

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 Union Station on the north end. The D 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 District, 2020)

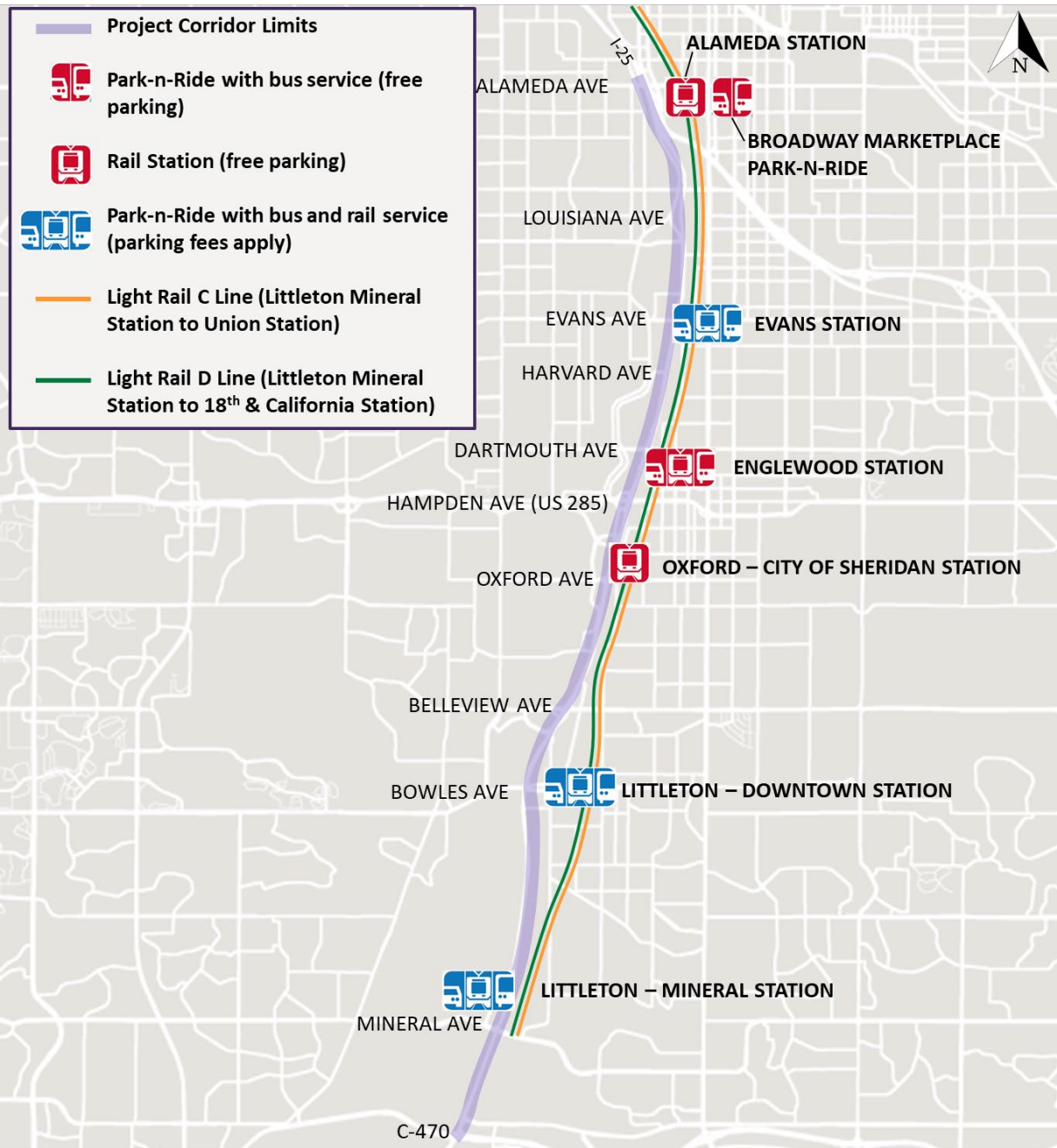


Figure 1 Parking Study Corridor Map

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 1 shows 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.

