



LA CROSSE  
WISCONSIN

## Downtown Parking Study Update & Analysis of Expanded Areas

City of La Crosse, Wisconsin

Final Report



**Rich & Associates, Inc.**  
Parking Consultants - Planners  
[www.richassoc.com](http://www.richassoc.com)



**RICH & ASSOCIATES**  
PARKING CONSULTANTS

July 21, 2020

Mr. Greg Elsen  
Parking Utility Coordinator  
City of La Crosse  
400 La Crosse Street  
La Crosse, WI. 54601

Dear Greg

We are pleased to submit this Final Report of the Parking Analysis conducted for the City of La Crosse. This analysis reflects the requested review of existing conditions and provides a series of recommendations that we believe will continue much of the fine work already being performed by the parking utility as expressed in the survey results. We hope that these recommendations will enhance the parking experience for the citizens and visitors to the many fine businesses and activities in La Crosse.

On behalf of Rich & Associates, I would like to extend our thanks to the many individual stakeholders who graciously shared their time with us as we completed the data collection phase of this analysis. We would also like to thank the members of the community who took the time to respond to the surveys which provided invaluable information in the completion of the analysis.

We would also like to thank the staff of the parking utility who provided so much valuable information to us including the enforcement officers who collected the utilization data. We would also like to thank you and Deputy Chief Abraham for your assistance in providing other critical data necessary to the completion of this analysis. From the very beginning, it has been our firm's and my personal pleasure to work with you and the City of La Crosse. Should you have any questions regarding anything contained in this analysis, or as you move forward with any future parking development plans or implementation of recommendations, I hope that you will not hesitate to contact us.

Sincerely,  
Rich & Associates, Inc.

Senior Project Manager / Director of Parking Planning

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## EXECUTIVE SUMMARY

### INTRODUCTION

The City of La Crosse contracted with Rich & Associates to perform a comprehensive analysis of parking. Previously, Rich had completed several analyses for Downtown La Crosse, with the most recent study completed in 2014. The intent of this analysis is to evaluate parking not only within the downtown but to evaluate the system of parking management within downtown and within several other adjacent districts. The four areas defined by the City to be included in this analysis are:

- Downtown which is defined as the area between Cass Street, La Crosse Street, the River and 7<sup>th</sup> Street
- University Area which encompasses the area between La Crosse Street on the north and Cass Street on the south, east of 7<sup>th</sup> Avenue to Losey Blvd
- Gund-Mayo District which includes the area south of Ferry Avenue to the Gund- Mayo Medical Center from 3<sup>rd</sup> Street to West Avenue
- Northside District which includes the 8-block area from Logan Street to Wall Street essentially either side of Caledonia Avenue. On the east side, the boundary is the alley between Caledonia Avenue and Avon Street.

The map on page 5 graphically shows the four districts.

### METHODOLOGY

A series of tasks were completed by the Rich & Associates team in order to accomplish the goals of the parking study. The tasks are designed to collect unique quantitative and qualitative values regarding the parking supply and demand within each district upon which the comprehensive parking plan can be formulated. The team performed the following tasks:

- A block-by-block detailed inventory of the parking supply and land use supported by GIS data provided by the City.
- On-street (completed by the City) and off-street (completed by Rich staff) parking utilization counts.
- Public outreach.

The gathered information when analyzed in the context of each district individually was intended to aid in the development of recommendations that identify and address any deficiencies not only as found in each district but to help the City formulate policies that can be applied system-wide. It is expected that these policies would be used to facilitate future community growth, as well as ensure consistency in parking management, enforcement and operations throughout all four study districts.

## GENERAL FINDINGS

There are several common misconceptions regarding parking. People often feel that parking is unavailable when they can't park directly adjacent to their desired destination. In the Downtown area, the perception by some is that parking is inadequate. However, while there were some blocks that were, in fact close to capacity, the analysis has indicated that at peak utilization between Noon and 2:00 pm only about 45 percent of the total downtown parking supply was utilized overall. This indicates that the issue is not one of parking capacity. A second misconception is that parking just happens. In reality, there is a significant cost to provide and maintain parking which is why it is important to be efficiently managed.

In practice, the role of the parking system is to facilitate economic activity within the community. The most efficient model for the Downtown district is to provide publicly available parking that can be used by multiple patrons over the course of the day visiting multiple destinations and thus more efficiently used as opposed to private parking which generally requires that the patron move their car when their business is completed so that the space is available for the next customer. A best practice is to have a minimum of 50 percent of the downtown parking be classified as publicly available which allows patrons to park once and visit multiple destinations without the need to move their vehicle. In downtown La Crosse, 52 percent of the parking is classified as publicly available (on-street and off-street) which means the City exceeds the benchmark.

The University and Gund-Mayo districts are home to several educational institutions and medical facilities. When larger institutions such as these cannot provide for their student, staff or visitor parking needs it has the potential to create a negative impact on the surrounding residential neighborhoods as these unaccommodated parking patrons seek to use on-street parking. When this happens, the residents may not be able to park in front of their homes as they are "pushed out" by this competing activity. Therefore, one intent of this analysis is an assessment as to how the on-street parking is being used in these areas. While the on-street pay-to-park pilot program in the vicinity of UWL has met with some success, it has also shown that some patrons will simply move to adjacent free-parking streets as the pay-to-park streets closer to campus were utilized at a lower rate than "free" streets further away. While the revenue needs of the parking system are one reason for such a program, another purpose is ensuring access for the residents.

## ON-STREET PARKING SPACE VALUE

Economic activity in the downtown is dependent upon visitor patronage. When parking becomes too inconvenient for some visitors, they will pass and seek opportunities outside the downtown for their goods and services. This means lost opportunity to downtown businesses.

When an employee parks in a convenient on-street space even though they are shuffling every two hours to a different space, that employee is still effectively taking one downtown on-street convenient parking space away from potential customers. If that customer space can be used by multiple customers during the day as it "turns over", the economic impact realized from the increased spending can be dramatic for the downtown businesses. While it must be considered that downtown employees also contribute to the economic vitality of the downtown through their spending, the difference between the income generated by an employee and the potential income that can be generated by the greater

number of visitors that can use that parking space is dramatic. As an example, an employee parking in one of these convenient on-street spaces and spending an average of \$15 per day in goods and services will provide an average of \$5,250 per year in income to downtown businesses. If this practice were to be followed by 400 employees parking on-street, the potential downtown income is more than \$2 million per year from these on-street parkers.

Instead, the potential use of these same 400 spaces each by multiple customer vehicles per day because of turnover of the spaces could dramatically increase the revenue generated by shops, bars and restaurants within the downtown by more than \$10 million annually. Providing additional convenient parking reduces the loss of income and opportunity from patrons who simply choose to go elsewhere because of the perception of insufficient parking.

This leads to one of the key recommendations that employees should be discouraged and or prevented through changes in policies from parking on-street in the Downtown district as they are currently doing. However, it requires providing sufficient cost-effective alternatives for employee parking while still satisfying the economic requirement of the parking system.

## GENERAL RECOMMENDATIONS

The recommendations derived from this analysis look for alternatives that can help facilitate the use and management of the parking system. The recommendations further recognize that there is a cost to provide and maintain parking. It doesn't just happen and the publicly available downtown parking stalls don't just appear when needed. Whether someone is able to find and use a parking space, where and when needed is because of the application of policies and procedures as well as the collection of parking payments and administration of expenses that the parking system can function for the benefit of the community.

As such, we have investigated policies that facilitate: transient use of the ramp facilities, ADA best practices, implementation of loading zones, safety and security measures in the ramps, directional signage, public communications and others that can be found in the recommendations section of the report.

Below is a summary of recommendations for the La Crosse Parking management to consider. Full details can be found in the recommendations section of this report.

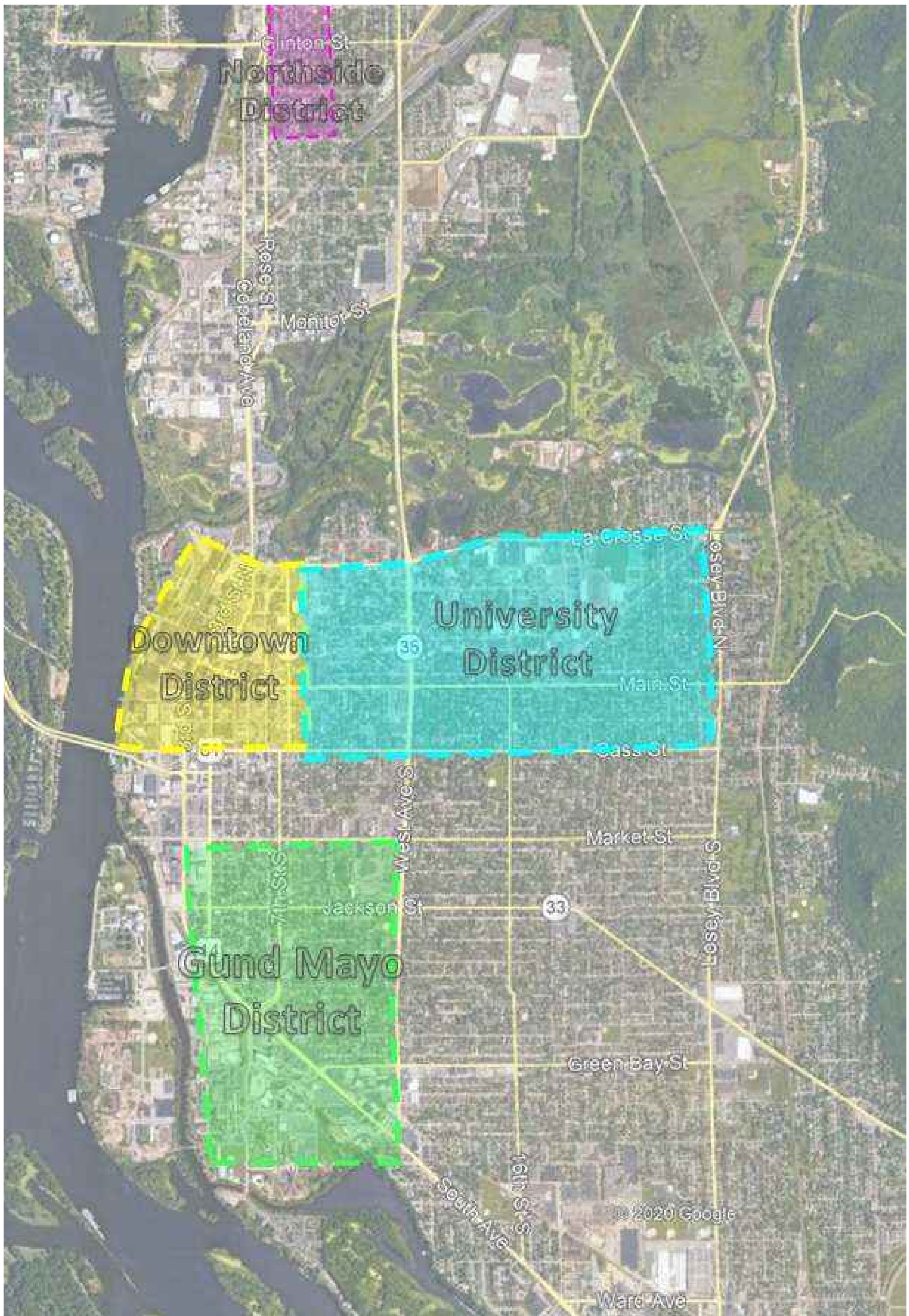
Recommendations:

- 1) Install LPR in the ramps to count vehicles upon entry and automatically register users
- 2) Install counter sign system that displays the number of ramp spaces available on the main thoroughfares and at ramp entrances
- 3) Install on-street signs directing patrons to the ramps throughout the City
- 4) Install directional exit signs – inform users what street they are exiting on
- 5) Clearly identify ramp levels and amenities by incorporating color or art themes in each ramp
- 6) Install signs to direct users to bicycle parking



- 7) Expand the Passport® pay-to-park zones in the Gund-Mayo and University Districts
- 8) Expand residential parking permit areas
- 9) Allow monthly ramp permit holders to park in any ramp
- 10) Reserve 1<sup>st</sup> floor of ramps for transient parking
- 11) Implement employee parking permit system to be used in the ramps
- 12) Address deficiencies in barrier free parking
- 13) Change parking citations to graduated fee schedule
- 14) Implement a Safe Park program
- 15) Limit on-street parking within the downtown boundaries to two-hours for any given day with no re-parking (shuffling) to any street in the Downtown area
- 16) Add Loading Zones that can be also used by ride-share services
- 17) Change one-hour on-street parking in the Northside District to two-hour limit
- 18) Maintain alternate side parking regulations
- 19) Terminate the disadvantageous parking lease agreement between the City and a private entity for the lot at the corner of King and Front Streets and convert the restricted parking lot into a public paid parking lot
- 20) Implement option for automatic payment of monthly parking fees (EFT)
- 21) Allow neighborhoods to participate in Parking Benefit Districts (PBD)
- 22) Expand bicycle parking options
- 23) Demarcate on-street parking spaces with painted stripes. Annually review condition of all on-street, ramp stalls, no-parking and loading zones and repaint as necessary
- 24) Review revenue and expense needs to cover expense increases
- 25) In the future, consider paid on-street parking
- 26) Improve garage lighting
- 27) Improve communication to public
- 28) Update the website
- 29) Work with MTU to promote/market alternative transportation
- 30) Promote Cycling in La Crosse

One caveat from the parking recommendations is that parking deficiencies or issues did not occur overnight and won't be solved overnight. Implement of these recommendations will, in some cases, take not only a fair amount of time but also money. As such, it will be important to understand that recommendations are intended to occur over a period of time. Some recommendations will be easily done for relatively little costs whereas others will take more time and funding.



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## A – THE DOWNTOWN DISTRICT

The Downtown district with numerous commercial, dining, recreational, residential and hospitality facilities focuses a significant portion of different parking needs. Whereas the University and Gund-Mayo districts will need to accommodate residential needs along with workers and patrons to the large institutions, the needs for the downtown may be more diverse. This is because many of these patrons may be visiting more than one destination or working in the downtown and a patron of other businesses.

The boundaries for the Downtown area are La Crosse Street, Cass Street, Front Street and 7<sup>th</sup> Street encompassing 42 blocks. Within this area there are more than 9,100 parking spaces and approximately 3.3 million square feet of occupied building area with an additional 200,000 square feet of existing vacant space.

### DOWNTOWN PARKING SUPPLY

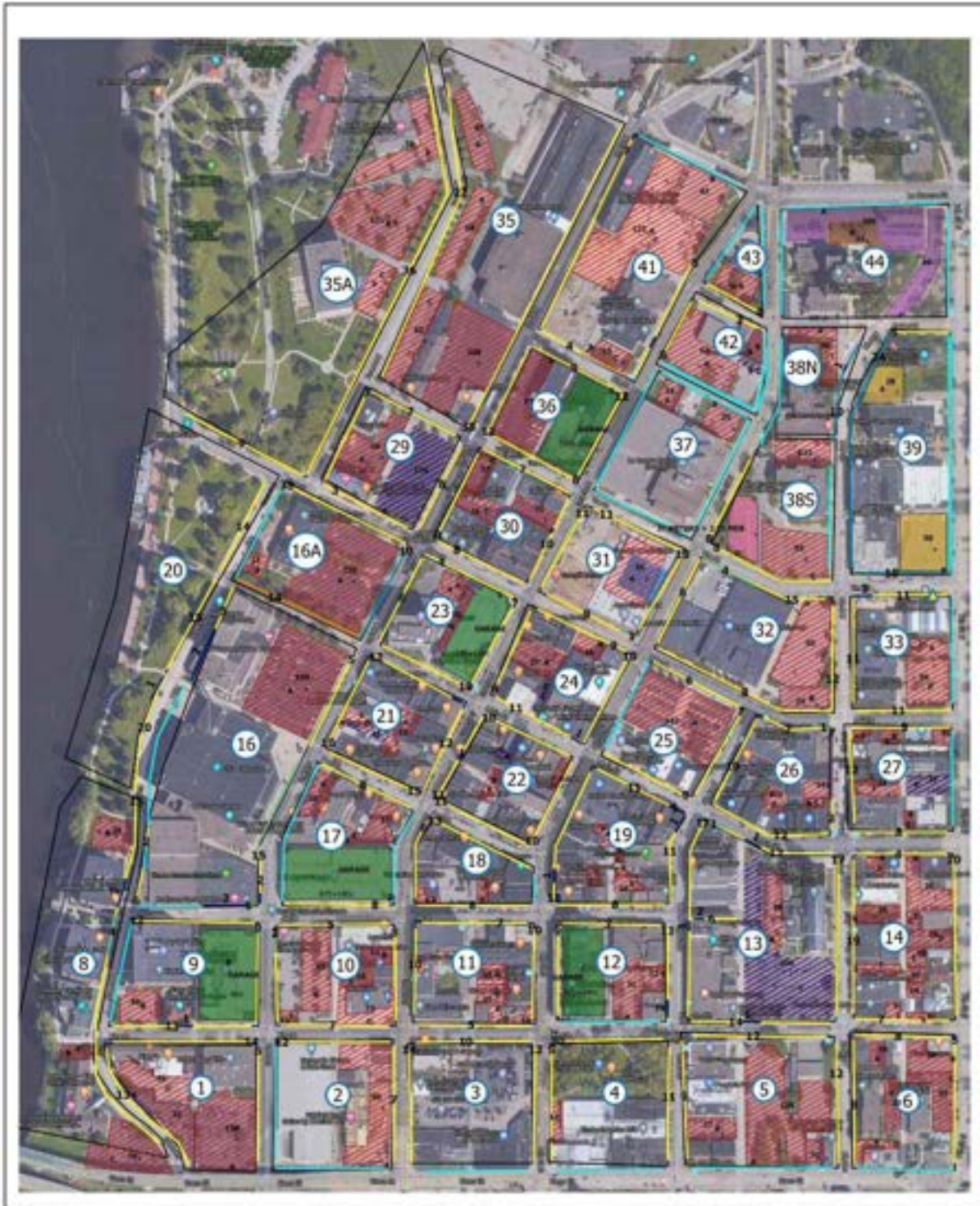
**Table DT-1** below summarizes the parking supply. The table shows combined public and private, on-street and off-street total of **9,129±** parking spaces. Privately owned, off-street parking consists of **4,367±** spaces and **7** on-street privately controlled while there are **1,324±** publicly available on-street spaces and **3,431±** public spaces combined in the parking ramps. This indicates that the City controls **52** percent of the downtown parking supply which is effectively right at Rich’s recommended benchmark that a municipality control at least 50 percent of the parking supply in order to facilitate a more walkable environment.

**Table DT-1** Downtown Total Parking Supply

LA CROSSE DOWNTOWN TOTAL PARKING SUPPLY			
<b>Public Parking Supply</b>			
	On-Street	1,324	15%
	Off-Street	3,431	48%
	<b>Public Parking Totals</b>	<b>4,755</b>	<b>52%</b>
<b>Private Parking Supply</b>			
	On-Street	7	0%
	Off-Street	4,367	48%
	<b>Private Parking Totals</b>	<b>4,374</b>	<b>48%</b>
<b>Total Parking Supply</b>		<b>9,129</b>	<b>100%</b>

**Map 1** on the following page provides a spatial view of the Downtown study district indicating the current parking supply. **Table DT-2** on pages 3 through 5 shows the allocation of private and public on-street and off-street parking per block within the Downtown district. **The on and off-street detail sheets are in the appendix of this report.**







<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p> 	<p><b>LEGEND:</b></p> <p>Study Area: [Yellow dashed line]</p> <p>Downtown--On Street</p> <ul style="list-style-type: none"> <li>15 Minute - Free</li> <li>2hr 8am-6pm / 1hr 2am - 8am</li> <li>30 Min / 1 hour</li> <li>Metered</li> <li>Pay to Park</li> <li>Private On-Street</li> <li>Unsigned / Free</li> <li>No Parking</li> </ul>		<p>Downtown--Off Street</p> <ul style="list-style-type: none"> <li>Private</li> <li>Public</li> <li>College</li> <li>Meters/ 15 Min</li> <li>City Employee</li> <li>60 Min Visitor</li> <li>Dealer</li> <li>Permit</li> </ul>		<p>Sheet Title: <b>PARKING SUPPLY</b> DOWNTOWN DISTRICT</p> <p>MAP 1</p> <p>BLOCK FACE / BLOCK BARREL</p> 
	<p>Private</p> <p>Public</p> <p>College</p> <p>Meters/ 15 Min</p> <p>City Employee</p> <p>60 Min Visitor</p> <p>Dealer</p> <p>Permit</p>				

Table DT-2 Downtown Supply by Block

Blk#	1	2	3	4	5	6	8	9	10	11	12	13	14	16/A	17
<b>Public On-Street Supply</b>															
Unsigned / Free	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Private On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	1	0	15	0
2hr 8am-6pm / 1hr 2am - 8am	33	19	36	46	33	21	15	32	24	32	25	64	40	57	16
30 Min / 1 hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Metered	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
15 min/ Bus / Loading Zone	0	0	0	0	0	0	4	0	3	0	0	1	0	0	0
Barrier Free	0	0	0	0	0	0	2	1	0	0	2	5	0	5	0
<b>Total Public</b>	<b>33</b>	<b>19</b>	<b>36</b>	<b>46</b>	<b>33</b>	<b>21</b>	<b>21</b>	<b>33</b>	<b>27</b>	<b>32</b>	<b>27</b>	<b>71</b>	<b>40</b>	<b>88</b>	<b>16</b>
<b>Private On-Street Supply</b>															
Private On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>															
Reg	0	0	0	0	0	0	0	903	0	0	171	0	0	0	501
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Permit	0	0	0	0	0	0	0	0	0	0	464	0	0	0	347
Electric Charge Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Storage / Utility	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
<b>Total Public</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>903</b>	<b>0</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>893</b>
<b>Private Off-Street Supply</b>															
Reg	212	90	0	12	158	106	106	31	114	47	137	24	151	353	41
Barrier Free	5	4	0	0	9	3	6	1	4	0	2	6	2	12	3
Permit	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0
Meters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Min / or LZ	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
<b>Total Private</b>	<b>217</b>	<b>94</b>	<b>0</b>	<b>12</b>	<b>167</b>	<b>109</b>	<b>112</b>	<b>32</b>	<b>118</b>	<b>47</b>	<b>139</b>	<b>230</b>	<b>155</b>	<b>365</b>	<b>44</b>
<b>Summary Totals</b>	<b>250</b>	<b>113</b>	<b>36</b>	<b>58</b>	<b>200</b>	<b>130</b>	<b>133</b>	<b>968</b>	<b>145</b>	<b>79</b>	<b>801</b>	<b>301</b>	<b>195</b>	<b>453</b>	<b>953</b>

Table DT-2 – continued ...

**La Crosse Downtown Supply by Block**

Blk#	18	19	20	21	22	23	24	25	26	27	29	30	31	32	33
<b>Public On-Street Supply</b>															
Unsigned / Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Private On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Minute - Free	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
2hr 8am-6pm / 1hr 2am - 8am	27	41	47	49	42	27	38	22	30	25	25	32	39	39	22
30 Min / 1 hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Metered	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15 min/ Bus / Loading Zone	0	1	0	0	1	0	0	0	0	0	0	0	2	4	0
Barrier Free	0	2	0	1	0	0	1	0	0	0	0	0	0	0	3
<b>Total Public</b>	<b>27</b>	<b>45</b>	<b>47</b>	<b>50</b>	<b>43</b>	<b>27</b>	<b>39</b>	<b>22</b>	<b>36</b>	<b>25</b>	<b>25</b>	<b>32</b>	<b>41</b>	<b>43</b>	<b>33</b>
<b>Private On-Street Supply</b>															
Private On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>															
Reg	0	0	0	0	0	370	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Electric Charge Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Snow Storage / Utility	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>															
Reg	15	28	0	22	14	19	43	143	26	51	68	73	91	117	77
Barrier Free	0	0	0	0	0	1	0	2	0	1	3	1	5	4	0
Permit	0	0	0	18	7	0	2	0	0	27	174	0	0	0	0
Meters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Min / or LZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>15</b>	<b>28</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>20</b>	<b>45</b>	<b>145</b>	<b>26</b>	<b>79</b>	<b>245</b>	<b>74</b>	<b>96</b>	<b>121</b>	<b>77</b>
<b>Summary Totals</b>	<b>42</b>	<b>73</b>	<b>47</b>	<b>90</b>	<b>64</b>	<b>442</b>	<b>84</b>	<b>167</b>	<b>62</b>	<b>104</b>	<b>270</b>	<b>106</b>	<b>137</b>	<b>164</b>	<b>110</b>

Table DT-2 – continued ...

**La Crosse Downtown Supply by Block**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	35	35A	36	37	38N	38S	39	41	42	43	44	Totals	% of Total
<b>Public On-Street Supply</b>													
Unsigned / Free	0	0	0	0	0	0	0	0	0	0	0	1	0.0%
Private On-Street	0	0	0	0	0	0	0	7	0	0	0	7	0.1%
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	20	0.2%
2hr 8am-6pm / 1hr 2am - 8am	57	45	35	0	0	16	5	19	11	4	0	1,190	13.0%
30 Min / 1 hour	0	0	0	0	0	0	0	0	0	0	0	3	0.0%
Metered	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Pay to Park	0	0	0	0	10	0	34	0	0	0	0	62	0.7%
15 min/ Bus / Loading Zone	0	0	0	0	0	0	0	0	0	0	0	16	0.2%
Barrier Free	0	0	0	0	1	0	0	2	0	0	0	25	0.3%
<b>Total Public</b>	<b>57</b>	<b>45</b>	<b>35</b>	<b>0</b>	<b>11</b>	<b>16</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1,324</b>	<b>14.5%</b>
<b>Private On-Street Supply</b>													
Private On-Street	0	0	0	0	0	0	0	7	0	0	0	7	0.1%
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0.1%</b>
<b>Public Off-Street Supply</b>													
Reg	0	0	77	0	0	0	0	0	0	0	0	2,022	22.1%
Cycle	0	0	0	0	0	0	0	0	0	0	0	5	0.1%
Barrier Free	0	0	12	0	0	0	0	0	0	0	0	40	0.4%
Permit	0	0	492	0	0	0	0	0	0	0	0	1,303	14.3%
Electric Charge Station	0	0	1	0	0	0	0	0	0	0	0	1	0.0%
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	1	0.0%
Snow Storage / Utility	0	0	23	0	0	0	0	0	0	0	0	59	0.6%
<b>Total Public</b>	<b>0</b>	<b>0</b>	<b>605</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,431</b>	<b>37.6%</b>
<b>Private Off-Street Supply</b>													
Reg	335	200	87	41	40	126	78	179	75	30	187	3,747	41.0%
Barrier Free	7	13	3	1	1	10	6	6	0	0	4	125	1.4%
Permit	0	0	0	0	0	0	0	0	8	0	0	436	4.8%
Meters	0	0	0	0	0	37	0	0	15	0	0	52	0.6%
15 Min / or LZ	0	0	3	0	0	2	0	0	0	0	0	7	0.1%
<b>Total Private</b>	<b>342</b>	<b>213</b>	<b>93</b>	<b>42</b>	<b>41</b>	<b>175</b>	<b>84</b>	<b>185</b>	<b>98</b>	<b>30</b>	<b>191</b>	<b>4,367</b>	<b>47.8%</b>
<b>Summary Totals</b>	<b>399</b>	<b>258</b>	<b>733</b>	<b>42</b>	<b>52</b>	<b>191</b>	<b>123</b>	<b>220</b>	<b>109</b>	<b>34</b>	<b>191</b>	<b>9,129</b>	<b>100.0%</b>



Analysis of the summary parking detail, as provided in [Table DT-2](#) above, shows 1,303 public off-street spaces are permitted (at a cost that ranges \$42.00 per month up to \$100 per month for a special reserved space) while just 62 on-street spaces are pay-to-park. The free on-street parking is limited to two hours. There are also 2,022 “regular” spaces within the parking garages that allow the first three hours of free parking after which it becomes \$1.00 per hour during the day but which all become free parking after 6:00 pm. The system requires that all patrons must register the license plate of their vehicle when parking which starts the clock on the three hours of free parking. Thus, someone moving from one location to another presumably does not start a fresh three hours. Combined between the permit, pay-to-park on-street spaces and “regular” spaces means that potentially 71 percent of the public spaces are paid but given the likelihood that many of the 2,022 “regular” spaces will have patrons parking for less than three hours and thus parking for free means that, in reality, the percentage of paid spaces is much lower.

The importance of this is that effectively a smaller number of spaces are responsible for generating the necessary parking revenue to operate the system.

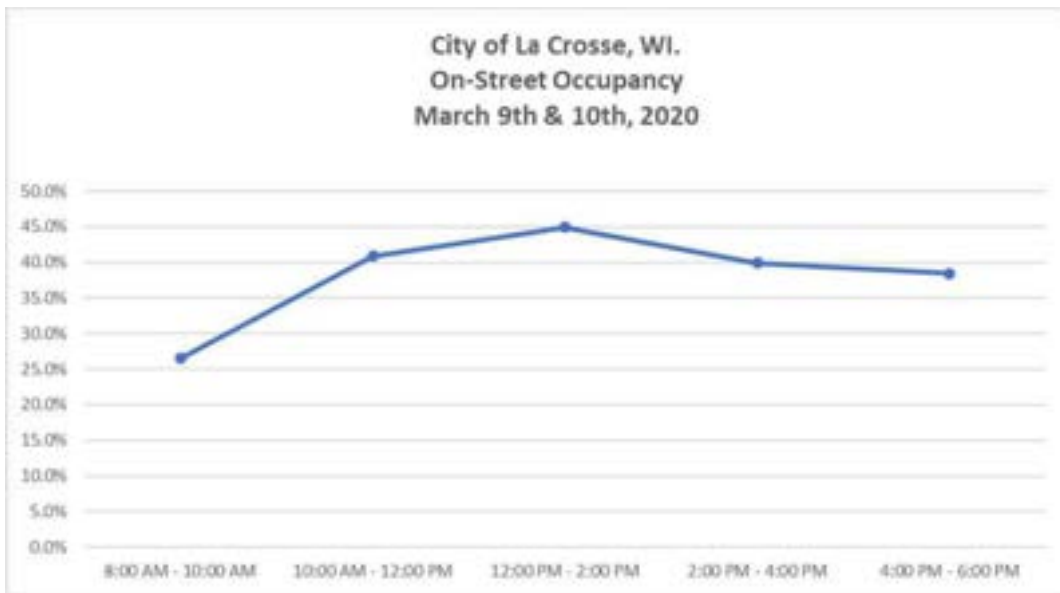
#### **PARKING UTILIZATION ANALYSIS**

Another critical component of the assessment is a review as to how the available parking supply within the downtown is actually being used. This was accomplished by having City enforcement staff using the enforcement vehicles and their license plate recognition capability review the on-street parking while Rich & Associates staff recorded the occupancy in much of the off-street capacity within the downtown.

The original intent was to accomplish the various utilization counts in all four study districts in October 2019. The plan was for the on-street counts to be conducted by the City on the same dates that the off-street counts were conducted by Rich staff. However, once the data was collected and analyzed, it was determined that on-street counts were not as consistently collected as necessary. Therefore, the on-street counts were repeated for the Downtown, University and Northside districts in early March 2020. The Downtown and University district counts were each completed over two days with a north-end loop on one day and a south-end of each study area on the next day. It is being assumed that the composite occupancy for off-street parking as observed in October and the on-street counts conducted in March when combined can still represent “typical” downtown parking patterns.

#### On-Street Parking Counts

For the on-street spaces, the observations included 1,113± of the 1,331 total on-street spaces which means that 84 percent of the on-street supply was observed. This data demonstrated by **Figure DT-1** on the following page shows that at peak time (12:00 noon – 2:00 pm) that 45 percent of the on-street parking supply was occupied.



