Appendix G.
PARKING ANALYSIS REPORT





Memorandum

TO:	Colorado Department of Transportation
	Santa Fe PEL Stakeholders
FROM:	Christopher Sobie, PE, PTOE (Y2K Engineering)
DATE:	September 4, 2020
SUBJECT:	CDOT Planning and Environmental Linkages Study, Santa Fe Drive, I-25 to C470 - Parking Analysis Report (Project No. 20-031)

The objective of the Santa Fe Drive Planning and Environmental Linkages (PEL) Study is to develop both short-term and long-term alternatives to address congestion, serve existing and future needs, improve traffic operations, travel time, multi-modal person-trip capacity, and safety. Along Santa Fe Drive are several Regional Transportation District (RTD) facilities that offer alternative modes for traveling to and from Denver. RTD is the regional public agency which operates public transit services in the Denver-Aurora-Boulder area serving over 3.08 million people located within 2,342 square miles. Their services include bus, rail, shuttles, ADA paratransit services, demand responsive services, special event services, van pools, light rail and park-n-ride. RTD's stated mission is to, "meet our constituents' present and future public transit needs by providing safe, clean, reliable, courteous, accessible, and cost-effective service throughout the District."¹ The majority of RTD facilities along Santa Fe Drive have an associated Park-n-Ride parking lot with an established capacity. This report presents the current parking demand and mitigation options for RTD facilities on US Highway 85 (Santa Fe Drive) within the project limits between State Highway 470 (C-470) and Interstate 25 (I-25).

STUDY AREA

The study corridor is approximately 10.56 miles in length, and spans between Douglas, Arapahoe, and Denver Counties and includes the cities of Denver, Englewood, Sheridan, and Littleton. This segment of Santa Fe Drive is classified as an urban principal arterial expressway on rolling terrain. Within the limits of the study, Santa Fe Drive ranges from a 4-lane to 8-lane roadway. Santa Fe Drive serves as a major north-south bypass route for traffic into and out of the Downtown Denver Area. The 2018 average daily traffic (ADT) on Santa Fe Drive ranges from 41,000 to 112,000 vehicles per day (VPD), with traffic volumes increasing from the south to north end. Within the project limits, there are currently seven RTD facilities. These facilities serve light rail, buses, FlexRide, and Special Services. There are two light rail lines that run parallel to Santa Fe Drive within the project limits. The C Line runs from the Littleton Mineral Station on the south end to 18th Street on the north end. There are currently no bus routes that use Santa Fe Drive, however, there are 25 bus routes that stop at the RTD facilities. A map of Santa Fe Drive and the existing RTD facilities is shown in Figure 1.

¹ (Regional Transit Deisctric, 2020)



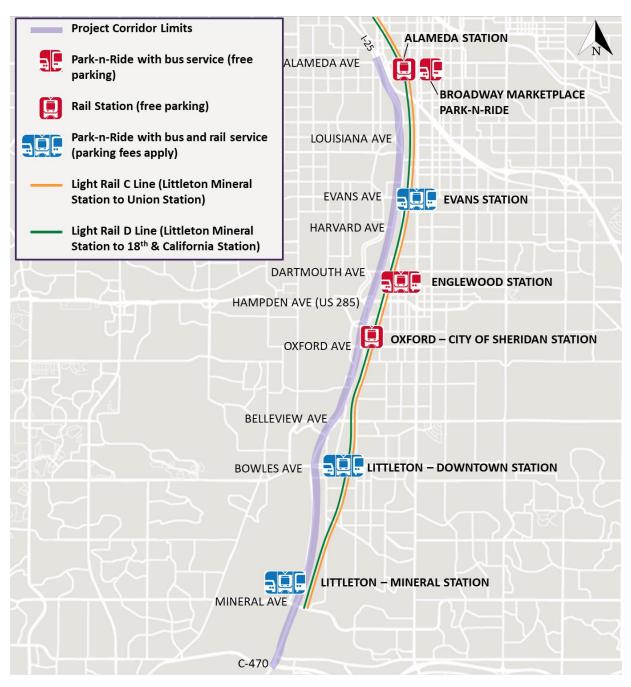


Figure 1 Parking Study Corridor Map



PARKING SPACES

Santa Fe Drive has seven RTD facilities which contribute to the vehicular volumes on Santa Fe Drive within the project limits. **Table 1** Table 1shows the station names, city, total parking spaces, services provided, and bicycle amenities for each of these facilities.

- The Littleton Mineral Station and Park-n-Ride has 1227 parking spaces and serves four bus routes, two rail lines, the South Jefferson County FlexRide, and RunRide. RTD noted that this is the busiest station along the corridor and is at 100% occupancy many days by 8:00 AM. Parking at the Mineral Station is free for all commuters for the first 24 hours and increases to \$2 per day for commuters within the district. Parking costs \$4.00 per day for out-of-district commuters.
- The Englewood Station and Park-n-Ride has 910 parking spaces and serves five bus routes, two light rail lines, and the BroncosRide. Parking at the Englewood Station is free for all commuters regardless of district for any amount of time.
- The Littleton Downtown Station and Park-n-Ride has 361 parking spaces and serves six bus routes, two rail lines, the South Jeffco FlexRide, and BroncosRide Special Service. 100 of the parking spaces at the Littleton Downtown Station are located one block north of the station at the corner of Main Street and Rio Grande Street. Parking at the Littleton Downtown Station is free for all commuters for the first 24 hours and increases to \$2 per day for commuters within the district. Parking costs \$4.00 per day for out-of-district commuters.
- The Broadway Marketplace Park-n-Ride has 240 parking spaces and serves five bus routes. There are no rail lines, FlexRides, or Special Services at the Broadway Marketplace Park-n-Ride. The Broadway Market Place Park-n-Ride parking is free for all commuters regardless of district for any amount of time.
- The Evans Station and Park-n-Ride has 99 parking spaces and serves one bus route, two rail lines, and the BroncosRide Special Service. Parking at the Evans Station is free for all commuters for the first 24 hours and increases to \$2 per day for commuters within the district. Parking costs \$4.00 per day for out-of-district commuters.
- The Alameda Station has 50 parking spaces and serves three bus routes, five rail lines, and the BroncosRide Special Service. The Alameda Station is free for all commuters regardless of district for any amount of time.
- The Oxford City of Sheridan Station has no parking spaces and serves one bus route, two rail lines, and the BroncosRide Special Service. Commuters using the Oxford City of Sheridan Station park along Windermere Street on either side or along Mansfield Avenue.

RTD limits long-term parking to 30 consecutive days and does not allow recreational vehicle (RV) parking at any location. If a Park-n-Ride experiences 100% occupancy, RTD has identified alternatives commuters should follow including taking an RTD bus or FlexRide to the Park-n-Ride, trying another Park-n-Ride location along the route, getting dropped off and picked up at the RTD facilities, joining a carpool or vanpool, or riding a bicycle or walking. RTD Park-n-Rides are intended only for transit passengers and parking is available on a first-come, first-served basis. RTD currently uses SP+ to manage and monitor all license plates daily at Park-n-Ride locations where parking fees apply.

