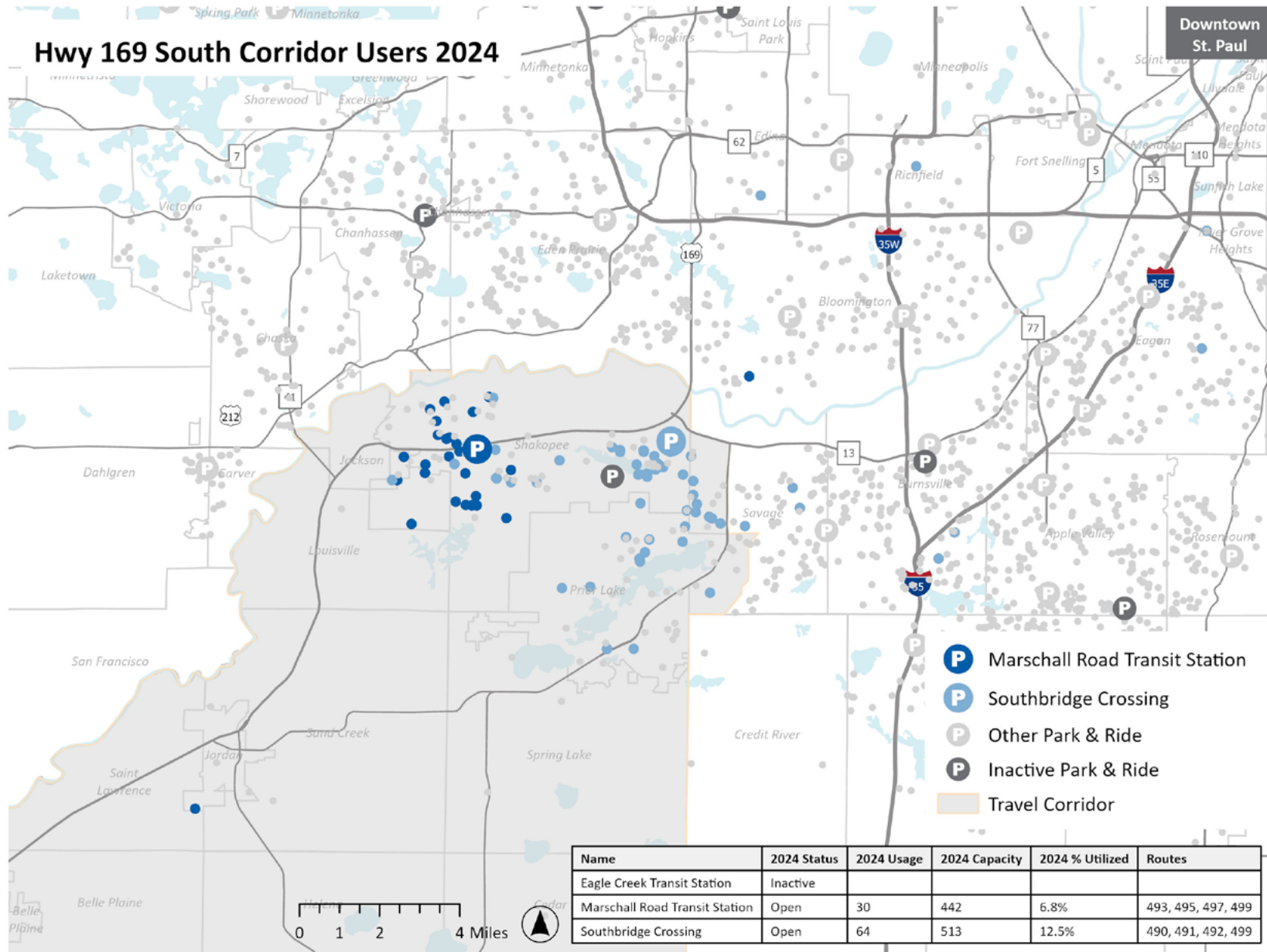


Figure 15. Hwy. 212/5 Corridor