**Figure DT-1** On-Street Occupancy – March 9<sup>th</sup> & 10<sup>th</sup>, 2020

**Table DT-3** on the following page shows the results of the on-street occupancy counts.

Table DT-3- Downtown On-Street Occupancy

Block	Capacity	8:00 AM		10:00 AM		12:00 PM		2:00 PM		4:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
1A	14		0.0%		0.0%	5	35.7%		0.0%		0.0%
1B	6	1	16.7%	6	100.0%	6	100.0%		0.0%	1	16.7%
1D	13	1	7.7%		0.0%	1	7.7%	1	7.7%		0.0%
2B	7		0.0%	1	14.3%		0.0%		0.0%		0.0%
3B	12		0.0%	1	8.3%		0.0%	5	41.7%	2	16.7%
3D	14	4	28.6%	1	7.1%		0.0%	1	7.1%	2	14.3%
4B	11	2	18.2%	2	18.2%	8	72.7%	6	54.5%	8	72.7%
5A	12	2	16.7%	6	50.0%	5	41.7%	4	33.3%	10	83.3%
5B	12	2	16.7%	2	16.7%	2	16.7%	2	16.7%	1	8.3%
5D	9	5	55.6%		0.0%	1	11.1%	3	33.3%	4	44.4%
6A	8		0.0%	7	87.5%	2	25.0%		0.0%	2	25.0%
6B	5		0.0%	5	100.0%	5	100.0%	1	20.0%	5	100.0%
6D	8	2	25.0%	1	12.5%	7	87.5%	5	62.5%	2	25.0%
8B	21	5	23.8%	9	42.9%	8	38.1%	4	19.0%	5	23.8%
9A	12	3	25.0%		0.0%	2	16.7%	4	33.3%	5	41.7%
9B	9	1	11.1%	4	44.4%		0.0%	2	22.2%	1	11.1%
9C	12	1	8.3%		0.0%	4	33.3%		0.0%		0.0%
10A	5		0.0%		0.0%	2	40.0%		0.0%	2	40.0%
10B	8	1	12.5%	4	50.0%	5	62.5%	4	50.0%	4	50.0%
11A	7	3	42.9%	3	42.9%	5	71.4%		0.0%	3	42.9%
11B	10	2	20.0%	4	40.0%	3	30.0%	3	30.0%	5	50.0%
11C	5		0.0%		0.0%	1	20.0%	1	20.0%		0.0%
11D	10	3	30.0%	6	60.0%	2	20.0%	7	70.0%	3	30.0%
12A	7	2	28.6%	4	57.1%	3	42.9%	6	85.7%	2	28.6%
12B	11	3	27.3%	11	100.0%	7	63.6%	7	63.6%	6	54.5%
12D	9		0.0%	4	44.4%	7	77.8%	6	66.7%	4	44.4%
13A	13	5	38.5%	11	84.6%	7	53.8%	7	53.8%	4	30.8%
13B	17	1	5.9%	5	29.4%	9	52.9%	2	11.8%	4	23.5%
13C	15	4	26.7%	6	40.0%	5	33.3%	10	66.7%	7	46.7%
13D	17	13	76.5%	1	5.9%	9	52.9%	12	70.6%	11	64.7%
14A	4	4	100.0%	3	75.0%	4	100.0%	2	50.0%	2	50.0%
14B	10		0.0%		0.0%		0.0%	2	20.0%	3	30.0%
14C	7	3	42.9%	3	42.9%		0.0%	3	42.9%	2	28.6%
14D	19	3	15.8%	4	21.1%	10	52.6%	7	36.8%	7	36.8%
16B	33	2	6.1%	3	9.1%	6	18.2%	5	15.2%	5	15.2%
16D	13	1	7.7%	5	38.5%	3	23.1%	4	30.8%	5	38.5%
17A	8	1	12.5%	2	25.0%		0.0%	7	87.5%	5	62.5%
17C	8		0.0%		0.0%	2	25.0%		0.0%	3	37.5%
18A	13	6	46.2%	5	38.5%	8	61.5%	13	100.0%	6	46.2%
18C	8	3	37.5%	3	37.5%	6	75.0%		0.0%	4	50.0%
18D	6	1	16.7%	3	50.0%	4	66.7%	6	100.0%	4	66.7%
19A	12	2	16.7%	6	50.0%	5	41.7%	5	41.7%	2	16.7%
19B	12	6	50.0%	12	100.0%	8	66.7%	8	66.7%	10	83.3%
19C	8	2	25.0%	6	75.0%	6	75.0%	2	25.0%	3	37.5%
19D	13	5	38.5%	7	53.8%	10	76.9%	13	100.0%	7	53.8%
20B	47	3	6.4%	5	10.6%	7	14.9%	5	10.6%	2	4.3%
21A	13		0.0%	9	69.2%	3	23.1%		0.0%	1	7.7%
21B	12	3	25.0%	7	58.3%	8	66.7%		0.0%	7	58.3%
21C	15		0.0%	2	13.3%		0.0%	1	6.7%		0.0%
21D	10	2	20.0%	4	40.0%	4	40.0%	10	100.0%	10	100.0%
22A	10	5	50.0%	10	100.0%	9	90.0%		0.0%	7	70.0%
22B	10	1	10.0%	8	80.0%	9	90.0%		0.0%	6	60.0%
22C	11	4	36.4%	5	45.5%	10	90.9%	1	9.1%		0.0%
22D	12	1	8.3%	2	16.7%	7	58.3%	6	50.0%	1	8.3%
23B	7	3	42.9%	6	85.7%	7	100.0%	7	100.0%	6	85.7%
23C	10	10	100.0%	7	70.0%	6	60.0%	10	100.0%	10	100.0%
24A	9	5	55.6%	4	44.4%	6	66.7%	8	88.9%	5	55.6%
24B	10		0.0%	5	50.0%	9	90.0%	5	50.0%	7	70.0%
24C	12	5	41.7%	8	66.7%	8	66.7%	11	91.7%	6	50.0%
24D	8	2	25.0%		0.0%	6	75.0%	6	75.0%	5	62.5%
25A	6	2	33.3%	1	16.7%	1	16.7%	2	33.3%	4	66.7%
25B	7	1	14.3%	4	57.1%	7	100.0%	5	71.4%	4	57.1%
25C	9	1	11.1%	6	66.7%	3	33.3%	2	22.2%	4	44.4%
26A	7	3	42.9%	7	100.0%	2	28.6%	1	14.3%	2	28.6%
26B	7	2	28.6%	3	42.9%	7	100.0%	5	71.4%	2	28.6%
26C	12	4	33.3%	11	91.7%	7	58.3%	5	41.7%	6	50.0%
26D	10	1	10.0%	5	50.0%	4	40.0%	5	50.0%	5	50.0%
27A	5		0.0%	2	40.0%		0.0%	2	40.0%	4	80.0%
27D	12	3	25.0%	5	41.7%	5	41.7%	2	16.7%	3	25.0%
29B	10	5	50.0%	5	50.0%		0.0%	2	20.0%	4	40.0%
29C	8	8	100.0%	8	100.0%	6	75.0%		0.0%	1	12.5%
29D	8	1	12.5%	2	25.0%	6	75.0%	4	50.0%	2	25.0%
30A	6	7	116.7%	7	116.7%	7	116.7%	7	116.7%	7	116.7%
30B	10	5	50.0%	6	60.0%	8	80.0%	8	80.0%	7	70.0%
30C	8	3	37.5%	6	75.0%	8	100.0%	8	100.0%	4	50.0%
30D	8	4	50.0%	3	37.5%	2	25.0%	6	75.0%	4	50.0%
31B	10	2	20.0%	6	60.0%	6	60.0%	7	70.0%	6	60.0%
31C	9	5	55.6%	3	33.3%	5	55.6%	4	44.4%	4	44.4%
31D	11	6	54.5%		0.0%	7	63.6%	8	72.7%	9	81.8%
32A	15	15	100.0%	13	86.7%	9	60.0%	13	86.7%	8	40.0%
32B	12		0.0%	5	41.7%	2	16.7%	3	25.0%	6	50.0%
32C	8		0.0%	6	75.0%	2	25.0%	1	12.5%		0.0%
32D	8	1	12.5%	4	50.0%	7	87.5%	7	87.5%	3	37.5%
33A	11	7	63.6%	8	72.7%	8	72.7%	8	72.7%	4	36.4%
33C	11	2	18.2%	4	36.4%	2	18.2%	3	27.3%	2	18.2%
33D	11	7	63.6%	9	81.8%	11	100.0%	11	100.0%	11	100.0%
35B	35		0.0%	4	11.4%	4	11.4%	2	5.7%	1	2.9%
35D	22	14	63.6%	16	72.7%	19	86.4%	17	77.3%	16	72.7%
36A	9	1	11.1%		0.0%	2	22.2%	2	22.2%	1	11.1%
36B	12	2	16.7%	6	50.0%	10	83.3%	6	50.0%	8	66.7%
36D	8	8	100.0%	5	62.5%	8	100.0%	1	12.5%	4	50.0%
39D	7	7	100.0%	7	100.0%	7	100.0%	7	100.0%	7	100.0%
41B	10	1	10.0%		0.0%	2	20.0%		0.0%	2	20.0%
41C	11	1	9.1%		0.0%		0.0%	1	9.1%		0.0%
42D	8		0.0%		0.0%		0.0%		0.0%	3	37.5%
16AA	10	1	10.0%	5	50.0%	3	30.0%	6	60.0%	10	100.0%
16AB	6	1	16.7%	2	33.3%	5	83.3%	6	100.0%	1	16.7%
35AB	12	12	100.0%	12	100.0%	12	100.0%	12	100.0%	12	100.0%
38NB	11		0.0%	4	36.4%		0.0%		0.0%		0.0%
38SD	24	3	12.5%	7	29.2%	4	16.7%	5	20.8%	5	20.8%
TOTAL	1,113	295	26.5%	455	40.9%	500	44.9%	444	39.9%	428	38.5%



Off-Street Parking Counts

In addition to the on-street occupancy counts conducted by City staff, Rich & Associates staff recorded the periodic occupancy in the majority of the off-street parking locations throughout Downtown La Crosse. These counts were similarly conducted every two hours. However, the original schedule had both the on-street and off-street counts coordinated for similar days in October 2019. Therefore, while the on-street counts were repeated in March 2020, the off-street occupancy counts are based on October data with the intent of combining the on-street and off-street into a composite day.

One difference between the on-street counts conducted and the off-street counts is the categorization of the types of spaces. While with on-street parking, the vast majority (all but seven spaces) are considered public parking. In the case of off-street parking, the only spaces that fit the definition of public parking which means someone can park there and go to any destination are the City’s five parking ramps. All other off-street spaces are privately controlled which means anyone parking in these spaces are subject to the regulations and restrictions of the property owner.

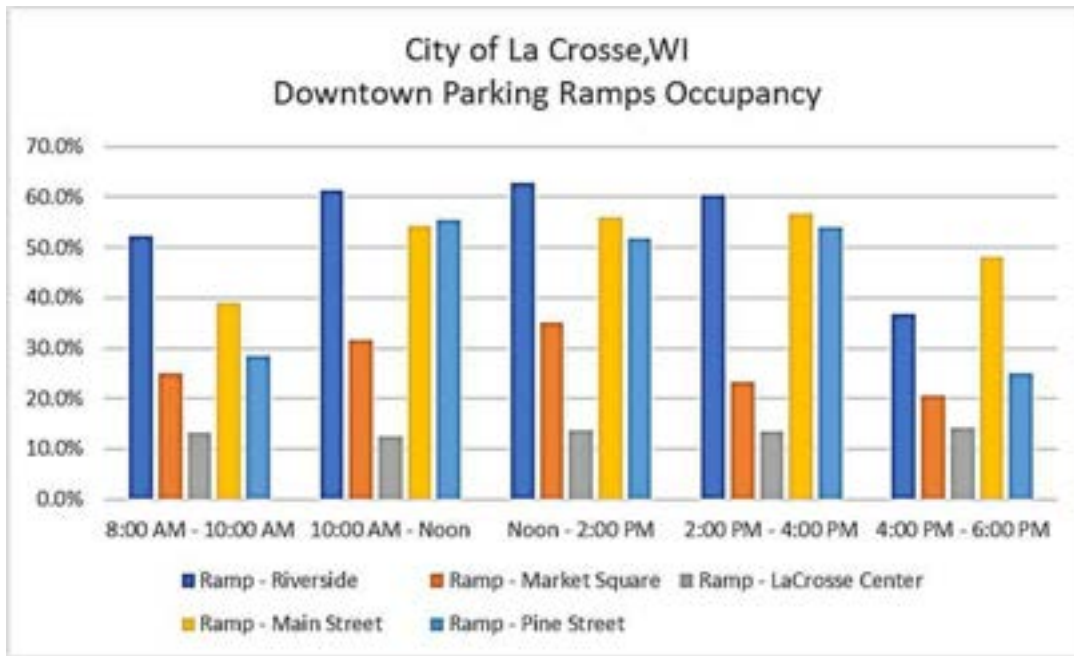
Public Off-Street

**Figure DT-2** below shows that the publicly available off-street parking which is all located in one of the five parking ramps around downtown was only about 40 percent occupied between about 10:00 am until 4:00 pm. When considered in the combination with the on-street parking as shown in the figure above, which itself was only about 45 percent full at peak time, patrons should not have an issue with being able to find an available public parking space.



**Figure DT-2** Public Off-Street Parking Occupancy

With all of the publicly available off-street parking only available in one of the five parking ramps around the downtown, **Figure DT-3** below shows the comparison of the observed occupancy in each facility. The Riverside Ramp had the highest achieved occupancy at just over 60 percent of the ramp capacity occupied. The La Crosse Center Ramp was the least used at just about 15 percent maximum occupancy. The Main and Pine Street ramps were only about half full during the peak hours of the day.



**Figure DT-3** Downtown Parking Ramps Occupancy

Table DT-4 below shows the occupancy in the five city public parking ramps.

**Table DT-4** Downtown Public Parking Ramps Occupancy

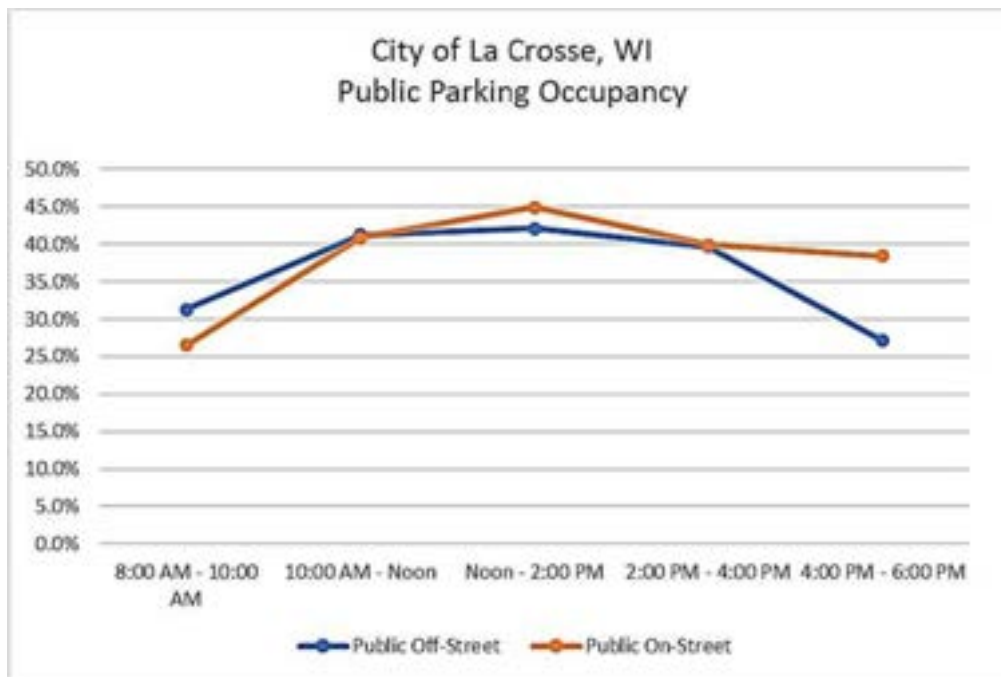
Block	Description	TYP E	PB or PV	Spaces	8:00 AM - 10:00 AM	10:00 AM - Noon	Noon - 2:00 PM	2:00 PM - 4:00 PM	4:00 PM - 6:00 PM					
9	Ramp - Riverside	OC	PB	903	471	52.2%	554	61.4%	567	62.8%	545	60.4%	332	36.8%
12	Ramp - Market Square	OC	PB	635	159	25.0%	200	31.5%	222	35.0%	147	23.1%	130	20.5%
17	Ramp - LaCrosse Center	OC	PB	893	117	13.1%	112	12.5%	122	13.7%	120	13.4%	127	14.2%
23	Ramp - Main Street	OC	PB	395	154	39.0%	214	54.2%	221	55.9%	224	56.7%	190	48.1%
36	Ramp - Pine Street	OC	PB	605	172	28.4%	336	55.5%	313	51.7%	326	53.9%	151	25.0%
				<b>3431</b>	<b>1073</b>	<b>31.3%</b>	<b>1416</b>	<b>41.3%</b>	<b>1445</b>	<b>42.1%</b>	<b>1362</b>	<b>39.7%</b>	<b>930</b>	<b>27.1%</b>

**Total Public Parking**

As **Table DT-5** and **Figure DT-4** below demonstrates at peak time (12:00 pm – 2:00 pm) less than 50 percent of the available public spaces within the downtown were occupied at peak time.

**Table DT-5** Public Parking Occupancy

Type	Number Spaces Observed	8:00 AM 10:00 AM	10:00 AM 12:00 PM	12:00 PM 2:00 PM	2:00 PM 4:00 PM	4:00 PM 6:00 PM
Public Off-Street	3,431	31.3%	41.3%	42.1%	39.7%	27.1%
Public On-Street	1,113	26.5%	40.9%	44.9%	39.9%	38.5%
Total Public	4,544	30.1%	41.2%	42.8%	39.7%	29.9%

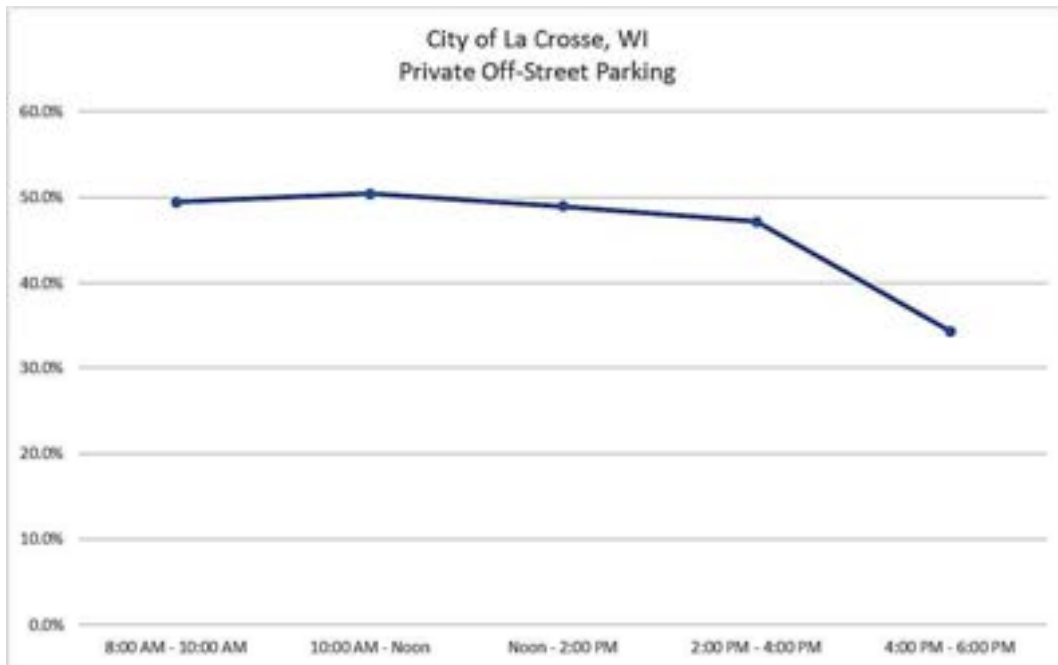


**Figure DT-4** Public Parking Occupancy

**Private Parking**

As was noted in **Table DT-2**, nearly half the parking supply within the downtown is privately controlled. Private parking is defined as that parking that is intended only for the use of patrons or staff of a particular entity or business. Under this definition, even spaces surrounding City Hall are considered “private” as they are generally restricted to City staff or vehicles or for visitors to City Hall.

As illustrated in **Figure DT-5** below, the proportion of private off-street spaces occupied within downtown La Crosse at 50 percent is only slightly higher than the public portion which peaked at about 43 percent of the observed spaces occupied. Both the public off-street and private off-street spaces showed a relatively sharp drop in parking utilization between 4:00 pm and 6:00 pm. Of course, some private parking areas will experience significantly higher occupancies above the 50 percent overall occupancy rate, shown by the chart which could mean patrons or staff of these businesses or locations may instead choose to use public on or off-street parking. However, the occupancy rates for this type of parking shows that capacity is available.



**Figure DT-5** Private Off-Street Parking

**Table DT-6** on the following page shows the results of the occupancy counts conducted of the private off-street parking locations.

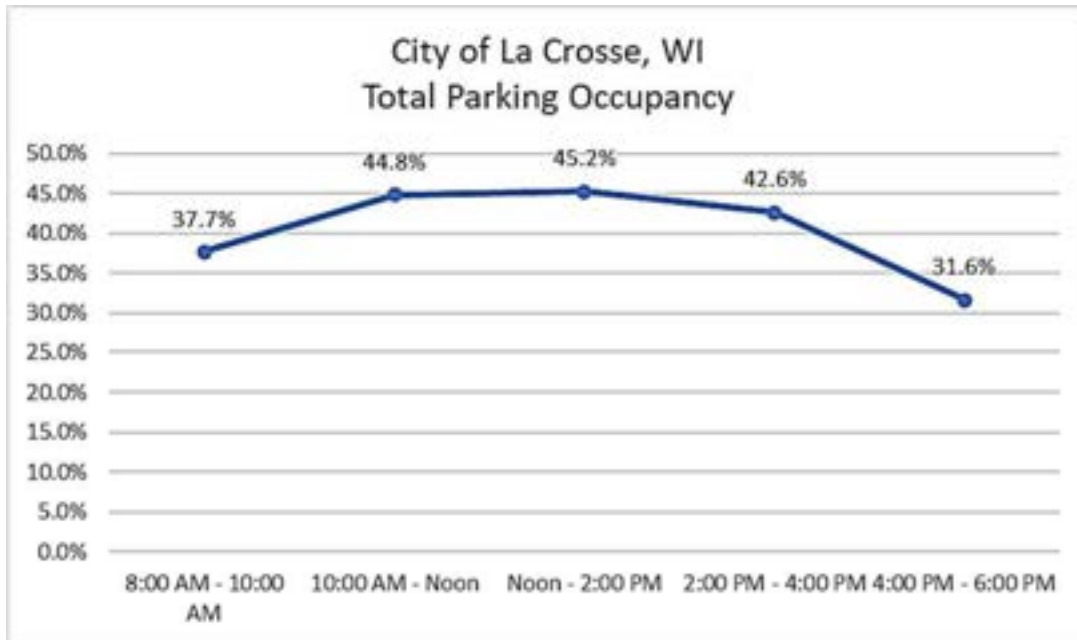


Table DT-6 Private Off-Street Parking Occupancy Results

Block	Description				8:00 AM - 10:00 AM		10:00 AM - Noon		Noon - 2:00 PM		2:00 PM - 4:00 PM		4:00 PM - 6:00 PM	
		TYPE	PB or PV	Spaces	Occup.	Pct.	Occup.	Pct.	Occup.	Pct.	Occup.	Pct.	Occup.	Pct.
1	Lot C - Kaplan - Permit Pkg - Courtyard Marriot	OC	PV	46	34	73.9%	37	80.4%	36	78.3%	35	76.1%	20	43.5%
1	Lot B - River Crossing Sq.	OC	PV	137	65	47.4%	62	45.3%	72	52.6%	72	52.6%	49	35.8%
1	Lot A - Piggy's Restaurant	OC	PV	34	6	17.6%	7	20.6%	16	47.1%	4	11.8%	7	20.6%
2	Lot A - Fairfield Inn	OC	PV	94	27	28.7%	18	19.1%	11	11.7%	13	13.8%	25	26.6%
5	Lot B - Wells Fargo	OC	PV	128	48	37.5%	44	34.4%	50	39.1%	42	32.8%	41	32.0%
6	Lot C - Social Security Bldg	OC	PV	40	27	67.5%	16	40.0%	25	62.5%	25	62.5%	9	22.5%
35A	Lot A - Grand Stay	OC	PV	73	26	35.6%	17	23.3%	9	12.3%	8	11.0%	17	23.3%
35A	Lot B - Century Link Office Building	OC	PV	130	70	53.8%	94	72.3%	93	71.5%	92	70.8%	63	48.5%
35A	Lot C - Century Link Office Building	OC	PV	10	0	0.0%	2	20.0%	1	10.0%	1	10.0%	2	20.0%
8	Lot A - The Waterfront Restaurant and Tavern	OC	PV	31	10	32.3%	15	48.4%	16	51.6%	17	54.8%	23	74.2%
8	Lot B - Courtyard (N Lot)	OC	PV	8	7	87.5%	7	87.5%	8	100.0%	7	87.5%	6	75.0%
8	Lot C - Courtyard (S Lot)	OC	PV	73	41	56.2%	40	54.8%	41	56.2%	40	54.8%	25	34.2%
9	Lot A - The Pumphouse / Piggys Restaurant	OC	PV	32	4	12.5%	9	28.1%	20	62.5%	9	28.1%	26	81.3%
10	Lot A - Hilton Home 2	OC	PV	63	29	46.0%	22	34.9%	18	28.6%	24	38.1%	28	44.4%
10	Lot E - Hilton Home 2	OC	PV	13	9	69.2%	8	61.5%	7	53.8%	5	38.5%	6	46.2%
16	Lot A - 100 Harborview	OC	PV	156	145	92.9%	155	99.4%	139	89.1%	154	98.7%	116	74.4%
17	Lot C - Subway	OC	PV	17	1	5.9%	1	5.9%	7	41.2%	1	5.9%	1	5.9%
19	Lot A - Fuel Good Nutrition	OC	PV	7	4	57.1%	2	28.6%	4	57.1%	2	28.6%	4	57.1%
19	Lot B - Anytime Fitness	OC	PV	4	6	150.0%	5	125.0%	6	150.0%	5	125.0%	5	125.0%
19	Lot C - Metre	OC	PV	4	4	100.0%	4	100.0%	2	50.0%	4	100.0%	2	50.0%
19	Lot D - 10 Best Photographers	OC	PV	10	4	40.0%	3	30.0%	7	70.0%	5	50.0%	3	30.0%
23	Lot A - US Bank	OC	PV	10	1	10.0%	3	30.0%	2	20.0%	4	40.0%	3	30.0%
23	Lot B - Alley Parking	OC	PV	10	3	30.0%	8	80.0%	7	70.0%	8	80.0%	9	90.0%
24	Lot A - Vendi Advertising	OC	PV	16	14	87.5%	16	100.0%	14	87.5%	14	87.5%	6	37.5%
24	Lot B - Verve Bank	OC	PV	27	19	70.4%	19	70.4%	20	74.1%	18	66.7%	21	77.8%
25	Lot A - State Bank	OC	PV	145	74	51.0%	91	62.8%	90	62.1%	86	59.3%	67	46.2%
29	Lot A - Trust Point	OC	PV	71	52	73.2%	52	73.2%	46	64.8%	41	57.7%	37	52.1%
29	Lot B - Charmant	OC	PV	174	59	33.9%	72	41.4%	66	37.9%	62	35.6%	62	35.6%
30	Lot A - Apts.	OC	PV	27	14	51.9%	16	59.3%	16	59.3%	15	55.6%	14	51.9%
30	Lot C - Electric Co.	OC	PV	24	8	33.3%	7	29.2%	5	20.8%	5	20.8%	9	37.5%
31	Lot A - The Residence at Belle Sq.	OC	PV	96	49	51.0%	48	50.0%	49	51.0%	39	40.6%	10	10.4%
32	Lot A - Post Office	OC	PV	95	79	83.2%	78	82.1%	76	80.0%	60	63.2%	30	31.6%
32	Lot B - Post Office	OC	PV	26	10	38.5%	11	42.3%	10	38.5%	11	42.3%	2	7.7%
33	Lot A - County Parking - Admin Bldg	OC	PV	56	49	87.5%	46	82.1%	34	60.7%	45	80.4%	5	8.9%
35	Lot C - Freighthouse	OC	PV	64	2	3.1%	7	10.9%	2	3.1%	0	0.0%	1	1.6%
35	Lot B - Freighthouse	OC	PV	68	3	4.4%	4	5.9%	5	7.4%	4	5.9%	3	4.4%
35	Lot D - Landmark Bldg.	OC	PV	163	6	3.7%	3	1.8%	6	3.7%	14	8.6%	13	8.0%
35	Lot A - Freighthouse	OC	PV	47	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
36	Lot A - 300 2nd St.	OC	PV	90	40	44.4%	55	61.1%	48	53.3%	48	53.3%	46	51.1%
41	Lot A - Hampton Inn	OC	PV	127	63	49.6%	39	30.7%	20	15.7%	20	15.7%	24	18.9%
41	Lot B - Tribune	OC	PV	42	8	19.0%	16	38.1%	17	40.5%	16	38.1%	14	33.3%
41	Lot C - Tribune	OC	PV	16	6	37.5%	12	75.0%	10	62.5%	12	75.0%	11	68.8%
44	Lot A - City Hall - Employees	OC	PV	105	86	81.9%	86	81.9%	78	74.3%	75	71.4%	32	30.5%
44	Lot - B City Hall - Visitors	OC	PV	37	17	45.9%	17	45.9%	13	35.1%	26	70.3%	19	51.4%
44	Lot C - City Hall - Employees	OC	PV	49	38	77.6%	36	73.5%	36	73.5%	36	73.5%	26	53.1%
38	Lot A- Hub On 6th	OC	PV	41	24	58.5%	22	53.7%	21	51.2%	21	51.2%	23	56.1%
38	Lot B- County Parking	OC	PV	141	133	94.3%	128	90.8%	133	94.3%	114	80.9%	24	17.0%
38	Lot C/D- County Parking	OC	PV	34	16	47.1%	8	23.5%	13	38.2%	14	41.2%	12	35.3%
<b>Total Private Off-Street</b>				<b>2,911</b>	<b>1,440</b>	<b>49.5%</b>	<b>1,468</b>	<b>50.4%</b>	<b>1,425</b>	<b>49.0%</b>	<b>1,373</b>	<b>47.2%</b>	<b>1,001</b>	<b>34.4%</b>

**Total Parking Occupancy**

The parking utilization counts serve two purposes. One is to provide a visual representation as how the parking supply is actually being used. In the case of La Crosse, the results show that only about half of the privately controlled parking supply is occupied at peak time. This is consistent with the public on-street and off-street spaces also reflecting similar conditions with about half occupancy at peak such that overall, only about one-half of the total downtown parking supply is occupied at peak time on a “typical” weekday. These results show that at this time, finding a parking space should not be an issue.



**Figure DT-6** Total Parking Occupancy

**Maps 2 through 6** on the following pages 15 through 19 demonstrate the composite parking occupancy for each two-hour observation period reflecting “typical” daily occupancy.





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>DOWNTOWN OCCUPANCY</b> <b>8-10AM</b></p>
	<p><b>MAP 2</b></p> <p>BLOCK FACE KEY: BLOCK NUMBER:  </p>	






<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p>	0%-50%	<p>Sheet Title: <b>DOWNTOWN OCCUPANCY</b></p> <p><b>10-12PM</b></p>
		51%-75%	
91%-100%	76%-90%		





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; margin-right: 5px;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; margin-right: 5px;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>DOWNTOWN OCCUPANCY</b> <b>12-2PM</b></p>
	<p><b>MAP 4</b></p> <p>BLOCK FACE KEY: BLOCK NUMBER: </p> 	





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; margin-right: 5px;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; margin-right: 5px;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>DOWNTOWN OCCUPANCY</b> <b>2-4PM</b></p>
	<p><b>MAP 5</b></p> <p>BLOCK FACE #/ BLOCK NUMBER:   <b>N</b></p>	





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>DOWNTOWN OCCUPANCY</b> <b>4-6PM</b></p>
	<p><b>MAP 6</b></p> <p>BLOCK FACE #/ BLOCK NUMBER:  </p>	

The second purpose of the parking utilization counts are to serve as a benchmark to which the parking demand can be calculated. The parking demand quantifies the amount of parking needed by various land uses and when applied on an individual block basis can indicate where demand may not be in sync with available parking supply. This comparison will be further discussed in the next section on Downtown parking land use.

**DOWNTOWN LAND USE**

As part of a combined effort between field data collection and GIS data provided by the City, Rich & Associates compiled the various types of land use existing on each block. This square footage was compared to the amount of square footage as quantified in the 2014 study. One difference was that in past studies completed by Rich, buildings may have been listed as mixed-use which were a combination of residential and commercial needs. In this effort, using City provided GIS data, Rich attempted to identify the number of residential units and separate that from the commercial square footage that occupied, in many cases, the ground floor of the building. This meant that the square footage value is significantly reduced from the values shown in 2014 because we deducted much of the mixed-use square footage and replaced it with the number of residential units. A comparison of the square footage by land-use type is shown by **Table DT-7** below.

**Table DT-7 – Land Use Comparison**

Land Use	2014 Data	2020 Data	Difference
Office	1,208,108	1,345,991	137,883
Retail	345,624	338,209	(7,415)
Mixed Use	337,540	33,946	(303,594)
Service	92,294	102,070	9,776
Medical Office	0	135,884	135,884
Restaurant	170,969	152,795	(18,174)
Bar	73,975	93,561	19,586
College	18,412	352,224	333,812
Community	22,924	76,059	53,135
Museum	30,000	30,000	0
Warehouse	216,329	195,471	(20,858)
Government	674,597	378,213	(296,384)
<b>Total SF Occupied</b>	<b>3,190,772</b>	<b>3,234,423</b>	<b>43,651</b>
Vacant SF	433,783	192,623	(241,160)
<b>Total SF</b>	<b>3,624,555</b>	<b>3,427,046</b>	<b>(197,509)</b>
Residential (Units)	587	721	134
Hotel (Rms)	602	727	125
Theater (Seats)	1,498	1,240	(258)

**Table DT-8** on the following page demonstrates the allocated land use square footage by block.



Table DT-8 Land Use Allocation by Block

Block #	OF	RT	MX	SV	MO	FD	BR	RS	CL	HT	CM	TH	MU	WH	GV	VC	Total Occupied SF	Total SF with Vacant
Block #	Office	Retail	Mixed Use	Service	Medical Office	Restaurant	Bar	Residential	College	Hotel	Community	Theater	Museum	Warehouse	Government	Vacant	Total Occupied SF	Total SF with Vacant
DT-1	40,000	0	0	0	0	24,366	0	0	0	0	0	0	0	0	0	0	64,366	64,366
DT-02	0	0	0	0	0	0	0	0	0	125	0	0	0	56,542	0	0	56,542	56,542
DT-03	0	41,072	0	0	0	0	4,040	2	0	0	7,166	0	0	1,000	0	0	54,078	54,078
DT-04	0	0	0	0	0	0	0	0	0	0	0	0	0	63,642	0	0	63,642	63,642
DT-05	31,952	25,196	0	0	0	0	0	17	0	0	0	0	0	0	0	0	57,098	57,098
DT-06	17,951	0	0	1,656	0	3,080	0	88	0	0	0	0	0	0	0	0	22,687	22,687
DT-08	207,278	0	0	0	0	0	0	0	0	72	0	450	0	0	0	0	207,278	207,278
DT-09	125,809	0	0	0	0	0	0	0	0	0	0	140	0	0	0	0	125,809	125,809
DT-10	10,792	0	0	8,406	0	9,058	0	25	0	0	0	0	0	0	0	0	28,166	28,166
DT-11	4,923	6,499	0	0	0	4,443	7,768	114	0	0	0	0	0	2,400	0	10,260	26,013	36,273
DT-12	6,416	3,580	0	1,200	0	0	2,426	64	0	0	1,249	0	0	0	0	11,194	14,871	26,065
DT-13	159,352	0	14,085	2,200	0	0	0	0	0	0	53,244	0	30,000	0	0	8,360	258,831	267,191
DT-14	66,914	2,364	0	5,268	0	0	0	17	0	0	0	0	0	0	0	10,452	74,546	84,998
DT-16	24,436	0	0	0	0	0	0	0	0	169	0	0	0	0	0	0	24,436	24,436
DT-16A	48,858	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48,858	48,858
DT-17	0	0	0	0	0	25,608	0	0	0	114	0	0	0	0	0	0	25,608	25,608
DT-18	0	8,918	0	1,194	0	9,603	8,844	13	0	0	0	0	0	12,395	0	39,553	40,954	80,507
DT-19	5,659	117,410	0	20,902	0	14,906	1,321	34	0	0	8,280	0	0	0	0	2,296	168,379	170,675
DT-20																	0	0
DT-21	3,487	37,834	0	2,616	0	18,862	21,412	23	0	0	0	0	0	20,337	0	19,134	104,548	123,681
DT-22	16,344	44,291	11,870	0	0	14,123	15,109	8	0	0	0	0	0	31,690	0	1,172	133,245	134,417
DT-23	107,530	0	0	0	0	5,918	2,600	0	0	0	0	0	0	0	0	0	116,048	116,048
DT-24	25,028	3,742	7,991	29,880	0	3,700	10,698	21	0	0	0	650	0	0	0	6,400	81,039	87,439
DT-25	43,459	8,803	0	2,234	0	0	0	0	0	0	0	0	0	0	0	13,401	54,496	67,897
DT-26	16,711	22,221	0	8,494	0	0	11,373	9	0	0	0	0	0	18,848	0	0	58,890	77,647
DT-27	19,379	16,410	0	0	0	0	0	17	17,432	0	0	0	0	0	0	5,848	53,221	59,069
DT-29	35,050	0	0	0	0	3,197	0	0	0	67	0	0	0	0	0	0	38,197	38,197
DT-30	26,724	0	0	11,938	0	0	1,190	13	0	0	0	0	0	0	0	19,064	39,858	58,862
DT-31	11,531	0	0	0	135,884	0	0	93	0	0	0	0	0	0	0	0	147,415	147,415
DT-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95,890	0	95,890	95,890
DT-33	4,160	0	0	0	0	0	0	0	12,292	0	6,120	0	0	0	41,491	0	64,063	64,063
DT-35	22,085	0	0	0	0	12,960	6,755	65	0	0	0	0	0	6,755	0	0	48,555	48,555
DT-35A	193,576	0	0	0	0	0	0	78	0	55	0	0	0	0	0	0	193,576	193,576
DT-36	37,026	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	11,102	38,026	49,128
DT-37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122,616	0	122,616	122,616
DT-38N	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0
DT-38S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,240	0	45,240	45,240
DT-39	0	0	0	0	0	0	0	0	322,500	0	0	0	0	0	0	0	322,500	322,500
DT-41	33,890	0	0	0	0	0	0	0	0	125	0	0	0	0	0	15,600	33,890	49,490
DT-42	0	0	0	5,182	0	0	0	0	0	0	0	0	0	0	0	0	5,182	5,182
DT-43	0	0	0	0	0	2,971	0	0	0	0	0	0	0	0	0	0	2,971	2,971
DT-44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72,976	0	72,976	72,976
Total	1,345,991	338,209	33,946	102,070	135,884	152,795	93,561	721	352,224	727	76,059	1,340	30,000	195,471	378,213	192,623	3,234,422	3,427,045

## Parking Demand

One aspect of the parking study that comes from the allocation of square footage to various types of use as was demonstrated by [Table DT-8](#) on the previous page is to assess the amount of parking needed on various blocks around the downtown. The current Rich & Associates methodology is to quantify the parking demand that correlates to the occupancy conditions observed.