RTD Park-n-Rides have a limited amount of leased bike lockers, numerous bike racks, and allows commuters to bring their bikes onto buses and trains. Every Park-n-Ride has bike racks and bike lockers except the Alameda Station which does not have bike lockers and the Broadway Marketplace Park-n-Ride which does not have bike racks or bike lockers. The exact number of bike racks and bike lockers was unavailable as RTD staff indicated they change often.



During a typical weekday, the C Line runs every 30 minutes from 4:00 AM to 7:00 AM, increases to every 15 minutes from 7:00 AM and 9:00 PM, and then every hour from 9:00 PM to 11:30 PM. During a typical weekday, the D Line runs in the northbound direction at 5:00 AM, 6:00 AM, 6:30 AM, and 8:30 AM, and in the southbound direction at 4:00 AM, 4:30 AM, 5:00 AM, 6:30 AM, 7:00 AM, and 7:45 AM.

RTD Station	City	Parking Spaces	Bus Routes	Rail Lines	FlexRides	Special Services	Bike Racks	Bike Lockers
Littleton - Mineral Station	Littleton	1227	77, 401, 402L, 403	C, D	South Jeffco	RunRide	Yes	Yes
Littleton - Downtown Station	Littleton	361	29, 36, 36L, 59, 66, 67	C, D	South Jeffco	BroncosRide	Yes	Yes
Oxford - City of Sheridan Station	Englewood	None	51	C, D	None	BroncosRide	Yes	Yes
Englewood Station	Englewood	910	0, 12, 35, 51, TRLY	C, D	None	BroncosRide	Yes	Yes
Evans Station	Denver	99	21	C, D	None	BroncosRide	Yes	Yes
Alameda Station	Denver	40	3, 4, 52	C, D, E, F, H	None	BroncosRide	Yes	No
Broadway Marketplace Park-n-Ride	Denver	240	0, 0L, 3, 4, 52	None	None	None	No	No

Table 1 Santa Fe Drive RTD Facilities

EXISTING PARKING OCCUPANCY

This parking analysis evaluates historical parking occupancy data for RTD facilities within the project limits. Due to the ongoing COVID-19 pandemic at the time of this report, collecting 2020 existing ingress and egress parking lot data would under-represent actual parking lot occupancy. After consultation with RTD, a consensus was made to utilize 2019 Park-n-Ride Utilization Report to analyze existing conditions. The 2019 RTD Park-n-Ride Utilization Report provides average daily usage and percent of capacity by month, year, and the previous year (2018). The 2019 RTD Park-n-Ride Utilization Report can be found in Attachment A.

Systemwide, RTD has an existing parking capacity of 32,995 parking spaces. There are 15,365 parking spaces for light rail, 6,204 parking spaces for commuter rail, and 11,426 parking spaces for buses. The RTD facilities in the project limits on the Santa Fe Drive corridor include all five stations in the southwest region and two of the four stations in the central region.

A breakdown of the 2019 Parking Utilization for each RTD region and service type is shown in Table 2. In 2019, the average daily usages of the parking spaces for RTD facilities along Santa Fe Drive was 92%. The Santa Fe Drive Southwest Region had the second highest average daily usage for parking spaces in 2019. Only the Central Region had a higher average daily usage for parking spaces in 2019. The busiest months for parking occupancy along the Santa Fe Drive corridor include February, April, September, October, and November. Overall, RTD bus Park-n-Ride usage decreased by 4%, light rail Park-n-Ride usage decreased by 3%, and commuter rail Park-n-Ride usage increased by 22%. The increase in commuter rail Park-n-Ride usage and overall utilization is due to the addition of the Gold Line Park-n-Rides.



Multimodal infrastructure is limited along the corridor providing a lack of connectivity to RTD Park-n-Rides. As a result, the majority of RTD riders are driving to Park-n-Ride facilities. Figure 2 shows the 2019 annual RTD Park-n-Ride utilization for facilities within the project limits. A breakdown of utilization for the RTD facilities within the Project Limits on Santa Fe Drive by month is shown in Table 3.

Every station saw over 90% average daily usage in 2019. Evans Station has the highest daily average usage at 98%, followed by the Littleton Down Station with an average daily usage of 97%. The Alameda Station has an average daily usage of 96% and the Littleton Mineral Station has an average daily usage of 95%. The lowest average daily usage for 2019 includes the Englewood Station at 92% and the Broadway Marketplace at 91%. RTD parking spaces along Santa Fe Drive are occupied throughout the year with the highest occupancy occurring in January, February, May, September, October, and November. Comparing the historical average daily usage, the facilities along Santa Fe Drive had a 2% lower annual utilization in 2019 compared to 2018. This trend is consistent across all RTD parking facilities. RTD does not have parking occupancy for bike racks and bike lockers as the number of available bike racks and bike lockers commonly vary due to maintenance changes.