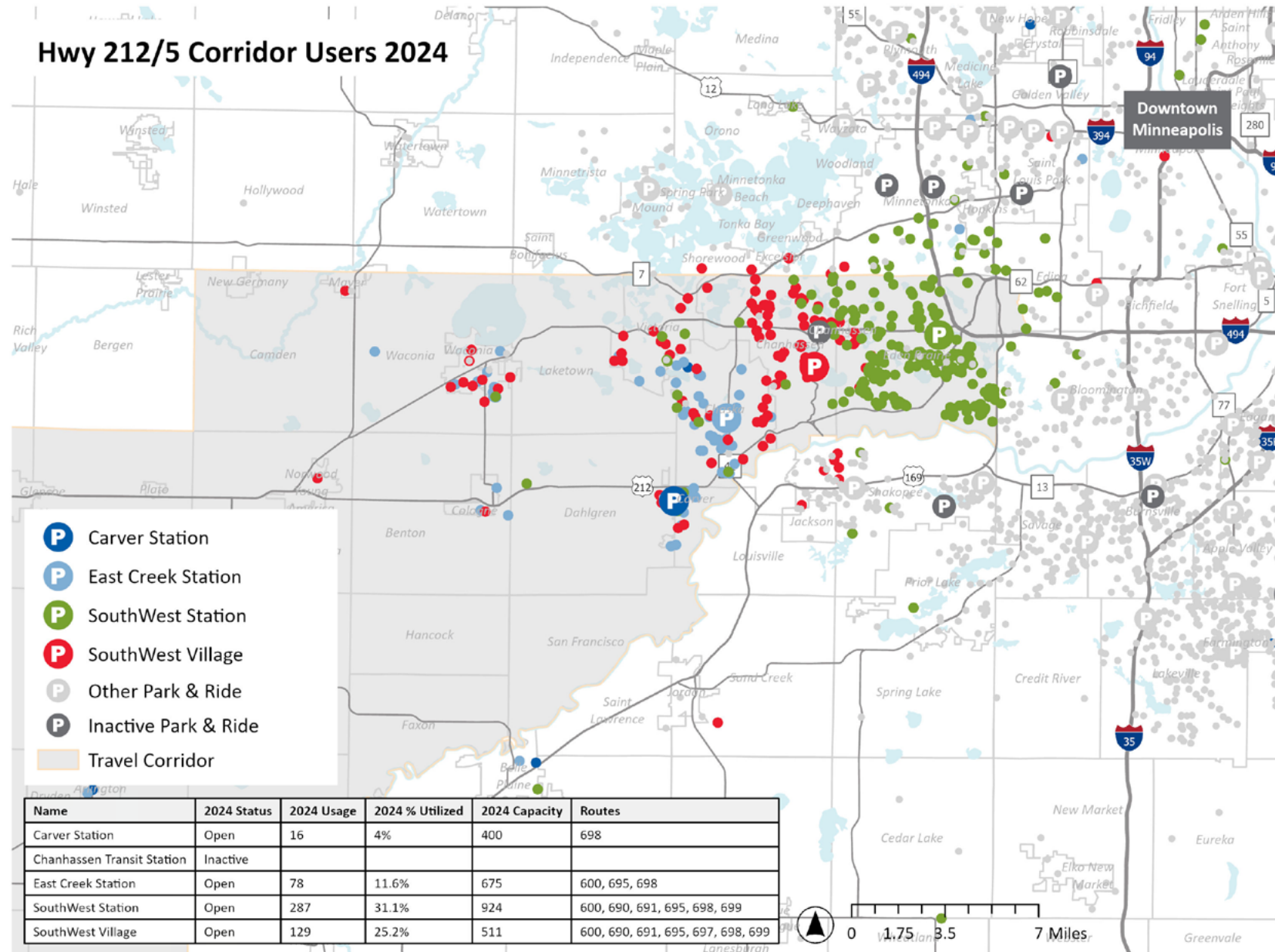


Figure 16. I-394/Hwy 12 Corridor