Table 1 Santa Fe Drive RTD Facilities

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

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.

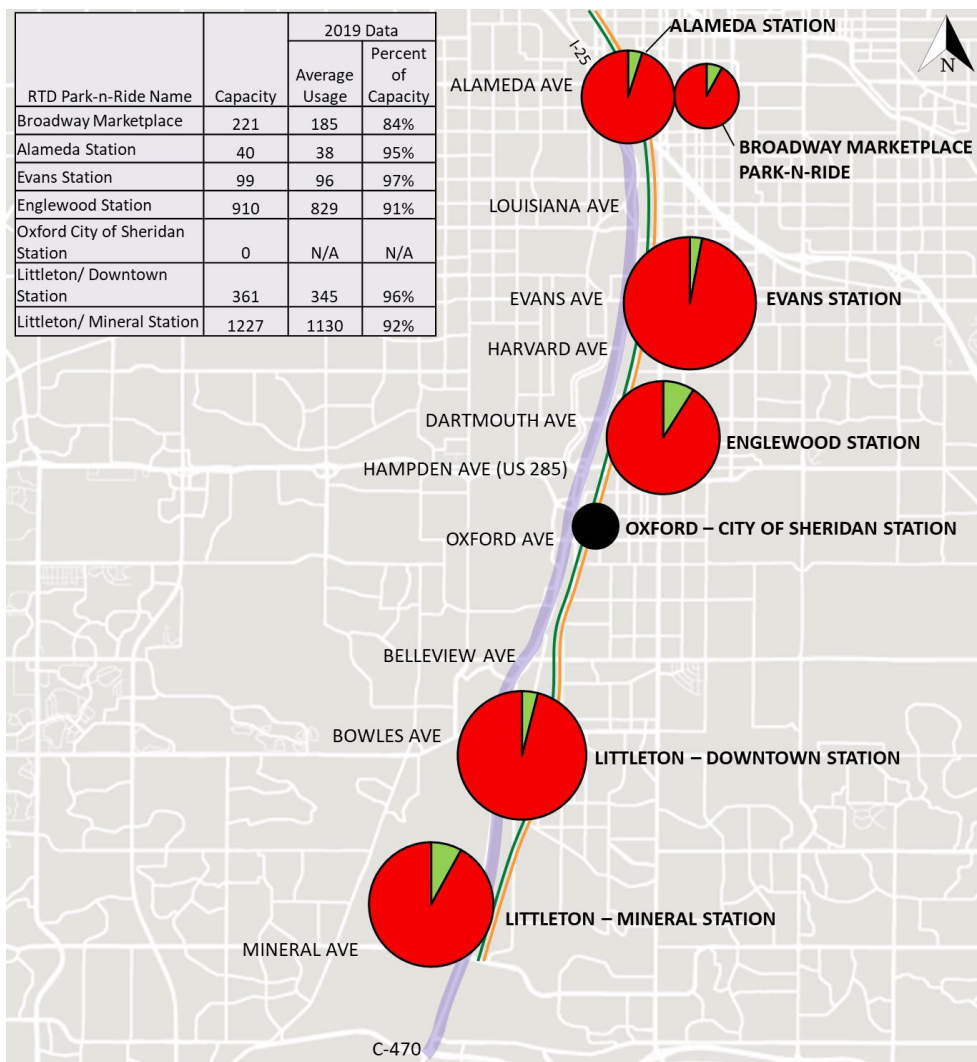


Figure 2 Annual Park-n-Ride Utilization on Santa Fe Drive

2019 Annual Summary: Average Daily Usage by Month																														
Park-n-Ride Region Name or Service Subtotal	Capacity	January		February		March		April		May		June		July		August		September		October		November		December		2019		2018		% Usage Change 2019- 2018
		Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Daily Usage for	% of Cap.	
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 Summary: Average Daily Usage by Month																														
Park-n-Ride Name	Capacity	January		February		March		April		May		June		July		August		September		October		November		December		2019		2018		% Usage Change 2019-2018
		Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.	Avg. Daily Usage	% of Cap.			
<i>Southwest</i>																														
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%
<i>Central</i>																														
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 versus 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 transit-oriented 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



**Regional
Transportation
District**

1660 Blake Street
Denver, CO
80202
303.299.6000

To: Paul J. Ballard, General Manager and CEO
From: William C. Van Meter, Assistant General Manager, Planning
Date: April 21, 2020
Subject: Park-n-Ride Utilization Report

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.