**Table DT-9** on the next page shows amount of parking needed by land use by block using the parking generation factors shown for 2020. In some cases, it will be noted that the values being used are less than the values used previously. These lower values were *assumed* in order to derive total parking demand (4,302± spaces) that approximates the expected downtown occupancy. The occupancy tables showed that a total of 7,455± spaces were observed between the public and private on-street and off-street classifications. As [Figure DT-6](#) showed the occupancy of the spaces directly observed was only about 45 percent of the spaces that were directly observed. Translated, this means that 3,370± spaces were occupied at peak time. Also as noted, between the off-street observations conducted by Rich in October and the on-street counts conducted by City enforcement staff in March, the 7,455 spaces observed represents approximately 82 percent of the (9,129) total spaces in the downtown. This means that 1,674± spaces were not observed as part of the parking utilization counts. Therefore, if we assume that the same 45.2 percent rate of these spaces were occupied, we would expect an additional 757± parking stalls occupied. Combined these values equal 4,127± (3,370 + 757 = 4,127) spaces. This compares reasonably well with the calculated demand of 4,302 spaces shown above.

The expectation is that parking patrons do not all necessarily need or want to park right at each destination they may visit within the downtown but many will park in one spot, such as for work, and then walk to other nearby destinations such as restaurants for lunch or dinner. Similarly, patrons to shops and restaurants may park just once and then walk several blocks to another nearby destination. The parking demand as calculated for the most recent study appeared to assume the higher values since the observed occupancy was significantly less than 100 percent but the calculated demand still showed a deficit condition. While there are blocks with deficits, the strategic location of the various downtown parking garages which are well positioned helps to accommodate parking demand from buildings and businesses that do not have their own parking supply and thus must rely upon publicly provided parking.



Table DT-9 Current Demand by Block

Block #	OF Office	RT Retail	MX Mixed Use	SV Service	MO Medical Office	FD Restaurant	BR Bar	RS Residential	CL College	HT Hotel	CM Community	TH Theater	MU Museum	WH Warehouse	GV Government	VC Vacant	Total Demand
2020	1.00	0.75	1.25	1.00	1.00	2.25	0.60	0.75	1.50	0.40	0.20	0.00	1.00	0.25	1.50	0.00	
2014	2.30	1.35	1.70	1.15	1.00	4.00	2.25	1.50	2.00	0.64	1.20	0.25	1.00	0.36	2.75	0.00	
DT-1	40	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	95
DT-02	0	0	0	0	0	0	0	0	0	50	0	0	0	14	0	0	64
DT-03	0	31	0	0	0	0	2	2	0	0	1	0	0	0	0	0	37
DT-04	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16
DT-05	32	19	0	0	0	0	0	13	0	0	0	0	0	0	0	0	64
DT-06	18	0	0	2	0	7	0	66	0	0	0	0	0	0	0	0	93
DT-08	207	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	236
DT-09	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
DT-10	11	0	0	8	0	20	0	19	0	0	0	0	0	0	0	0	58
DT-11	5	5	0	0	0	10	5	86	0	0	0	0	0	1	0	0	111
DT-12	6	3	0	1	0	0	1	48	0	0	0	0	0	0	0	0	60
DT-13	159	0	18	2	0	0	0	0	0	0	11	0	30	0	0	0	220
DT-14	67	2	0	5	0	0	0	13	0	0	0	0	0	0	0	0	87
DT-16	24	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	92
DT-16A	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
DT-17	0	0	0	0	0	58	0	0	0	46	0	0	0	0	0	0	103
DT-18	0	7	0	1	0	22	5	10	0	0	0	0	0	3	0	0	48
DT-19	6	88	0	21	0	34	1	26	0	0	2	0	0	0	0	0	176
DT-20																	0
DT-21	3	28	0	3	0	42	13	17	0	0	0	0	0	5	0	0	112
DT-22	16	33	15	0	0	32	9	6	0	0	0	0	0	8	0	0	119
DT-23	108	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	122
DT-24	25	3	10	30	0	8	6	16	0	0	0	0	0	0	0	0	98
DT-25	43	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	52
DT-26	17	17	0	8	0	0	7	7	0	0	0	0	0	0	0	0	55
DT-27	19	12	0	0	0	0	0	13	26	0	0	0	0	0	0	0	71
DT-29	35	0	0	0	0	7	0	0	0	27	0	0	0	0	0	0	69
DT-30	27	0	0	12	0	0	1	10	0	0	0	0	0	0	0	0	49
DT-31	12	0	0	0	136	0	0	70	0	0	0	0	0	0	0	0	217
DT-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	0	144
DT-33	4	0	0	0	0	0	0	0	18	0	1	0	0	0	62	0	86
DT-35	22	0	0	0	0	29	4	49	0	0	0	0	0	2	0	0	106
DT-35A	194	0	0	0	0	0	0	59	0	22	0	0	0	0	0	0	274
DT-36	37	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38
DT-37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	184
DT-38N	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	15
DT-38S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	68
DT-39	0	0	0	0	0	0	0	0	484	0	0	0	0	0	0	0	484
DT-41	34	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	84
DT-42	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
DT-43	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
DT-44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	0	109
Total	1,346	254	42	102	136	344	56	541	528	291	15	0	30	49	567	0	4,302

### Parking Demand vs. Parking Supply

While the utilization counts can show where parking areas are well utilized and where they may not be, the comparison of parking demand to parking supply as done by the parking demand model can begin to show the magnitude of any parking deficits. The Rich & Associates parking demand comparison shown by **Table DT-10** on the following page demonstrates that 13 of the 42 blocks downtown have parking deficits which means that the parking supply on those blocks cannot accommodate the demand for parking on those same blocks. This is not uncommon in an urban setting and is why larger parking facilities may be constructed to accommodate this parking demand. The deficits range from as little as one space on block #3 to as many as 361± spaces short on block 39. This information is also displayed graphically by **Map 7** on page 26.

One other difference that will be noted in Table DT-10 are the two columns shown for the surplus / deficit amounts. One column shows a gross surplus of 4,827± spaces while the adjoining column shows a net figure of 3,033± spaces. The gross column compares total parking demand against total parking supply both on each block individually and for the total. The net column is designed and intended to overcome a deficiency with this calculation which assumes that surplus spaces in privately owned lots are available to anyone. In practice, private land owners typically do not make these spaces available to the general public unless their destination happens to be that business or building. The net surplus /deficit column attempts to correct for this by assigning demand on each block first to the private supply. If there are “extra” spaces, they are discounted in the calculation. This reflects a truer sense of what downtown customers may experience since they cannot use these surplus private lots and spaces.



**Table DT-10 - Parking Demand vs. Parking Supply (Current)**

Block #	Total Parking Demand	Public Parking Supply			Private Parking Supply			Total Parking Supply			Surplus / Deficit	
		On-Street	Off-Street	Total	On-Street	Off-Street	Total	On-Street	Off-Street	Total	Gross	Net
2020												
2014												
DT-1	95	33	0	33	0	217	217	33	217	250	155	33
DT-02	64	19	0	19	0	94	94	19	94	113	49	19
DT-03	37	36	0	36	0	0	0	36	0	36	(1)	(1)
DT-04	16	46	0	46	0	12	12	46	12	58	42	42
DT-05	64	33	0	33	0	167	167	33	167	200	136	33
DT-06	93	21	0	21	0	109	109	21	109	130	37	21
DT-08	236	21	0	21	0	112	112	21	112	133	(103)	(103)
DT-09	126	33	903	936	0	32	32	33	935	968	842	842
DT-10	58	27	0	27	0	118	118	27	118	145	87	27
DT-11	111	32	0	32	0	47	47	32	47	79	(32)	(32)
DT-12	60	27	635	662	0	139	139	27	774	801	741	662
DT-13	220	71	0	71	0	230	230	71	230	301	81	71
DT-14	87	40	0	40	0	155	155	40	155	195	108	40
DT-16	92	44	0	44	0	365	365	44	365	409	317	44
DT-16A	49	44	0	44	0	0	0	44	0	44	(5)	(5)
DT-17	103	16	893	909	0	44	44	16	937	953	850	850
DT-18	48	27	0	27	0	15	15	27	15	42	(6)	(6)
DT-19	176	45	0	45	0	28	28	45	28	73	(103)	(103)
DT-20	0	47	0	47	0	0	0	47	0	47	47	47
DT-21	112	50	0	50	0	40	40	50	40	90	(22)	(22)
DT-22	119	43	0	43	0	21	21	43	21	64	(55)	(55)
DT-23	122	27	395	422	0	20	20	27	415	442	320	320
DT-24	98	39	0	39	0	45	45	39	45	84	(14)	(14)
DT-25	52	22	0	22	0	145	145	22	145	167	115	22
DT-26	55	36	0	36	0	26	26	36	26	62	7	7
DT-27	71	25	0	25	0	79	79	25	79	104	33	25
DT-29	69	25	0	25	0	245	245	25	245	270	201	25
DT-30	49	32	0	32	0	74	74	32	74	106	57	32
DT-31	217	41	0	41	0	96	96	41	96	137	(80)	(80)
DT-32	144	43	0	43	0	121	121	43	121	164	20	20
DT-33	86	33	0	33	0	77	77	33	77	110	24	24
DT-35	106	57	0	57	0	342	342	57	342	399	293	57
DT-35A	274	45	0	45	0	213	213	45	213	258	(16)	(16)
DT-36	38	35	605	640	0	93	93	35	698	733	695	640
DT-37	184	0	0	0	0	42	42	0	42	42	(142)	(142)
DT-38N	15	11	0	11	0	41	41	11	41	52	37	11
DT-38S	68	16	0	16	0	175	175	16	175	191	123	16
DT-39	484	39	0	39	0	84	84	39	84	123	(361)	(361)
DT-41	84	28	0	28	7	185	192	35	185	220	136	28
DT-42	5	11	0	11	0	98	98	11	98	109	104	11
DT-43	7	4	0	4	0	30	30	4	30	34	27	4
DT-44	109	0	0	0	0	191	191	0	191	191	82	0
<b>Total</b>	<b>4,302</b>	<b>1,324</b>	<b>3,431</b>	<b>4,755</b>	<b>7</b>	<b>4,367</b>	<b>4,374</b>	<b>1,331</b>	<b>7,798</b>	<b>9,129</b>	<b>4,827</b>	<b>3,033</b>



<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p>	<p>Surplus(+) and Deficit(-#)</p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 99-100+</li> <li><span style="color: green;">■</span> 0-99</li> <li><span style="color: yellow;">■</span> -99-0</li> <li><span style="color: red;">■</span> -100- -99</li> </ul>	<p>Sheet Title: <b>DOWNTOWN</b> <i>CURRENT SURPLUS/DEFICIT</i></p>	
			<p>MAP 7</p>	<p>BLOCK FACE #/1 BLOCK NUMBER</p>

## DOWNTOWN PARKING – FUTURE CONDITIONS

In addition to evaluating the current parking conditions, Rich also assessed parking needs that might exist in future years based upon re-occupancy of any existing vacant space. At the time of this analysis there were 192,623 sf of existing vacant space in the Downtown district. Re-occupancy of this vacant space would have a minimal impact on parking needs.

### Future - Five Years

















Within five years the assumption is that approximately 40 percent (77,049 sf) of the existing 192,623 vacant square feet will become re-occupied in the downtown district. Since it is not known the exact use of this space, average parking generation rate (1.33) based on the existing parking demand determination was applied to the vacant square footage on the 15 blocks with existing vacant space. This additional occupied building space would generate an additional 102 spaces in parking demand at peak. **Table DT-11** on the following page shows this would reduce the gross surplus from 4,827 spaces to 4,725 spaces and the net surplus (which discounts surplus private spaces from the calculation) from 3,033 spaces to 2,981 spaces. **Map 8** on page 29 displays the surplus / deficit graphically.



Table DT-11 Surplus/Deficit – Future 5 Years

Block #	Vacant	Future 5 year demand	Public Total	Private Total	Public & Private Total	Surplus / Deficit	
						Gross	Net
DT-1	0	95	33	217	250	155	33
DT-02	0	64	19	94	113	49	19
DT-03	0	37	36	0	36	(1)	(1)
DT-04	0	16	46	12	58	42	42
DT-05	0	64	33	167	200	136	33
DT-06	0	93	21	109	130	37	21
DT-08	0	236	21	112	133	(103)	(103)
DT-09	0	126	936	32	968	842	842
DT-10	0	58	27	118	145	87	27
DT-11	5	116	32	47	79	(37)	(37)
DT-12	6	66	662	139	801	735	662
DT-13	4	224	71	230	301	77	71
DT-14	6	93	40	155	195	102	40
DT-16	0	92	44	365	409	317	44
DT-16A	0	49	44	0	44	(5)	(5)
DT-17	0	103	909	44	953	850	850
DT-18	21	69	27	15	42	(27)	(27)
DT-19	1	177	45	28	73	(104)	(104)
DT-20		0	47	0	47	47	47
DT-21	10	122	50	40	90	(32)	(32)
DT-22	1	120	43	21	64	(56)	(56)
DT-23	0	122	422	20	442	320	320
DT-24	3	102	39	45	84	(18)	(18)
DT-25	7	59	22	145	167	108	22
DT-26	10	65	36	26	62	(3)	(3)
DT-27	3	74	25	79	104	30	25
DT-29	0	69	25	245	270	201	25
DT-30	10	59	32	74	106	47	32
DT-31	0	217	41	96	137	(80)	(80)
DT-32	0	144	43	121	164	20	20
DT-33	0	86	33	77	110	24	24
DT-35	0	106	57	342	399	293	57
DT-35A	0	274	45	213	258	(16)	(16)
DT-36	6	44	640	93	733	689	640
DT-37	0	184	0	42	42	(142)	(142)
DT-38N	0	15	11	41	52	37	11
DT-38S	0	68	16	175	191	123	16
DT-39	0	484	39	84	123	(361)	(361)
DT-41	8	92	28	192	220	128	28
DT-42	0	5	11	98	109	104	11
DT-43	0	7	4	30	34	27	4
DT-44	0	109	0	191	191	82	0
<b>Total</b>	<b>102</b>	<b>4,404</b>	<b>4,755</b>	<b>4,374</b>	<b>9,129</b>	<b>4,725</b>	<b>2,981</b>



<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p> 	<p><b>LEGEND:</b> Study Area</p> 	<p><b>Surplus(+) and Deficit(-#)</b></p> <table border="0"> <tr><td></td><td>99-100+</td></tr> <tr><td></td><td>0-99</td></tr> <tr><td></td><td>-99-0</td></tr> <tr><td></td><td>-99- -200+</td></tr> </table>		99-100+		0-99		-99-0		-99- -200+	<p>Sheet Title:</p> <p><b>DOWNTOWN SURPLUS/DEFICIT 5 YEARS</b></p>
				99-100+							
	0-99										
	-99-0										
	-99- -200+										
<p>MAP 8</p>	<p>BLOCK FACE KEY: BLOCK NUMBER:</p> 										

Future - Ten Years

Within ten years, the assumption is that approximately 80 percent (154,098 sf) of the existing 192,623± vacant square feet will become re-occupied in the downtown district. As with the five-year projection, the actual use is unknown so an average parking generation rate (1.33 spaces per 1,000 gsf) of building area was applied to the 15 blocks with existing vacant space. This would add an additional 102 spaces to the five-year demand values and thus would be a total increase of 204± spaces over the parking demand calculated for the existing condition. As shown by **Table DT-12**, on the following page, shows this adjustment would have a minimal impact on overall parking needs as it would reduce the gross surplus from 4,827 to 4,623 and the net surplus from 3,033 to 2,929 spaces. **Map 9** on page 32 displays the surplus / deficit graphically.

Table DT-12 - Surplus/Deficit – Future 10 Years

Block #	Vacant	Future 10 year demand	Public Total	Private Total	Public & Private Total	Surplus / Deficit	
						Gross	Net
DT-1	0	95	33	217	250	155	33
DT-02	0	64	19	94	113	49	19
DT-03	0	37	36	0	36	(1)	(1)
DT-04	0	16	46	12	58	42	42
DT-05	0	64	33	167	200	136	33
DT-06	0	93	21	109	130	37	21
DT-08	0	236	21	112	133	(103)	(103)
DT-09	0	126	936	32	968	842	842
DT-10	0	58	27	118	145	87	27
DT-11	11	121	32	47	79	(42)	(42)
DT-12	12	72	662	139	801	729	662
DT-13	9	229	71	230	301	72	71
DT-14	11	98	40	155	195	97	40
DT-16	0	92	44	365	409	317	44
DT-16A	0	49	44	0	44	(5)	(5)
DT-17	0	103	909	44	953	850	850
DT-18	42	90	27	15	42	(48)	(48)
DT-19	2	178	45	28	73	(105)	(105)
DT-20		0	47	0	47	47	47
DT-21	20	132	50	40	90	(42)	(42)
DT-22	1	120	43	21	64	(56)	(56)
DT-23	0	122	422	20	442	320	320
DT-24	7	105	39	45	84	(21)	(21)
DT-25	14	67	22	145	167	100	22
DT-26	20	75	36	26	62	(13)	(13)
DT-27	6	77	25	79	104	27	25
DT-29	0	69	25	245	270	201	25
DT-30	20	69	32	74	106	37	32
DT-31	0	217	41	96	137	(80)	(80)
DT-32	0	144	43	121	164	20	20
DT-33	0	86	33	77	110	24	24
DT-35	0	106	57	342	399	293	57
DT-35A	0	274	45	213	258	(16)	(16)
DT-36	12	50	640	93	733	683	640
DT-37	0	184	0	42	42	(142)	(142)
DT-38N	0	15	11	41	52	37	11
DT-38S	0	68	16	175	191	123	16
DT-39	0	484	39	84	123	(361)	(361)
DT-41	17	100	28	192	220	120	28
DT-42	0	5	11	98	109	104	11
DT-43	0	7	4	30	34	27	4
DT-44	0	109	0	191	191	82	0
<b>Total</b>	<b>205</b>	<b>4,506</b>	<b>4,755</b>	<b>4,374</b>	<b>9,129</b>	<b>4,623</b>	<b>2,929</b>





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <p><b>Surplus(+) and Deficit(-#)</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> 99-100+</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> 0-99</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> -99-0</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> -99- -200+</li> </ul>	<p>Sheet Title: <b>DOWNTOWN SURPLUS/DEFICIT 10 YEARS</b></p> <p>MAP 9</p> <p>Block Face #/Block Number: </p>
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## SURVEY COMMENTS

The comments below were taken from the on-line surveys pertaining to downtown parking reflecting some patron's perceptions as how well the parking system is operating. Detailed survey results for business owners, staff and visitors are shown in the [Appendix](#) of the report.

### Downtown

- I don't believe we have a parking problem; we have a perception problem. People get upset if they can't park directly in front of their destination.
- The bus transportation system is not effective: does not circulate enough nor to enough locations. The schedule is not aligned with working hours.
- The new LPR system seems to be helping with the parking issues overall.
- Need a designated parking location for larger vehicles like busses for the Children's Museum and trade show vehicles for the La Crosse Center.
- Need some kind of marketing / education system regarding the parking system and how it works.
- It would be nice to have short-term parking available near the fast-food, UPS Store and other in/out type businesses.
- There needs to be a safe way to cross Main Street.
- The homeless hanging around in the ramps deters people from parking in them.
- Need better support for cyclists: better bike racks/storage, better bike lanes and signs.
- Allow people that live in the downtown to park overnight in the ramps for free.
- The City is doing a good job of maintaining the ramps.

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## B – THE UNIVERSITY DISTRICT

Just to the east of the Downtown district is the University district which includes the University of Wisconsin La Crosse (UWL) and Western Technological College (WTC) campuses. East and south of these facilities are primarily residential areas with some student or faculty housing and other residents. The classroom, on-campus housing and other facilities associated with these institutions are not being included in the assessment but only the private commercial and multi-family residential units. Private homes and homes that may have been converted to multiple student housing have also been excluded. Because of the limited nature of the commercial businesses, a parking needs determination was not completed.

The 108 block University district is bounded by La Crosse Street on the north, Losey Blvd on the east, Cass Street to the south and 7<sup>th</sup> Street to the west. This district does not have any City managed, off-street public parking. All “public” parking consists of on-street spaces spread out throughout the residential neighborhoods. Due to the lack of painted parking stalls, the available on-street, public parking is estimated at 4,337± spaces. The 5,292± off-street private parking occurs mostly around the larger residential apartments and multi-unit homes. Parking located within the borders of the educational facilities was not included as a part of this study.

### UNIVERSITY PARKING SUPPLY

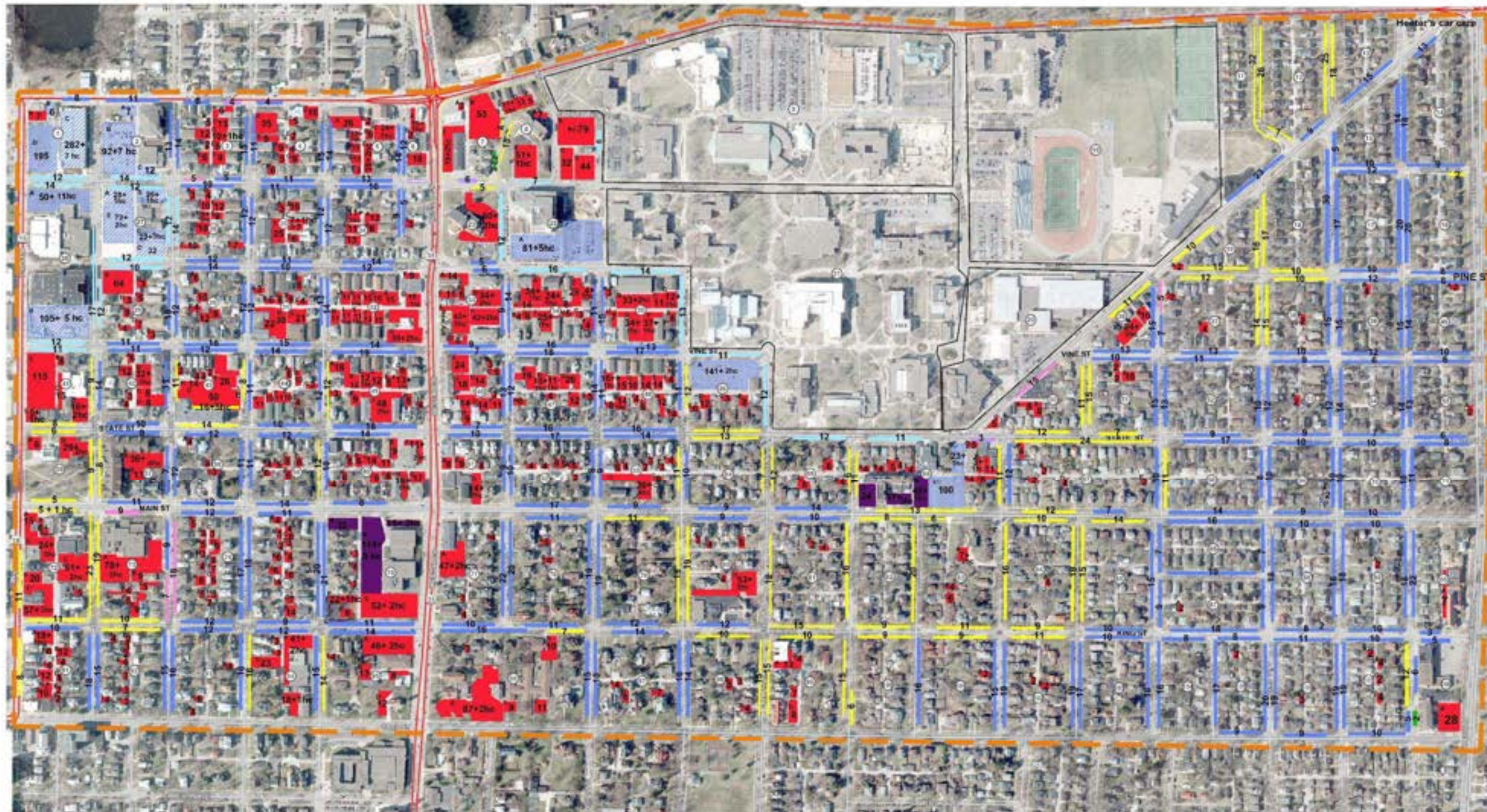
The University study district encompasses 108 blocks contained within the boundaries of La Crosse St, Losey Blvd., Cass St, and West Ave. primarily comprised of residential property also accommodates Western Technological College and the University of Wisconsin La Crosse along with some commercial businesses.

**Map 1**, on page 2 provides a spatial view of the University district indicating the current parking supply. Any private lots belonging to WTC or UWL that were also not within the campus were counted and detailed in the private, off-street supply list (denoted by the blue diagonal pattern) but not included in the demand assessment. **Table 1**, below shows that this district, excluding the WTC and UWL on-campus parking, contains a total of **9,629 ±** parking spaces made up of **4,337±** on-street parking spaces and **5,292±** privately controlled off-street parking spaces. This means that **45** percent of the parking within the University district is controlled by the City. This is below Rich’s recommended benchmark that the City control at least 50 percent of the public supply in order to facilitate a walkable environment.

**Table U-1** Study Area Total Parking Supply

<b>LA CROSSE UNIVERSITY STUDY AREA TOTAL PARKING SUPPLY</b>			
<b>Public Parking Supply</b>			
	On-Street	4,337	45%
	Off-Street	0	0%
	<b>Public Parking Totals</b>	4,337	<b>45%</b>
<b>Private Parking Supply</b>			
	On-Street	0	0%
	Off-Street	5,292	55%
	<b>Private Parking Totals</b>	5,292	55%
<b>Total Parking Supply - Study Area</b>		<b>9,629</b>	<b>100%</b>





**PARKING STUDY  
FOR  
LACROSSE, WISCONSIN**

---

**RICH & ASSOCIATES, INC.**  
Parking Consultants - Planners  
Architects - Engineers

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Southfield, MI 48033  
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**LEGEND:**

- BLOCK NUMBER
- STUDY AREA

**OFF-STREET**

- PRIVATE LOTS
- PUBLIC LOTS
- PERMIT

**ON-STREET**

- FREE - UNMARKED/NO STRIPING+/-
- 15 MINUTE LIMIT
- 30 MINUTE LIMIT
- 1 HOUR LIMIT
- 2 HOUR LIMIT
- PERMIT
- PRIVATE
- PAY-TO-PARK

**hc** BARRIER FREE  
 LOADING ZONE

- UNIVERSITY CAMPUS
- HOSP. UNIV. PRIVATE LOTS NOT IN INVENTORY

**BLOCK FACE KEY PLAN:**

A

D B C

---

Sheet Title:

**PARKING SUPPLY  
UNIVERSITY DISTRICT**

File No.:	1945	
Scale:	NTS	
Date:	05-24-2020	
Checked By:		

MAP Number:

**MAP 1**



**Table U-2** on pages 4 through 11, shows the allocation of private and public on-street and off-street parking broken down by block within the University district. While 4,071± of the on-street parking supply is free-to-park, there are 266± pay-to-park spaces located on several blocks in the University district. Of the 4,337± on-street parking spaces, 1,043± are restricted by a 2-hour time limit and 59± are restricted by a 1-hour time limit.

Off-street supply totaling 5,252± spaces includes private parking adjacent to commercial business units and multi-family residential units but does not include private parking adjacent to single family homes. The off-street supply also includes 250± permit spaces and 22± restricted 2-hour parking spaces. However, the combined 961 off-street parking for WTC and UWL were not included in the study and are not taken into consideration for the following assessments.

Table U-2 – University Supply by Block *(counts are estimated on all unstriped areas [= +/-])*

Blk#	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Public On-Street Supply</b>														
Regular	8	24	40	41	41	12	0	0	0	0	23	9	15	40
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	4	0	0	0	6	0	0	0	0	0	0	0
2hr 8am-6pm	0	0	0	0	0	0	4	15	0	0	32	58	18	0
1 hr 2am-8am	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	12	14	0	0	0	0	0	13	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>20</b>	<b>38</b>	<b>49</b>	<b>41</b>	<b>41</b>	<b>12</b>	<b>12</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>67</b>	<b>33</b>	<b>40</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	7	0	69	94	137	35	103	213	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	1	0	4	1	3	1	0	0	0	0	0	0
<b>Study Total</b>	<b>7</b>	<b>0</b>	<b>70</b>	<b>94</b>	<b>141</b>	<b>36</b>	<b>106</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WTC / UWL Property</b>														
Reg	483	111	0	0	0	0	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	7	7	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>490</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>517</b>	<b>156</b>	<b>119</b>	<b>135</b>	<b>182</b>	<b>48</b>	<b>118</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>67</b>	<b>33</b>	<b>40</b>
<b>Study Area Totals</b>	<b>27</b>	<b>38</b>	<b>119</b>	<b>135</b>	<b>182</b>	<b>48</b>	<b>118</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>67</b>	<b>33</b>	<b>40</b>

Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	15	16	17	18	19	22	23	24	25	26	27	28	29	30
<b>Public On-Street Supply</b>														
Regular	29	28	59	30	6	0	5	56	46	34	0	0	30	54
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm	0	2	0	27	41	0	5	0	0	0	0	0	0	0
1 hr 2am-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	12	0	0	14	36	43	22	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>29</b>	<b>30</b>	<b>59</b>	<b>57</b>	<b>47</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>46</b>	<b>48</b>	<b>36</b>	<b>43</b>	<b>52</b>	<b>54</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	2	0	60	58	58	73	180	155	99	40
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	3	1	1	1	10	6	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>59</b>	<b>59</b>	<b>74</b>	<b>190</b>	<b>161</b>	<b>99</b>	<b>40</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	0	81	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	5	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>29</b>	<b>30</b>	<b>59</b>	<b>57</b>	<b>49</b>	<b>86</b>	<b>85</b>	<b>115</b>	<b>105</b>	<b>122</b>	<b>226</b>	<b>204</b>	<b>151</b>	<b>94</b>
<b>Study Area Totals</b>	<b>29</b>	<b>30</b>	<b>59</b>	<b>57</b>	<b>49</b>	<b>0</b>	<b>85</b>	<b>115</b>	<b>105</b>	<b>122</b>	<b>226</b>	<b>204</b>	<b>151</b>	<b>94</b>



Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	31	32	33	34	35	36	37	38	39	40	41	42	43	44
<b>Public On-Street Supply</b>														
Regular	50	40	24	41	28	28	20	25	54	32	0	46	12	47
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm	0	0	0	0	0	11	26	25	0	0	17	0	33	0
1 hr 2am-8am	0	0	0	0	0	0	5	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	16	27	0	0	0	0	0	11	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>50</b>	<b>40</b>	<b>24</b>	<b>57</b>	<b>55</b>	<b>39</b>	<b>51</b>	<b>50</b>	<b>54</b>	<b>32</b>	<b>28</b>	<b>46</b>	<b>45</b>	<b>47</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	109	197	156	144	143	34	6	2	4	2	157	73	124	65
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	22	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	6	7	4	5	2	2	0	0	0	3	1	5	0
<b>Study Total</b>	<b>109</b>	<b>203</b>	<b>163</b>	<b>148</b>	<b>148</b>	<b>36</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>160</b>	<b>74</b>	<b>151</b>	<b>65</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>159</b>	<b>243</b>	<b>187</b>	<b>205</b>	<b>203</b>	<b>75</b>	<b>59</b>	<b>52</b>	<b>58</b>	<b>34</b>	<b>188</b>	<b>120</b>	<b>196</b>	<b>112</b>
<b>Study Area Totals</b>	<b>159</b>	<b>243</b>	<b>187</b>	<b>205</b>	<b>203</b>	<b>75</b>	<b>59</b>	<b>52</b>	<b>58</b>	<b>34</b>	<b>188</b>	<b>120</b>	<b>196</b>	<b>112</b>



Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	45	46	47	48	49	50	51	52	53	54	55	56	57	58
<b>Public On-Street Supply</b>														
Regular	37	27	60	55	0	0	25	43	42	41	25	0	27	47
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm	12	0	0	0	29	23	22	0	0	0	0	20	8	0
1 hr 2am-8am	0	0	0	0	0	15	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	23	0	0	0	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>49</b>	<b>27</b>	<b>60</b>	<b>55</b>	<b>52</b>	<b>38</b>	<b>47</b>	<b>43</b>	<b>42</b>	<b>41</b>	<b>25</b>	<b>20</b>	<b>35</b>	<b>47</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	151	115	93	123	29	21	14	0	2	0	2	37	49	11
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	4	0	2	2	0	0	0	0	0	0	0	2	4	0
<b>Study Total</b>	<b>155</b>	<b>115</b>	<b>95</b>	<b>125</b>	<b>29</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>53</b>	<b>11</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	141	0	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	2	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>204</b>	<b>142</b>	<b>155</b>	<b>180</b>	<b>224</b>	<b>59</b>	<b>61</b>	<b>43</b>	<b>44</b>	<b>41</b>	<b>27</b>	<b>59</b>	<b>88</b>	<b>58</b>
<b>Study Area Totals</b>	<b>204</b>	<b>142</b>	<b>155</b>	<b>180</b>	<b>81</b>	<b>59</b>	<b>61</b>	<b>43</b>	<b>44</b>	<b>41</b>	<b>27</b>	<b>59</b>	<b>88</b>	<b>58</b>

Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	59	60	61	62	63	64	65	66	67	68	69	70	71	72
<b>Public On-Street Supply</b>														
Regular	37	32	19	52	32	19	14	0	29	39	39	40	19	0
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	3	0	0	0	0	0	0
2hr 8am-6pm	12	0	0	0	11	20	18	35	36	11	0	0	0	50
1 hr 2am-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	12	11	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Public</b>	<b>49</b>	<b>32</b>	<b>19</b>	<b>52</b>	<b>43</b>	<b>39</b>	<b>44</b>	<b>49</b>	<b>65</b>	<b>50</b>	<b>39</b>	<b>40</b>	<b>19</b>	<b>51</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	35	122	35	29	68	0	20	52	14	0	0	0	0	178
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	89	0	0	0	0	0	0
Hcp	0	3	2	0	4	0	0	5	0	0	0	0	0	7
<b>Study Total</b>	<b>35</b>	<b>125</b>	<b>37</b>	<b>29</b>	<b>72</b>	<b>0</b>	<b>20</b>	<b>146</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	0	0	0	123	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>84</b>	<b>157</b>	<b>56</b>	<b>81</b>	<b>115</b>	<b>39</b>	<b>64</b>	<b>319</b>	<b>79</b>	<b>50</b>	<b>39</b>	<b>40</b>	<b>19</b>	<b>236</b>
<b>Study Area Totals</b>	<b>84</b>	<b>157</b>	<b>56</b>	<b>81</b>	<b>115</b>	<b>39</b>	<b>64</b>	<b>195</b>	<b>79</b>	<b>50</b>	<b>39</b>	<b>40</b>	<b>19</b>	<b>236</b>



Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	73	74	75	76	77	78	79	80	81	82	83	84	85	86
<b>Public On-Street Supply</b>														
Regular	9	41	59	32	32	61	31	21	10	0	0	0	25	49
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm	29	0	0	0	0	0	30	19	43	37	17	54	29	0
1 hr 2am-8am	16	18	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>54</b>	<b>59</b>	<b>59</b>	<b>32</b>	<b>32</b>	<b>61</b>	<b>61</b>	<b>40</b>	<b>53</b>	<b>37</b>	<b>17</b>	<b>54</b>	<b>54</b>	<b>49</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	110	70	75	93	58	9	0	70	6	0	17	4	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	161	0	0	0	0	0	0	0	0	0	0
Hcp	5	0	0	11	2	3	0	3	3	0	2	0	0	0
<b>Study Total</b>	<b>115</b>	<b>70</b>	<b>75</b>	<b>265</b>	<b>60</b>	<b>12</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>169</b>	<b>129</b>	<b>134</b>	<b>297</b>	<b>92</b>	<b>73</b>	<b>61</b>	<b>113</b>	<b>62</b>	<b>37</b>	<b>36</b>	<b>58</b>	<b>54</b>	<b>49</b>
<b>Study Area Totals</b>	<b>169</b>	<b>129</b>	<b>134</b>	<b>297</b>	<b>92</b>	<b>73</b>	<b>61</b>	<b>113</b>	<b>62</b>	<b>37</b>	<b>36</b>	<b>58</b>	<b>54</b>	<b>49</b>



Table U-2 – Supply by Block continued... (counts are estimated on all unstriped areas [= +/-])

Blk#	87	88	89	90	91	92	93	94	95	96	97	98	99	100
<b>Public On-Street Supply</b>														
Regular	36	54	56	25	28	30	44	27	14	31	40	14	0	0
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 Minute-free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm	0	0	0	0	8	7	0	16	14	7	0	25	40	15
1 hr 2am-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>36</b>	<b>54</b>	<b>56</b>	<b>25</b>	<b>36</b>	<b>37</b>	<b>44</b>	<b>43</b>	<b>28</b>	<b>38</b>	<b>40</b>	<b>39</b>	<b>40</b>	<b>15</b>
<b>Private On-Street Supply</b>														
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>														
<b>Study Area</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>														
<b>Study Area</b>														
Reg	2	0	2	7	83	28	14	88	83	120	17	15	32	28
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	1	0	0	3	2	2	0	0	0	0
<b>Study Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>84</b>	<b>28</b>	<b>14</b>	<b>91</b>	<b>85</b>	<b>122</b>	<b>17</b>	<b>15</b>	<b>32</b>	<b>28</b>
<b>WTC / UWL Property</b>														
Reg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>38</b>	<b>54</b>	<b>58</b>	<b>32</b>	<b>120</b>	<b>65</b>	<b>58</b>	<b>134</b>	<b>113</b>	<b>160</b>	<b>57</b>	<b>54</b>	<b>72</b>	<b>43</b>
<b>Study Area Totals</b>	<b>38</b>	<b>54</b>	<b>58</b>	<b>32</b>	<b>120</b>	<b>65</b>	<b>58</b>	<b>134</b>	<b>113</b>	<b>160</b>	<b>57</b>	<b>54</b>	<b>72</b>	<b>43</b>

Table U-2 – Supply by Block continued... *(counts are estimated on all unstriped areas [= +/-])*

Blk#	101	102	103	104	105	106	107	108	Total	% of Study Area TTL
<b>Public On-Street Supply</b>										
Regular	31	38	45	24	54	58	44	11	2,951	30.6%
15 Minute - Free	0	0	0	0	0	0	0	0	0	0.0%
30 Minute-free	0	0	0	0	0	0	0	0	13	0.1%
2hr 8am-6pm	9	11	0	0	0	0	12	0	1,043	10.8%
1 hr 2am-8am	0	0	0	0	0	0	0	0	59	0.6%
Permit	0	0	0	0	0	0	0	0	0	0.0%
Pay to Park	0	0	0	0	0	0	0	0	266	2.8%
Loading Zone	0	0	0	0	0	0	0	2	4	0.0%
Barrier Free	0	0	0	0	0	0	0	0	1	0.0%
<b>Total Public</b>	<b>40</b>	<b>49</b>	<b>45</b>	<b>24</b>	<b>54</b>	<b>58</b>	<b>56</b>	<b>13</b>	<b>4,337</b>	<b>45.0%</b>
<b>Private On-Street Supply</b>										
Private	0	0	0	0	0	0	0	0	0	0.0%
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>
<b>Public Off-Street Supply</b>										
<b>Study Area</b>										
Reg	0	0	0	0	0	0	0	0	0	0.0%
Hcp	0	0	0	0	0	0	0	0	0	0.0%
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>
<b>Private Off-Street Supply</b>										
<b>Study Area</b>										
Reg	2	4	0	0	2	3	12	28	4,881	50.7%
2 Hr	0	0	0	0	0	0	0	0	22	0.2%
Permit	0	0	0	0	0	0	0	0	250	2.6%
Hcp	0	0	0	0	0	0	0	0	139	1.4%
<b>Study Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>28</b>	<b>5,292</b>	<b>55.0%</b>
<b>WTC / UWL Property</b>										
Reg	0	0	0	0	0	0	0	0	939	<b>Not included in % of TTL</b>
2 Hr	0	0	0	0	0	0	0	0	0	
Permit	0	0	0	0	0	0	0	0	0	
Hcp	0	0	0	0	0	0	0	0	22	
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>961</b>	
<b>Summary Totals</b>	<b>42</b>	<b>53</b>	<b>45</b>	<b>24</b>	<b>56</b>	<b>61</b>	<b>68</b>	<b>41</b>	<b>10,590</b>	<b>N/A</b>
<b>Study Area Totals</b>	<b>42</b>	<b>53</b>	<b>45</b>	<b>24</b>	<b>56</b>	<b>61</b>	<b>68</b>	<b>41</b>	<b>9,629</b>	<b>100.0%</b>

Analysis of the summary parking detail provided in **Table U-2** above shows that there are not any permitted parking spaces but there are **266±** pay to park spaces for a fee of \$1.00 per hour, with a two-hour limit. The free on-street parking is limited to two hours for visitors. Residential parking permits can be purchased that allow an exemption from the two-hour parking limit but includes alternate side parking restrictions in winter months.

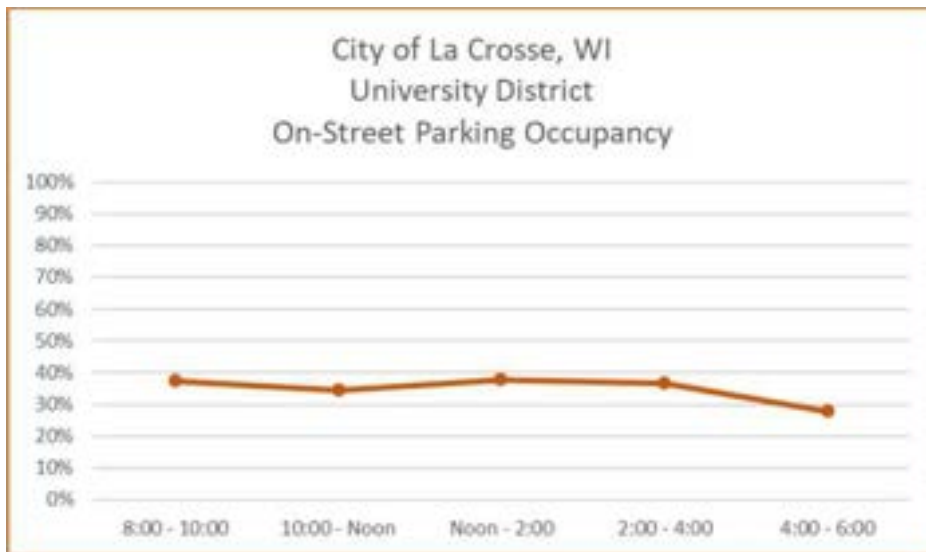
**PARKING UTILIZATION ANALYSIS**

In order to perform an analysis of parking conditions and formulate recommendations, it is important to understand how the parking is actually being utilized throughout the district. The parking utilization study was performed for both on-street and off-street parking. City enforcement staff utilized License Plate Recognition (LPR) equipped vehicles to gather the on-street parking occupancy data. Rich & Associates recorded the occupancy of vehicles parking in the private, off-street lots within the study area. The counts for both on-street and off-street occupancy were conducted every two hours and are displayed on the *maps* beginning on **page 22**.

Originally, the on and off-street utilization counts were accomplished in October 2019. However, it was determined that the original on-street data for the University district was incomplete and was therefore collected once again in early March 2020. The October and March data has been combined to represent a “typical” day of parking utilization.

On-Street Parking Counts

On-street observation included 3,735 of the 4,337 total parking spaces meaning 86 percent of the on-street supply was tallied. While the overall occupancy of 35 to 40 percent remained pretty consistent throughout the day, there were blocks near the educational facilities that had relatively high utilization. **Figure U-1** below also indicates a decline in utilization during the late-afternoon and early evening hours.



**Figure U-1** University District On-Street Parking Occupancy

**Table U-3** on the following pages provides the details of the on-street occupancy counts.



**Table U-3 On-Street Occupancy Counts**

**University On-Street Occupancy Counts**

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
1A	8	0	0.0%	4	50.0%	0	0.0%	0	0.0%	0	0.0%
1C	12	1	8.3%	0	0.0%	9	75.0%	1	8.3%	1	8.3%
2B	10	9	90.0%	10	100.0%	9	90.0%	8	80.0%	11	110.0%
3B	15	3	20.0%	7	46.7%	6	40.0%	10	66.7%	10	66.7%
3C	10	4	40.0%	1	10.0%	5	50.0%	4	40.0%	3	30.0%
3D	10	10	100.0%	11	110.0%	7	70.0%	7	70.0%	1	10.0%
4B	15	3	20.0%	0	0.0%	4	26.7%	6	40.0%	8	53.3%
4C	11	2	18.2%	2	18.2%	4	36.4%	4	36.4%	6	54.5%
4D	11	9	81.8%	8	72.7%	7	63.6%	10	90.9%	5	45.5%
5B	10	11	110.0%	11	110.0%	9	90.0%	5	50.0%	9	90.0%
5C	13	8	61.5%	8	61.5%	8	61.5%	5	38.5%	4	30.8%
5D	14	11	78.6%	8	57.1%	7	50.0%	4	28.6%	6	42.9%
6D	10	10	100.0%	10	100.0%	10	100.0%	10	100.0%	10	100.0%
7B	4	4	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
7C	6	7	116.7%	7	116.7%	6	100.0%	4	66.7%	2	33.3%
8B	6	1	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
8C	7	1	14.3%	1	14.3%	0	0.0%	0	0.0%	0	0.0%
8D	15	1	6.7%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
11B	32	5	15.6%	5	15.6%	4	12.5%	4	12.5%	0	0.0%
11C	23	0	0.0%	1	4.3%	5	21.7%	6	26.1%	12	52.2%
12B	25	3	12.0%	3	12.0%	3	12.0%	2	8.0%	0	0.0%
12D	26	0	0.0%	1	3.8%	2	7.7%	1	3.8%	0	0.0%
13D	18	0	0.0%	1	5.6%	3	16.7%	3	16.7%	0	0.0%
14D	18	2	11.1%	2	11.1%	1	5.6%	0	0.0%	0	0.0%
15B	14	1	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15D	5	3	60.0%	1	20.0%	3	60.0%	2	40.0%	0	0.0%
16D	20	0	0.0%	0	0.0%	1	5.0%	0	0.0%	0	0.0%
17B	20	1	5.0%	1	5.0%	1	5.0%	1	5.0%	0	0.0%
17C	10	1	10.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17D	17	1	5.9%	2	11.8%	3	17.6%	3	17.6%	0	0.0%
18B	30	5	16.7%	6	20.0%	4	13.3%	5	16.7%	0	0.0%
18D	17	0	0.0%	2	11.8%	3	17.6%	3	17.6%	0	0.0%
19A	16	4	25.0%	3	18.8%	5	31.3%	11	68.8%	3	18.8%
19B	16	6	37.5%	5	31.3%	7	43.8%	3	18.8%	4	25.0%
23A	5	2	40.0%	2	40.0%	3	60.0%	2	40.0%	0	0.0%
23A	5	4	80.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
23B	12	2	16.7%	2	16.7%	1	8.3%	1	8.3%	0	0.0%
23C	5	5	100.0%	0	0.0%	0	0.0%	0	0.0%	2	40.0%
24A	16	9	56.3%	7	43.8%	8	50.0%	6	37.5%	6	37.5%
24C	14	2	14.3%	6	42.9%	8	57.1%	3	21.4%	7	50.0%
24D	12	10	83.3%	10	83.3%	9	75.0%	9	75.0%	6	50.0%
25A	11	7	63.6%	8	72.7%	5	45.5%	3	27.3%	2	18.2%
25B	12	3	25.0%	5	41.7%	6	50.0%	9	75.0%	8	66.7%

Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
25C	11	2	18.2%	2	18.2%	4	36.4%	4	36.4%	3	27.3%
25D	12	8	66.7%	8	66.7%	7	58.3%	6	50.0%	6	50.0%
26A	10	5	50.0%	5	50.0%	4	40.0%	6	60.0%	0	0.0%
26B	12	1	8.3%	0	0.0%	5	41.7%	7	58.3%	8	66.7%
26C	12	11	91.7%	12	100.0%	9	75.0%	11	91.7%	10	83.3%
26D	14	1	7.1%	1	7.1%	1	7.1%	0	0.0%	0	0.0%
27A	12	0	0.0%	0	0.0%	2	16.7%	1	8.3%	0	0.0%
27B	12	3	25.0%	2	16.7%	2	16.7%	2	16.7%	2	16.7%
29A	10	3	30.0%	1	10.0%	1	10.0%	1	10.0%	0	0.0%
29B	19	13	68.4%	10	52.6%	14	73.7%	12	63.2%	10	52.6%
29C	11	10	90.9%	9	81.8%	9	81.8%	6	54.5%	6	54.5%
29D	12	0	0.0%	2	16.7%	3	25.0%	0	0.0%	0	0.0%
30A	14	9	64.3%	12	85.7%	10	71.4%	11	78.6%	8	57.1%
30B	12	3	25.0%	4	33.3%	4	33.3%	7	58.3%	9	75.0%
30C	16	4	25.0%	8	50.0%	10	62.5%	11	68.8%	10	62.5%
30D	12	10	83.3%	9	75.0%	9	75.0%	5	41.7%	6	50.0%
31A	10	7	70.0%	7	70.0%	8	80.0%	7	70.0%	5	50.0%
31B	13	2	15.4%	4	30.8%	4	30.8%	4	30.8%	4	30.8%
31C	15	5	33.3%	4	26.7%	3	20.0%	5	33.3%	3	20.0%
31D	12	10	83.3%	9	75.0%	7	58.3%	7	58.3%	5	41.7%
32A	12	9	75.0%	10	83.3%	10	83.3%	8	66.7%	9	75.0%
32C	14	3	21.4%	3	21.4%	3	21.4%	5	35.7%	4	28.6%
32D	14	10	71.4%	7	50.0%	5	35.7%	5	35.7%	3	21.4%
33A	6	6	100.0%	0	0.0%	6	100.0%	5	83.3%	1	16.7%
33B	9	9	100.0%	9	100.0%	9	100.0%	9	100.0%	6	66.7%
33C	9	10	111.1%	0	0.0%	8	88.9%	5	55.6%	4	44.4%
34A	16	2	12.5%	1	6.3%	2	12.5%	1	6.3%	0	0.0%
34B	11	11	100.0%	10	90.9%	9	81.8%	10	90.9%	8	72.7%
34C	16	16	100.0%	0	0.0%	17	106.3%	14	87.5%	12	75.0%
34D	14	13	92.9%	12	85.7%	12	85.7%	12	85.7%	8	57.1%
35A	14	4	28.6%	0	0.0%	0	0.0%	0	0.0%	3	21.4%
35B	13	3	23.1%	8	61.5%	9	69.2%	8	61.5%	5	38.5%
35C	13	12	92.3%	0	0.0%	12	92.3%	10	76.9%	10	76.9%
35D	15	9	60.0%	8	53.3%	8	53.3%	8	53.3%	7	46.7%
36A	11	11	100.0%	11	100.0%	11	100.0%	11	100.0%	11	100.0%
36B	15	8	53.3%	8	53.3%	8	53.3%	9	60.0%	8	53.3%
36C	13	11	84.6%	10	76.9%	12	92.3%	9	69.2%	0	0.0%
37A	12	2	16.7%	1	8.3%	1	8.3%	2	16.7%	0	0.0%
37B	14	0	0.0%	0	0.0%	0	0.0%	1	7.1%	0	0.0%
37C	13	14	107.7%	13	100.0%	14	107.7%	11	84.6%	0	0.0%
37D	12	9	75.0%	10	83.3%	10	83.3%	10	83.3%	6	50.0%
38B	15	2	13.3%	2	13.3%	3	20.0%	2	13.3%	0	0.0%
38C	10	6	60.0%	6	60.0%	5	50.0%	4	40.0%	0	0.0%
38D	15	0	0.0%	1	6.7%	1	6.7%	0	0.0%	0	0.0%
39A	12	1	8.3%	1	8.3%	3	25.0%	2	16.7%	0	0.0%
39B	15	1	6.7%	1	6.7%	1	6.7%	0	0.0%	0	0.0%



Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
39D	15	1	6.7%	3	20.0%	1	6.7%	2	13.3%	0	0.0%
40D	14	1	7.1%	1	7.1%	2	14.3%	3	21.4%	0	0.0%
41A	11	1	9.1%	8	72.7%	2	18.2%	2	18.2%	2	18.2%
41B	9	5	55.6%	5	55.6%	3	33.3%	2	22.2%	1	11.1%
41C	8	0	0.0%	1	12.5%	2	25.0%	4	50.0%	0	0.0%
42A	11	11	100.0%	10	90.9%	10	90.9%	8	72.7%	5	45.5%
42B	11	3	27.3%	4	36.4%	7	63.6%	9	81.8%	9	81.8%
42C	10	8	80.0%	10	100.0%	10	100.0%	10	100.0%	11	110.0%
42D	14	11	78.6%	7	50.0%	5	35.7%	6	42.9%	2	14.3%
43A	12	8	66.7%	8	66.7%	4	33.3%	4	33.3%	6	50.0%
43B	8	3	37.5%	2	25.0%	1	12.5%	1	12.5%	1	12.5%
43C	14	3	21.4%	3	21.4%	11	78.6%	8	57.1%	6	42.9%
43D	11	7	63.6%	3	27.3%	5	45.5%	3	27.3%	0	0.0%
44A	14	8	57.1%	5	35.7%	4	28.6%	5	35.7%	4	28.6%
44B	12	3	25.0%	4	33.3%	2	16.7%	2	16.7%	4	33.3%
44C	10	3	30.0%	4	40.0%	3	30.0%	5	50.0%	5	50.0%
44D	11	11	100.0%	10	90.9%	12	109.1%	12	109.1%	10	90.9%
45A	19	11	57.9%	10	52.6%	9	47.4%	8	42.1%	5	26.3%
45C	18	13	72.2%	11	61.1%	10	55.6%	13	72.2%	12	66.7%
45D	12	12	100.0%	10	83.3%	7	58.3%	10	83.3%	8	66.7%
46A	7	6	85.7%	0	0.0%	5	71.4%	5	71.4%	3	42.9%
46B	13	10	76.9%	10	76.9%	7	53.8%	8	61.5%	4	30.8%
46C	7	5	71.4%	5	71.4%	4	57.1%	4	57.1%	3	42.9%
47A	18	17	94.4%	0	0.0%	17	94.4%	14	77.8%	15	83.3%
47B	14	10	71.4%	11	78.6%	10	71.4%	11	78.6%	10	71.4%
47C	16	14	87.5%	8	50.0%	10	62.5%	13	81.3%	6	37.5%
47D	12	8	66.7%	7	58.3%	7	58.3%	8	66.7%	7	58.3%
48A	17	16	94.1%	0	0.0%	15	88.2%	15	88.2%	14	82.4%
48B	11	13	118.2%	12	109.1%	13	118.2%	13	118.2%	11	100.0%
48C	16	13	81.3%	13	81.3%	12	75.0%	10	62.5%	10	62.5%
48D	11	6	54.5%	10	90.9%	11	100.0%	10	90.9%	7	63.6%
49A	11	6	54.5%	0	0.0%	9	81.8%	6	54.5%	2	18.2%
49B	12	5	41.7%	12	100.0%	10	83.3%	12	100.0%	10	83.3%
49C	17	7	41.2%	4	23.5%	10	58.8%	10	58.8%	8	35.3%
49D	12	7	58.3%	9	75.0%	9	75.0%	7	58.3%	6	50.0%
50B	11	6	54.5%	5	45.5%	5	45.5%	5	45.5%	5	45.5%
50C	12	6	50.0%	5	41.7%	9	75.0%	6	50.0%	9	75.0%
50D	15	11	73.3%	5	33.3%	8	53.3%	15	100.0%	13	86.7%
51A	10	8	80.0%	7	70.0%	6	60.0%	5	50.0%	8	80.0%
51B	15	11	73.3%	12	80.0%	12	80.0%	13	86.7%	5	33.3%
51C	7	0	0.0%	0	0.0%	0	0.0%	1	14.3%	2	28.6%
52A	11	10	90.9%	8	72.7%	10	90.9%	8	72.7%	0	0.0%
52B	10	8	80.0%	7	70.0%	8	80.0%	5	50.0%	4	40.0%
52C	9	9	100.0%	3	33.3%	1	11.1%	1	11.1%	2	22.2%
52D	13	12	92.3%	12	92.3%	10	76.9%	9	69.2%	7	53.8%
53A	9	1	11.1%	2	22.2%	1	11.1%	5	55.6%	0	0.0%



Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
53B	12	1	8.3%	1	8.3%	2	16.7%	1	8.3%	1	8.3%
53C	9	4	44.4%	2	22.2%	3	33.3%	2	22.2%	0	0.0%
53D	12	1	8.3%	9	75.0%	10	83.3%	7	58.3%	0	0.0%
54B	14	1	7.1%	1	7.1%	0	0.0%	0	0.0%	0	0.0%
54D	14	1	7.1%	1	7.1%	1	7.1%	0	0.0%	0	0.0%
55D	13	1	7.7%	1	7.7%	1	7.7%	0	0.0%	0	0.0%
56A	6	1	16.7%	2	33.3%	1	16.7%	1	16.7%	2	33.3%
56B	9	1	11.1%	0	0.0%	2	22.2%	4	44.4%	2	22.2%
57A	9	7	77.8%	9	100.0%	9	100.0%	8	88.9%	2	22.2%
57B	7	0	0.0%	5	71.4%	6	85.7%	0	0.0%	5	71.4%
57D	8	1	12.5%	0	0.0%	2	25.0%	2	25.0%	0	0.0%
58A	12	12	100.0%	11	91.7%	10	83.3%	10	83.3%	9	75.0%
58A	12	0	0.0%	0	0.0%	0	0.0%	1	8.3%	0	0.0%
58B	11	0	0.0%	3	27.3%	0	0.0%	8	72.7%	8	72.7%
58C	12	2	16.7%	7	58.3%	7	58.3%	7	58.3%	6	50.0%
58D	12	4	33.3%	7	58.3%	6	50.0%	5	41.7%	7	58.3%
59A	12	7	58.3%	6	50.0%	6	50.0%	6	50.0%	4	33.3%
59B	12	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	16.7%
59C	14	3	21.4%	3	21.4%	2	14.3%	3	21.4%	3	21.4%
59D	11	7	63.6%	7	63.6%	3	27.3%	0	0.0%	2	18.2%
60A	14	12	85.7%	11	78.6%	7	50.0%	12	85.7%	6	42.9%
60D	10	4	40.0%	5	50.0%	0	0.0%	7	70.0%	6	60.0%
61A	10	7	70.0%	6	60.0%	6	60.0%	8	80.0%	2	20.0%
61B	9	10	111.1%	10	111.1%	10	111.1%	8	88.9%	6	66.7%
62A	17	7	41.2%	6	35.3%	9	52.9%	10	58.8%	8	47.1%
62B	8	9	112.5%	9	112.5%	6	75.0%	9	112.5%	3	37.5%
62C	17	8	47.1%	8	47.1%	6	35.3%	6	35.3%	5	29.4%
62D	10	4	40.0%	7	70.0%	7	70.0%	7	70.0%	5	50.0%
63A	14	14	100.0%	11	78.6%	15	107.1%	14	100.0%	11	78.6%
63B	11	8	72.7%	10	90.9%	9	81.8%	11	100.0%	4	36.4%
63C	9	9	100.0%	9	100.0%	9	100.0%	4	44.4%	5	55.6%
63D	9	1	11.1%	9	100.0%	8	88.9%	8	88.9%	6	66.7%
64A	13	13	100.0%	8	61.5%	10	76.9%	12	92.3%	8	61.5%
64B	7	3	42.9%	5	71.4%	7	100.0%	8	114.3%	4	57.1%
64C	9	9	100.0%	10	111.1%	10	111.1%	7	77.8%	5	55.6%
64D	10	7	70.0%	9	90.0%	10	100.0%	9	90.0%	9	90.0%
65A	12	6	50.0%	5	41.7%	9	75.0%	4	33.3%	2	16.7%
65B	6	4	66.7%	3	50.0%	6	100.0%	7	116.7%	5	83.3%
65C	14	11	78.6%	11	78.6%	11	78.6%	10	71.4%	7	50.0%
65D	12	4	33.3%	8	66.7%	9	75.0%	8	66.7%	6	50.0%
66A	14	8	57.1%	8	57.1%	10	71.4%	8	57.1%	6	42.9%
66B	11	7	63.6%	7	63.6%	5	45.5%	7	63.6%	3	27.3%
66C	13	5	38.5%	7	53.8%	7	53.8%	5	38.5%	3	23.1%
66D	11	8	72.7%	6	54.5%	7	63.6%	8	72.7%	5	45.5%
67A	24	2	8.3%	3	12.5%	2	8.3%	2	8.3%	5	20.8%
67B	10	6	60.0%	6	60.0%	3	30.0%	4	40.0%	3	30.0%

Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
67C	19	3	15.8%	3	15.8%	5	26.3%	7	36.8%	6	31.6%
67D	12	9	75.0%	2	16.7%	10	83.3%	7	58.3%	6	50.0%
68A	17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	5.9%
68B	8	2	25.0%	0	0.0%	1	12.5%	0	0.0%	0	0.0%
68C	14	5	35.7%	2	14.3%	2	14.3%	2	14.3%	3	21.4%
68D	11	1	9.1%	3	27.3%	3	27.3%	3	27.3%	3	27.3%
69B	10	6	60.0%	4	40.0%	3	30.0%	3	30.0%	0	0.0%
69C	9	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
69D	10	0	0.0%	1	10.0%	1	10.0%	1	10.0%	0	0.0%
70A	10	1	10.0%	2	20.0%	3	30.0%	2	20.0%	3	30.0%
70B	10	1	10.0%	2	20.0%	1	10.0%	1	10.0%	0	0.0%
70C	10	1	10.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
70D	10	1	10.0%	1	10.0%	1	10.0%	0	0.0%	0	0.0%
71A	8	1	12.5%	1	12.5%	1	12.5%	1	12.5%	1	12.5%
72A	6	4	66.7%	4	66.7%	4	66.7%	5	83.3%	1	16.7%
72B	23	11	47.8%	13	56.5%	10	43.5%	9	39.1%	10	43.5%
72D	11	0	0.0%	1	9.1%	0	0.0%	3	27.3%	3	27.3%
73A	9	3	33.3%	5	55.6%	8	88.9%	10	111.1%	9	100.0%
73B	16	7	43.8%	7	43.8%	6	37.5%	5	31.3%	5	31.3%
73C	10	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%
73D	19	16	84.2%	16	84.2%	16	84.2%	14	73.7%	9	47.4%
74A	12	8	66.7%	8	66.7%	4	33.3%	3	25.0%	2	16.7%
74B	17	10	58.8%	7	41.2%	5	29.4%	4	23.5%	2	11.8%
74C	12	4	33.3%	3	25.0%	4	33.3%	4	33.3%	3	25.0%
74D	18	0	0.0%	1	5.6%	2	11.1%	1	5.6%	2	11.1%
75A	11	3	27.3%	4	36.4%	2	18.2%	2	18.2%	3	27.3%
75B	20	16	80.0%	13	65.0%	10	50.0%	6	30.0%	9	45.0%
75C	9	1	11.1%	1	11.1%	0	0.0%	1	11.1%	1	11.1%
75D	19	2	10.5%	2	10.5%	3	15.8%	2	10.5%	5	26.3%
76A	0	2	#DIV/0!	3	#DIV/0!	0	#DIV/0!	2	#DIV/0!	2	#DIV/0!
76C	11	7	63.6%	7	63.6%	5	45.5%	5	45.5%	5	45.5%
76D	21	1	4.8%	1	4.8%	4	19.0%	3	14.3%	3	14.3%
77B	22	1	4.5%	4	18.2%	5	22.7%	5	22.7%	2	9.1%
78A	11	2	18.2%	0	0.0%	2	18.2%	3	27.3%	5	45.5%
78B	19	2	10.5%	0	0.0%	5	26.3%	4	21.1%	1	5.3%
78D	20	5	25.0%	4	20.0%	5	25.0%	6	30.0%	4	20.0%
79B	19	0	0.0%	1	5.3%	0	0.0%	0	0.0%	2	10.5%
79D	19	3	15.8%	4	21.1%	4	21.1%	7	36.8%	4	21.1%
80A	9	7	77.8%	0	0.0%	8	88.9%	5	55.6%	5	55.6%
80D	19	4	21.1%	4	21.1%	4	21.1%	3	15.8%	4	21.1%
81A	10	10	100.0%	1	10.0%	11	110.0%	7	70.0%	4	40.0%
81B	16	6	37.5%	8	50.0%	7	43.8%	7	43.8%	6	37.5%
81D	12	5	41.7%	1	8.3%	3	25.0%	5	41.7%	2	16.7%
82A	8	5	62.5%	6	75.0%	4	50.0%	2	25.0%	1	12.5%
82B	20	4	20.0%	4	20.0%	5	25.0%	7	35.0%	0	0.0%
83A	6	3	50.0%	4	66.7%	3	50.0%	2	33.3%	1	16.7%



Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
84A	10	1	10.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%
84B	19	1	5.3%	1	5.3%	1	5.3%	1	5.3%	1	5.3%
84D	16	3	18.8%	3	18.8%	5	31.3%	4	25.0%	5	31.3%
85A	14	2	14.3%	0	0.0%	1	7.1%	0	0.0%	0	0.0%
85B	15	1	6.7%	3	20.0%	2	13.3%	3	20.0%	2	13.3%
85D	15	2	13.3%	1	6.7%	1	6.7%	1	6.7%	1	6.7%
86A	16	2	12.5%	4	25.0%	1	6.3%	3	18.8%	4	25.0%
86B	7	1	14.3%	1	14.3%	1	14.3%	3	42.9%	2	28.6%
86C	19	9	47.4%	6	31.6%	8	42.1%	9	47.4%	0	0.0%
86D	7	1	14.3%	1	14.3%	1	14.3%	2	28.6%	2	28.6%
88B	18	0	0.0%	1	5.6%	3	16.7%	2	11.1%	0	0.0%
88D	18	4	22.2%	2	11.1%	3	16.7%	2	11.1%	0	0.0%
89A	10	1	10.0%	2	20.0%	2	20.0%	3	30.0%	4	40.0%
89B	18	4	22.2%	5	27.8%	5	27.8%	7	38.9%	0	0.0%
89D	18	2	11.1%	2	11.1%	3	16.7%	2	11.1%	0	0.0%
90D	22	9	40.9%	7	31.8%	5	22.7%	4	18.2%	0	0.0%
91A	10	10	100.0%	6	60.0%	10	100.0%	10	100.0%	10	100.0%
91B	18	14	77.8%	12	66.7%	13	72.2%	10	55.6%	5	27.8%
91D	8	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	0.0%
92A	7	1	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
92B	15	4	26.7%	3	20.0%	3	20.0%	4	26.7%	2	13.3%
92D	15	9	60.0%	8	53.3%	9	60.0%	9	60.0%	8	53.3%
93A	12	5	41.7%	5	41.7%	5	41.7%	2	16.7%	3	25.0%
93B	16	5	31.3%	5	31.3%	5	31.3%	2	12.5%	1	6.3%
93D	16	4	25.0%	5	31.3%	5	31.3%	2	12.5%	3	18.8%
94B	15	7	46.7%	6	40.0%	4	26.7%	9	60.0%	4	26.7%
94D	16	0	0.0%	1	6.3%	1	6.3%	0	0.0%	2	12.5%
95A	14	6	42.9%	6	42.9%	5	35.7%	5	35.7%	4	28.6%
95D	14	2	14.3%	1	7.1%	2	14.3%	2	14.3%	2	14.3%
96A	23	0	0.0%	10	43.5%	0	0.0%	0	0.0%	0	0.0%
96B	15	1	6.7%	1	6.7%	2	13.3%	2	13.3%	0	0.0%
97A	14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.1%
97B	16	2	12.5%	2	12.5%	3	18.8%	4	25.0%	3	18.8%
98A	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	10.0%
98B	15	0	0.0%	1	6.7%	1	6.7%	2	13.3%	4	26.7%
98D	14	6	42.9%	5	35.7%	4	28.6%	3	21.4%	2	14.3%
99A	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	50.0%
99B	15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	6.7%
99D	15	5	33.3%	5	33.3%	2	13.3%	5	33.3%	2	13.3%
100D	6	1	16.7%	1	16.7%	1	16.7%	0	0.0%	0	0.0%
101B	15	0	0.0%	0	0.0%	2	13.3%	0	0.0%	2	13.3%
101D	16	3	18.8%	5	31.3%	4	25.0%	5	31.3%	0	0.0%
102A	11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	27.3%
102B	19	3	15.8%	1	5.3%	1	5.3%	2	10.5%	1	5.3%
102D	19	6	31.6%	6	31.6%	2	10.5%	4	21.1%	4	21.1%
103A	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	10.0%



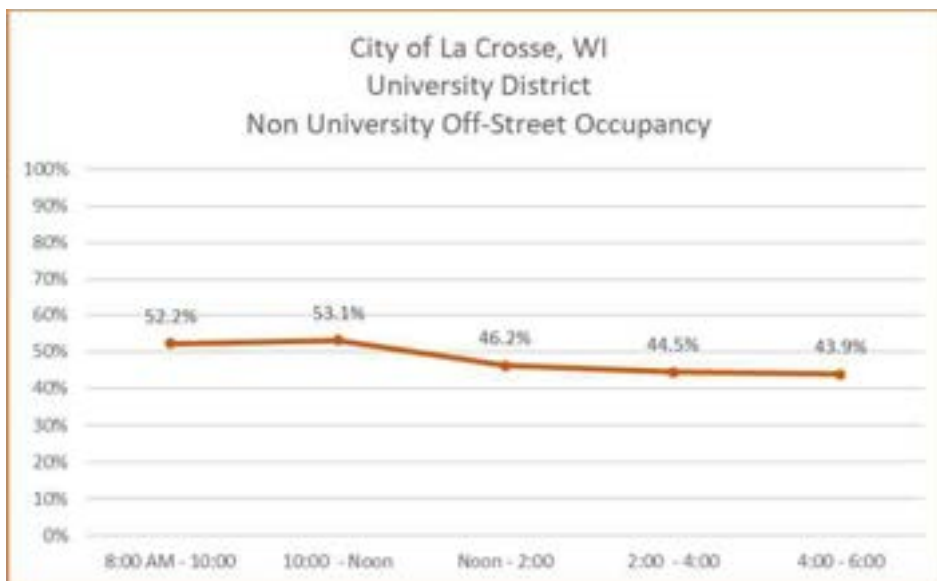
Table U-3 On-Street Occupancy Counts continued ...