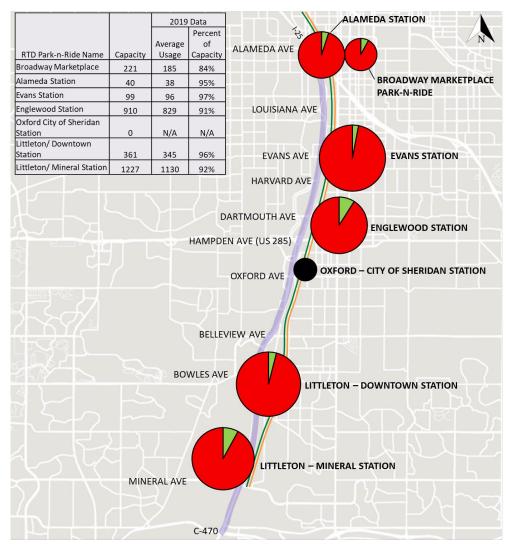


Figure 2 Annual Park-n-Ride Utilization on Santa Fe Drive

											2019	Annual	Summa	ry: Avei	rage Dai	ly Usage	e by Mo	onth												
		Janu	uary	Febr	uary	Ma	rch	Ар	oril	М	ay	Ju	ne	Ju	ly	Aug	gust	Septe	mber	Oct	ober	Nove	mber	Dece	mber	20	19	20	18	% Usage
Park-n-Ride Region Name or Service Subtotal	Capacity	Avg. Daily Usage	% of Cap.	Daily Usage for	% of Cap.	Change 2019- 2018																								
Central Region	1323	1349	102%	1375	104%	1175	89%	1251	95%	1288	97%	1058	80%	1195	90%	1252	95%	1302	98%	1319	100%	1313	99%	1155	87%	1253	95%	1238	94%	1%
Southwest Region	2597	2470	95%	2499	96%	2268	87%	2468	95%	2581	99%	2236	86%	2235	86%	2367	91%	2537	98%	2488	96%	2557	98%	2103	81%	2401	92%	2452	94%	-2%
Southeast Region	6630	5022	76%	5873	89%	4780	72%	5542	84%	5246	79%	5046	76%	4970	75%	4661	70%	5368	81%	5789	87%	5818	88%	4183	63%	5191	78%	5233	79%	-1%
West Region	4166	1564	38%	1848	44%	1609	39%	1707	41%	1300	31%	1209	29%	1409	34%	1532	37%	1710	41%	1832	44%	1928	46%	1801	43%	1621	39%	1829	44%	-11%
R Line	649	89	14%	111	17%	94	15%	182	28%	110	17%	92	14%	127	20%	112	17%	131	20%	107	16%	129	20%	107	17%	116	18%	112	17%	4%
East Region	3553	2026	57%	2252	63%	2271	64%	2254	63%	2377	67%	2403	68%	2496	70%	2542	72%	2454	69%	2617	74%	2446	69%	2872	81%	2417	68%	2342	66%	3%
B Line	350	302	86%	324	93%	300	86%	336	96%	280	80%	239	68%	177	50%	207	59%	305	87%	252	72%	279	80%	102	29%	259	74%	260	74%	0%
G Line	2301	-	-	-	-	-	-	-	-	-	-	-	-	929	40%	1038	45%	1102	48%	1212	53%	1026	45%	841	37%	1025	45%	-	_	-
Subtotal - Light Rail	15365	10494	68%	11706	76%	9926	65%	11150	73%	10525	68%	9642	63%	9936	65%	9925	65%	11048	72%	11535	75%	11745	76%	9349	61%	10582	69%	10863	71%	-3%
Subtotal - Commuter Rail	6204	2328	60%	2576	66%	2571	66%	2590	66%	2657	68%	2641	68%	3601	58%	3786	61%	3861	62%	4081	66%	3751	60%	3815	61%	3700	60%	2601	66%	22%
Subtotal - Bus	11426	6675	58%	7247	63%	6128	54%	6818	60%	6850	60%	6519	57%	6379	59%	6347	59%	7015	65%	7175	67%	6158	57%	4654	43%	6603	58%	6905	60%	-4%
GRAND TOTAL	32995	19497	64%	21528	70%	18626	61%	20558	67%	20031	65%	18802	61%	19916	62%	20058	62%	21923	68%	22790	71%	21654	67%	17819	55%	20885	65%	20369	63%	3%

Table 2: Parking Occupancy by Region and RTD Service



						2019	Annual	Summa	ry: Ave	rage Da	ily Usag	e by Mo	nth										_	Er						
		Janu	iary	Febr	uary	Ма	irch	Ар	oril	м	ay	Ju	ne	Ju	ly	Aug	gust	Septe	ember	Octo	ober	Nove	mber	Dece	mber	20	19	20	18	% Usage
Park-n-Ride Name	Capacity	Avg. Daily Usage	% of Cap.	Change 2019- 2018																										
Southwest																														
Littleton/ Mineral Station	1227	1096	89%	1160	95%	1040	85%	1225	100%	1225	100%	1025	84%	1109	90%	1138	93%	1227	100%	1155	94%	1182	96%	977	80%	1130	92%	1171	95%	-3%
Littleton/ Downtown Station	361	360	100%	358	99%	339	94%	354	98%	360	100%	334	93%	321	89%	337	93%	361	100%	357	99%	363	101%	301	83%	345	96%	351	97%	-2%
Englewood Station	910	915	101%	882	97%	791	87%	790	87%	898	99%	780	86%	715	79%	800	88%	850	93%	878	96%	913	100%	742	81%	829	91%	833	92%	0%
Evans Station	99	99	100%	99	100%	98	99%	99	100%	98	99%	97	98%	90	91%	93	94%	99	100%	99	100%	99	100%	83	84%	96	97%	97	98%	-1%
Central																														
Alameda Station	40	40	99%	39	98%	38	95%	39	98%	39	98%	34	85%	37	93%	36	89%	39	99%	39	99%	41	101%	35	88%	38	95%	38	96%	-1%
Broadway Marketplace	221	197	89%	213	96%	177	80%	150	68%	187	85%	158	71%	143	65%	194	88%	201	91%	215	98%	211	95%	178	80%	185	84%	200	91%	-8%
Total	2858	2707	95%	2751	96%	2483	87%	2657	93%	2807	98%	2428	85%	2415	84%	2598	91%	2777	97%	2743	96%	2809	98%	2316	81%	2623	92%	2690	94%	-2%

Table 3: Parking Occupancy by Region and RTD Service



SUMMARY OF PARKING ISSUES

Parking for RTD facilities along Santa Fe Drive is limited resulting in more commuters choosing to drive to Downtown Denver rather than take public transit, resulting in added congestion along Santa Fe Drive. Common parking issues along Santa Fe Drive include inadequate information for motorists, excessive single occupancy vehicle use, inconvenient parking options, spillover problems, inadequate pricing methods, and insufficient transit-oriented development to promote walking or bicycling to RTD facilities.

Currently there is no infrastructure such as variable message signs (VMS) along Santa Fe Drive to convey RTD information to motorists. Information that could be conveyed on VMS includes next train arrival time or a comparison of travel times to downtown by means of driving verse taking transit. Excessive single occupancy vehicle use may be attributed to the high occupancy of the RTD parking spaces along Santa Fe Drive which discourages motorists from choosing transit. Some of the stations along Santa Fe Drive have inconvenient parking options such as the Littleton Downtown Station, which has limited parking directly at the station and 100 overflow spaces two blocks north of the station. The Evan's Station Park-n-Ride has limited spaces and motorists are required to find street parking, and the Alameda Station only has 40 parking spaces which are maintained by a third party.

Spillover problems occur when an RTD parking facility is at capacity and motorists park on side streets and in other businesses parking lots. This causes issues for residents trying to access the local businesses as they cannot find parking. Inadequate pricing methods is attributed to the limited fees associated with parking at an RTD facility. Motorists are not discouraged from using alternate means to get to the Park-n-Ride which include getting dropped off, taking the bus, bicycling or walking. Lastly, there is insufficient transit-orientated development to promote walking or riding to RTD facilities. As evident in the parking utilization data, the Santa Fe Drive corridor has a high demand for parking at RTD Park-n-Ride facilities and does not offer solutions to encourage non-motorized transportation to Park-n-Ride facilities, employee fees to incentivize alternative methods of getting to Park-n-Ride facilities, or variable message signs to provide information to drivers on Santa Fe Drive.

RECOMMENDATIONS

From 2018 to 2019, overall RTD Park-n-Ride usage increased by 3%. As the demand for RTD services increases, parking occupancy levels will continue to rise. The following recommendations are based on conversations with RTD, ideas from the Santa Fe PEL Innovation Brainstorming Workshop, and the experience of other transit agencies.

- **Transit-Orientated Development (TOD)** Improving or implementing pedestrian and bicycle infrastructure around RTD parking facilities will increase the number of commuters opting to walk or bike to the station and therefore reduce parking demand. TOD involves creating vibrant, livable, and sustainable communities. TOD should first be considered in half-mile-radius areas around each RTD Park-n-Ride as this is the typical catchment area for rail-transit. Improvements may include sidewalks, bicycle lanes, pedestrian over or under passes, and mixed-use development that will use transit throughout the day.
- Long-term commuter parking consideration for increasing capacity Increases in parking capacity should consider long-term commuter parking demand. If parking capacity is to be increased, a financial and functional analysis should consider future developments which may promote the implementation of a multi-level parking garage.
- Improved information for motorists There is currently no information regarding parking occupancy or train arrival times on Santa Fe Drive. Installing Variable Message Signs (VMS) on Santa Fe Drive can help commuters make decisions regarding attempting to park or continuing on to the

next station. Messages such as next train arrival time or a comparison of driving travel time to transit travel time would help commuters make better decisions and reduce congestion around RTD Park-n-Rides.