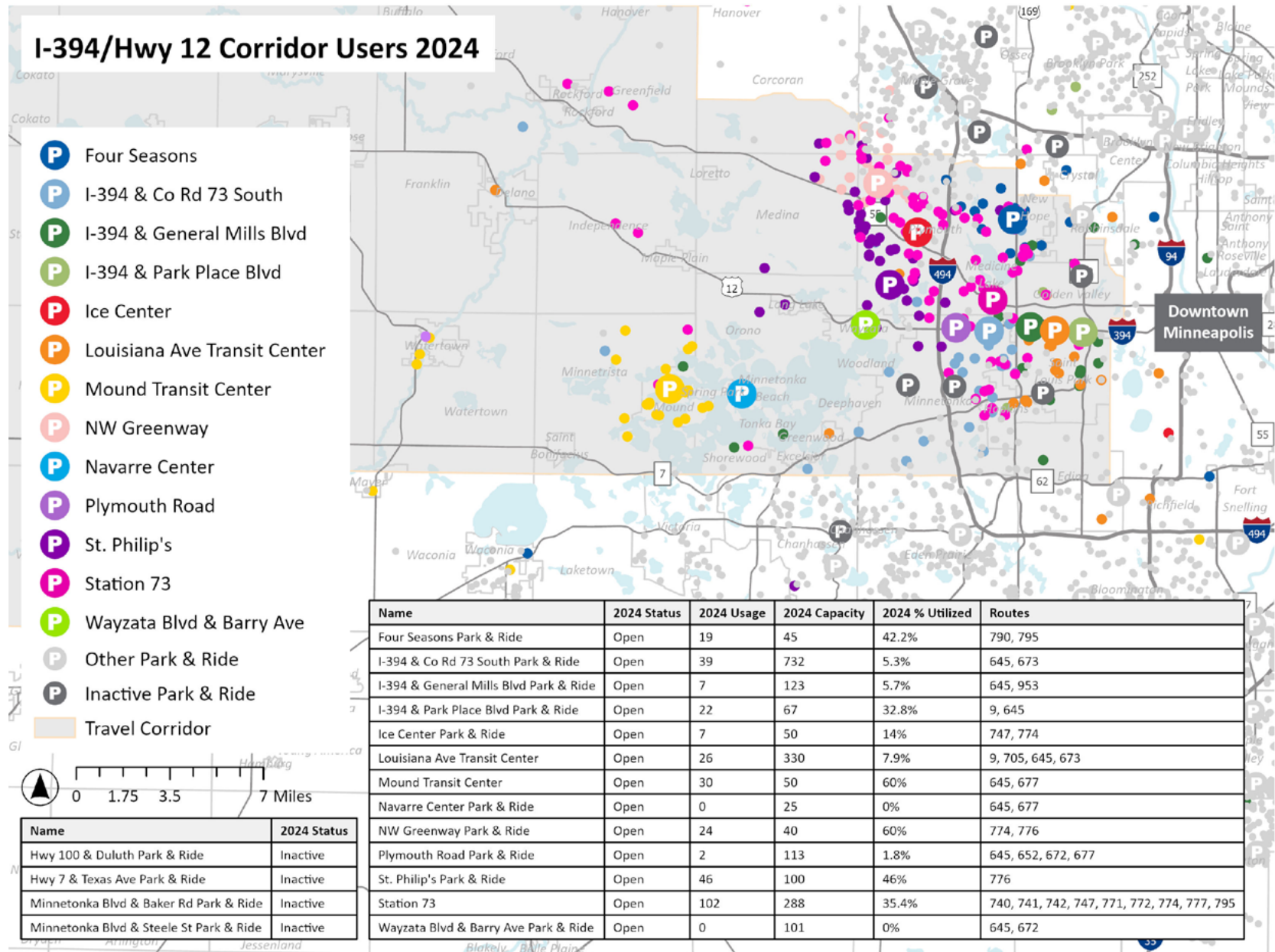


Figure 17. I-94 West Corridor