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
103B	18	2	11.1%	2	11.1%	1	5.6%	2	11.1%	2	11.1%
103D	17	0	0.0%	2	11.8%	1	5.9%	1	5.9%	1	5.9%
104A	8	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	50.0%
104D	16	1	6.3%	0	0.0%	1	6.3%	1	6.3%	2	12.5%
105B	20	1	5.0%	3	15.0%	2	10.0%	3	15.0%	3	15.0%
105D	17	4	23.5%	4	23.5%	4	23.5%	3	17.6%	0	0.0%
106A	11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	18.2%
106B	19	2	10.5%	2	10.5%	2	10.5%	2	10.5%	0	0.0%
106C	9	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
106D	19	4	21.1%	3	15.8%	3	15.8%	3	15.8%	2	10.5%
107B	17	1	5.9%	0	0.0%	1	5.9%	4	23.5%	0	0.0%
107D	19	4	21.1%	3	15.8%	4	21.1%	3	15.8%	0	0.0%
108D	8	4	50.0%	3	37.5%	5	62.5%	5	62.5%	0	0.0%
24B1	9	9	100.0%	9	100.0%	9	100.0%	9	100.0%	9	100.0%
	<b>3,735</b>	<b>1,401</b>	<b>37.5%</b>	<b>1,288</b>	<b>34.5%</b>	<b>1,413</b>	<b>37.8%</b>	<b>1,369</b>	<b>36.7%</b>	<b>1,038</b>	<b>27.8%</b>

Off-Street Parking Counts

Rich & Associates performed the off-street occupancy portion of this study in October 2019. Similar to the Gund-Mayo district, the University district does not contain any City operated off-street public parking.

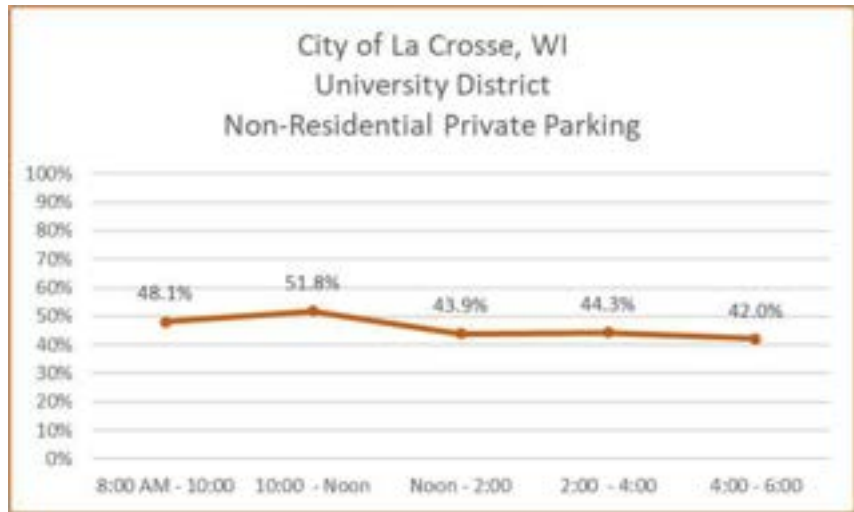
**Figure U-2** below represents the off-street parking utilization excluding the 1267± parking associated with the educational institutions of WTC and UWL. This utilization consists primarily of parking associated with apartment buildings or multi-residential housing units along with some businesses. As identified in the graph, the overall off-street parking peaks at just over 53 percent of capacity.



**Figure U-2** University District Non-University Off-Street Occupancy

Non-Residential Parking Occupancy

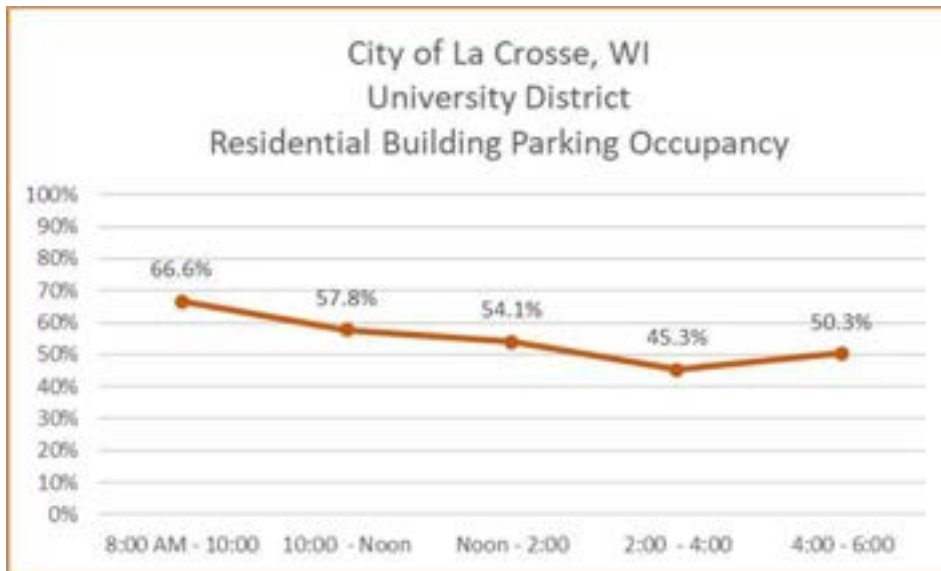
As noted, the graph above includes both parking associated with various apartment buildings included in the analysis as well as parking associated with private businesses. Figure U-3 shows the parking excluding the observed residential apartment buildings which totaled about 330 spaces.



**Figure U-3** University District Non-Residential Private Parking

Resident Parking Occupancy

The parking associated with several residential buildings that were analyzed within the district showed occupancy rates higher than the commercial business occupancies peaking at just over 66 percent during the early morning.



**Figure U-4** University District Residential Building Parking Occupancy

### Occupancy Count Summary

Within the University district, all public parking is only available on-street. The blocks nearest the UWL and WTC show higher utilization rates throughout the day. Most likely these areas are utilized by staff or patrons to one of these facilities, which may be causing competition with the residents for parking in this area. Overall, the occupancy rate of the on-street spaces at less than 50 percent should indicate that residents should not have much of an issue parking near their residence. However, with the alternate side parking regulations during the winter months, the available parking capacity is reduced which can negatively impact the residents if this on-street parking is used by staff or students from the nearby facilities.

For the private off-street lots, the utilization counts again showed that during daytime hours, residents of the apartment buildings or patrons of the commercial business buildings should be able to park in one of the available off-street spaces.

The maps on the following five pages demonstrate the occupancy results for the on-street and off-street parking areas for each of the five observations.





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 0%-50%</li> <li><span style="color: green;">■</span> 51%-75%</li> <li><span style="color: yellow;">■</span> 76%-90%</li> <li><span style="color: red;">■</span> 91%-100%</li> </ul>	<p><b>RICH &amp; ASSOCIATES, INC.</b> ARCHITECTS - ENGINEERS - PLANNERS</p>	<p>Sheet Title: <b>UNIVERSITY OCCUPANCY 8-10AM</b></p> <p><b>MAP 2</b></p> <p>BLOCK FACE KEY/BLOCK NUMBER:</p>
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<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li>Blue: 0%-50%</li> <li>Green: 51%-75%</li> <li>Yellow: 76%-90%</li> <li>Red: 91%-100%</li> </ul>	<p><b>RICH &amp; ASSOCIATES, INC.</b> PARKING CONSULTANTS</p>	<p>Sheet Title: <b>UNIVERSITY OCCUPANCY 10-12PM</b></p> <p>BLOCK FACE KEY/BLOCK NUMBER:</p> <p>MAP 3</p>
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<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 0%-50%</li> <li><span style="color: green;">■</span> 51%-75%</li> <li><span style="color: yellow;">■</span> 76%-90%</li> <li><span style="color: red;">■</span> 91%-100%</li> </ul>	<p><b>RICH &amp; ASSOCIATES, INC.</b> PARKING CONSULTANTS</p>	<p>Sheet Title: <b>UNIVERSITY OCCUPANCY 12-2PM</b></p> <p><b>MAP 4</b></p> <p>BLOCK FACE KEY/BOOK NUMBER</p>
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**PARKING STUDY FOR  
THE CITY OF LA CROSSE**  
Wisconsin

**LEGEND:**  
Study Area

- 0%-50%
- 51%-75%
- 76%-90%
- 91%-100%

**RICH & ASSOCIATES, INC.**  
PARKING CONSULTANTS

Sheet Title:  
**UNIVERSITY OCCUPANCY**  
**2-4PM**

BLOCK/FACE KEY/BLOCK  
NUMBER:

**MAP 5**





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 0%-50%</li> <li><span style="color: green;">■</span> 51%-75%</li> <li><span style="color: yellow;">■</span> 76%-90%</li> <li><span style="color: red;">■</span> 91%-100%</li> </ul>	<p><b>RICH &amp; ASSOCIATES, INC.</b> PARKING CONSULTANTS</p>	<p>Sheet Title: <b>UNIVERSITY OCCUPANCY 4-6PM</b></p> <p><b>MAP 6</b></p> <p>BLOCK FACE / RTY / BLOCK NUMBER</p>
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*Detailed inventory of the public and private, on-street and off-street parking for the University district can be found in the appendix of this report.*

### Land Use

The land use in the University district has a number of blocks containing buildings associated with WTU and UWL which are outside the scope of this study and have been excluded from the total square footage. Within this district there are about 960± single family homes and nearly 1,900± multi-family residences or apartments. **Table U-4** below summarizes how the remaining 277,659 total square footage (excluding single family homes, multi-unit homes, residential apartments and property associated with the educational facilities) is currently being utilized. **Table U-5** on the following pages provides the land use details by block.

**Table U-4** University District Land Use Summary

Land Use	SF / Units
Office	79,012
Retail	37,146
Mixed Use	6,640
Service	27,835
Medical Office	23,427
Restaurant	29,833
Bar	0
Community	30,745
Warehouse / Light Manufacturing	2,240
Government	37,407
<b>Sub-Total</b>	<b>274,285</b>
Vacant	3,374
<b>Total</b>	<b>277,659</b>
<b>Apt Units</b>	1,903
<b>Single Family Homes</b>	960



Table U-5 – University District Land Use Allocation by Block

BLOCK	OF	RT	MX	SV	MO	FD	RS	CM	SF	WH	GV	VC
	Office	Retail	Mixed Use	Service	Medical Office	Restau rant	Resi dential	Com munity	Single Family	Ware house	Governm ent	Vacant
U-001	0	2,440	0	0	0	0	0	0	0	0	0	3,374
U-002	0	0	0	0	0	0	0	0	1	0	0	0
U-003	0	2,600	0	0	0	0	34	0	7	0	0	0
U-004	0	2,816	0	0	0	1,637	25	0	3	0	0	0
U-005	0	0	0	0	0	5,809	39	0	2	0	0	0
U-006	0	0	0	0	0	4,882	0	0	2	0	0	0
U-007	0	7,964	0	0	0	0	47	0	3	0	0	0
U-008	0	0	0	0	0	0	64	0	0	0	0	0
U-009	0	0	0	0	0	0	0	0	0	0	0	0
U-010	0	0	0	0	0	0	0	0	0	0	0	0
U-011	0	0	0	0	0	0	0	0	10	0	0	0
U-012	0	0	0	0	0	0	0	0	21	0	0	0
U-013	0	0	0	1,661	0	0	0	0	12	0	0	0
U-014	0	0	0	0	0	0	0	0	19	0	0	0
U-015	0	0	0	0	0	0	0	0	11	0	0	0
U-016	0	0	0	0	0	0	0	0	14	0	0	0
U-017	0	0	0	0	0	0	0	0	18	0	0	0
U-018	0	0	0	0	0	0	0	0	20	0	0	0
U-019	0	0	0	0	0	0	6	0	7	0	0	0
U-020	0	0	0	0	0	0	0	0	0	0	0	0
U-021	0	0	0	0	0	0	0	0	0	0	0	0
U-022	0	0	0	0	0	0	0	0	0	0	0	0
U-023	0	0	0	0	0	0	112	0	1	0	0	0
U-024	0	0	0	0	0	0	39	0	11	0	0	0
U-025	0	0	0	0	0	0	37	0	12	0	0	0
U-026	0	0	0	0	0	0	39	0	7	0	0	0
U-027	0	0	0	0	0	0	0	0	0	0	0	0
U-028	0	0	0	0	0	0	0	0	0	0	0	0
U-029	0	0	3,325	0	0	0	27	0	5	0	0	0
U-030	0	0	0	0	0	0	27	0	14	0	0	0
U-031	0	0	0	0	0	0	56	0	5	0	0	0
U-032	0	0	0	0	0	8,680	40	0	2	0	0	0
U-033	0	0	0	0	0	0	72	0	1	0	0	0
U-034	0	0	0	0	0	0	49	5,015	2	0	0	0
U-035	991	0	0	0	0	0	54	0	3	0	0	0
U-036	0	0	0	0	0	0	25	0	2	0	0	0
U-037	0	0	0	0	0	0	3	0	22	0	0	0
U-038	0	0	0	0	0	0	2	0	13	0	0	0
U-039	0	0	0	0	0	0	2	0	11	0	0	0
U-040	0	0	0	0	0	0	2	0	12	0	0	0
U-041	0	3,240	0	0	0	0	6	0	0	2,240	0	0
U-042	0	0	0	0	0	0	52	0	2	0	0	0
U-043	0	0	0	0	0	0	75	0	2	0	0	0
U-044	0	0	0	0	0	0	27	0	6	0	0	0
U-045	0	0	0	0	0	0	67	0	6	0	0	0
U-046	0	0	0	0	0	0	43	0	3	0	0	0
U-047	0	0	0	0	0	0	32	0	6	0	0	0
U-048	0	0	0	0	0	0	45	0	2	0	0	0
U-049	0	0	0	0	0	0	16	0	5	0	0	0
U-050	0	11,070	0	1,470	0	2,090	4	0	11	0	0	0
U-051	0	0	0	0	0	0	10	0	10	0	0	0
U-052	0	0	0	0	0	0	0	0	22	0	0	0
U-053	0	0	0	0	0	0	3	0	12	0	0	0
U-054	0	0	0	0	0	0	0	0	13	0	0	0
U-055	0	0	0	0	0	0	2	0	10	0	0	0
U-056	4,263	0	0	4,608	0	0	0	0	0	0	0	0
U-057	0	0	0	0	0	0	81	0	0	0	0	0
U-058	1,579	0	0	0	0	0	32	0	2	0	0	0
U-059	0	0	0	0	0	0	25	0	5	0	0	0
U-060	0	0	0	11,230	0	0	49	0	4	0	0	0
U-061	5,545	0	0	0	0	0	9	0	4	0	0	0
U-062	0	0	0	0	0	0	19	0	7	0	0	0
U-063	0	0	0	0	0	0	16	6,135	4	0	0	0
U-064	0	0	0	0	0	0	6	0	11	0	0	0



Table U-5 – Land Use continued...

	OF	RT	MX	SV	MO	FD	RS	CM	SF	WH	GV	VC
BLOCK	Office	Retail	Mixed Use	Service	Medical Office	Restau rant	Resi dential	Com munity	Single Family	Ware house	Governm ent	Vacant
U-065	0	0	0	0	0	0	2	0	13	0	0	0
U-066	53,603	5,280	3,315	0	0	2,166	12	0	9	0	0	0
U-067	0	0	0	0	0	0	11	0	24	0	0	0
U-068	0	0	0	0	0	0	0	0	22	0	0	0
U-069	0	0	0	0	0	0	2	0	12	0	0	0
U-070	0	0	0	0	0	0	0	0	13	0	0	0
U-071	0	0	0	0	0	0	0	0	7	0	0	0
U-072	10,186	0	0	0	0	4,569	5	9,846	0	0	0	0
U-073	0	0	0	0	0	0	33	0	6	0	37,407	0
U-074	0	0	0	0	0	0	59	0	6	0	0	0
U-075	0	0	0	0	0	0	46	0	6	0	0	0
U-076	0	0	0	0	0	0	8	0	2	0	0	0
U-077	0	0	0	0	6,652	0	8	5,098	9	0	0	0
U-078	0	0	0	0	0	0	8	0	13	0	0	0
U-079	0	0	0	0	0	0	0	0	10	0	0	0
U-080	0	0	0	0	0	0	8	4,651	4	0	0	0
U-081	0	0	0	0	0	0	6	0	20	0	0	0
U-082	0	0	0	0	0	0	0	0	18	0	0	0
U-083	0	0	0	0	0	0	2	0	16	0	0	0
U-084	0	0	0	0	0	0	2	0	19	0	0	0
U-085	0	0	0	0	0	0	0	0	20	0	0	0
U-086	0	0	0	0	0	0	0	0	20	0	0	0
U-087	0	0	0	0	0	0	2	0	18	0	0	0
U-088	0	0	0	0	0	0	2	0	23	0	0	0
U-089	0	0	0	0	0	0	2	0	20	0	0	0
U-090	0	0	0	0	0	0	0	0	13	0	0	0
U-091	2,845	1,736	0	0	3,542	0	36	0	3	0	0	0
U-092	0	0	0	0	0	0	29	0	8	0	0	0
U-093	0	0	0	0	0	0	22	0	9	0	0	0
U-094	0	0	0	0	13,233	0	17	0	5	0	0	0
U-095	0	0	0	8,866	0	0	23	0	6	0	0	0
U-096	0	0	0	0	0	0	50	0	7	0	0	0
U-097	0	0	0	0	0	0	3	0	7	0	0	0
U-098	0	0	0	0	0	0	8	0	15	0	0	0
U-099	0	0	0	0	0	0	23	0	13	0	0	0
U-100	0	0	0	0	0	0	0	0	10	0	0	0
U-101	0	0	0	0	0	0	4	0	16	0	0	0
U-102	0	0	0	0	0	0	7	0	13	0	0	0
U-103	0	0	0	0	0	0	0	0	16	0	0	0
U-104	0	0	0	0	0	0	0	0	18	0	0	0
U-105	0	0	0	0	0	0	2	0	17	0	0	0
U-106	0	0	0	0	0	0	2	0	17	0	0	0
U-107	0	0	0	0	0	0	11	0	17	0	0	0
U-108	0	0	0	0	0	0	28	0	0	0	0	0
<b>TOTAL</b>	<b>79,012</b>	<b>37,146</b>	<b>6,640</b>	<b>27,835</b>	<b>23,427</b>	<b>29,833</b>	<b>1,903</b>	<b>30,745</b>	<b>960</b>	<b>2,240</b>	<b>37,407</b>	<b>3,374</b>

## **SURVEY COMMENTS**

The survey comments below which are part of the larger survey conducted of residents and students highlights the issues experienced for the University District.

### University

- I live in the University district. Students are going to park where it is close to their class. I don't mind them parking by my house. They have a right to park here and I should not stop them.
- Our neighborhood is a parking lot for the University.
- Is there a way we can make commuter lots out-side of the City that students could park in (long-term) during the week?
- The new greenway from 17th Street to the University needs to be extended into the downtown.
- People are concerned that the proposed Granddad Bluff trail will bring more parking into the residential neighborhood.
- I am concerned about the pedestrian safety moving from the neighborhood to the University and Emmerson Elementary.





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## C – THE GUND-MAYO DISTRICT

The Gund-Mayo study area consists of 81 blocks. While the boundaries include the campuses of Gund-Mayo Hospital, the Mayo Clinic/Franciscan Health property and the campus of Viterbo University, the parking demand from these facilities is not being calculated. The City defined boundaries extend from Ferry Street on the north to the south side of the Gund-Mayo Medical Center property. The western boundary is 4<sup>th</sup> Street and the eastern boundary is West Avenue. The supply associated with each of these facilities is separated from the other commercial and multi-family residential spaces in the district.

The occupied building land use within this district totals 490,000± square feet of which about one-half is allocated as warehouse or light manufacturing. The district contains 5,237 parking spaces not including the spaces on the various hospital campuses and Viterbo University which are strictly intended for use by their staff, patients, visitors and students. Since the determination of the adequacy of the parking serving these institutions is outside the scope of this study, we have excluded their square footage in the value above and any parking supply controlled by these institutions. Within this district (study area) there are not any City managed public parking lots and as such all public parking is on-street.

### GUND-MAYO PARKING SUPPLY

**Table GM-1** below summarizes the parking supply excluding the medical and educational institutions. The table shows that there are an estimated 3,039 on-street public parking spaces most of which are not delineated by stall markings and an estimated 2,198 private off-street parking spaces. Combined these public and private spaces totals 5,237 spaces. The large number of on-street spaces means that 58 percent of the parking is publicly available with 42 percent privately controlled. This exceeds Rich’s recommendation that the City control 50 percent of the public supply.

**Table GM-1** Gund-Mayo Total Parking Supply

<b>LA CROSSE GUND-MAYO STUDY AREA TOTAL PARKING SUPPLY</b>			
<b>Public Parking Supply</b>			
	On-Street	3,039	58%
	Off-Street	0	0%
	<b>Public Parking Totals</b>	<b>3,039</b>	<b>58%</b>
<b>Private Parking Supply</b>			
	On-Street	0	0%
	Off-Street	2,198	42%
	<b>Private Parking Totals</b>	<b>2,198</b>	<b>42%</b>
<b>Total Parking Supply - Study Area</b>		<b>5,237</b>	<b>100%</b>

**Map 1** on page 2 provides a spatial view of the Gund-Mayo district indicating the current parking supply. Lot as noted above which belong to the large medical and educational institutions are shown by a blue diagonal pattern.

**Table GM-2** on pages 3 through 7 show the allocation of private and public on-street and off-street parking per block within the Gund-Mayo district.





<p><b>PARKING STUDY FOR THE CITY OF LACROSSE WISCONSIN</b></p> <p><b>RICH &amp; ASSOCIATES</b> PARKING CONSULTANTS</p> <p>ARCHITECTS - ENGINEERS - PLANNERS</p>	<p><b>LEGEND:</b></p> <p><b>STUDY AREA</b> [Orange dashed line]</p> <p><b>BLOCK FACE KEY:</b> A [Top] B [Right] D [Left] C [Bottom]</p> <p><b>BLOCK NUMBER</b> [Circle with number]</p> <p><b>ON-STREET</b></p> <ul style="list-style-type: none"> <li>FREE-UNMARKED [Blue line]</li> <li>15 MINUTE LIMIT [Light Green line]</li> <li>30 MINUTE LIMIT [Purple line]</li> <li>1 HOUR LIMIT [Pink line]</li> <li>2 HOUR LIMIT [Yellow line]</li> <li>PERMIT [Dark Purple line]</li> <li>PRIVATE [Red line]</li> <li>PAY-TO-PARK [Light Blue line]</li> </ul> <p><b>OFF-STREET</b></p> <ul style="list-style-type: none"> <li>PRIVATE LOTS [Red hatched box]</li> <li>PUBLIC LOTS [Green hatched box]</li> <li>PERMIT LOTS [Purple hatched box]</li> <li>HOSP. UNIV. PRIVATE LOTS NOT IN INVENTORY [Light Blue hatched box]</li> <li>hc BARRIER FREE [hc text]</li> <li>LOADING ZONE [Green box]</li> </ul>	<p>Sheet Title:</p> <p><b>PARKING SUPPLY</b></p> <p><b>GUND-MAYO DISTRICT</b></p>	<p>[North Arrow]</p> <p>05-05-2020 sar RA#1945</p> <p><b>MAP 1</b></p>
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Table GM-2 – Gund-Mayo District Supply by Block

**La Crosse Gund-Mayo Supply by Block**

Blk#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
<b>Public On-Street Supply</b>																		
Regular	37	30	39	24	22	31	24	14	34	21	35	38	18	0	0	0	37	35
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
2hr 8am-6pm / 1hr 2am - 8am	0	0	0	14	24	9	10	0	0	7	0	0	0	20	13	0	6	0
1 hr	0	0	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drop-off / Loading Zone	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0
<b>Total Public</b>	<b>37</b>	<b>30</b>	<b>39</b>	<b>46</b>	<b>46</b>	<b>40</b>	<b>34</b>	<b>14</b>	<b>34</b>	<b>28</b>	<b>40</b>	<b>47</b>	<b>18</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>43</b>	<b>35</b>
<b>Private On-Street Supply</b>																		
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	106	34	12	12	45	0	0	38	46	24	73	20	0	0	0	0	23	15
Hcp	2	2	0	2	0	0	0	1	0	0	2	0	0	0	0	0	1	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>108</b>	<b>36</b>	<b>12</b>	<b>14</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>46</b>	<b>24</b>	<b>75</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>15</b>
<b>Viterbo/UWL Property</b>																		
Regular	0	0	0	0	32	0	0	0	0	0	0	21	0	47	70	248	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	25	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>47</b>	<b>96</b>	<b>273</b>	<b>0</b>	<b>0</b>
<b>Gund / Mayo / Franciscian Property</b>																		
Regular	0	0	0	0	0	558	17	228	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hospital Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>565</b>	<b>18</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>145</b>	<b>66</b>	<b>51</b>	<b>60</b>	<b>123</b>	<b>605</b>	<b>52</b>	<b>281</b>	<b>80</b>	<b>52</b>	<b>115</b>	<b>89</b>	<b>18</b>	<b>69</b>	<b>117</b>	<b>273</b>	<b>67</b>	<b>50</b>
<b>Study Area Totals</b>	<b>145</b>	<b>66</b>	<b>51</b>	<b>60</b>	<b>91</b>	<b>40</b>	<b>34</b>	<b>53</b>	<b>80</b>	<b>52</b>	<b>115</b>	<b>67</b>	<b>18</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>67</b>	<b>50</b>

Table GM-2 continued...

**La Crosse Gund-Mayo Supply by Block**

Blk#	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
<b>Public On-Street Supply</b>																		
Regular	45	22	3	45	43	42	27	17	14	10	48	50	34	19	11	35	23	29
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm / 1hr 2am - 8am	0	18	30	0	0	0	10	0	26	0	0	0	0	15	39	14	10	0
1 hr	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drop-off / Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>45</b>	<b>42</b>	<b>33</b>	<b>45</b>	<b>43</b>	<b>42</b>	<b>37</b>	<b>17</b>	<b>40</b>	<b>10</b>	<b>48</b>	<b>50</b>	<b>34</b>	<b>34</b>	<b>50</b>	<b>49</b>	<b>33</b>	<b>29</b>
<b>Private On-Street Supply</b>																		
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	23	0	0	27	32	47	62	0	0	88	44	9	0	18	8	26	37	7
Hcp	0	0	0	0	0	2	1	0	0	6	2	0	0	0	0	0	1	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>49</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>46</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>26</b>	<b>38</b>	<b>7</b>
<b>Viterbo/UWL Property</b>																		
Regular	0	91	208	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0
Hcp	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>93</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Gund / Mayo / Franciscian Property</b>																		
Regular	0	0	0	0	0	0	0	0	285	63	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hospital Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>68</b>	<b>135</b>	<b>262</b>	<b>72</b>	<b>75</b>	<b>91</b>	<b>100</b>	<b>88</b>	<b>325</b>	<b>167</b>	<b>94</b>	<b>59</b>	<b>34</b>	<b>52</b>	<b>58</b>	<b>75</b>	<b>71</b>	<b>36</b>
<b>Study Area Totals</b>	<b>68</b>	<b>42</b>	<b>33</b>	<b>72</b>	<b>75</b>	<b>91</b>	<b>100</b>	<b>17</b>	<b>40</b>	<b>104</b>	<b>94</b>	<b>59</b>	<b>34</b>	<b>52</b>	<b>58</b>	<b>75</b>	<b>71</b>	<b>36</b>



Table GM-2 continued...

**La Crosse Gund-Mayo Supply by Block**

Blk#	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
<b>Public On-Street Supply</b>																		
Regular	50	50	23	24	44	54	45	27	48	25	30	34	65	60	37	13	17	11
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm / 1hr 2am - 8am	0	0	20	0	0	0	0	0	0	20	12	12	0	0	0	0	15	18
1 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drop-off / Loading Zone	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Barrier Free	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>50</b>	<b>50</b>	<b>43</b>	<b>31</b>	<b>44</b>	<b>54</b>	<b>45</b>	<b>27</b>	<b>48</b>	<b>45</b>	<b>42</b>	<b>46</b>	<b>65</b>	<b>60</b>	<b>37</b>	<b>15</b>	<b>32</b>	<b>29</b>
<b>Private On-Street Supply</b>																		
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	23	13	14	0	0	0	0	22	0	13	53	6	10	18	8	0	18	0
Hcp	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>23</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>6</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>0</b>
<b>Viterbo/UWL Property</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Gund / Mayo / Franciscian Property</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hospital Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>73</b>	<b>63</b>	<b>57</b>	<b>31</b>	<b>44</b>	<b>54</b>	<b>45</b>	<b>49</b>	<b>48</b>	<b>58</b>	<b>99</b>	<b>52</b>	<b>75</b>	<b>78</b>	<b>45</b>	<b>15</b>	<b>51</b>	<b>29</b>
<b>Study Area Totals</b>	<b>73</b>	<b>63</b>	<b>57</b>	<b>31</b>	<b>44</b>	<b>54</b>	<b>45</b>	<b>49</b>	<b>48</b>	<b>58</b>	<b>99</b>	<b>52</b>	<b>75</b>	<b>78</b>	<b>45</b>	<b>15</b>	<b>51</b>	<b>29</b>

Table GM-2 continued...

**La Crosse Gund-Mayo Supply by Block**

Counts are estimates

Blk#	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
<b>Public On-Street Supply</b>																		
Regular	0	17	46	13	0	0	0	31	53	21	17	8	10	24	16	5	12	10
15 Minute - Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2hr 8am-6pm / 1hr 2am - 8am	26	15	0	7	16	29	40	31	0	22	12	33	50	8	9	14	46	43
1 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pay to Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drop-off / Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier Free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>26</b>	<b>32</b>	<b>46</b>	<b>20</b>	<b>16</b>	<b>29</b>	<b>40</b>	<b>62</b>	<b>53</b>	<b>43</b>	<b>29</b>	<b>41</b>	<b>60</b>	<b>32</b>	<b>25</b>	<b>19</b>	<b>58</b>	<b>53</b>
<b>Private On-Street Supply</b>																		
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>																		
<b>Study Area</b>																		
Regular	0	17	0	18	0	0	4	30	0	0	0	0	9	0	36	0	22	8
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>22</b>	<b>8</b>
<b>Viterbo/UWL Property</b>																		
Regular	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Gund / Mayo / Franciscan Property</b>																		
Regular	0	0	0	0	87	46	0	0	0	289	156	112	0	0	0	0	0	0
Hcp	0	0	0	0	0	0	0	0	0	17	11	3	0	0	0	0	0	0
Permit	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
<b>Hospital Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>306</b>	<b>190</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>	<b>26</b>	<b>49</b>	<b>46</b>	<b>38</b>	<b>103</b>	<b>75</b>	<b>44</b>	<b>92</b>	<b>53</b>	<b>349</b>	<b>219</b>	<b>156</b>	<b>69</b>	<b>32</b>	<b>61</b>	<b>19</b>	<b>80</b>	<b>61</b>
<b>Study Area Totals</b>	<b>26</b>	<b>49</b>	<b>46</b>	<b>38</b>	<b>16</b>	<b>29</b>	<b>44</b>	<b>92</b>	<b>53</b>	<b>43</b>	<b>29</b>	<b>41</b>	<b>69</b>	<b>32</b>	<b>61</b>	<b>19</b>	<b>80</b>	<b>61</b>

Table GM-2 continued...