- Intelligent parking systems Intelligent parking systems monitor the ingress and egress of a parking lot and obtain information such as available parking spaces. This information can be displayed to drivers by means of VMS. Intelligent parking systems can guide drivers in congested areas to the nearest parking facility with empty parking spaces and guide drivers within parking facilities to empty spaces.
- Shared parking facilities In downtown areas such as Littleton or Englewood, parking can be shared among businesses and RTD to take advantage of different peak periods. Businesses that operate during the evening peak may have capacity available for RTD riders during the day. Churches near RTD Park-n-Rides may have vacant lots during the week and could be used for RTD commuters during weekdays.
- **Remote parking locations and shuttle services** Strategic remote parking locations with an accompanying shuttle service to the Park-n-Ride would relieve the high parking demand at the RTD Park-n-Rides and allow commuters to leave their vehicle closer to their place of residence.
- Manage on-street parking Managing on-street parking by requiring permits would discourage commuters from driving to the Park-n-Ride station and decrease spillover. This would also promote rideshare, getting dropped off, and biking and walking.
- **Preferential parking for carpools and vanpools** Providing preferential parking for carpools and vanpools is an inexpensive way to encourage high occupancy vehicles and carpooling.
- **Transit Oriented Districts** Realigning development strategies around RTD stations for transitoriented districts would promote maximum ridership and pedestrian connections around stations, mix-use corridors, foster accessible land use, and support walking, biking, and RTD service use.
- **Pricing strategies** Currently there is no cost to park at an RTD Park-n-Ride for up to 24 hours. Implementing strategies such as market demand pricing, charging for curb space during peak hours, and increasing the daily fee would discourage commuters from driving to Park-n-Rides and encourage ride share, alternate modes, and getting dropped off.



ATTACHMENT A: 2019 RTD PARK-N-RIDE UTILIZATION REPORT



То:	Paul J. Ballard, General Manager and CEO	Regional Transportation District
From:	William C. Van Meter, Assistant General Manager, Planning	1660 Blake Street
Date:	April 21, 2020	Denver, CO 80202 303.299.6000
Subject:	Park-n-Ride Utilization Report	200120010000

Attached is the data summarizing Park-n-Ride utilization for the entire year of 2019.

Annual Report

The 2019 annual report shows the average vehicle utilization for each Park-n-Ride and percent of capacity used for each month of the year, the average utilization for the current year and for the past 12 months. Due to difficulties in data collection and delay in the accumulation of available data, only an annual report is provided for 2019. We hope to get back to the regular quarterly utilization reports this year.

The information is marked as follows:

- Park-n-Rides that have at least 85% usage overall, based on the average for the entire year ("Current Year" column), are bolded.
- In the "Comparison" column, which shows the percent change in usage between the previous year (2018) and the current year, those Park-n-Rides with a decrease in usage are italicized.

Bus Park-n-Ride usage decreased by 4%, light rail Park-n-Ride usage decreased by 3% and commuter rail Park-n-Ride usage increased by 22% compared to 2018. Compared to 2018, overall Park-n-Ride usage increased by 3%. The increase in commuter rail Park-n-Ride usage and overall utilization is primarily due to the addition of Gold Line (G Line) park-n-rides. It should be noted that utilization for Iliff station and 61st and Pena station are included in the report for information purpose only and were not included in percent utilization estimates. Park-n-Ride utilization for RidgeGate Parkway station will be included in the 2020 utilization reports.

A map of the annual 2019 Park-n-Ride utilization is also included. The final page charts the percent utilization for 2015-2019 broken out by bus Park-n-Rides, light rail Park-n-Rides, commuter rail Park-n-Rides, and for all Park-n-Rides.

Please forward questions, comments or corrections on this Park-n-Ride utilization report to Ravi Palakurthy, FAS-71, or ext. 2586, or <u>ravikumar.palakurthy@rtd-denver.com</u>.

cc: RTD Board of Directors

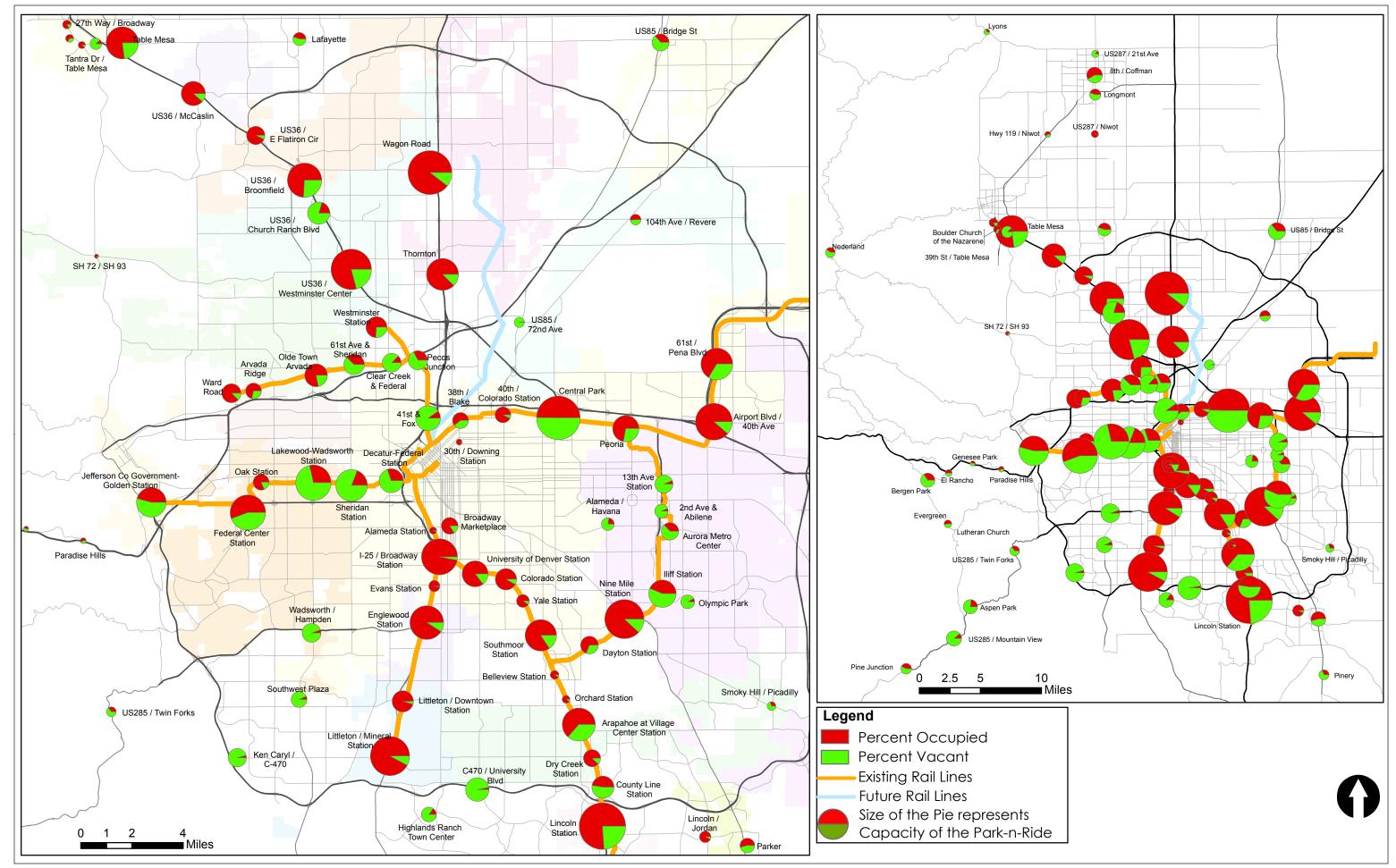
Susan Altes, Senior Manager, Real Property Jeff Becker, Senior Manager, Service Development Aimee Beckwith, Associate General Counsel Mike Carlson, Supervisor, Public Facilities Maintenance Janelle Camacho, Administrative Assistant, Platte Division Norene Curran, System Administrator, Asset Management Chris Deines, General Superintendent of Transportation Michael Ford, Chief Operations Officer Thomas Garza, Facilities Maintenance Manager, Public Facilities Ayana Gemechisa, Developer/Architect, Property Management Cory Granrud, Park-n-Ride Design Manager Erin Grover, Administrative Assistant, Bus Transportation Rosemary Ivie, Real Property Specialist Dan Jackson, Lead GIS Architect Tina Jaquez, Manager, Public Relations David Jensen, Assistant General Manager, Rail Operations Jeff Kay, Deputy Project Manager, Design Phil Lidov, Manager, Real Property Brian Matthews, Manager, Special Services Heather McKillop, Chief Financial Officer Robin McIntosh, Facilities Senior Manager, Operating Facilities Mike Meader CSO/AGM-Safety, Security & Asset Management Michelle Sims, Supervisor, Bus Stop Program Sean Moran, Manager, Contracted Public Facilities Lindsey Smith, Assistant Supervisor, Bus Stop Program Freddie Scott, Administrative Assistant, East Metro Division Joanne Rasmussen, Administrative Assistant, Boulder Division Richard Rost, Manager of Facilities Engineering Greg Smith, Deputy Assistant General Manager, Bus Operations Henry Stopplecamp, Assistant General Manager, Capital Programs Pauletta Tonilas, Assistant General Manager, Communications Jyotsna Vishwakarma, Chief Engineer, Capital Programs Paul von Fay, Manager, Engineering Design Fred Worthen, Assistant General Manager, Bus Operations Karen Young, Administrative Assistant, Safety, Security & Facilities Service Planning and Scheduling Staff Planning Department Staff