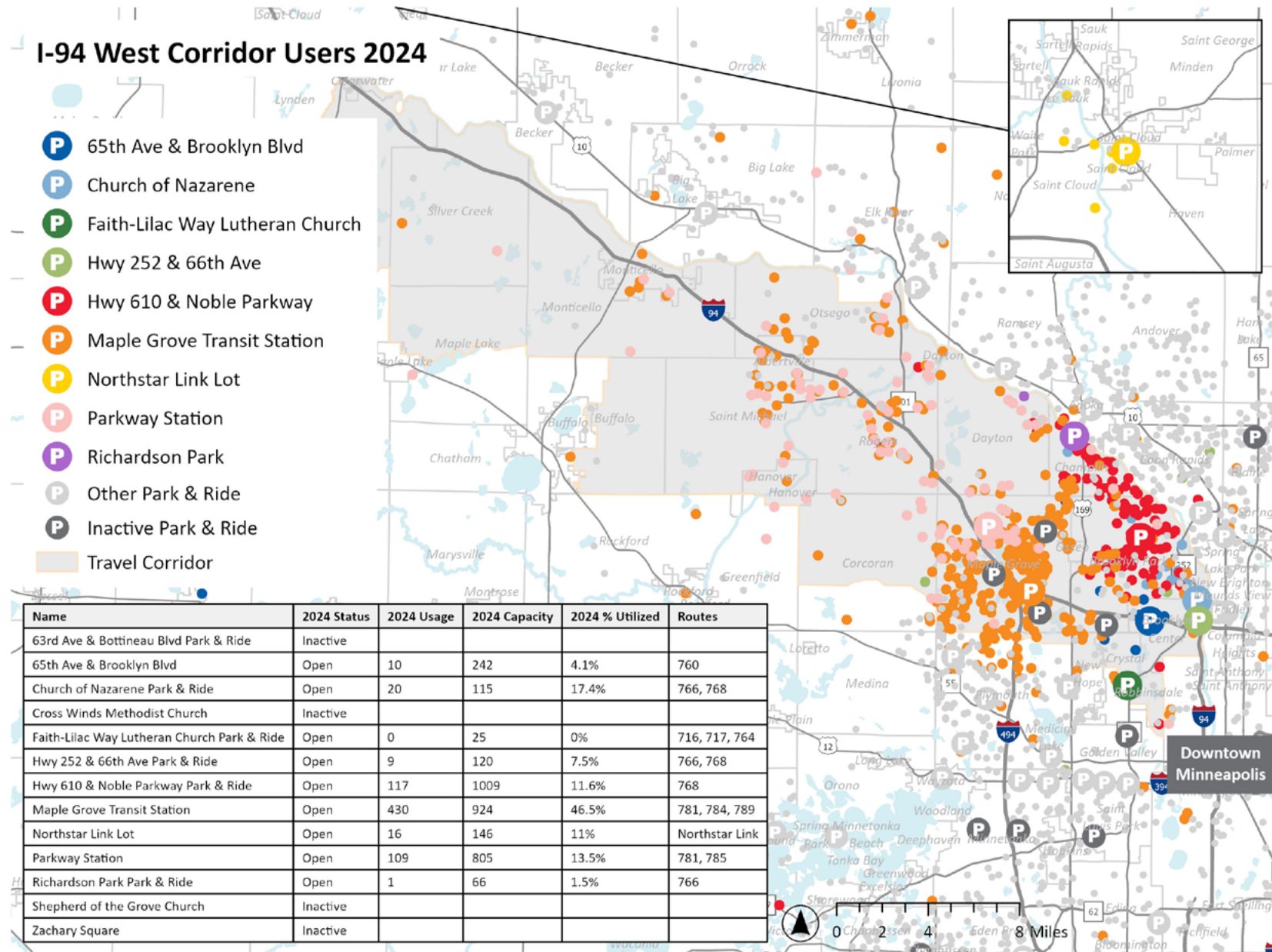


Figure 18. Hwy. 10/169 Corridor