**La Crosse Gund-Mayo Supply by Block**

Blk#	73	74	75	76	77	78	79	80	81	Totals
<b>Public On-Street Supply</b>										
Regular	0	17	0	21	10	14	50	113	20	2,141
15 Minute - Free	0	0	0	0	0	0	0	0	0	6
2hr 8am-6pm / 1hr 2am - 8am	33	33	0	0	0	0	0	0	0	829
1 hr	24	0	0	0	0	0	0	0	0	43
Pay to Park	0	0	0	0	0	0	0	0	0	0
Drop-off / Loading Zone	0	0	0	0	0	0	0	0	0	12
Barrier Free	0	2	0	0	0	0	0	0	0	8
<b>Total Public</b>	<b>57</b>	<b>52</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>14</b>	<b>50</b>	<b>113</b>	<b>20</b>	<b>3,039</b>
<b>Private On-Street Supply</b>										
Private	0	0	0	0	0	0	0	0	0	0
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Off-Street Supply</b>										
<b>Study Area</b>										
Regular	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>										
<b>Study Area</b>										
Regular	0	20	0	302	76	0	0	447	88	2,151
Hcp	0	0	0	5	7	0	0	7	1	47
Permit	0	0	0	0	0	0	0	0	0	0
<b>Study Total</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>307</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>454</b>	<b>89</b>	<b>2,198</b>
<b>Viterbo/UWL Property</b>										
Regular	0	0	0	0	0	0	0	0	0	788
Hcp	0	0	0	0	0	0	0	0	0	68
Permit	0	0	0	0	0	0	0	0	0	7
<b>College Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>863</b>
<b>Gund / Mayo / Franciscian Property</b>										
Regular	0	0	157	86	969	36	215	19	0	3,323
Hcp	0	0	7	3	7	0	7	1	0	64
Permit	0	0	0	0	0	0	0	0	0	23
<b>Hospital Total</b>	<b>0</b>	<b>0</b>	<b>164</b>	<b>89</b>	<b>976</b>	<b>36</b>	<b>222</b>	<b>20</b>	<b>0</b>	<b>3,410</b>
<b>Summary Totals</b>	<b>57</b>	<b>72</b>	<b>164</b>	<b>417</b>	<b>1069</b>	<b>50</b>	<b>272</b>	<b>587</b>	<b>109</b>	<b>9,510</b>
<b>Study Area Totals</b>	<b>57</b>	<b>72</b>	<b>0</b>	<b>328</b>	<b>93</b>	<b>14</b>	<b>50</b>	<b>567</b>	<b>109</b>	<b>5,237</b>



**Table GM-2** demonstrates that 863± spaces are controlled by Viterbo University with 3,410 spaces owned and controlled by one of the medical institutions in the district. The addition of these spaces would bring the overall total amount of parking within district to more than 9,500 spaces. However, again as noted, the parking needs for these institutions are outside the scope of this analysis.

***The detailed inventory of the public and private, on-street and off-street parking for the Gund-Mayo district can be found in the appendix of this report.***

**Table GM-1** on page 1 which demonstrates the total parking supply for the Gund-Mayo district shows that of the 3,039± on-street spaces that 2,141 (70%) are classified as “regular” spaces. This simply means that these spaces have no time or other restrictions. The next largest group are the 829± spaces representing 27 percent of the total that are two-hour parking throughout the day and the just over one percent (43 spaces) that have a one-hour parking restriction during the day. The table also shows that none of the on-street spaces are pay-to-park. Finally, other than the on-street parking there are no publicly available off-street spaces within the district. All off-street parking is privately controlled by either small businesses or residential apartments for parking for their residents or controlled by one of the large medical or educational institutions located within the district.

## PARKING UTILIZATION ANALYSIS

How the parking is actually being used throughout the district is another critical component in the analysis of conditions and formulation of recommendations. City enforcement staff using the License Plate Recognition equipped vehicles drove the streets and roads throughout the district to gather parking occupancy data. This was supported by Rich & Associates staff recording the occupancy of vehicles in many of the private lots throughout the district. These counts were conducted every two hours and the results of these counts are shown by *maps* beginning on **page 17**. These results represent the counts conducted in October 2019.

### On-Street Parking Counts

The on-street occupancy counts showed that, overall, there was a very low utilization of on-street parking. While there were blocks, particularly near the various institutions, that had relatively high utilization, many other blocks throughout the residential areas had very little use.

**Figure GM-1** on the following page shows that the on-street utilization reached its highest points (just over 35 percent) during the late-afternoon and early evening hours.

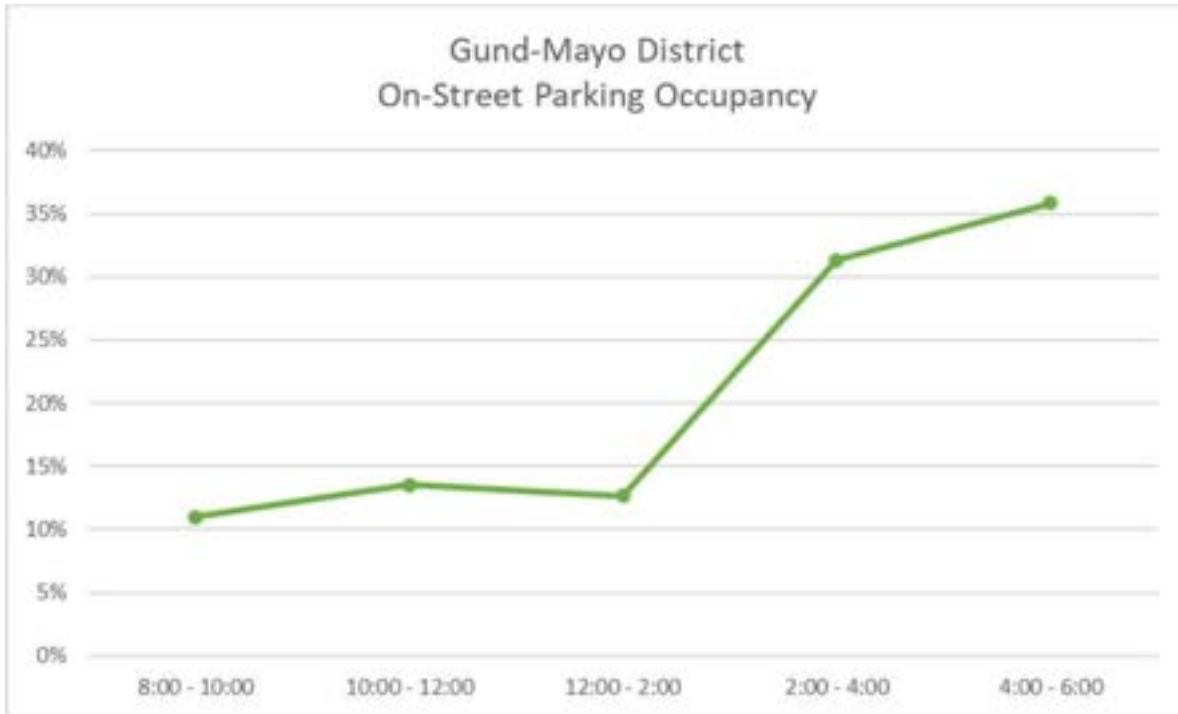


Figure GM-1 On-Street Parking Occupancy

The Table GM-3 on pages 10 through 14 detail the results of the on-street occupancy counts.

**Table GM-3 - On-Street Occupancy Counts**

	8:00 - 10:00	8:00 - 10:00	10:00 - 12:00	10:00 - 12:00	12:00 - 2:00	12:00 - 2:00	2:00 - 4:00	2:00 - 4:00	4:00 - 6:00	4:00 - 6:00	
	Cap	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct
1A	12	0	0%	0	0%	0	0%	0	0%	7	58%
1C	9	0	0%	0	0%	0	0%	1	11%	0	0%
2A	10	0	0%	0	0%	0	0%	0	0%	4	40%
2B	8	0	0%	0	0%	0	0%	1	13%	1	13%
2C	8	1	13%	2	25%	1	13%	3	38%	2	25%
2D	4	0	0%	0	0%	0	0%	1	25%	2	50%
3A	9	0	0%	0	0%	0	0%	0	0%	6	67%
3B	11	0	0%	0	0%	0	0%	5	45%	10	91%
3C	8	1	13%	0	0%	0	0%	0	0%	7	88%
3D	11	0	0%	0	0%	0	0%	0	0%	1	9%
4A	10	0	0%	0	0%	0	0%	0	0%	9	90%
4B	14	1	7%	1	7%	3	21%	3	21%	14	100%
4C	8	4	50%	4	50%	4	50%	8	100%	3	38%
4D	14	0	0%	0	0%	0	0%	6	43%	9	64%
5A	9	0	0%	0	0%	0	0%	0	0%	9	100%
5B	13	0	0%	0	0%	0	0%	13	100%	13	100%
5C	11	7	64%	3	27%	7	64%	0	0%	6	55%
5D	13	1	8%	2	15%	2	15%	4	31%	10	77%
6A	16	0	0%	0	0%	0	0%	0	0%	11	69%
6B	10	10	100%	9	90%	5	50%	6	60%	6	60%
6C	9	4	44%	7	78%	8	89%	8	89%	7	78%
6D	5	0	0%	0	0%	0	0%	5	100%	5	100%
7B	11	0	0%	0	0%	0	0%	6	55%	4	36%
7D	10	9	90%	10	100%	4	40%	8	80%	7	70%
8C	7	0	0%	0	0%	0	0%	0	0%	7	100%
8D	6	0	0%	0	0%	0	0%	6	100%	5	83%
9B	11	0	0%	0	0%	0	0%	3	27%	5	45%
9C	10	0	0%	0	0%	0	0%	3	30%	0	0%
9D	9	0	0%	0	0%	0	0%	4	44%	0	0%
10A	7	1	14%	1	14%	0	0%	1	14%	3	43%
10B	6	0	0%	0	0%	0	0%	1	17%	3	50%
10C	6	0	0%	0	0%	0	0%	2	33%	0	0%
10D	9	0	0%	0	0%	0	0%	5	56%	4	44%
11A	7	0	0%	0	0%	0	0%	0	0%	7	100%
11B	9	0	0%	0	0%	0	0%	6	67%	6	67%
11C	11	0	0%	0	0%	0	0%	7	64%	0	0%
11D	11	0	0%	0	0%	0	0%	4	36%	3	27%
12A	9	7	78%	3	33%	0	0%	7	78%	3	33%
12B	14	2	14%	0	0%	0	0%	11	79%	14	100%
12C	9	0	0%	0	0%	0	0%	9	100%	0	0%
12D	15	0	0%	0	0%	0	0%	10	67%	12	80%
13A	11	0	0%	3	27%	0	0%	0	0%	8	73%
13D	11	0	0%	0	0%	0	0%	12	109%	12	109%
14A	13	5	38%	7	54%	8	62%	5	38%	5	38%
14B	9	5	56%	5	56%	3	33%	4	44%	4	44%
15A	4	0	0%	0	0%	0	0%	0	0%	2	50%
15D	21	21	100%	21	100%	21	100%	21	100%	15	71%
16B	1	0	0%	0	0%	0	0%	0	0%	1	100%



Table GM-3 - On-Street Occupancy Counts – continued ...

		8:00 - 10:00	8:00 - 10:00	10:00 - 12:00	10:00 - 12:00	12:00 - 2:00	12:00 - 2:00	2:00 - 4:00	2:00 - 4:00	4:00 - 6:00	4:00 - 6:00
	Cap	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct
17A	13	0	0%	0	0%	0	0%	2	15%	0	0%
17B	12	0	0%	0	0%	0	0%	2	17%	6	50%
17C	12	0	0%	0	0%	0	0%	2	17%	0	0%
18A	9	0	0%	0	0%	0	0%	2	22%	0	0%
18C	11	0	0%	0	0%	0	0%	2	18%	0	0%
18D	9	0	0%	0	0%	0	0%	4	44%	3	33%
19A	11	0	0%	0	0%	0	0%	6	55%	0	0%
19B	11	0	0%	0	0%	0	0%	5	45%	5	45%
19C	12	0	0%	0	0%	0	0%	8	67%	0	0%
19D	11	0	0%	0	0%	0	0%	2	18%	2	18%
20A	12	0	0%	0	0%	0	0%	10	83%	0	0%
20B	6	2	33%	3	50%	3	50%	6	100%	6	100%
20C	12	1	8%	1	8%	2	17%	5	42%	0	0%
20D	12	0	0%	0	0%	0	0%	11	92%	8	67%
21B	30	0	0%	0	0%	0	0%	2	7%	1	3%
21C	3	1	33%	0	0%	0	0%	3	100%	3	100%
21D	2	0	0%	0	0%	0	0%	0	0%	2	100%
22A	11	0	0%	0	0%	0	0%	2	18%	0	0%
22B	14	0	0%	0	0%	0	0%	9	64%	14	100%
22C	5	0	0%	0	0%	0	0%	4	80%	0	0%
22D	15	0	0%	0	0%	0	0%	3	20%	0	0%
23A	12	0	0%	0	0%	0	0%	4	33%	0	0%
23B	12	0	0%	0	0%	0	0%	8	67%	10	83%
23C	8	0	0%	0	0%	0	0%	0	0%	3	38%
23D	11	0	0%	0	0%	0	0%	8	73%	8	73%
24A	8	0	0%	0	0%	0	0%	7	88%	0	0%
24B	15	0	0%	4	27%	0	0%	10	67%	11	73%
24C	4	0	0%	0	0%	0	0%	4	100%	1	25%
24D	15	0	0%	0	0%	0	0%	8	53%	12	80%
25A	10	1	10%	6	60%	1	10%	8	80%	0	0%
25B	14	0	0%	0	0%	0	0%	11	79%	13	93%
25C	7	0	0%	0	0%	0	0%	2	29%	7	100%
25D	13	0	0%	2	15%	0	0%	6	46%	9	69%
26C	3	0	0%	0	0%	0	0%	3	100%	1	33%
26D	13	0	0%	0	0%	0	0%	13	100%	14	108%
27B	12	3	25%	3	25%	1	8%	0	0%	0	0%
27C	14	2	14%	0	0%	7	50%	3	21%	0	0%
27D	14	0	0%	0	0%	0	0%	14	100%	11	79%
28A	10	0	0%	0	0%	3	30%	0	0%	0	0%
28A	9	0	0%	0	0%	0	0%	1	11%	0	0%
29B	14	0	0%	0	0%	0	0%	5	36%	3	21%
29C	14	0	0%	0	0%	0	0%	4	29%	1	7%
29D	15	0	0%	0	0%	0	0%	4	27%	0	0%
30A	10	0	0%	0	0%	0	0%	5	50%	3	30%
30B	13	0	0%	0	0%	0	0%	4	31%	5	38%
30C	12	0	0%	0	0%	0	0%	0	0%	2	17%
30D	15	0	0%	0	0%	0	0%	2	13%	6	40%
31A	0	0	0%	0	0%	0	0%	0	0%	0	0%

Table GM-3 - On-Street Occupancy Counts – continued...

		8:00 - 10:00	8:00 - 10:00	10:00 - 12:00	10:00 - 12:00	12:00 - 2:00	12:00 - 2:00	2:00 - 4:00	2:00 - 4:00	4:00 - 6:00	4:00 - 6:00
	Cap	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct
31B	10	0	0%	0	0%	0	0%	7	70%	8	80%
31D	12	0	0%	0	0%	0	0%	7	58%	7	58%
32A	0	0	0%	0	0%	0	0%	0	0%	0	0%
32B	15	5	33%	2	13%	4	27%	3	20%	4	27%
32C	11	0	0%	0	0%	0	0%	0	0%	4	36%
32D	8	0	0%	0	0%	0	0%	6	75%	8	100%
33A	9	0	0%	0	0%	0	0%	5	56%	0	0%
33B	15	4	27%	6	40%	7	47%	1	7%	7	47%
33C	11	1	9%	1	9%	0	0%	0	0%	3	27%
33D	15	1	7%	0	0%	3	20%	1	7%	6	40%
34A	10	0	0%	3	30%	3	30%	6	60%	8	80%
34B	12	0	0%	0	0%	0	0%	9	75%	8	67%
34C	19	0	0%	0	0%	0	0%	0	0%	9	47%
34D	8	2	25%	4	50%	6	75%	1	13%	1	13%
35A	10	0	0%	0	0%	5	50%	2	20%	0	0%
35B	11	0	0%	0	0%	0	0%	3	27%	4	36%
35C	12	0	0%	0	0%	0	0%	0	0%	3	25%
35D	19	0	0%	0	0%	0	0%	11	58%	3	16%
36D	23	0	0%	0	0%	0	0%	1	4%	0	0%
37A	14	0	0%	0	0%	0	0%	0	0%	1	7%
37B	14	0	0%	0	0%	0	0%	3	21%	7	50%
37C	10	0	0%	0	0%	0	0%	0	0%	4	40%
37D	12	0	0%	0	0%	0	0%	0	0%	1	8%
38B	10	0	0%	0	0%	0	0%	1	10%	1	10%
38D	15	0	0%	0	0%	0	0%	2	13%	3	20%
39A	10	0	0%	0	0%	0	0%	0	0%	6	60%
39B	10	0	0%	0	0%	0	0%	4	40%	3	30%
39C	10	0	0%	0	0%	0	0%	0	0%	4	40%
39D	13	0	0%	0	0%	0	0%	4	31%	4	31%
40D	7	0	0%	0	0%	0	0%	1	14%	3	43%
41A	11	0	0%	0	0%	0	0%	0	0%	5	45%
41B	12	0	0%	0	0%	0	0%	2	17%	3	25%
41C	9	0	0%	0	0%	0	0%	0	0%	1	11%
41D	12	0	0%	0	0%	0	0%	12	100%	12	100%
42A	16	0	0%	0	0%	0	0%	0	0%	9	56%
42B	10	0	0%	0	0%	0	0%	3	30%	0	0%
42C	20	0	0%	0	0%	0	0%	0	0%	3	15%
42D	8	0	0%	0	0%	0	0%	3	38%	5	63%
43A	12	0	0%	0	0%	0	0%	0	0%	1	8%
43B	11	0	0%	0	0%	0	0%	2	18%	0	0%
43C	11	0	0%	0	0%	0	0%	0	0%	2	18%
43D	11	0	0%	0	0%	0	0%	4	36%	5	45%
44A	11	0	0%	0	0%	0	0%	0	0%	4	36%
44B	11	0	0%	0	0%	0	0%	1	9%	5	45%
45B	12	0	0%	0	0%	0	0%	2	17%	1	8%
45D	12	0	0%	0	0%	0	0%	0	0%	2	17%
46B	10	0	0%	0	0%	0	0%	0	0%	2	20%
46D	12	0	0%	0	0%	0	0%	3	25%	4	33%

Table GM-3 - On-Street Occupancy Counts – continued...

	8:00 - 10:00	8:00 - 10:00	10:00 - 12:00	10:00 - 12:00	12:00 - 2:00	12:00 - 2:00	2:00 - 4:00	2:00 - 4:00	4:00 - 6:00	4:00 - 6:00	
Cap	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	
47A	12	0	0%	0	0%	0	0%	0	0%	2	17%
47B	12	0	0%	3	25%	3	25%	4	33%	1	8%
47D	9	0	0%	0	0%	0	0%	9	100%	2	22%
48A	12	0	0%	0	0%	0	0%	0	0%	3	25%
48B	12	0	0%	0	0%	0	0%	2	17%	6	50%
48D	12	0	0%	2	17%	1	8%	2	17%	6	50%
49A	23	0	0%	0	0%	0	0%	0	0%	5	22%
49B	11	0	0%	0	0%	0	0%	2	18%	3	27%
49D	11	0	0%	0	0%	0	0%	1	9%	0	0%
50A	10	0	0%	0	0%	0	0%	0	0%	5	50%
50B	20	0	0%	0	0%	0	0%	8	40%	0	0%
50C	9	0	0%	0	0%	0	0%	3	33%	4	44%
50D	21	0	0%	0	0%	0	0%	2	10%	1	5%
51C	7	0	0%	0	0%	0	0%	0	0%	2	29%
51D	22	0	0%	0	0%	0	0%	9	41%	0	0%
52B	6	0	0%	0	0%	0	0%	1	17%	0	0%
53B	6	1	17%	1	17%	3	50%	1	17%	1	17%
53C	12	0	0%	0	0%	0	0%	2	17%	8	67%
53D	5	0	0%	0	0%	0	0%	0	0%	1	20%
54B	5	0	0%	0	0%	0	0%	2	40%	0	0%
54C	6	0	0%	0	0%	0	0%	0	0%	2	33%
54D	7	0	0%	0	0%	1	14%	1	14%	0	0%
55A	7	0	0%	2	29%	1	14%	0	0%	0	0%
55B	7	0	0%	2	29%	1	14%	1	14%	6	86%
55C	8	0	0%	0	0%	0	0%	0	0%	2	25%
55D	7	0	0%	0	0%	0	0%	1	14%	2	29%
56B	7	0	0%	0	0%	0	0%	5	71%	0	0%
56C	9	2	22%	0	0%	1	11%	0	0%	3	33%
56D	6	0	0%	0	0%	0	0%	1	17%	2	33%
57C	17	0	0%	0	0%	0	0%	0	0%	7	41%
57D	6	0	0%	0	0%	0	0%	3	50%	0	0%
58A	13	0	0%	13	100%	13	100%	13	100%	13	100%
58B	7	0	0%	1	14%	1	14%	1	14%	0	0%
59D	6	1	17%	0	0%	0	0%	0	0%	0	0%
60A	8	0	0%	0	0%	0	0%	0	0%	3	38%
60B	11	0	0%	0	0%	0	0%	0	0%	1	9%
60C	10	2	20%	2	20%	1	10%	1	10%	0	0%
61A	10	2	20%	3	30%	2	20%	0	0%	6	60%
61B	11	0	0%	0	0%	0	0%	0	0%	2	18%
61D	9	0	0%	1	11%	1	11%	0	0%	2	22%
62A	21	0	0%	0	0%	0	0%	0	0%	14	67%
62B	10	0	0%	0	0%	0	0%	7	70%	0	0%
62C	21	4	19%	5	24%	6	29%	4	19%	12	57%
62D	10	0	0%	0	0%	1	10%	2	20%	3	30%
63A	21	0	0%	0	0%	0	0%	1	5%	6	29%
63B	7	0	0%	0	0%	0	0%	7	100%	0	0%
63C	22	0	0%	0	0%	0	0%	9	41%	5	23%
63D	10	0	0%	0	0%	0	0%	7	70%	0	0%



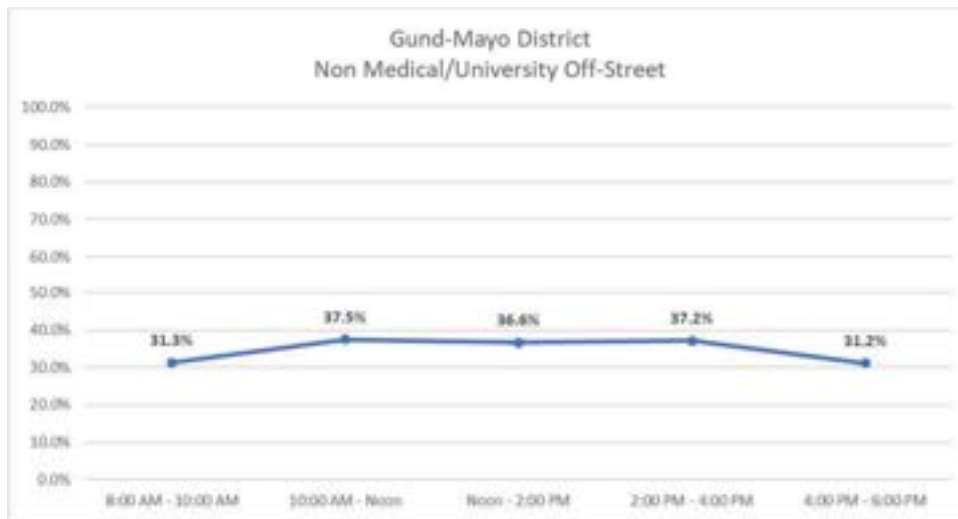
Table GM-3 - On-Street Occupancy Counts – continued...

	8:00 - 10:00	8:00 - 10:00	10:00 - 12:00	10:00 - 12:00	12:00 - 2:00	12:00 - 2:00	2:00 - 4:00	2:00 - 4:00	4:00 - 6:00	4:00 - 6:00	
	Cap	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct	Occ	Pct
64A	6	0	0%	2	33%	0	0%	6	100%	0	0%
64B	15	10	67%	12	80%	9	60%	10	67%	11	73%
65A	12	4	33%	5	42%	4	33%	6	50%	0	0%
65D	8	0	0%	0	0%	0	0%	8	100%	0	0%
66A	8	8	100%	8	100%	8	100%	6	75%	1	13%
66B	10	2	20%	2	20%	2	20%	4	40%	0	0%
66C	13	0	0%	10	77%	9	69%	9	69%	8	62%
66D	10	0	0%	8	80%	10	100%	10	100%	7	70%
67A	20	3	15%	7	35%	6	30%	3	15%	12	60%
67B	10	11	110%	7	70%	7	70%	8	80%	4	40%
67C	20	0	0%	3	15%	2	10%	1	5%	0	0%
67D	10	1	10%	1	10%	0	0%	4	40%	10	100%
68A	6	0	0%	0	0%	0	0%	4	67%	2	33%
68B	11	0	0%	0	0%	0	0%	2	18%	0	0%
68C	8	0	0%	2	25%	1	13%	5	63%	0	0%
68D	7	7	100%	8	114%	5	71%	5	71%	2	29%
69A	7	0	0%	0	0%	0	0%	2	29%	1	14%
69D	2	0	0%	0	0%	0	0%	2	100%	0	0%
70A	5	0	0%	5	100%	5	100%	5	100%	4	80%
70B	9	9	100%	4	44%	4	44%	2	22%	6	67%
71A	18	0	0%	1	6%	3	17%	1	6%	0	0%
71B	12	8	67%	10	83%	10	83%	10	83%	4	33%
71C	20	1	5%	3	15%	3	15%	7	35%	13	65%
72A	22	0	0%	3	14%	3	14%	1	5%	0	0%
72B	3	0	0%	0	0%	3	100%	0	0%	0	0%
72C	21	0	0%	2	10%	2	10%	4	19%	10	48%
72D	10	7	70%	10	100%	9	90%	8	80%	4	40%
73A	24	0	0%	3	13%	0	0%	1	4%	5	21%
73B	9	4	44%	4	44%	1	11%	0	0%	0	0%
73C	17	2	12%	4	24%	4	24%	0	0%	7	41%
73D	7	2	29%	4	57%	0	0%	1	14%	2	29%
74A	27	0	0%	2	7%	2	7%	3	11%	4	15%
74B	2	0	0%	0	0%	0	0%	2	100%	0	0%
74C	19	15	79%	16	84%	13	68%	13	68%	19	100%
74D	6	6	100%	4	67%	3	50%	2	33%	5	83%
76A	21	18	86%	0	0%	0	0%	9	43%	19	90%
78D	8	8	100%	8	100%	8	100%	0	0%	0	0%
80B	44	44	100%	44	100%	44	100%	0	0%	0	0%
	<b>2583</b>	<b>284</b>	<b>11%</b>	<b>350</b>	<b>14%</b>	<b>327</b>	<b>13%</b>	<b>809</b>	<b>31%</b>	<b>927</b>	<b>36%</b>

Off-Street Parking Counts

As previously detailed, the 2,198± non-medical and educational off-street parking is relatively small compared to the number of off-street spaces (4,273±) controlled by Viterbo University, Gund-Mayo and the Mayo Clinic/Franciscan Health properties. The occupancy of these other uses are shown on the maps simply to give a comparison of the relative utilization of the lots controlled by these institutions compared to the on-street parking adjacent them.

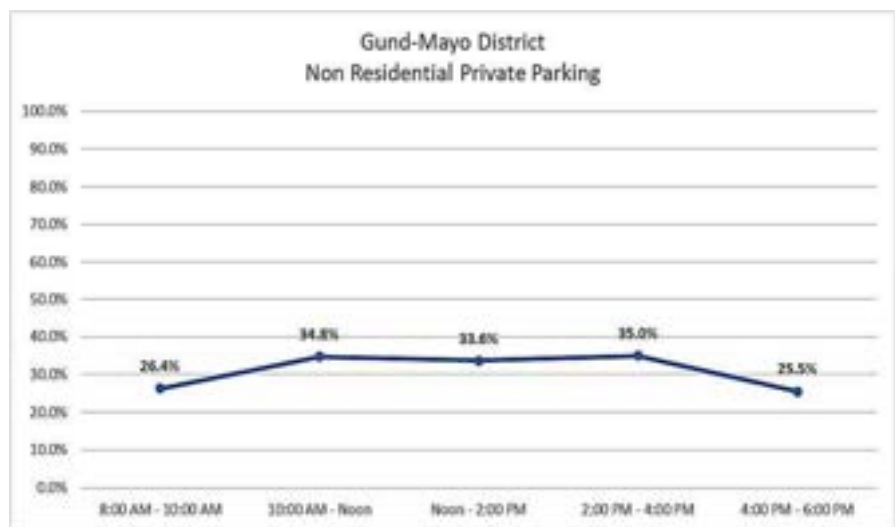
**Figure GM-2** below shows the off-street parking utilization excluding the institutional parking by time of day as collected by Rich & Associates staff in October 2019. This parking was primarily several businesses (bowling alley, Walgreen’s, hearing aid center etc.) and several apartment buildings. The graph shows how that, overall, this private off-street parking peaks at less than 40 percent of capacity.



**Figure GM-2** Non-Medical/University Off-Street Occupancy

Non-Residential Parking Occupancy

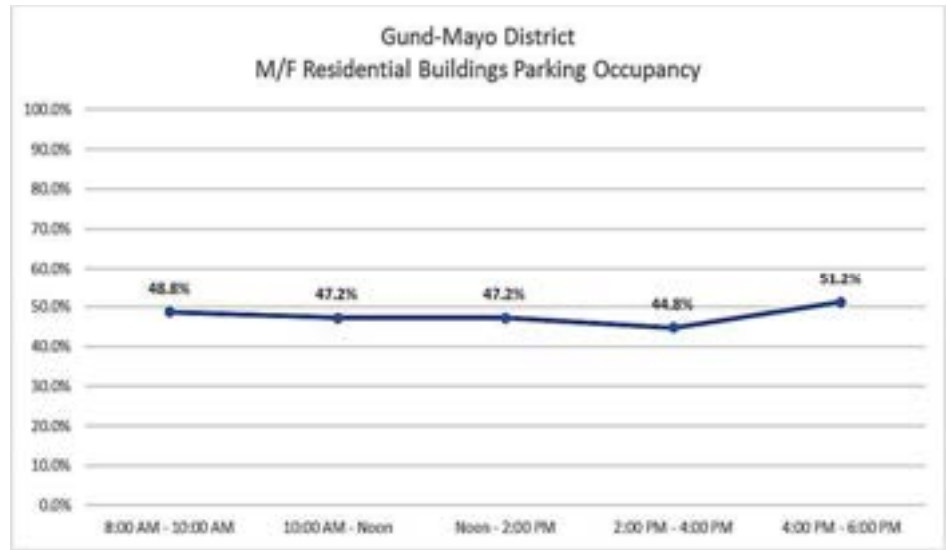
As noted, the graph above includes both parking associated with various apartment buildings included in the analysis as well as parking associated with private businesses. **Figure GM-3** shows the parking excluding the residential apartment buildings which totaled about 125 spaces.



**Figure GM-3** Non-Residential Private Parking Occupancy

Resident Parking

The parking associated with several residential buildings that were analyzed within the district showed occupancy rates higher than the commercial business occupancies peaking at just over 50 percent during the late afternoon.



**Figure GM-4** M/F Residential Buildings Parking Occupancy

Occupancy Count Summary

Unlike many other studies performed by Rich, there is no publicly available off-street parking. Any public parking is on-street. Much of this is either near one of the various institutions for which staff or patrons to one of these facilities are competing for the spaces or in front of private residences. While the utilization rate of the on-street spaces overall suggests that residents should not have an issue in being able to find parking in front of their homes, the alternate side parking regulations in the winter months effectively eliminates half the on-street parking supply. This means that when staff or patrons from the medical or educational institutions within the district uses these on-street spaces, they are creating issues for the residents in the district.

For the private off-street lots, the utilization counts showed that during the daytime hours that patrons to one of the commercial businesses or residents of the apartment buildings should be able to park in one of the available off-street spaces.

The maps on the following five pages demonstrate the occupancy results for the on-street and off-street parking areas for each of the five observations.





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>GUND MAYO OCCUPANCY 8-10AM</b></p>
	<p>MAP 2</p> <p>BLOCK FACE #/ BLOCK NUMBER:  </p>	






<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>GUND MAYO OCCUPANCY</b> 10-12PM</p>
	<p>Map 3</p> <p>BLOCK FACE (W) / BLOCK NUMBER: </p>	





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <table border="0"> <tr> <td></td> <td>0%-50%</td> </tr> <tr> <td></td> <td>51%-75%</td> </tr> <tr> <td></td> <td>76%-90%</td> </tr> <tr> <td></td> <td>91%-100%</td> </tr> </table>		0%-50%		51%-75%		76%-90%		91%-100%	<p>Sheet Title: <b>GUND MAYO OCCUPANCY</b> 12-2PM</p>
	0%-50%									
	51%-75%									
	76%-90%									
	91%-100%									
	<p>MAP 4</p> <p>BLOCK FACE (W) BLOCK NUMBER</p> 									





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>GUND MAYO OCCUPANCY 2-4PM</b></p>
	<p><b>MAP 5</b></p> <p>BLOCK FACE (W) / BLOCK NUMBER</p>	





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	<p><b>MAP 6</b></p> <p>BLOCK FACE (W) / BLOCK NUMBER:  </p>	

**Land Use**

The land use in the Gund-Mayo study district differs markedly from the downtown area. A significant number of blocks are associated with the Gund-Mayo Medical Center and its associated office and parking facilities which are outside the scope of this study. Similarly, there are buildings associated with the Mayo Clinic / Franciscan Health Center together with entire blocks encompassing surface or structured parking. Finally, within the district are educational buildings, residence halls and blocks with surface parking associated with Viterbo University which have all been excluded as well.

Given these caveats, the amount of square footage (excluding single family residential homes and multi-unit apartments) totals only about 500,000 square feet. Within the district are about 572± single family homes and nearly 1,500± residential apartment units. This data is summarized below and detailed by block in **Table GM-5** on the following page.

**Table GM-4** Land Use

Land Use	SF / Units
Office	29,031
Retail	20,193
Mixed Use	5,680
Service	29,800
Medical Office	5,166
Restaurant	21,567
Bar	13,376
Community	30,167
Warehouse / Light Manufacturing	253,209
Government	81,046
<b>Sub-Total</b>	<b>489,235</b>
Vacant	4,497
<b>Total</b>	<b>493,732</b>
<b>Apt Units</b>	1,486
<b>Single Family Homes</b>	572

**Table GM-4** above shows that about one-half of the total non-residential square footage being evaluated within the Gund-Mayo district is associated with warehouse and light manufacturing uses. Many of the other commercial uses have their own parking lots associated with the business or entity. This combined with the relatively small square footage associated with each appears to indicate that a determination of parking need is not necessary as they should all be able to be accommodated with sufficient parking, if not on-site, in adjacent on-street spaces given the low utilization of those.