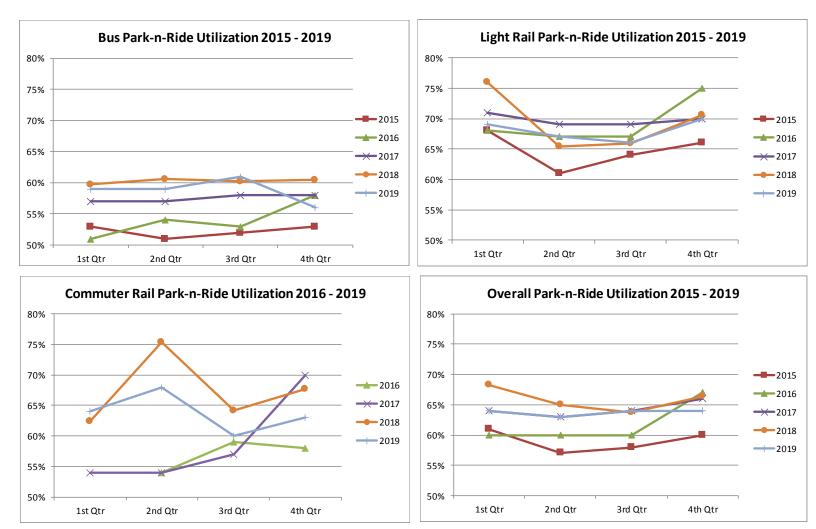
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		Janu	uary	Febru	iary	Marc	ch	Apri	il	Мау	,	Jun	e	July	y	Augu	st	Septem	nber	Octo	ber	Noven	nber	Decemb	ber	2019	,	Previous Year/ 2018	Comparison
RID	-	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Dally	% of apacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of apacity	Daliv	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Dally	% of pacity	Avg. Daily Usage for Year	% of capacity	Avg. Daily Usage for Year	% Usage Change from Last Year
Park-n-Ride Name C	apacity	Usuge		Usuge		USage		Usage		Usuge		Usuge		Usage		Usuge		Usage		Usuge		USage		Usage		real		real	
Bus Park-n-Rides																													
Bus Park-n-Rides104th Ave & Revere Pkwy27th Way & Broadway39th St. & Table Mesa8th and CoffmanAlameda & HavanaAspen ParkBoulder Church of the NazareneC470 & University BlvdEl RanchoEvergreenGenesee ParkHighlands Ranch Twn CtrHwy 119 & NiwotKen Caryl & C-470LafayetteLincoln & JordanLongmontLyonsNederlandOlde Town ArvadaOlympicParadise HillsParkerPinerySH72 & SH93Smoky Hill & PicadillySouthwest PlazaTantra Dr. & Table MesaThorntonUS285 & Twin ForksUS287 & NiwotUS36 & BroomfieldUS36 & CasinUS36 & Westminster Center/US36 & SheridanUS36 & Table MesaUS36 & Table MesaUS36 & Table MesaUS36 & Table MesaUS36 & Tothe RanchUS36 & Tothe RanchUS36 & Tothe MesaUS36 & Tothe MesaUS36 & Table MesaUS36 & Table MesaUS36 & Table MesaUS36 & Tothe RanchUS36 & Table MesaUS36 & Table	89 59 40 197 128 162 160 49 440 36 45 21 177 28 268 136 102 101 27 75 200 152 266 173 90 79 14 58 200 155 817 188 200 105 817 183 77 40 40 940 396 264 466 264 466 1310 824 83	45 55 41 115 27 36 50 28 16 22 22 15 11 21 7 7 57 100 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36% 19% 84% 59% 30% 36% 79% 36% 79% 36% 79% 36% 79% 86% 71% 6%	43 31 37 94 34 37 68 14 12 15 25 8 22 12 14 53 102 39 2 44 152 13 86 40 22 10 17 17 10 659 24 27 11 377 542 43 397 402 102 10 17 102 103 102 103 102 103 102 103 102 103 102 103 103 103 103 103 103 103 103	49% 53% 92% 48% 27% 23% 42% 3% 3% 43% 56% 36% 36% 39% 6% 59% 76% 8% 50% 50% 76% 8% 51% 50% 6% 50% 76% 8% 10% 81% 10% 81% 29% 93% 58% 11%	54 38 40 101 30 33 67 13 12 15 27 9 32 16 14 56 102 45 8 21 18 13 88 21 18 13 88 21 18 13 19 14 7 671 27 671 27 33 6 39 704 87 226 431 97 6 431 97 682 0	61% 64% 100% 51% 20% 42% 26% 3% 40% 59% 40% 59% 40% 59% 40% 59% 40% 59% 40% 50% 51% 43% 28% 7% 82% 7% 82% 7% 82% 15% 43% 23% 7% 82% 7% 50% 50% 50% 50% 50% 7% 82% 7% 82% 7% 82% 14% 22% 85% 92% 71% 83% 0%	53 45 29 108 33 44 62 26 8 20 28 8 20 28 8 20 28 8 20 28 8 20 28 7 7 99 99 52 7 29 10 18 99 52 7 29 10 18 98 42 22 14 16 98 42 22 14 16 5 5 42 638 49 226 638 49 226 5 42 638 49 226 5 27 10 10 10 10 10 10 10 10 10 10 10 10 10	59% 75% 26% 27% 38% 53% 2% 56% 61% 38% 14% 59% 36% 97% 51% 24% 38% 7% 67% 56% 46% 27% 96% 28% 5% 10% 86% 28% 10% 86% 12% 88% 90% 28%	45 58 40 124 27 37 56 47 19 21 29 6 39 20 7 68 102 47 7 8 8 102 47 7 8 8 102 47 7 28 18 15 94 38 22 16 19 11 17 897 24 32 4 4 22 745 85 251 502 1149 636 1149 636 1	51% 99% 100% 63% 21% 23% 96% 4% 58% 64% 22% 71% 30% 50% 100% 47% 22% 71% 37% 12% 55% 42% 28% 113% 33% 6% 16% 13% 33% 6% 16% 13% 55% 42% 28% 113% 33% 55% 42% 28% 113% 55% 42% 28% 113% 55% 42% 28% 113% 55% 42% 28% 113% 55% 42% 28% 113% 55% 42% 28% 113% 55% 42% 27% 27% 27% 27% 27% 27% 27% 27% 27% 2	51 58 36 122 30 52 52 46 14 17 28 7 36 19 11 54 102 52 10 21 16 14 101 39 24 16 14 101 