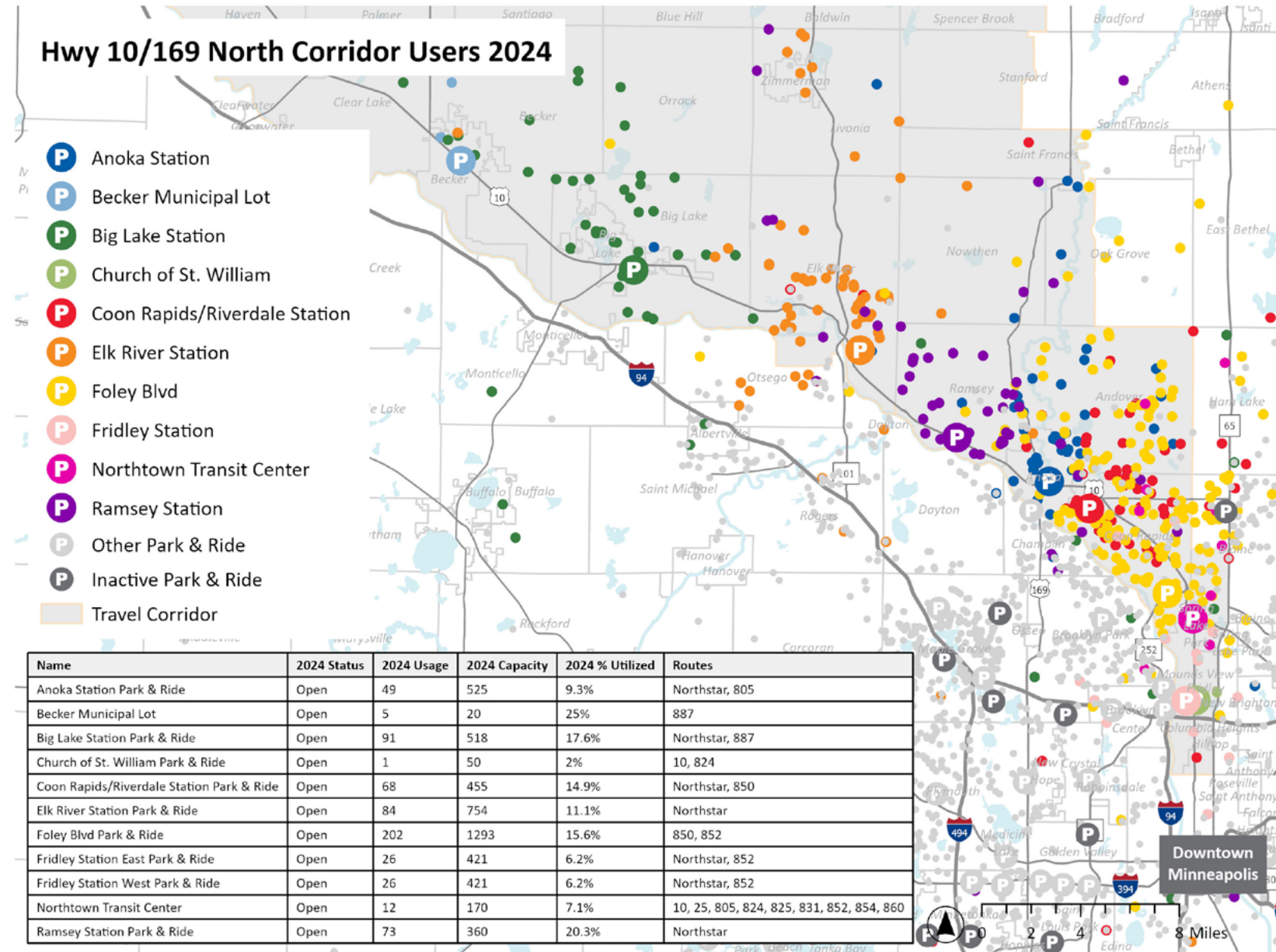


Figure 19. Hwy. 65 North Corridor