**Table GM-5- Gund-Mayo District Land Use by Block**

	OF	RT	MX	SV	MO	FD	BR	RS	CL	HT	CM	TH	SF	WH	GV		VC	VC
	Office	Retail	Mixed Use	Service	Medical Office	Restaurant	Bar	Residential	College	Hotel	Community	Theater	Single Family	Warehouse	Government	Total SF	Vacant	Total w/ Vacant
GM-01	0	1,421	0	0	0	16,000	0	6	0	0	0	0	3	0	20,796	38,217	0	38,217
GM-02	0	0	0	0	0	0	0	18	0	0	4,959	0	10	0	0	4,959	0	4,959
GM-03	0	0	0	0	0	0	0	15	0	0	0	0	12	0	0	0	0	0
GM-04	0	0	0	0	0	0	0	26	0	0	0	0	6	0	0	0	0	0
GM-05	0	0	0	0	0	0	0	14	0	0	0	0	9	0	0	0	0	0
GM-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-08	0	0	0	0	0	0	0	0	0	0	8,670	0	0	0	0	8,670	0	8,670
GM-09	0	2,644	0	0	0	0	4,020	17	0	0	0	0	8	0	0	6,664	0	6,664
GM-10	0	2,628	0	0	0	0	0	13	0	0	0	0	10	0	0	2,628	0	2,628
GM-11	0	0	0	2,900	0	0	0	15	0	0	10,733	0	4	0	0	13,633	0	13,633
GM-12	0	0	0	0	0	0	0	15	0	0	0	0	3	0	0	0	0	0
GM-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-17	0	0	0	3,600	0	0	0	7	0	0	0	0	8	7,370	0	10,970	0	10,970
GM-18	0	0	0	0	0	0	0	22	0	0	0	0	10	0	0	0	0	0
GM-19	0	0	0	0	0	0	0	19	0	0	0	0	11	0	0	0	0	0
GM-20	0	0	0	0	0	0	0	21	0	0	0	0	5	0	0	0	0	0
GM-21	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0
GM-22	0	0	0	0	0	0	0	20	0	0	0	0	17	0	0	0	672	672
GM-23	0	0	0	0	0	0	0	30	0	0	0	0	9	0	0	0	0	0
GM-24	0	0	0	0	0	0	0	28	0	0	0	0	8	0	0	0	0	0
GM-25	0	0	0	0	0	0	0	54	0	0	0	0	5	0	0	0	0	0
GM-26	0	0	0	1,062	0	0	0	2	0	0	0	0	2	0	0	1,062	0	1,062
GM-27	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
GM-28	0	13,500	5,680	0	0	0	0	0	0	0	0	0	0	0	0	19,180	0	19,180
GM-29	0	0	0	0	2,190	0	0	21	0	0	0	0	11	0	0	2,190	0	2,190
GM-30	0	0	0	0	0	0	0	17	0	0	0	0	10	0	0	0	0	0
GM-31	0	0	0	0	0	0	0	2	0	0	0	0	11	0	0	0	0	0
GM-32	0	0	0	0	0	0	0	15	0	0	0	0	9	0	0	0	0	0
GM-33	0	0	0	0	0	0	0	15	0	0	0	0	9	0	0	0	0	0
GM-34	0	0	0	0	0	0	3,800	18	0	0	0	0	18	0	0	3,800	0	3,800
GM-35	0	0	0	0	0	5,567	2,016	25	0	0	0	0	4	1,440	0	9,023	0	9,023
GM-36	0	0	0	0	0	0	0	11	0	0	0	0	6	0	0	0	0	0
GM-37	0	0	0	0	0	0	0	22	0	0	0	0	10	0	0	0	0	0
GM-38	0	0	0	0	0	0	0	6	0	0	0	0	12	0	0	0	0	0
GM-39	0	0	0	0	0	0	0	8	0	0	0	0	12	0	0	0	0	0
GM-40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,250	60,250	0	60,250
GM-41	0	0	0	7,346	0	0	0	14	0	0	0	0	7	0	0	7,346	0	7,346
GM-42	0	0	0	0	0	0	0	25	0	0	0	0	15	3,108	0	3,108	0	3,108
GM-43	0	0	0	0	0	0	0	7	0	0	0	0	12	0	0	0	0	0
GM-44	0	0	0	0	0	0	0	16	0	0	0	0	8	0	0	0	0	0
GM-45	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	0	0	0
GM-46	0	0	0	0	0	0	0	15	0	0	0	0	8	0	0	0	0	0
GM-47	0	0	0	0	0	0	0	113	0	0	0	0	0	0	0	0	0	0
GM-48	2,068	0	0	0	0	0	0	8	0	0	0	0	7	0	0	2,068	0	2,068
GM-49	0	0	0	0	0	0	0	10	0	0	0	0	24	0	0	0	0	0
GM-50	0	0	0	0	0	0	3,540	8	0	0	0	0	18	0	0	3,540	3,825	7,365
GM-51	0	0	0	0	0	0	0	14	0	0	0	0	17	0	0	0	0	0
GM-52	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
GM-53	0	0	0	0	0	0	0	10	0	0	5,805	0	2	0	0	5,805	0	5,805
GM-54	0	0	0	0	0	0	0	4	0	0	0	0	7	0	0	0	0	0
GM-55	0	0	0	0	0	0	0	2	0	0	0	0	4	1,200	0	1,200	0	1,200
GM-56	0	0	0	5,535	0	0	0	4	0	0	0	0	2	0	0	5,535	0	5,535
GM-57	0	0	0	0	0	0	0	6	0	0	0	0	17	0	0	0	0	0
GM-58	0	0	0	0	0	0	0	23	0	0	0	0	8	0	0	0	0	0
GM-59	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
GM-60	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
GM-61	0	0	0	0	0	0	0	18	0	0	0	0	7	0	0	0	0	0
GM-62	0	0	0	0	0	0	0	27	0	0	0	0	17	0	0	0	0	0
GM-63	0	0	0	0	0	0	0	14	0	0	0	0	17	0	0	0	0	0
GM-64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-66	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
GM-67	0	0	0	0	0	0	0	21	0	0	0	0	17	0	0	0	0	0
GM-68	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0
GM-69	0	0	0	0	0	0	0	30	0	0	0	0	6	0	0	0	0	0
GM-70	0	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0
GM-71	0	0	0	0	0	0	0	24	0	0	0	0	16	0	0	0	0	0
GM-72	0	0	0	0	0	0	0	21	0	0	0	0	18	0	0	0	0	0
GM-73	0	0	0	0	0	0	0	9	0	0	0	0	24	0	0	0	0	0
GM-74	0	0	0	3	0	0	0	32	0	0	0	0	12	0	0	3	0	3
GM-75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-76	26,963	0	0	9,354	0	0	0	25	0	0	0	0	0	212,759	0	249,076	0	249,076
GM-77	0	0	0	0	0	0	0	86	0	0	0	0	0	27,332	0	27,332	0	27,332
GM-78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GM-80	0	0	0	0	2,976	0	0	343	0	0	0	0	4	0	0	2,976	0	2,976
	29,031	20,193	5,680	29,800	5,166	21,567	13,376	1,486	0	0	30,167	0	572	253,209	81,046	489,235	4,497	493,732



**SURVEY COMMENTS:**

The survey comments below which are part of the larger survey conducted of business owners, staff, visitors and students highlights the issues experienced for the Gund-Mayo district. While the Gund-Mayo Hospital has a significant amount of parking located south of South Street, to some staff of the facility it may be preferable to park on-street in the neighborhood even given the requirement to periodically move their vehicle.

Gund-Mayo

- The two-hour parking limit creates a huge problem for the people that live in this district.
- Employees park in the neighborhood instead of the employee lot

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## D - NORTHSIDE STUDY DISTRICT

The Northside district consists of the eight blocks extending from Logan Street to the North, Wall Street to the South, Rose Street to West and the alley between Caledonia and Avon Streets to the East. This area is a small downtown district comprised of retail shops and other commercial businesses. The district also includes two churches (one with an associated school) and various apartment units and single-family homes. There are not any City owned public parking lots in this district and therefore all public parking in the strictest sense of the definition consists of on-street spaces. However, there is one private lot that several businesses control and allow to operate as public parking. Combined with privately owned parking, the parking supply within the district totals 452± spaces. The occupied building land use within this district totals 124,000 square feet.

### NORTHSIDE PARKING SUPPLY

**Map 1**, on page 2 provides a spatial view of the Northside district indicating the current parking supply. Table NS-1, below shows that the 452± total parking spaces (as noted above) are distinguished by 206± on-street spaces and 246± private off-street parking spaces. In Rich’s definition, public parking is parking that is available to anyone regardless of destination. Private lots, generally controlled by specific businesses or entities is generally intended only for the staff or customers of the owning entity. At the conclusion of that visit, the patron is generally expected to move their vehicle to make space available for the next customer. Lots controlled by the two banks would be included in this classification.

Of the 206± on-street spaces, 200± are classified as public meaning that they are available to anyone regardless of destination. Six on-street spaces are allocated for use by St. James Church staff and/or visitors. For the balance of 200 “public” spaces, seventy percent (142± spaces) carry no time restrictions. This leaves 58± on-street spaces that have either a two-hour time limit (47± spaces) and 11± spaces that have just a one-hour limit. The 200 “public” on-street parking spaces as the only actually publicly owned parking means that just 44 percent of the parking is controlled by the City.

**Table NS-1** Northside Total Parking Supply

LA CROSSE NORTHSIDE TOTAL PARKING SUPPLY			
<b>Public Parking Supply</b>			
	On-Street	200	44%
	Off-Street	0	0%
	<b>Public Parking Totals</b>	<b>200</b>	<b>44%</b>
<b>Private Parking Supply</b>			
	On-Street	6	1%
	Off-Street	246	54%
	<b>Private Parking Totals</b>	<b>252</b>	<b>56%</b>
<b>Total Parking Supply</b>		<b>452</b>	<b>100%</b>



<p><b>PARKING STUDY FOR THE CITY OF LACROSSE WISCONSIN</b></p> <p>BIENA ASSOCIATES</p>	<p><b>LEGEND:</b></p> <p><b>STUDY AREA</b> (Dashed orange line)</p> <p><b>BLOCK/FACE KEY:</b></p> <p>A (Top), B (Bottom), C (Left), D (Right)</p> <p>Block Number (Circle)</p>		<p><b>ON-STREET</b></p> <ul style="list-style-type: none"> <li>Blue: FREE-UNMARKED</li> <li>Yellow: 15 MINUTE LIMIT</li> <li>Purple: 30 MINUTE LIMIT</li> <li>Pink: 1 HOUR LIMIT</li> <li>Light Blue: 2 HOUR LIMIT</li> <li>Dark Blue: PERMIT</li> <li>Red: PRIVATE/VISITOR</li> <li>Cyan: PAY-TO-PARK</li> </ul>	<p><b>OFF-STREET</b></p> <ul style="list-style-type: none"> <li>Red: PRIVATE LOTS</li> <li>Green: PUBLIC LOTS</li> <li>Light Green: BARRIER FREE</li> <li>Dark Green: LOADING ZONE</li> </ul>	<p>Sheet Title:</p> <p><b>PARKING SUPPLY</b></p> <p>NORTH DISTRICT</p>	<p>04.28.2020 RAJ/TKK</p> <p>Map Number:</p> <p><b>MAP 1</b></p>
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While Lot D located in Block 3 (28 spaces) is privately owned, it is unsigned and downtown patrons are allowed to park within the lot without having to visit a specific business. This means that this lot operates more as a public lot. The Bank lot in Block 1 (Lot B) is also private but allows downtown patrons to utilize it during non-bank hours. Adjusting for these allowances would mean that 50 percent (during the day) and 55 percent (during the evening) of the Northside district parking is available to patrons. This achieves during the daytime and marginally exceeds during the evening hours, Rich’s best practices benchmark that 50 percent of parking should be publicly available. When at least 50 percent of the supply is publicly available to patrons, it makes it easier for them to park once and visit multiple destinations.

**Table NS-2** Northside Total Parking Supply

<b>LA CROSSE NORTHSIDE TOTAL PARKING SUPPLY</b>					
<b>Public Parking Supply</b>					
<i>* Adjusted to include off-street private lot availability</i>					
		<b>Daytime</b>		<b>Evening</b>	
	On-Street	200	44%	200	44%
	Off-Street *	28	6%	48	11%
	<b>Public Parking Totals</b>	<b>228</b>	<b>50%</b>	<b>248</b>	<b>55%</b>
<b>Private Parking Supply</b>					
	On-Street	6	1%	6	1%
	Off-Street	218	48%	198	44%
	<b>Private Parking Totals</b>	<b>224</b>	<b>50%</b>	<b>204</b>	<b>45%</b>
<b>Total Parking Supply</b>		<b>452</b>	<b>100%</b>	<b>452</b>	<b>100%</b>

**Table NS -3**, on the following page, provides a summary of available parking broken down by block. The Northside does not have any pay-to-park or metered parking, However, there are 11 one-hour and 47 two-hour restricted on-street parking spaces. Six (6) ADA parking spaces are located within the off-street private lots.



Table NS-3 Parking Supply by Block

Counts are estimated in all unstriped areas (= +/-)

Blk#	1	2	3	4	5	6	7	8	Totals
<b>Public On-Street Supply</b>									
Regular	28	18	3	12	14	7	14	46	142
2hr 8am-6pm / 1hr 2am - 8am	0	4	5	16	10	12	0	0	47
1 hr	0	0	11	0	0	0	0	0	11
<b>Total Public</b>	<b>28</b>	<b>22</b>	<b>19</b>	<b>28</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>46</b>	<b>200</b>
<b>Private On-Street Supply</b>									
Private	0	0	0	0	0	0	6	0	6
<b>Total Private</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>
<b>Public Off-Street Supply</b>									
Hcp	0	0	0	0	0	0	0	0	0
<b>Total Public</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Private Off-Street Supply</b>									
Regular	56	15	51	39	25	7	26	21	240
Hcp	2	0	1	1	0	1	1	0	6
<b>Total Private</b>	<b>58</b>	<b>15</b>	<b>52</b>	<b>40</b>	<b>25</b>	<b>8</b>	<b>27</b>	<b>21</b>	<b>246</b>
<b>Summary Totals</b>	<b>86</b>	<b>37</b>	<b>71</b>	<b>68</b>	<b>49</b>	<b>27</b>	<b>47</b>	<b>67</b>	<b>452</b>

Detailed inventory of the public and private, on-street and off-street parking for the Northside district can be found in the appendix.

**PARKING UTILIZATION ANALYSIS**

The parking utilization portion of the study for the Northside area was performed for the on-street parking only. The on-street portion of this study was completed in March 2020 by City enforcement staff using a License Plate Recognition (LPR) equipped vehicle every two hours. On the day the off-street study was to be performed by Rich & Associates staff, road construction (just north of downtown which closed the road to northbound traffic) created significant traffic congestions and backups on the detour route to the Northside District which made it impossible to access this area in a timely and consistent (every two hours) pattern. Therefore, no data was collected for the off-street analysis. The results for the on-street occupancy are displayed on the [maps](#) beginning on page 6.

On-Street Parking Counts

On-street observation included 104 of the 206 total parking spaces meaning 50 percent of the on-street supply was evaluated. The peak occupancy occurred between 10:00 am – Noon at 26 percent of the observed spaces occupied and declined below 15 percent in the early afternoon into early evening hours as seen in **Figure NS -1** on the following page. These proportions are consistent with the anecdotal observations made during the field data collection that showed abundant available parking on-street. While some block faces may be more heavily utilized, spaces were generally available within about one block.



Figure NS-1 On-Street Parking Occupancy

Table NS-4 below provides the details of the on-street occupancy counts.

Table NS-4 – On-Street Occupancy by Block

Blk ID	Capacity	8:00 AM 10:00 AM		10:00 AM 12:00 PM		12:00 PM 2:00 PM		2:00 PM 4:00 PM		4:00 PM 6:00 PM	
		Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct	Occupied	Pct
1B	18		0.0%	4	22.2%		0.0%		0.0%		0.0%
2D	15		0.0%		0.0%		0.0%		0.0%	4	26.7%
3D	11	3	27.3%		0.0%	6	54.5%	5	45.5%	7	63.6%
4B	16		0.0%	13	81.3%		0.0%		0.0%		0.0%
5B	7		0.0%	7	100.0%		0.0%		0.0%		0.0%
6D	12	7	58.3%		0.0%	3	25.0%	3	25.0%	3	25.0%
7D	12		0.0%		0.0%	3	25.0%	3	25.0%	1	8.3%
8B	13		0.0%	3	23.1%		0.0%		0.0%		0.0%
	<b>104</b>	<b>10</b>	<b>9.6%</b>	<b>27</b>	<b>26.0%</b>	<b>12</b>	<b>11.5%</b>	<b>11</b>	<b>10.6%</b>	<b>15</b>	<b>14.4%</b>

The maps on the following five pages demonstrate the occupancy results for the on-street parking for each of the five observations.



<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>NORTHSIDE OCCUPANCY</b> 8-10AM</p>
	<p>MAP 2</p> <p>BLOCK FACE KEY:  BLOCK NUMBER: </p>	





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>NORTHSIDE OCCUPANCY</b> 10-12PM</p>
	<p><b>MAP 3</b></p> <p>BLOCK FACE KEY: BLOCK NUMBER: </p>	



<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>NORTHSIDE OCCUPANCY 12-2PM</b></p>
	<p><b>MAP 4</b></p> <p>BLOCK FACE KEY: BLOCK NUMBER: </p>	



<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>NORTHSIDE OCCUPANCY 2-4PM</b></p>
	<p><b>MAP 5</b></p> <p>BLOCK FACE (E) BLOCK NUMBER</p>	





<p><b>PARKING STUDY FOR THE CITY OF LA CROSSE Wisconsin</b></p>	<p><b>LEGEND:</b> Study Area</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> 0%-50%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> 51%-75%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> 76%-90%</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> 91%-100%</li> </ul>	<p>Sheet Title: <b>NORTHSIDE OCCUPANCY</b> 4-6PM</p>	
		<p><b>MAP 6</b></p>	<p>BLOCK FACE KEY: BLOCK NUMBER: </p>

**PARKING CONDITIONS**

For the parking system to be functional and appealing to the potential user, it must appear safe, attractive and easy to use. Having appropriate lighting, easy to understand signage and a safe path from the parking area to the desired destination is critical to user acceptance of the parking system.

Currently the Northside district on-street parking is not striped and lacks ADA accessible parking. Defining the on-street spaces with stall markings would provide visual cues to the user and allow for maximum usability of the curb spaces. When stalls are not striped, there is the potential that some users will allow too much room between themselves and the next vehicle which limits the efficiency of the curb spaces. While given the level of utilization this is not currently a problem, best practices would be to implement these changes in the future. Additionally, installation of wayfinding and directional signage has the potential to draw people from US53 into the Northside downtown district.

Land Use

The Northside District is clearly a separate commercial area with its own identity. The determination of land use came from GIS data provided by the City and Rich & Associates on-site field data collection. The GIS data shows a total of nearly 125,000 sf of occupied building area with an additional 7,800 sf of vacant building area. With the largest land use category (57,000 sf) being “retail”, it appears that the businesses here cater to nearby neighborhood needs. There were several buildings undergoing renovation at the time of the field data collection for which the ultimate use was not identified. The next largest land use (32,000 sf) was the community classification which included the two churches and school located in the district. Not included in the square footage amounts but shown as individual residential units are the 79 apartment units and 38 single-family homes located within the district. **Table NS – 5** below breaks down the land usage for the Northside district. As indicated in the table, the retail businesses occupy almost one-half (57,442 Sq. Ft.) of the total evaluated square footage within the study area. With limited off-street parking, most of these retail locations depend upon the on-street spaces to provide the needed parking for employees and patrons unless they have made separate arrangements with other land owners.

**Table NS – 5 Land Use**

Land Use	SF / Units
Office	5,822
Retail	57,442
Mixed Use	0
Service	5,012
Medical Office	4,258
Restaurant	1,344
Bar	2,172
Bank	10,444
Community	31,699
Warehouse	6,540
<b>Sub-Total</b>	<b>124,733</b>
Vacant	7,748
<b>Total</b>	<b>132,481</b>
<b>Apt Units</b>	<b>79</b>
<b>Single Family Homes</b>	<b>38</b>

Table NS - 6 below provides the square footage usage breakdown by block.

Table NS-6 Land Use Summary by Block

Block	OF	RT	SV	MO	FD	BR	RS	FN	CM	SF	WH	Total Occupied	Vacant	Total Non-Residential SF*
	Office	Retail	Service	Medical Office	Restau-rant	Bar	Residen-tial	Bank	Community	Single Family	Ware-house			
1	0	7,949	0	0	0	0	18	5,692	0	10	0	13,641	2,100	15,741
2	0	0	0	0	0	0	8	0	5,386	8	0	5,386	0	5,386
3	5,822	14,731	0	0	0	0	9	0	0	1	0	20,553	3,767	24,320
4	0	29,252	0	4,258	0	2,172	9	4,752	0	1	6,540	46,974	0	46,974
5	0	5,510	0	0	1,344	0	7	0	0	10	0	6,854	0	6,854
6	0	0	0	0	0	0	4	0	7,700	1	0	7,700	0	7,700
7	0	0	0	0	0	0	7	0	18,613	0	0	18,613	0	18,613
8	0	0	5,012	0	0	0	17	0	0	7	0	5,012	1,881	6,893
	5,822	57,442	5,012	4,258	1,344	2,172	79	10,444	31,699	38	6,540	124,733	7,748	132,481

\* Excludes some church properties that had no sf available

Parking Demand

For a number of reasons including the limited land use, low level of on-street parking utilization (which are usually the most heavily used spaces due to their perceived convenience) and lack of off-street parking utilization on which to base generation rates, Rich has not calculated the parking needs for the district.

Rich however has prepared a calculation to attempt to assess the adequacy of the parking within the Northside District. This begins with an assumption that we would not want the parking occupancy to exceed 85 percent of the supply to facilitate someone being able to easily find parking. Therefore, our effective parking supply equals 384± spaces (452 total spaces x 85% = 384).

Private homes within the district generally had access to off-street parking in alleys behind the homes which was not included as part of the parking supply inventory. Therefore, if we assume that single family home parking needs are accommodated and only factor for the residential apartment needs assuming .75 spaces required per residential apartment then we would need 59 spaces to accommodate these needs. (79 x .75 = 59 residential spaces). Deducting these 59 spaces from the 384± space effective supply equals 325 available spaces. This supply divided by 124.733 (the 124,733 sf of occupied square footage divided by 1,000) equals 2.61 parking spaces available per 1,000 square feet within the district. As a point of comparison, the downtown district calculated parking demand equated to the observed utilization, on the same basis, was just 1.33 spaces per 1,000 square feet.

These values suggest that the parking supply within the district should be adequate as it is nearly twice Downtown La Crosse’s calculated need.



## STAKEHOLDER / OPEN HOUSE COMMENTS

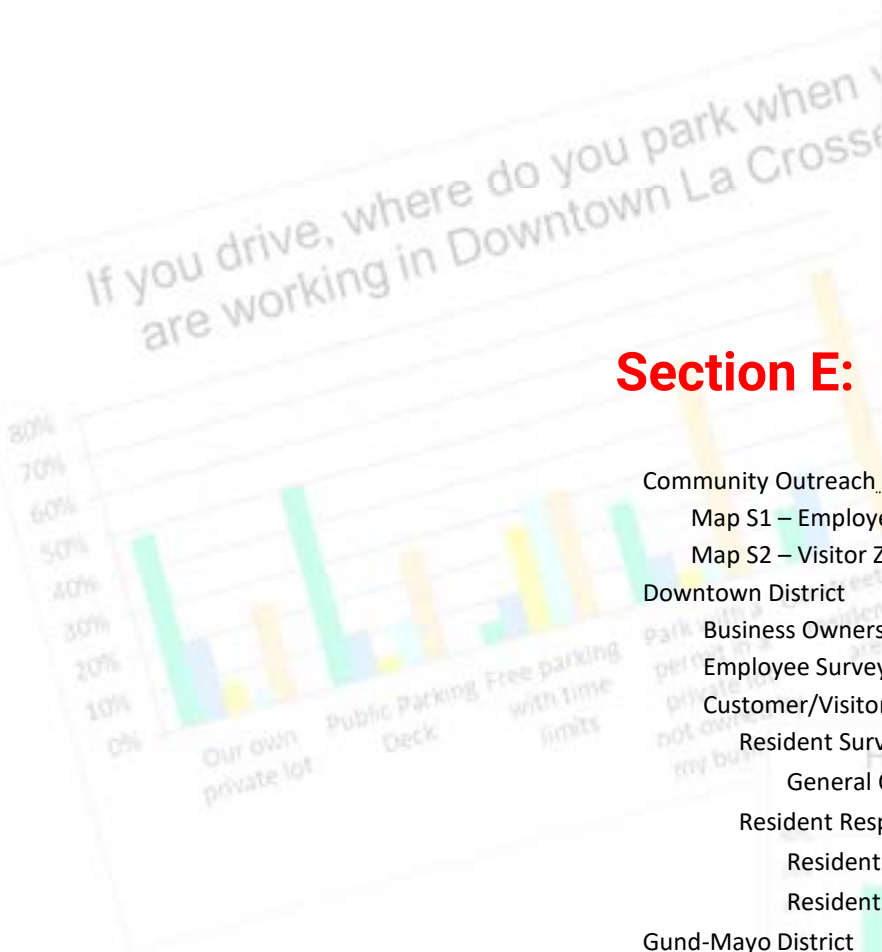
The comments below are a portion of the input received during the Stakeholder and Open House interviews and will be utilized to generate recommendations.

### Northside

- There is a need for 1-2 ADA on-street parking spaces.
- The one-hour parking spaces should be changed to two-hour parking.
- Need to add a crosswalk near the off-street lot; many people cross the street there.
- There is no enforcement in the Northside district.
- Parking usage is busier at night.

## Section E: SURVEY RESPONSES

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Downtown District	
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## E – SURVEY RESPONSES

### COMMUNITY OUTREACH

Community involvement is an important aspect of the parking study. The input provided by the people that live the experience day-in and day-out enhances the consultant's understanding of the overall parking system.

One facet of the outreach involved community stakeholders. Investors, business owners, and community representative groups such as; the La Crosse Apartment, Condo and Neighborhood Associations, the DMI and Chamber of Commerce, as well as public organizations like the Children's museum, the La Crosse Center and the Library. Each establishment was offered a one-on-one meeting with the consultants and were given time to express opinions, concerns and praise for the parking system.

Another component of outreach involved two open house sessions where people could walk in, look over the study areas and provide direct comments to the consultants or anonymously fill out comment cards for later review.

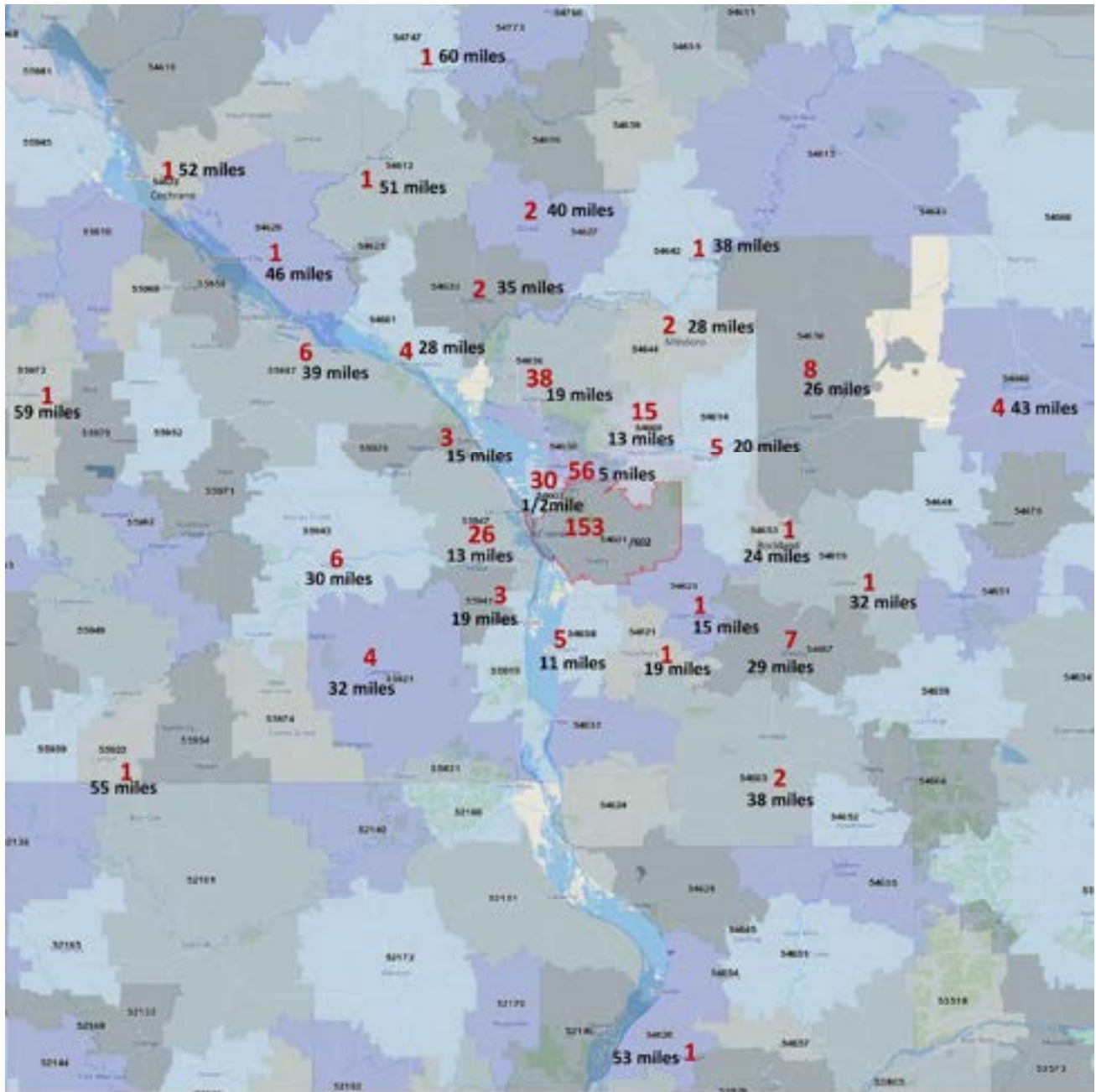
Along with the community outreach sessions, meetings were held with various City departments and staff which provided insight into the current parking system.

The final component of outreach involved on-line surveys that were distributed to the business owners, employees, customers and residents in the City of La Crosse. The survey questions mostly centered on the parking management and experience in the City of La Crosse while a few were more statistical in nature.

**Map 1** on page 2 indicates the distances employees travel to work in La Crosse and **Map 2** on page 3 indicates the distances visitors and customers travel to patron La Crosse establishments.

The information gathered from all forms of community outreach was invaluable and detailed survey results can be found in the sections below.





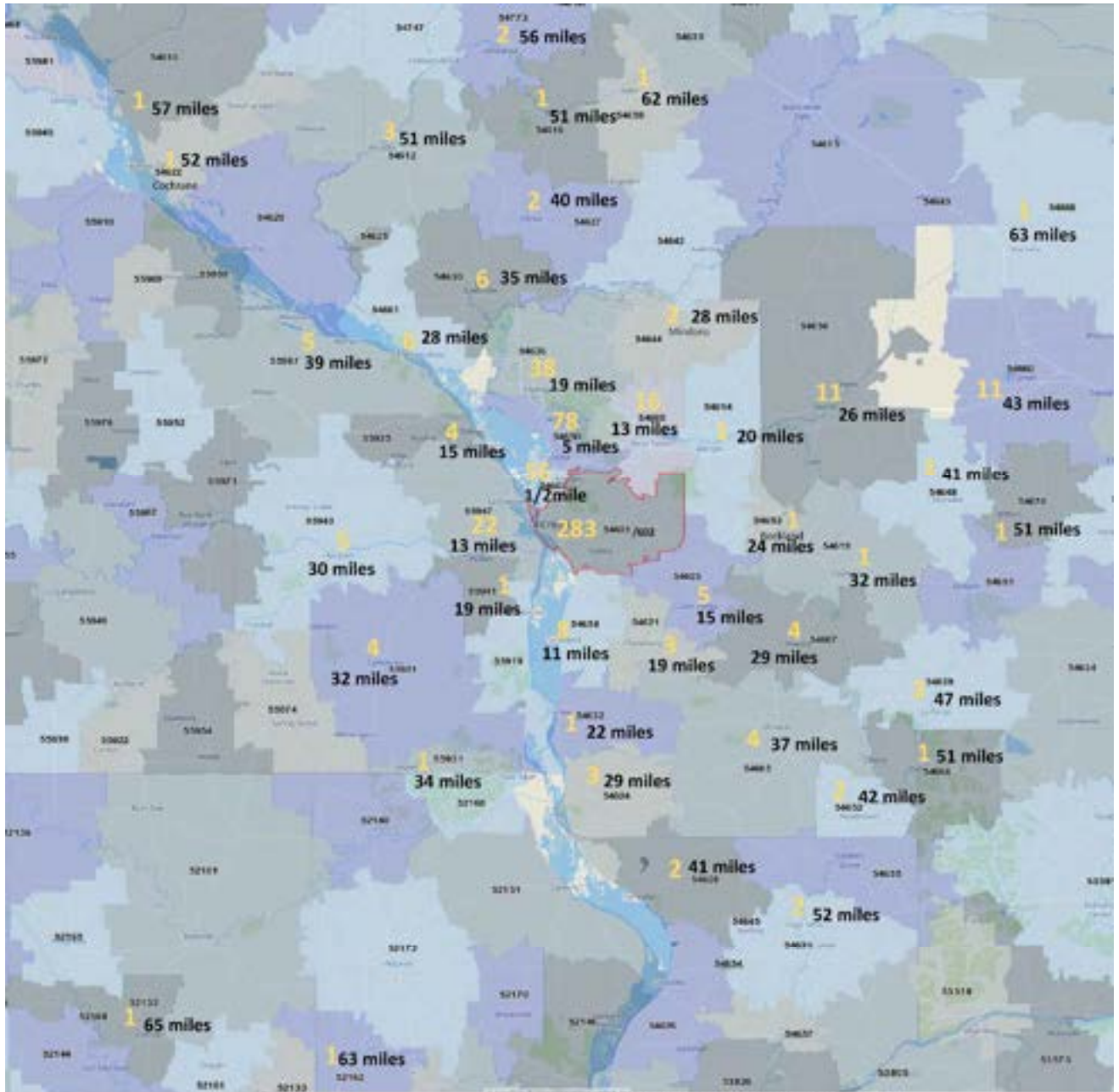
MAP 1

**Downtown La Crosse  
Employee  
Zip Code for Residence**

# indicates number of Employees in zip code  
Map illustrates up to 60 miles

Employee Zip Codes beyond 60 miles:

Zip	Location	Miles	Qty
54720	Altoona, WI	84	1
55125	St Paul, MN	138	1
55927	Dodge Center, MN	101	1
56401	Brainerd, MN	273	1



MAP 2

**Downtown La Crosse  
Visitor  
Zip Code for Residence**

🟡 indicates number of Visitors in zip code  
Map illustrates up to 60 miles

Visitor Zip Codes beyond 60 miles

Location	Miles	Qty
South Carolina	1,156	1
Florida	1,479	1
Iowa	158-204	3
Wisconsin	65-218	37
Minnesota	71-288	6
Illinois	233-234	2
Missouri	409-449	2
Arizona	669	1

## Downtown La Crosse Business Owners Survey Results

Q 1) Please provide the zip code of your residence (not your place of work).