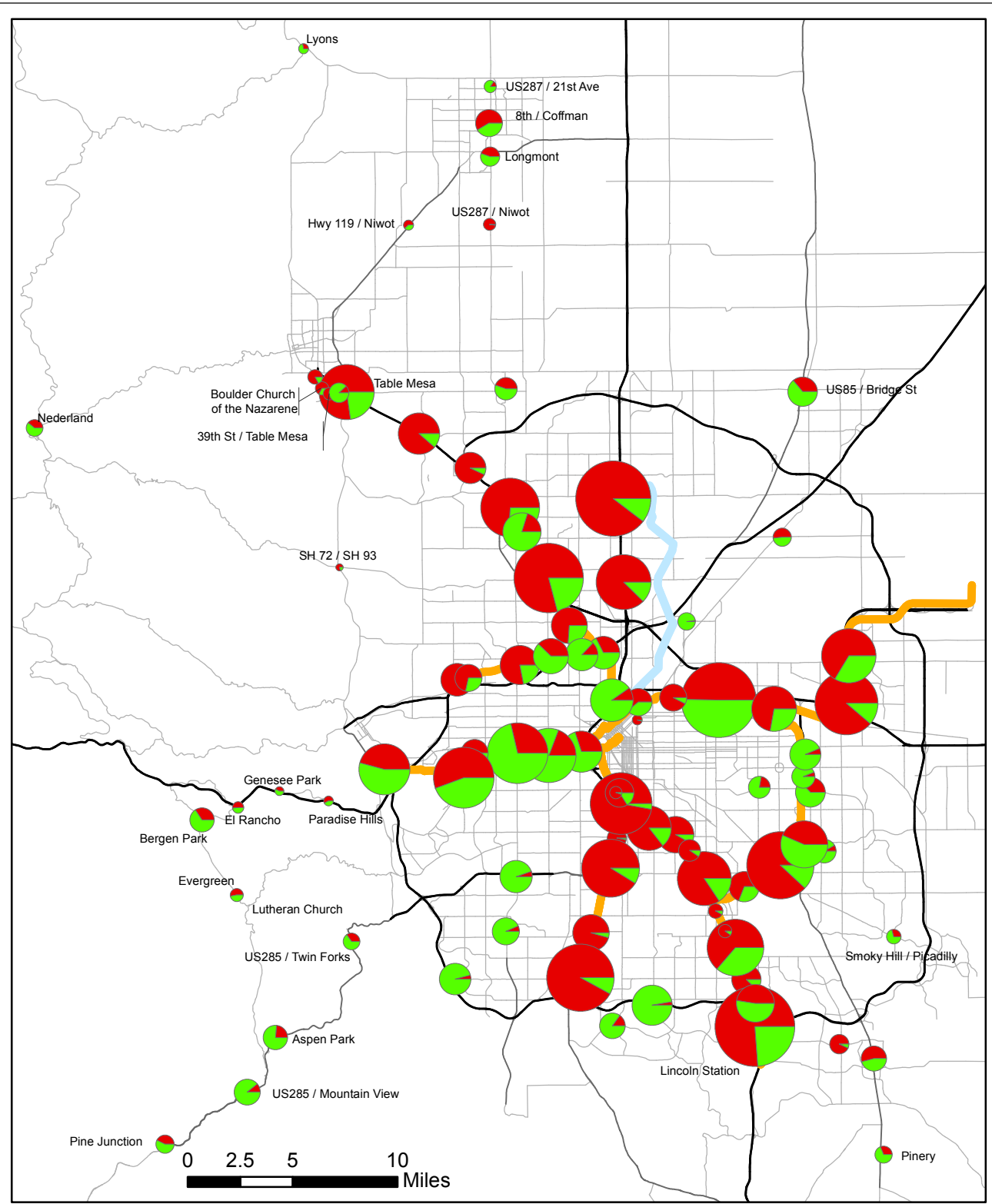
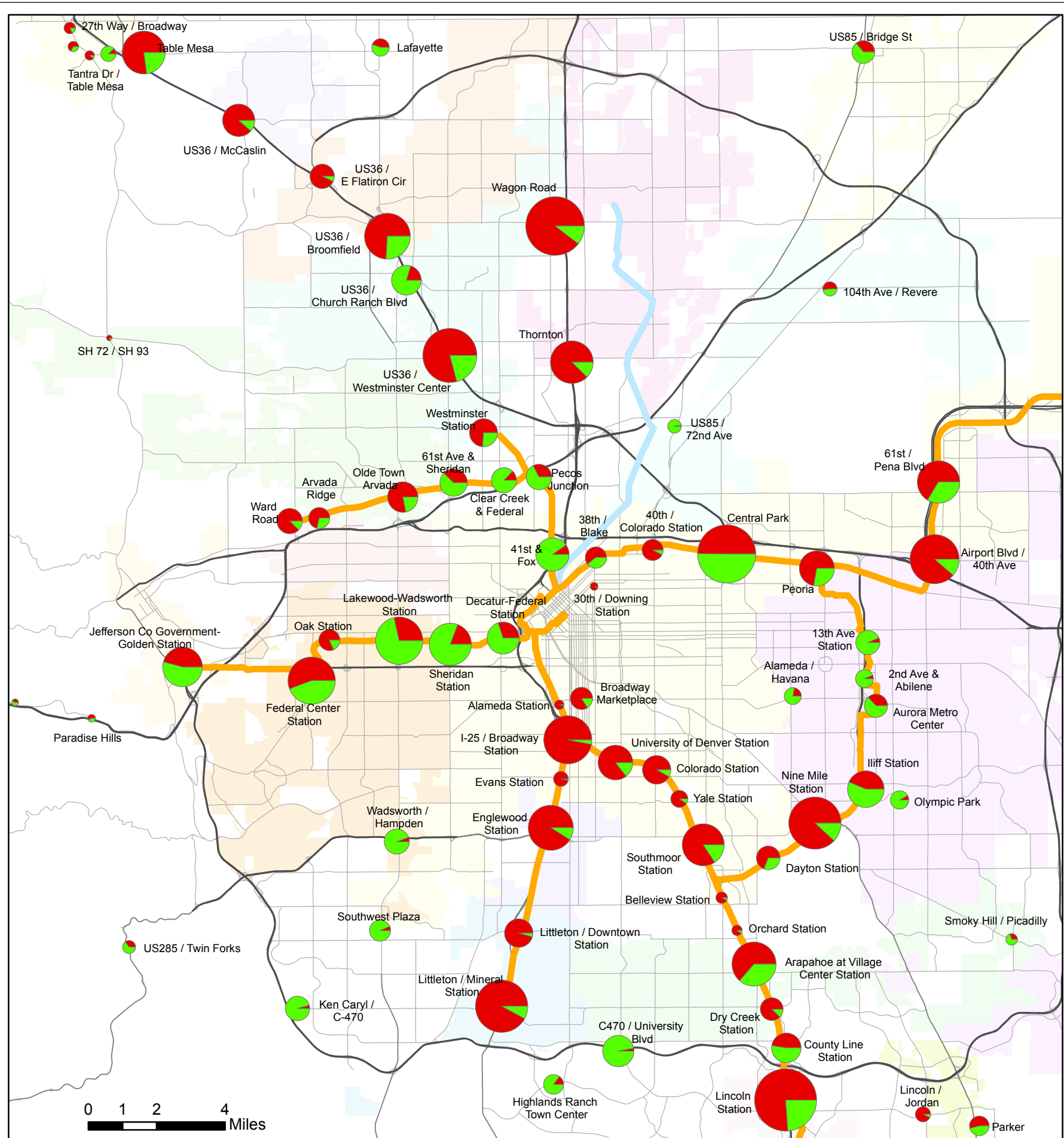
Please forward questions, comments or corrections on this Park-n-Ride utilization report to Ravi Palakurthy, FAS-71, or ext. 2586, or ravikumar.palakurthy@rtd-denver.com.