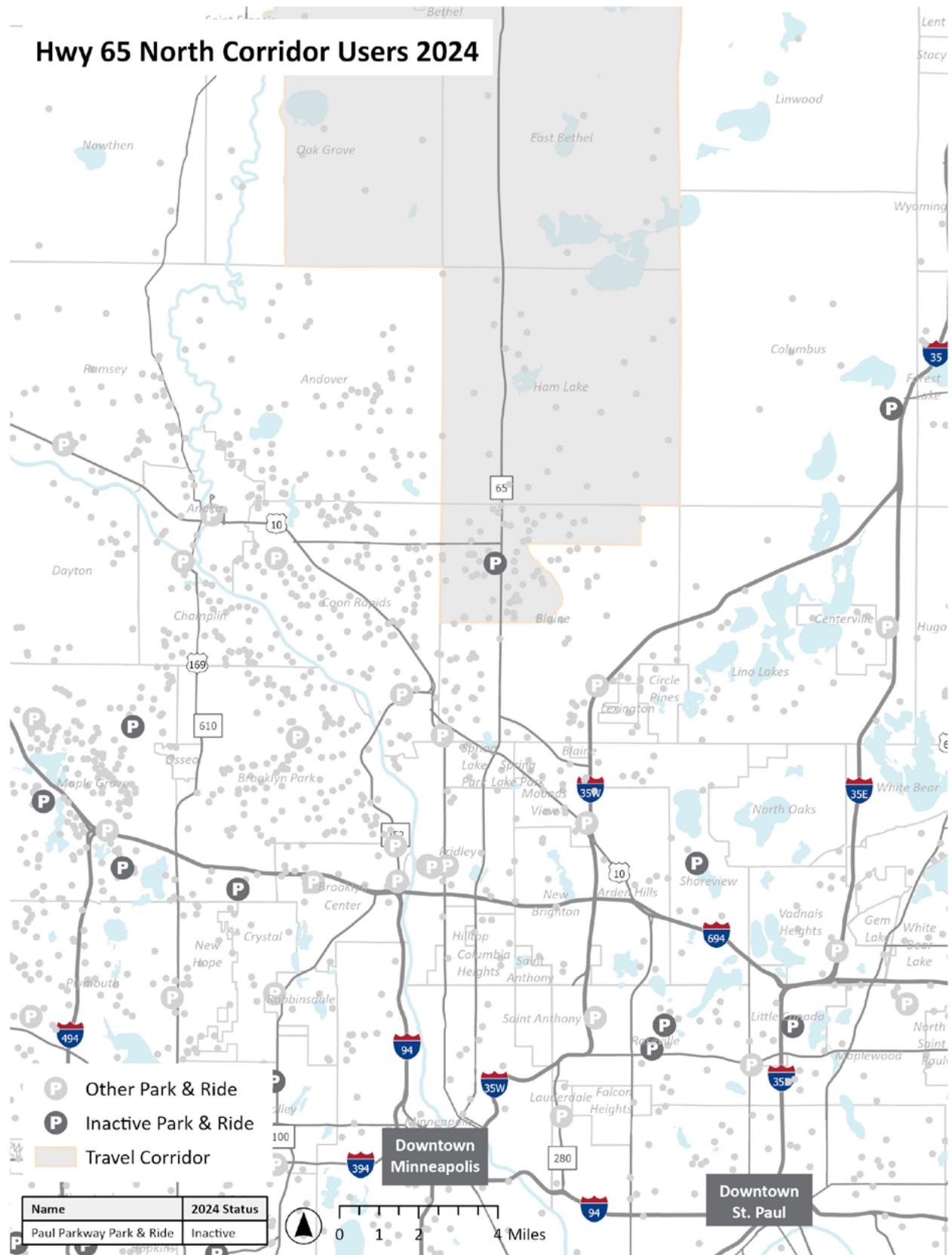


Figure 20. I-35W North Corridor