39 24 16 12 33 751 20 31 4 4 3849 162 252 483 1220 674 0	57% 97% 89% 62% 23% 32% 33% 93% 3% 3% 47% 61% 31% 20% 66% 40% 100% 51% 35% 28% 10% 52% 53% 43% 30% 114% 27% 63% 12% 92% 11% 40% 10% 10% 52% 53% 43% 30% 11% 40% 10% 52% 53% 43% 30% 43% 30% 43% 30% 43% 40% 10% 52% 52% 53% 43% 43% 43% 43% 40% 10% 52% 52% 53% 43% 43% 40% 10% 52% 53% 43% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 40% 10% 52% 53% 43% 40% 10% 52% 53% 43% 40% 10% 52% 53% 43% 43% 43% 43% 43% 40% 10% 52% 53% 43% 43% 43% 43% 43% 43% 43% 40% 10% 52% 53% 43% 43% 43% 43% 43% 43% 43% 40% 10% 52% 53% 43% 43% 43% 43% 43% 43% 43% 43% 43% 4	37 57 29 117 23 36 44 45 14 15 22 5 43 15 27 66 112 40 8 28 12 13 102 32 24 13 102 32 24 13 102 32 24 13 102 32 24 13 17 8 11 942 14 18 5 34 668 73 214 418 845 634 11	42% 96% 73% 59% 18% 22% 92% 3% 42% 48% 24% 52% 10% 49% 10% 40% 30% 37% 8% 50% 50% 30% 30% 37% 8% 50% 59% 35% 30% 93% 29% 4% 10% 4% 10% 4% 115% 8% 23% 11% 84% 23% 11% 84% 50% 50% 50% 50% 50% 35% 35% 30% 35% 35% 30% 35% 35% 30% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35	36 41 24 91 11 17 35 30 5 15 8 9 13 14 33 55 48 33 7 28 6 10 55 11 14 15 8 14 11 15 8 14 11 15 55 10 41 4 28 328 32 5 10 4 4 4 28 328 32 5 10 4 34 8 74 668 0	40% 70% 60% 46% 9% 11% 22% 17% 42% 17% 43% 8% 49% 1% 41% 33% 26% 38% 49% 38% 49% 38% 41% 38% 41% 60% 24% 60% 16% 18% 60% 24% 60% 18% 60% 11% 29% 11% 29% 16% 11% 29% 16% 16% 11% 20% 16% 17% 41% 20% 11% 41% 20% 11% 41% 20% 11% 41% 20% 11% 42% 11% 41% 41% 33% 26% 38% 16% 16% 16% 38% 29% 16% 38% 29% 16% 38% 29% 16% 38% 29% 16% 38% 29% 16% 38% 29% 16% 16% 38% 29% 16% 16% 16% 18% 60% 20% 16% 16% 16% 16% 16% 17% 40% 30% 20% 16% 16% 16% 16% 16% 17% 40% 38% 20% 16% 16% 16% 16% 16% 16% 16% 16% 16% 16	46 49 36 116 28 38 55 33 13 19 24 9 26 17 11 61 95 45 8 30 32 12 15 94 38 25 11 17 13 22 716 20 27 6 39 697 81 246 413 1036 636 2	52% 83% 59% 22% 23% 34% 67% 3% 52% 53% 43% 15% 62% 45% 93% 45% 28% 39% 16% 8% 57% 54% 45% 28% 39% 16% 8% 57% 54% 43% 31% 79% 30% 6% 12% 88% 11% 35% 15% 98% 74% 20% 93% 89% 79% 77% 2%	$\begin{array}{c} 61 & 699\\ 52 & 879\\ 37 & 919\\ 118 & 609\\ 37 & 299\\ 54 & 339\\ 56 & 359\\ 20 & 579\\ 20 & 579\\ 20 & 459\\ 8 & 399\\ 22 & 129\\ 20 & 729\\ 11 & 499\\ 20 & 729\\ 11 & 499\\ 100 & 989\\ 46 & 469\\ 18 & 669\\ 37 & 499\\ 68 & 349\\ 14 & 99\\ 15 & 569\\ 98 & 579\\ 43 & 489\\ 27 & 359\\ 10 & 699\\ 17 & 309\\ 16 & 89\\ 10 & 99\\ 705 & 869\\ 22 & 129\\ 25 & 329\\ 40 & 1009\\ 702 & 759\\ 84 & 219\\ 230 & 879\\ 498 & 1079\\ 1023 & 789\\ 606 & 749\\ 3 & 39\end{array}$	6 $-5%$ 6 $-24%$ 6 $-24%$ 6 $-29%$ 6 $-29%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-14%$ 6 $-9%$ 6 $-2%$ 6 $-5%$ 6 $-5%$ 6 $-5%$ 6 $-5%$ 6 $-2%$ 6 $-13%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6 $-2%$ 6
US85 & Bridge St	234	99 15	42%	88	38%	77	33%	101	43%	97 10	41%	67	29%	72	31%	90	38%	71	30%	112	48%	89 12	38%	50	21%	84	36%	104 459	6 <i>-19%</i>
Wadsworth & Hampden Wagon Road	284 1540	15 1425	5% 93%	40 1526	14% 99%	13 1240	5% 81%	16 1499	5% 97%	18 1484	6% 96%	10 1339	3% 87%	13 1499	4% 97%	12 1448	4% 94%	10 1489	4% 97%	15 1502	5% 98%	13 1183	5% 77%	8 920	3% 60%	15 1379	5% 90%	23 89 1459 959	
Ward Road	491	215	44%	224	46%	190	39%	207	42%	95	19%	151	31%	,	,,,,,		, , , , , , , , , , , , , , , , , , , ,				, , , , ,		.,,,	,20	0070	180	37%	219 459	
Subtotal - Bus	11426	6675	58%	7247	63%	6128	54%	6818	60%	6850	60%	6519	57%	6379	59%	6347	59%	7015	65%	7175	67%	6158	57%	4654	43%	6603	58%	6905 609	-4%