cc: RTD Board of Directors
Susan Altes, Senior Manager, Real Property
Jeff Becker, Senior Manager, Service Development
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Janelle Camacho, Administrative Assistant, Platte Division
Norene Curran, System Administrator, Asset Management
Chris Deines, General Superintendent of Transportation
Michael Ford, Chief Operations Officer
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David Jensen, Assistant General Manager, Rail Operations
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Fred Worthen, Assistant General Manager, Bus Operations
Karen Young, Administrative Assistant, Safety, Security & Facilities
Service Planning and Scheduling Staff
Planning Department Staff

2019 Annual Summary: Average Daily Usage by Month

	January		February		March		April		May		June		July		August		September		October		November		December		2019		Previous Year/2018		Comparison	
	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	% 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																													
Commuter Rail Park-n-Rides																														
<i>University of Colorado A - Line</i>																														
38th/ Blake Station	203	84	42%	80	39%	94	46%	98	48%	125	61%	127	63%	149	73%	146	72%	152	75%	167	82%	136	67%	118	58%	123	61%	73	36%	68%
40th/ Colorado Station	200	165	83%	178	89%	176	88%	183	91%	189	95%	188	94%	188	94%	190	95%	189	94%	188	94%	195	98%	191	96%	185	92%	185	92%	0%
Central Park Station	1521	584	38%	690	45%	698	46%	717	47%	756	50%	721	47%	742	49%	748	49%	740	49%	775	51%	816	54%	1093	72%	756	50%	774	51%	-2%
Peoria Station	550	365	66%	394	72%	398	72%	377	69%	399	72%	369	67%	388	70%	421	76%	419	76%	421	77%	385	70%	426	78%	397	72%	392	71%	1%
Airport Blvd & 40th Ave Station	1079	828	77%	910	84%	905	84%	880	82%	909	84%	997	92%	1030	95%	1039	96%	954	88%	1068	99%	915	85%	1043	97%	956	89%	918	85%	4%
61st & Pena Station	800	440	55%	456	57%	552	69%	520	65%	640	80%	508	63%	506	63%	533	67%	516	65%	561	70%	532	66%	607	76%	531	66%			
Subtotal - East	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%
<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	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%
<i>G - Line</i>																														
41st & Fox	492													54	11%	53	11%	60	12%	64	13%	44	9%	11	2%	48	10%			
Pecos Junction	292													91	31%	94	32%	116	40%	121	41%	104	36%	47	16%	95	33%			
Clear Creek & Federal	282													24	8%	39	14%	47	17%	50	18%	35	12%	25	9%	36	13%			
60th Ave & Sheridan at Arvada Gold Strike	334													102	30%	115	34%	201	60%	125	37%	125	37%	91	27%	126	38%			
Olde Town Arvada	413													313	76%	366	89%	298	72%	388	94%	314	76%	258	62%	323	78%			
Arvada Ridge	200													117	59%	121	60%	154	77%	180	90%	144	72%	143	72%	143	72%			
Wheat Ridge & Ward	288													230	80%	252	88%	225	78%	285	99%	261	90%	266	92%	253	88%			
Subtotal - G Line	2301													929	40%	1038	45%	1102	48%	1212	53%	1026	45%	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



Legend

- Percent Occupied
- Percent Vacant
- Existing Rail Lines
- Future Rail Lines
- Size of the Pie represents Capacity of the Park-n-Ride



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