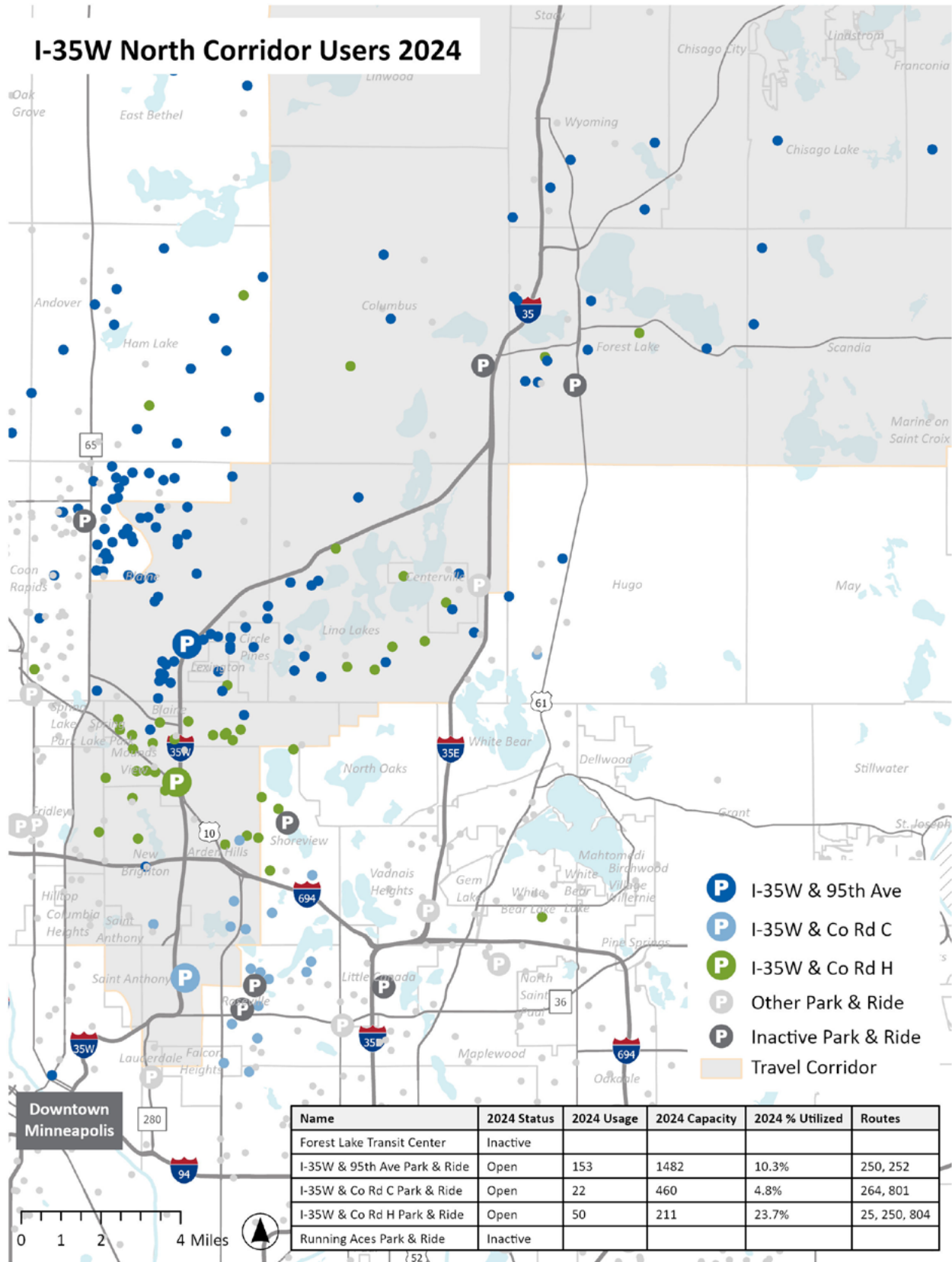


Figure 21. I-35E North/Hwy. 36 East Corridor