									2	2019 A	nnual	Summa	ary: Av	/erage	Daily	Usage	by Mo	onth												
		Janu	ary	Febru	ary	Marc	ch	Apr	·il	Ma	y	Jun	е	July	у	Augu	ıst	Septem	nber	Octol	ber	Noven	nber	Decem	ber	2019	,	Previous 2018		Comparison
RID	-	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Daliv	% of apacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of apacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Daliv	% of apacity	Usage for	% of apacity	Avg. Daily Usage for Year	% of apacity	% Usage Change from Last Year
Park-n-Ride Name C	apacity																									_				
Light Rail Park-n-Rides																										-	_		-	
Central																														
30th & Downing Station	27	27	98%	27	99%	25	93%	27	100%	27	100%	23	84%	26	96%	24	90%		100%	27	100%	26	98%	24	89%	26	96%	26	98%	-2%
Alameda Station	40	40	99%	39	98%	38	95%	39	98%	39	98%	34	85%	37	93%	36	89%	39	99%	39	99%	41	101%	35	88%	38	95%	38	96%	-1%
Broadway Marketplace	221	197	89%	213	96%	177	80%	150	68%	187	85%	158	71%	143	65%	194	88%	201	91%	215	98%	211	95%	178	80%	185	84%	200	91%	-8%
I-25/Broadway Station	1035	1086	105%	1096	106%	936	90%	1035	100%	1035	100%	844	82%	988	96%	998	96%	1035	100%	1037	100%	1035	100%	919	89%	1004	97%	973	94%	3%
Subtotal - Central	1323	1349	102%	1375	104%	1175	89%	1251	95%	1288	97%	1058	80%	1195	90%	1252	95%	1302	98%	1319	100%	1313	99%	1155	87%	1253	95%	1238	94%	1%
Southwest	010	045	10104	000	0704	704	0704	700	0704	000	0004	700	0(0)	745	7004	000	0004	050	0004	070	0(0)	010	10004	740	0104	000	0104	0.00	0004	001
Englewood Station	910	915	101%	882	97%	791	87%	790	87%	898	99% 99%	780	86%	715	79%	800	88%	850	93%	878	96%	913	100%	742	81%	829	91% 97%	833	92%	0%
Evans Station	99 261	99	100%	99 250	100% 99%	98 339	99% 94%	99 354	100% 98%	98 360	99% 100%	97	98% 93%	90 221	91%	93	94% 93%	99 261	100% 100%	99	100% 99%	99 24 2	100% 101%	83 301	84%	96 345	97% 96%	97 351	98% 97%	-1%
Littleton/Downtown Station Littleton/Mineral Station	361 1227	360 1096	100% 89%	358 1160	99% 95%	339 1040	94 <i>%</i> 85%	354 1225	98% 100%	360 1225	100%	334 1025	93% 84%	321 1109	89% 90%	337 1138	93% 93%	361 1227	100%	357 1155	99% 94%	363 1182	96%	301 977	83% 80%	1130	90% 92%	1171	97% 95%	-2% -3%
	1227	1090	0770	1100	7370	1040	0370	1225	100 /8	1225	100 /8	1025	04 /0	1107	70 78	1130	7370	1227	100 /8	1155	74 /0	1102	70 78	711	00 /8	1130	72 /0	11/1	7370	-570
Subtotal - Southwest	2597	2470	95%	2499	96%	2268	87%	2468	95%	2581	99%	2236	86%	2235	86%	2367	91%	2537	98%	2488	96%	2557	98%	2103	81%	2401	92%	2452	94%	-2%
Southeast	074	47.0	5504	(00	700/	1.10	5404	(75	770/	100	550/	(7404	550	(10 (400	550((01	700/	500	(00)	(0)	700/	110	4704	55.4	(10(5.10	(0.0 (10/
Arapahoe at Village Ctr Station	871	476	55%	609	70%	440	51%	675	77%	483	55%	614	71%	558	64%	483	55%	691	79%	598	69%	606	70%	410	47%	554	64%	548	63%	1%
Belleview Station Colorado Station	59	57	97% 98%	58	98% 99%	55	94%	58	98% 99%	59	100% 99%	54	91%	49	83%	46	78% 79%	58 363	98% 100%	57 355	97% 98%	58	98%	44	75% 76%	54	92% 92%	56 354	95% 97%	-3% -6%
County Line Station	363 388	355 133	34%	360 215	55%	301 172	83% 44%	360 118	30%	360 121	31%	327 205	90% 53%	298 232	82% 60%	286 171	44%	262	68%	212	55%	357 214	98% 55%	274 158	41%	333 184	48%	354 148	38%	25%
Dayton Station	250	133	59%	215	82%	124	50%	245	98%	149	60%	161	64%	186	74%	163	44 % 65%	145	58%	202	81%	200	80%	138	59%	173	40 <i>%</i>	137	55%	25%
Dry Creek Station	235	207	88%	200	94%	212	90%	198	84%	224	95%	210	89%	194	82%	175	74%	235	100%	217	92%	223	95%	159	68%	206	88%	216	92%	-5%
Lincoln Station	1734	1376	79%	1533	88%	1303	75%	1234	71%	1426	82%	1312	76%	1242	72%	1217	70%	1109	64%	1513	87%	1485	86%	1108	64%	1321	76%	1385	80%	-5%
Nine Mile Station	1225	1109	91%	1210	99%	992	81%	1190	97%	1189	97%	851	69%	993	81%	961	78%	1200	98%	1194	97%	1223	100%	836	68%	1079	88%	1124	92%	-4%
Orchard Station	48	47	98%	47	98%	48	99%	40	83%	47	98%	43	90%	39	81%	38	78%	44	92%	47	97%	47	98%	35	73%	43	90%	46	96%	-6%
Southmoor Station	788	567	72%	765	97%	594	75%	770	98%	698	89%	679	86%	629	80%	607	77%	601	76%	755	96%	759	96%	548	69%	664	84%	639	81%	4%
University of Denver Station	540	422	78%	522	97%	435	80%	525	97%	365	68%	475	88%	446	83%	414	77%	540	100%	514	95%	519	96%	367	68%	462	86%	455	84%	1%
Yale Station	129	127	98%	128	99%	103	80%	129	100%	125	97%	116	90%	106	82%	101	78%	120	93%	126	98%	127	98%	96	74%	117	91%	125	97%	-6%
																									1001					101
Subtotal - Southeast	6630	5022	76%	5873	89%	4780	72%	5542	84%	5246	79%	5046	76%	4970	75%	4661	70%	5368	81%	5789	87%	5818	88%	4183	63%	5191	78%	5233	79%	-1%
West Decatur-Federal Station	461	162	35%	185	40%	94	20%	120	26%	134	29%	119	26%	97	21%	131	28%	105	23%	104	40%	175	38%	157	34%	120	30%	121	29%	6%
Sheridan Station	461 800	162	35% 19%	185	40% 21%	94 174	20% 22%	120 128	26% 16%	134	29% 15%	119	26% 18%	108	21% 14%	131	28% 20%	105	23% 20%	186 165	40% 21%	175	38% 23%	157	34% 22%	139 154	30% 19%	131 171	29% 21%	-10%
Lakewood-Wadsworth Station	1000	257	26%	317	32%	271	27%	388	39%	180	18%	211	21%	321	32%	246	25%	301	30%	316	32%	303	30%	317	32%	286	29%	371	37%	-23%
Oak Station	200	178	89%	185	93%	150	75%	184	92%	145	73%	140	70%	147	74%	153	77%	139	70%	182	91%	184	92%	170	85%	163	82%	167	83%	-2%
Federal Center Station	1000	489	49%	599	60%	550	55%	586	59%	460	46%	400	40%	489	49%	547	55%	659	66%	598	60%	695	70%	609	61%	557	56%	632	63%	-12%
Jefferson County Government Center Station-																														
Golden	705	324	46%	393	56%	371	53%	301	43%	260	37%	191	27%	247	35%	293	42%	345	49%	385	55%	390	55%	375	53%	323	46%	356	50%	-9%
Subtotal - West	4166	1564	38%	1848	44%	1609	39%	1707	41%	1300	31%	1209	29%	1409	34%	1532	37%	1710	41%	1832	44%	1928	46%	1801	43%	1621	39%	1829	44%	-11%
R - line					170		120(105						100							
Iliff Station	601	216	36%	282	47%	285	47%	264	44%	228	38%	222	37%	222	37%	288	48%	319	53%	301	50%	288	48%	222	37%	262	44%		100/	2/0/
Aurora Metro Center Station	145	8	6%	13	9%	6	4%	14	10%	3	2%	8	5%	9	6%	11	8%	4	3%	12	8%	11	8%	12	8%	9	6%	14	10%	-36%
2nd & Abilene Station 13th Ave Station	242	67 12	28% 5%	82 17	34%	76 12	31% 5%	150	62% 7%	89 18	37% 7%	71	29% 5%	104	43% 5%	85 16	35%	100	41% 10%	79 16	33% 6%	98 20	40%	80 16	33%	90 17	37% 6%	81 17	33% 6%	12%
	262	13	5%	17	6%	13	5%	18	1%	١۵	1%	13	3%	13	5%	16	6%	27	10%	16	0%	20	8%	16	6%	17	0%	17	0%	-1%
Subtotal - R Line	649	89	14%	111	17%	94	15%	182	28%	110	17%	92	14%	127	20%	112	17%	131	20%	107	16%	129	20%	107	17%	116	18%	112	17%	4%
Subtotal - Light Rail	15365	10494	68%	11706	76%	9926	65%	11150	73%	10525	68%	9642	63%	9936	65%	9925	65%		72%		75%	11745	76%	9349	61%		69%	10863	71%	-3%
	10000	10474	0070	11700	1070	7720	0070	11130	1370	10323	0070	7042	0070	//30	0070	77ZJ	0070	11040	12/0	11555	1070	11/43	1070	7347	0170	10302	0770	10003	1170	570