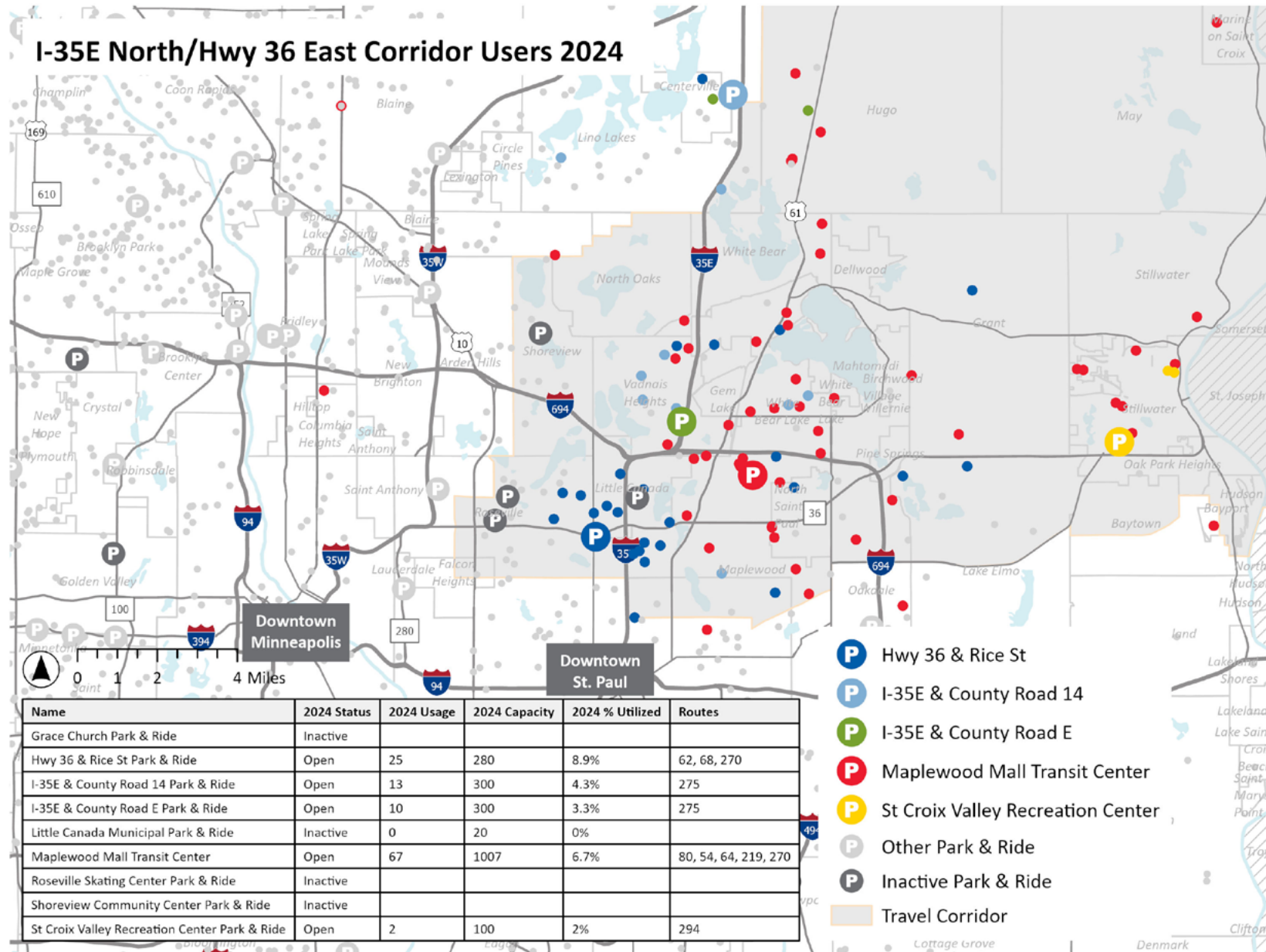


Figure 22. Central Cities Corridor