										2019 A	nnual	Summa	ary: A	verage	Daily	Usage	by Mo	onth												
		Jan	uary	Febru	iary	Mar	ch	Apri	I	Мау	,	June	9	Jul	,	Augi	ust	Septer	nber	Octo	ober	Nove	mber	Decer	mber	2019	9	Previous 2018		Comparison
RID	-	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Daily	% of apacity	Daily	% of apacity	Daliv	% of apacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage	% of capacity	Avg. Daily Usage for Year	% of capacity	Avg. Daily Usage for Year	% of capacity	% Usage Change from Last Year
Park-n-Ride Name	Capacity	oouqo		oougo		Cougo		obuqo		obugo		ocugo		oougo		oouqo		Cougo		Cougo		obugo		Cougo				- Total		
Commuter Rail Park-n-Rides																										_				
University of Colorado A - Line																											_		_	
38th/ Blake Station 40th/ Colorado Station Central Park Station	203 200 1521	84 165 584		80 178 690	39% 89% 45%	94 176 698	46% 88% 46%	98 183 717	48% 91% 47%	125 189 756	61% 95% 50%	127 188 721	63% 94% 47%	149 188 742	73% 94% 49%	146 190 748	72% 95% 49%		75% 94% 49%	167 188 775	82% 94% 51%	136 195 816		118 191 1093	58% 96% 72%		61% 92% 50%	73 185 774	36% 92% 51%	68% 0% -2%
Peoria Station Airport Blvd & 40th Ave Station 61st & Pena Station	550 1079 800	365 828 440	66% 77% 55%	394 910 456	72% 84% 57%	398 905 552	72% 84% 69%	377 880 520	69% 82% 65%	399 909 640	72% 84% 80%	369 997 508	67% 92% 63%	388 1030 506	70% 95% 63%	421 1039 533	76% 76% 96%	419 954 516	76% 88% 65%	421 1068 561	77% 99% 70%	385 915 532	70% 85%	426 1043 607	78% 78% 97% 76%	397 956 531	72% 89% 66%	392 918	71% 85%	1% 4%
Subtotal - East	3553	2026		456 2252	63%	2271	64%	2254	63%	2377	67%	2403	68%	2496	03 <i>%</i> 70%	2542	72%	2454	69%	2617	70%	2446		2872		2417	68%	2342	66%	3%
<i>B - Line</i> Westminster Station	350	302	86%	324	93%	300	86%	336	96%	280	80%	239	68%	177	50%	207	59%	305	87%	252	72%	279	80%	102	29%	259	74%	260	74%	0%
Subtotal - B Line G - Line	350	302	86%	324	93%	300	86%	336	96%	280	80%	239	68%	177	50%	207	59%	305	87%	252		279		102		259	74%	260	74%	0%
41st & Fox Pecos Junction Clear Creek & Federal 60th Ave & Sheridan at Arvada Gold Strike	492 292 282													54 91 24	11% 31% 8%	53 94 39	11% 32% 14% 34%		12% 40% 17% 60%	64 121 50	13% 41% 18% 37%	44 104 35	36%	11 47 25 91	2% 16% 9%	95 36	10% 33% 13% 38%			
Olde Town Arvada Arvada Ridge Wheat Ridge & Ward	334 413 200 288													102 313 117 230	30% 76% 59% 80%	115 366 121 252	34% 89% 60% 88%	201 298 154 225	72% 77% 77%	125 388 180 285	37% 94% 90% 99%	125 314 144 261	31% 76% 72% 90%	258 143 266	27% 62% 72% 92%	126 323 143 253	38% 78% 72% 88%			
Subtotal - G Line	2301													929	40%	1038	45%	1102	48%	1212		1026		841	37%	1025	45%			
Subtotal - Commuter Rail	6204	2328	60%	2576	66%	2571	66%	2590	66%	2657	68%	2641	68%	3601	58%	3786	61%	3861	62%	4081	66%	3751	60%	3815	61%	3700	60%	2601	66%	22%
GRAND TOTAL	32995	19497	64%	21528	70%	18626	61%	20558	67%	20031	65%	18802	61%	19916	62%	20058	62%	21923	68%	22790	71%	21654	67%	17819	55%	20885	65%	20369	63%	3%

2019 - Annual Park-n-Ride Utilization





Comparison of Park-n-Ride Utilization (2015 – 2019)