**Answered**            51  
**Skipped**             0

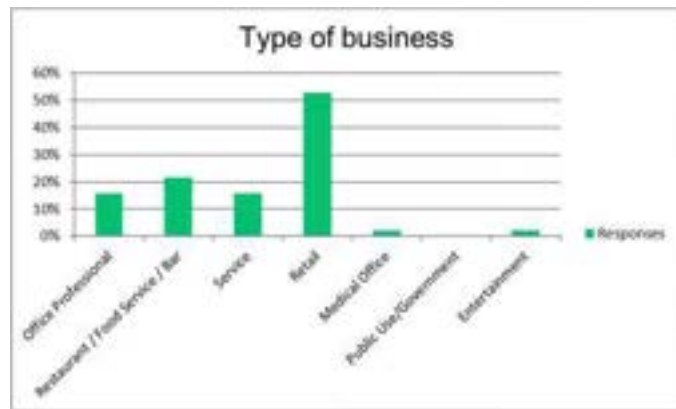
Zip	Location	Responses
54601	La Crosse WI	33
54614	Bango WI	1
54619	Cashton WI	1
54644	Mindoro WI	1
54650	Onalaska WI	9
54658	Stoddard WI	1
54661	Trempealeau	1
54665	Viroqua WI	1
54669	West Salem WI	1
55947	Larsen WI	1
55987	Winona MN	1

Q 2) Type of business:

Answer Choices	Responses
Office Professional	16% 8
Restaurant / Food Service / Bar	22% 11
Service	16% 8
Retail	53% 27
Medical Office	2% 1
Public Use/Government	0% 0
Entertainment	2% 1
Other (please specify)	3

**Answered**    51  
**Skipped**     0

Other (please specify)	
1	Parking Lot
2	Shoe Repair
3	Wholesale



Q 3) How many parking spaces are available for your business?

Answer Choices	Responses
Owned or leased with building or business	95% 39
Owned or leased nearby (not adjacent to business)	56% 23

**Answered**    41  
**Skipped**     10



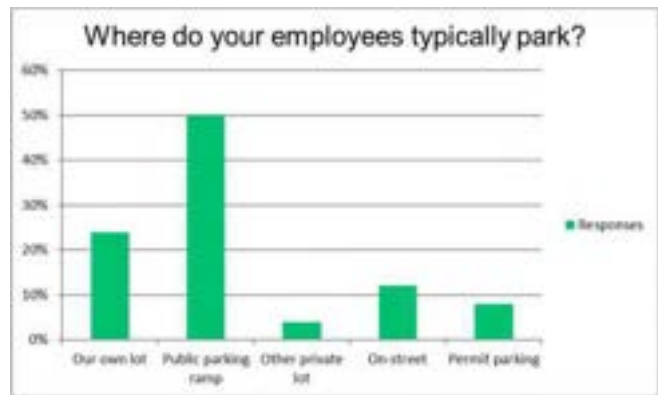
	Owned or leased with building or business	Owned or leased nearby (not adjacent to business)
1	0	
2	14	
3	we have roughly 4-5 spots for our owners, full-time maintenance and staff to use when we're not here	we lease a couple spots for full-time management and tenants that we rent to
4	10	
5	0	0
6	40	80
7	3	0
8	2	0
9	28	0
10	4	
11	700	
12	8	
13	0	0
14	25	0
15	1	1
16	0	0
17	4	
18	none	none

	Owned or leased with building or business	Owned or leased nearby (not adjacent to business)
19	2	
20	2	
21	60	
22		8
23	none!	none!
24	0	0
25	2	
26	5	
27	0	0
28	0	0
29	7	
30	3	
31	0	
32	3	Kitchen Solvers
33	12	
34	2	0
35	1	5
36	0	0
37	63	
38	0	0
39		2
40	4	
41	97	0

Q 4) Where do your employees typically park?

Answer Choices	Responses	
Our own lot	24%	12
Public parking ramp	50%	25
Other private lot	4%	2
On-street	12%	6
Permit parking	8%	4
If they park with permit, where do they park (parking ramp, another business lot, Etc.)		16

Answered 50  
Skipped 1



If they park with permit, where do they park (parking ramp, another business lot, Etc.)	
1	parking ramp
2	ramp
3	parking ramp
4	business lot
5	One permit at Market Square garage
6	Parking ramp
7	I have a permit, my husband parks in the ramp when he's here. My father who works with me is disabled and parks on the street.
8	Ramp
9	we also provide 10 spaces , half owned, half leased for our employees. the rest use the free ramp on 2nd & Jay.
10	public parking ramp
11	parking ramps
12	parking ramp
13	Parking ramp
14	jay street ramp
15	parking ramp
16	no employees

Q 5) Do you have a policy that encourages/requires employees to reserve the most desirable parking for customers?

Answer Choices	Responses	
Yes	68%	32
No	32%	15
If so, please tell us about it. Do your employees adhere to the policy?		24

Answered 47

Skipped 4



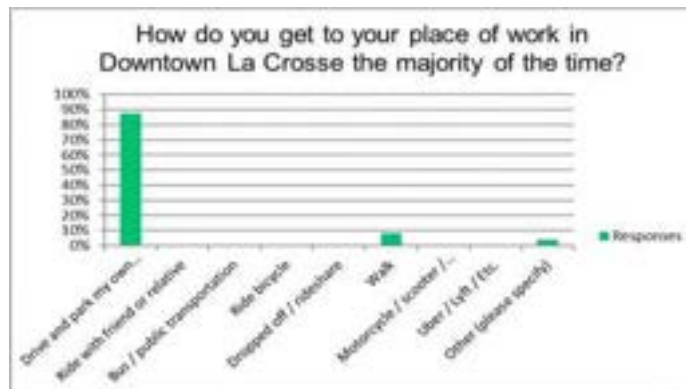
Responses
1 Yes
2 yes, employees car pull or park where customers would not.
3 not applicable
4 I believe they do - we include a PDF file that we email to new hires at The Pearl that highlight ramps to park in. We also encourage bike riding in the summer and have a lot they can chain their bikes up in that has a surveillance system on.
5 Employees must park in ramp or outside main downtown zone. Yes.
6 We provide plenty of Room for our employees
7 yes
8 Keep ground lot open, park in ramp
9 Yes we comply. It kills your business if you don't!
10 only daytime employees are allowed to park in the lot
11 yes
12 They cannot park on the street-- must be in a ramp or they can use our building's parking if available that day
13 We have no parking on first levels policy.
14 Yes. They all know they can't park on the street and comply.
15 They park in free ramp near the Waterfront Restaurant
16 We park on the second level to keep premium spots open and to walk to ramp as a group
17 Our paid staff, yes, but we are unable to enforce the policy with independent private teachers who rent space in our building.
18 yes
19 Yes
20 Employees are required to use the ramp
21 Employees are not allowed to park on the street on 4th Street.
22 yes
23 Our part time employee bought a monthly pass for Dec
24 No

Q 6) How do you get to your place of work in Downtown La Crosse the majority of the time?

Answer Choices	Responses	
Drive and park my own vehicle	88%	43
Ride with friend or relative	0%	0
Bus / public transportation	0%	0
Ride bicycle	0%	0
Dropped off / rideshare	0%	0
Walk	8%	4
Motorcycle / scooter / moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	4%	2

Answered 49

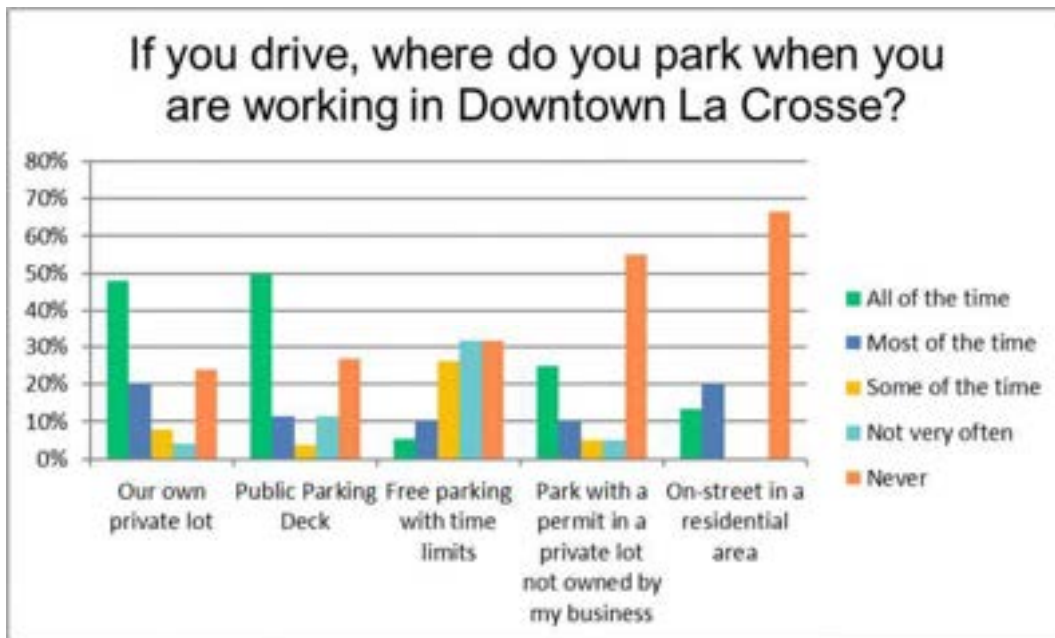
Skipped 2



Other (please specify)
1 live on property
2 live above bus.

Q 7) If you drive, where do you park when you are working in Downtown La Crosse?

	All of the time		Most of the time		Some of the time		Not very often		Never		Total
Our own private lot	48%	12	20%	5	8%	2	4%	1	24%	6	25
Public Parking Deck	50%	13	12%	3	4%	1	12%	3	27%	7	26
Free parking with time limits	5%	1	11%	2	26%	5	32%	6	32%	6	19
Park with a permit in a private lot not owned by my business	25%	5	10%	2	5%	1	5%	1	55%	11	20
On-street in a residential area	13%	2	20%	3	0%	0	0%	0	67%	10	15
	<b>Answered</b>										<b>45</b>
	<b>Skipped</b>										<b>6</b>



Q 8) How many employees do you have?

Answer Choices	Responses	
Number of full time employees?	88%	42
Number of part time employees?	94%	45
	<b>Answered</b>	<b>48</b>
	<b>Skipped</b>	<b>3</b>



Number of employees:		
	full time	part time
1		1
2	1 (myself)	5
3	8	8
4	0	0
5	4	40+
6	1	0
7	3	15
8	60	6
9		12
10	6	6
11	0	1
12	3	2
13	1200	n/a
14	3	12
15	6	40-50
16	15	4

Number of employees:		
	full time	part time
17	3	25
18	0	1
19	1	4
20	5	3
21		2
22	2	5
23		3
24		9-10
25	3	7
26	12	15
27	2	6
28	8	2
29		1
30	2	1
31	3	1
32	2	6

Number of employees:		
	full time	part time
33	12	5
34	3	2
35	5 per day	0
36	4	
37	30	35
38	1	
39	4	1
40	18	0
41	2	0
42	8	12 - 15
43	1	1
44	65	55
45	0	0
46	1	
47	4	0
48	7	5

Q 9) How many customers do you typically have in a day?

Answer Choices	Responses	
Summer (May-September)	98%	44
Winter (October-April)	96%	43

**Answered 45**

**Skipped 6**

	Summer (May-September)	Winter (October-April)
1	20	5
2	10	15
3	80	60
4	never counted	never counted
5	these are both hard to answer - it varies by weather a lot of the time for us - if there isn't street parking in front and the weather is poor - example: snowing, freezing temps, raining, people will not visit the businesses. We definitely have an influx of foot traffic in the summer months where parking isn't as crucial to have front row, but in the winter months, free street parking is vital to our businesses success.	
6	7	6
7	120	90
8	30	30
9	30	30

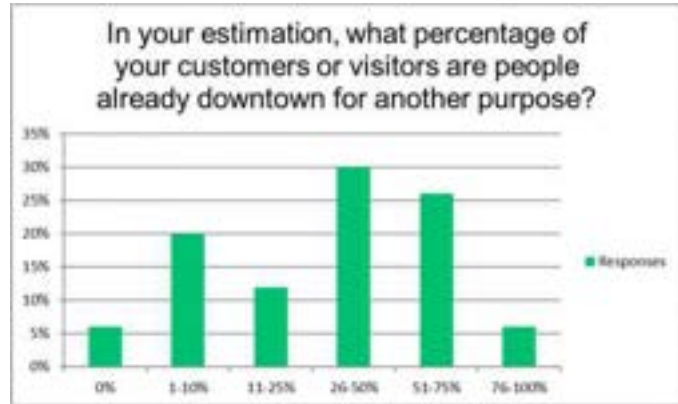
	Summer (May-September)	Winter (October-April)
10	75-100	50-75
11	~22 leased parking spots	~24 leased parking spots
12	25-30	80-120
13	n/a	n/a
14	100	100
15	Weekends are higher.	Weekends are higher.
16	20	20
17	80-150	80-150
18	20	30
19	5-20	0-10
20	50	50
21	10-30	40-0
22	140	70
23	undetermined	undetermined
24	150	100
25	200 plus	

	Summer (May-September)	Winter (October-April)
26	24-30	12-15
27	50	50
28	10	8
29	20-50	15-40
30	200	200
31	35	25
32	Unknown	Unknown
33	150	75
34	30	20
35		10
36	5	5
37	50-70	50-70
38	20	15
39	50	75
40	20	20-50
41	1300	1300
42	10-25	10-25
43	2	2
44	2-5	2-5
45	10	10

Q 10) In your estimation, what percentage of your customers or visitors are people already downtown for another purpose?

Answer Choices	Responses	
0%	6%	3
1-10%	20%	10
11-25%	12%	6
26-50%	30%	15
51-75%	26%	13
76-100%	6%	3

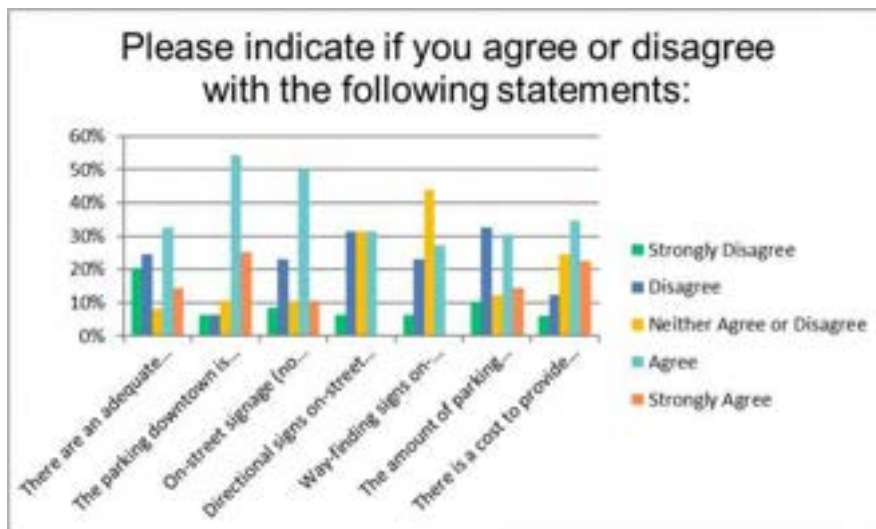
**Answered 50**  
**Skipped 1**



Q 11) Please indicate if you agree or disagree with the following statements:

	Strongly Disagree		Disagree		Neither Agree or Disagree		Agree		Strongly Agree		Total
There are an adequate number of parking spaces for downtown employees.	20%	10	24%	12	8%	4	33%	16	14%	7	49
The parking downtown is reasonably close to my place of business for customers.	6%	3	6%	3	10%	5	54%	26	25%	12	48
On-street signage (no parking, loading zone, Etc.) are clear	8%	4	23%	11	10%	5	50%	24	10%	5	48
Directional signs on-street (Public Parking this way, Etc.) are clear and easy to understand.	6%	3	31%	15	31%	15	31%	15	0%	0	48
Way-finding signs on-street (Library, College, City Hall, Etc. - this way) are clear and easy to follow.	6%	3	23%	11	44%	21	27%	13	0%	0	48
The amount of parking enforcement is appropriate.	10%	5	33%	16	12%	6	31%	15	14%	7	49
There is a cost to provide and maintain parking. Parking should be paid for by those who use it and the money should be used to maintain and improve the parking.	6%	3	12%	6	24%	12	35%	17	22%	11	49

**Answered 50**  
**Skipped 1**



Q 12) On-street parking has associated maintenance costs such as: snow removal, street sweeping, resurfacing and storm water management. If you agree that users of public parking should pay for its maintenance and upkeep, what do you think is an appropriate charge for ON-STREET parking?

Answer Choices	Responses	
On-street parking should be free, pay to park in the City ramps.	52%	25
\$1.00 / hour	31%	15
\$1.25/ hour	2%	1
\$1.50 / hour	2%	1
\$2.00 / hour	4%	2
\$2.25 / hour	0%	0
Other (please specify)		16
<b>Answered</b>	<b>48</b>	
<b>Skipped</b>	<b>3</b>	



Other (please specify)	
1	leave as is. 3 hours /day and nights and weekends free in ramps. Just make better signage. My customers never have any idea that it's free for 3 hours and on nights and weekends
2	On street parking is uncovered and typically more at risk for getting a ticket, exposing your vehicle to damage and is for transient customers that are flowing in and out of shops, restaurants, service appointments, etc. I think it should be free because it is already difficult to find at times- it's a bonus if you find a free spot for an hour or so and if not, try the ramps. If the consideration is for paying for on-street parking, I would suggest offering the first hour free still and then charging a fee after that first hour. If I would have to pay to park for a 30 minute run inside of Monet flowers to grab a bouquet or a cup of coffee at Jules, I would be deterred as a paying customer. People will clog up those spots if you can pay for up to 4, 5, 6, + hours of parking. If I worked in a business that didn't enforce parking away from the business in a ramp or elsewhere, I would pay a small fee for front row parking in front of my workplace...
3	I think the time limits are too short
4	Street parking should be more expensive than a ramp to keep people moving...
5	I would need to know what those costs are.
6	I could not be more against paid on-street parking. That would be detrimental to retail. As it is now, many customers are intimidated by the ramps and the multiple changes that have occurred and avoid them all together, saying they will only stop IF they can find a street space near my shop.
7	Free for up to 2 hours to allow people time to eat, run errands or shop. Past this time either move vehicle to a different area or charge on meters past this point.
8	The current system of ticketing users for more than 2 hours has been very effective. Offering 2 hour free parking to visitor and customers is essential to keeping the business climate vital. The abuse of parking on street has always been from employees and downtown residents. The current system of monitoring has been the most effective method of preventing that abuse.
9	City ramps should be free for three hours, nights and weekends, but enforce on-street parking with shorter time limits of 2 hours.
10	Have to be careful not to antagonize customers. The parking meter era is over!!
11	On street should be paid but ramps should be free especially upper levels that sit empty nearly each day all day and night.
12	on-street parking is the desired; it should cost more than ramp parking. this is simple economics of supply and demand.
13	\$.50/hour
14	If enforced, the 2 hour on-street free parking should be sufficient to welcome guests into the downtown to do their errand.
15	The first 2 to 4 hours should be free. After that, there should be a fee. \$1.00 per hour seems reasonable.
16	Monthly permits should be an option



Q 13) On average one parking stall in a ramp costs upwards of \$30,000 per space to build and \$300 annually for maintenance. If you agree that users of public parking should pay for its maintenance and upkeep, what do you think is an appropriate charge for OFF-STREET parking?

Answer Choices	Responses	
It should be free to park in a City ramp, only pay for on-street parking	11%	5
\$1.00 / hour	70%	32
\$1.25 / hour	0%	0
\$1.50 / hour	2%	1
\$2.00 / hour	4%	2
\$2.25 / hour	0%	0
Other (please specify)		13

Answered 46  
Skipped 5



Other (please specify)	
1	I do think there is an added benefit for covered ramp parking - if you walk out to your car after a 6 inch snowfall you can drive away dry and happy :) I don't know if \$1 per hour is what I would charge though - that was the minimum option offered. I would study similar cities to our size and layout and see what they do.
2	It should be completely free off street and on street.
3	If people have to pay during the day they should have to at night also
4	If we must have paid ramp parking, I think it is fine the way it is - 3 free hours and then charge. I'm worried about more changes. Each change seems to frustrate customers. Unless of course the change is to make it free again. That would definitely help downtown.
5	It shouldn't cost more than \$10 for staff to park for a work shift. Or charge for specific ramps and keep some free still.
6	First three hours should be free. Weekends and evenings should be free.
7	The money that is collected from fines should provide free parking for all. Parking utility as too much overhead!
8	3 hours free, then .75 per hour.
9	there needs to be some type of free element to entice people to use this. extended time should be more costly.
10	\$.50/hour
11	The parking ramps can have cheaper rates per hour for the higher levels. ie: top, uncovered levels could be the cheapest but the ground level be highest price. This will encourage those who want to get the best price to drive farther into the ramp and walk the farther to and from their work or long-term entertainment.
12	The first 2 to 4 hours should be free. After that, there should be a fee. \$1.00 per hour seems reasonable.
13	Monthly permits should be option

Q 14) If you agree that downtown parking should be paid, what do you think is an appropriate monthly permit charge for an employee parking in a City parking ramp?

Answer Choices	Responses	
Employees should park for free, only charge visitors to park	33%	15
\$40.00 per month	37%	17
\$45.00 per month	7%	3
\$50.00 per month	9%	4
\$55.00 per month	2%	1
Other (please specify)		13

Answered 46  
Skipped 5



	<b>Other (please specify)</b>
1	Maybe employers could negotiate for a certain number of spots for their employees/ The city would have a fixed amount of income and the employee would not have to spend part of their salary to park... If employees didn't use the parking their salary could be increased accordingly. Lots less paperwrk also..
2	I can't answer this specifically - for our businesses in particular if we only charge visitors and employees park free, than our visitors may reduce in quantity and we won't be able to afford to cover the cost of how many employees we have - there's a delicate balance here.
3	Why don't ALL city and county pay for parking?
4	Should have to pay at night also
5	Have options-- 24/7 reserved parking spot should cost more. Businesses can supply these to staff (AM and PM). Charge less for spots that are open to public use past 5:30 or 6 pm and on the weekends-- when more people come downtown.
6	Most downtown employees are part time. There is a labor shortage that is expected to get worse. Penalizing workers \$1.00 for every hour they work will make it more difficult to keep employees.
7	\$25.00
8	Minimum wage, retail, and servers should have free parking in ramps on upper levels.
9	Put them on top .
10	i don't think employees should necessarily park for free; but i do think a reduced rate or a free option in a farther away location for employees is a good idea.
11	We've been paying approx \$30 per month on a quarterly billing cycle with an annual contract. That's exactly the same as if someone buys only a month at a time. We should get a discount for the annual agreement. Let the monthly leasees pay 40 if we are paying 30.
12	\$20./per month
13	Employees should pay to park all day in ramps. Again, see above for cheapest permit drivers can use the higher decks.

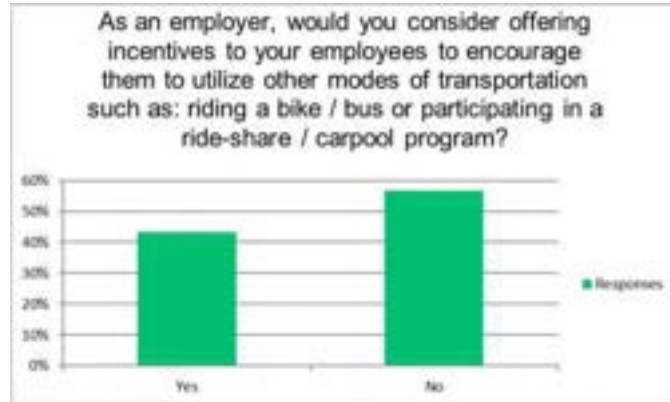
**Q 15) If you don't agree that those who use the public parking should pay to use it, please provide suggestions on how the City should cover the annual maintenance fees?**

**Answered 17**  
**Skipped 34**

	<b>Responses</b>
1	with the money paid by those who rent the spots - like me. also use property tax money
2	How are the annual maintenance fees currently covered? Or have been covered in the past?
3	taxes
4	If city and county employees had to pay, how much money would that generate?
5	Charge the people also who use the ramps at night
6	Taxes. If the community wants a vibrant downtown, the community needs to support it. Customers already complain about struggling to find good parking, then when we started charging them to park, many figured its not worth it.
7	I think our taxes cover the annual maintenance fees. You could re-look at all the non-profits that have a lot of real estate and if their taxes could kick in for parking (if they do not already). Otherwise I am not sure! You could require some blocks to have metered parking and some to stay free.
8	The parking assessment on real estate taxes went into effect in the mid 970's. It was to offset the cost of REMOVING parking meters from the streets. This was done because the Mall area provided FREE parking for it's customers an the downtown became a less attractive and convenient place to shop. History repeats itself to those who don't know it. The cost of installing, maintaining and repairing parking stations in the downtown will be a wash. Raise the assessment if you need to but do not set us back to the late 70's when downtown La Crosse was practically a ghost town.
9	Some offset - pay in some fees by users (hourly rates), but city taxes should be used to offset. Property taxes in La Crosse are extremely high & could be diverted to cover some costs.
10	This is an "overhead cost" than should be paid with city taxes. We cannot assume that downtown parking will pay for itself like a utility. Snow removal and street maintenance is not charged to a homeowner who parks on the street in front of his/her house.
11	Again, use the money collected from fines to finance all.
12	Most people already pay taxes in this city, now make them pay to work downtown.
13	some of it should be covered by the money collected by the parking revenue made on street
14	increased tax base revenue
15	It seems that since the new parking pay stations were put in use, many people can't figure them out and the other day I had to close my shop to walk over to the ramp and show my customer how to get the free parking. It should have a choice for the 3hour free parking. More stores close as our sidewalks are empty. What about the taxes paid by building owners and sales tax?
16	Employees using public parking ramps should pay for it. Enforcement of abusers get ticketed.
17	Tax downtown businesses who benefit from it.

Q 16) As an employer, would you consider offering incentives to your employees to encourage them to utilize other modes of transportation such as: riding a bike / bus, participating in a ride-share / carpool program?

Answer Choices	Responses	
Yes	43%	19
No	57%	25
<b>Answered</b>		<b>44</b>
<b>Skipped</b>		<b>7</b>



	What kind of incentives have you considered? If you have implemented an incentive program, please tell us how it works and if it is successful.
1	We haven't yet but it's a great idea for our bike riders. Regarding the city bus, I had a long-term employee who quit this fall because she was tired of taking the bus from campus to and from work...even that short distance was enough to deter her from working for us, even after a raise was offered to keep her with us.
2	The parking fees already deter some of my staff from driving to work.
3	Many employees are students and walk or bike downtown already. My other employees drive into town and public transportation is not viable.
4	We have a young employee base. Many already bike or walk.
5	We rent several spots in a private lot for management and allow staff to use our own parking whenever it is available. Staff ride bikes more in the summer but to deter theft we installed cameras in the back where they get parked.
6	We can squeeze any more out of our budget.
7	When the weather permits, most staff enjoy riding their bikes to work already. we offer the a place to park their bikes on our property.
8	Have not yet, but our employees are open to biking to work without incentives
9	we have given them a bike rack in back, although the police presence is not great back there so there are a lot of thefts. sometimes, if they have nice bike, we let them park it in our storage indoors.
10	Mayo Clinic offers free bus passes to employees and discounted rates on the SMART bus.
11	You have a group of volunteers who have been researching parking benefit districts and the implementation there of for years. Let us help you with controlling the message and the implementation. Just a few things -  * It HAS TO BE a parking benefit district where the proceeds stay in the district to add things not in the budget like snow removal, lighting, security, outdoor cafe areas, wayfinding, etc... * the Parking assessment needs to come OFF the property tax bill . . . business / property owners can then use that money to validate parking for customers * the new system needs to be easy to use - done by phone or station, and easily validated by businesses * there needs to be a process followed carefully to educate, present, and entice each target market that will be affected. customers, employees, employers, residents, visitors, etc. * WE need community support and buy in * ramps need to be far less expensive, with upper levels being free for part time workers. * ramps could be over sold times two - and allow for permits to be valid for ANY ramp. * paid parking on the street would be determined by supply and demand. tuesday at 9 am may be 25 centers per hour - and 4th street at 8 pm may be 2.50 per hour.  I can go on and on and on. lets talk
12	We have very part time employees. If I could I would offer ride share or have a park and ride program available I would encourage them to use that. Mostly I would like to see the people who part by the hydrant in the front of our store for sometimes an hour be ticketed!  I always park in the morning but one time quite a while ago I went into a couple of ramps to see how many spots were available. Unfortunately there were very few for people wanting to park so they could shop downtown. Tons of reserved spaces for businesses and hotels. Not sure if it's the same now. There has to be spaces available!
13	check out the Arrive app for Rochester, MN. incentives and support for alternative transpo. That's a good model. also could provide bus pass subsidies and emergency ride home options.
14	Employee of the month perhaps gets the private space for no charge from their employee.
15	We have a small number of employees and no real parking issues have come up.



Q 17) If paid parking was implemented in La Crosse, how would you like the City to use the funding to improve public parking?

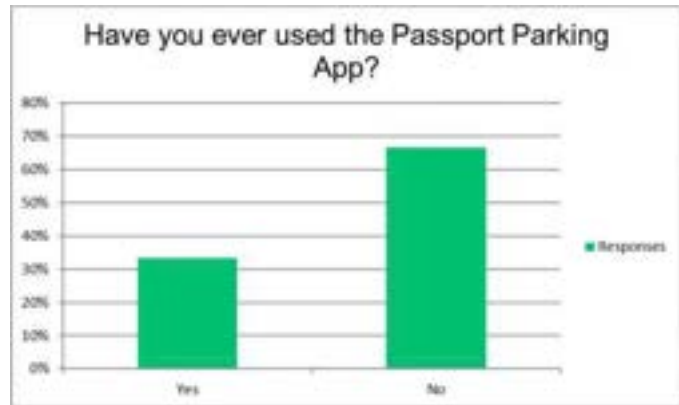
**Answered 28**

**Skipped 23**

	Responses
1	Not sure.
2	Try angled parking where possible - I recently saw that was a recommendation from the 2020 city vision proposal and it was never implemented...ease of parking will increase local visitors to our downtown. Parallel parking can be really challenging for a large portion of the population - and if you do struggle with it, it's very frustrating. Cars often have to wait for people to try multiple times to squeeze into a spot. This is a suggestion that wouldn't necessarily require "new funding".
3	Fund the off street parking maintenance and upgrade costs
4	??
5	Street repair and wayfinding signage
6	Upkeep and enforcement
7	Low costs for parking.
8	Maintain the cleanliness of parking garages (stairwells) esp during winter.
9	We already have to pay to park
10	I would like to see the City use the funding to work towards providing free parking again to encourage downtown customers and support the businesses here. If that is not possible, then perhaps spend the money on tourism to try to attract more people here that can walk from the hotels and not worry about the parking problems.
11	Provide more of it. We hear a lot of complaints about how parking is too difficult to find and during large events all of the ramp parking fills up. Do not require people to pay to park for an hour or less-- it will hurt businesses.
12	Ramps - Better lighting for safety, clearer signage, Signage on main levels that say Visitor parking to deter employee parking in prime spots.
13	Better signage and security. Cameras in the 3rd & Jay or La Crosse center ramp is overdue. There has been numerous cases of vandalism, assaults, intimidation, & skateboard gangs, some that drive here from neighboring communities. I know this first hand as I have reported to the police and they have shared information of what goes on in the ramps. Place signs throughout the ramps forbidding skate boards, bikes above the ground floor, loitering, smoking or drinking. Install cameras to catch and prosecute the violators.
14	We already have paid parking.
15	Paid parking has been implemented, the ramps are all paid parking with a few hours free.
16	Street and sidewalk clean up, snow removal, sidewalk maintenance, new signage, art, painting of ramps (interiors)
17	Years ago the thinking was to use the money to purchase land so downtown employees could park free...Instead the money was put into pension funds.....
18	Security
19	Use it to enhance the appearance of downtown not parking.
20	What do you mean if? It is in place in the ramps.
21	Do a study , like the City is so good at.
22	i would like to see the paid parking in la crosse funds to go directly back into downtown la crosse projects for beautification
23	It doesn't really need improving. Just maintain it, clean it, plow it.
24	the only way this works is with a parking benefit district.
25	Make sure they're structurally sound.
26	Do not use on-street pay to park!
27	Downtown neighborhood improvements such as lighting, sidewalk and street repair and improvement, planting trees and bushes on parkways, upgrading downtown parks.
28	More ramp space where needed

**Q 18) Have you ever used the Passport parking app?**

Answer Choices	Responses	
Yes	33%	16
No	67%	32
If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.		12
<b>Answered</b>		<b>48</b>
<b>Skipped</b>		<b>3</b>



	If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.
1	I don't like using apps honestly..I will be getting rid of my smart phone at some point and I'm in my 30s. :)
2	It's nice to be able to make payments from my phone
3	Easy to use for middle age and younger people!
4	Confusing and inconsistent. Sometimes it will not allow the 3 hour free and sometimes it charges a fee for "free" parking. Users are frustrated.
5	I don't like paying the extra 37(?) cent fee. I had a hard time finding the ramp's "number".
6	Super slick
7	Sometimes convenient but had some issues with it in the past year. Hopefully those are resolved.
8	It is awesome. So easy!
9	it needs an additional function which is a map, should pop up FIRST, so that i can identify the zone from my apartment or place of work (I'm not always in the actual parking ramp when I'm using it) (i may be paying on behalf of someone else, not actually for my car)
10	May work but not for ALL people. By demand, some areas of ramps could implement those.
11	It was a little confusing, but eventually I figured it out. Basically, I realized that I was only parking for a short time, so it was free.
12	Good. Digital is the future

**Q 19) Have you ever used the pay stations located in the parking ramps?**

Answer Choices	Responses	
Yes	16%	8
No	43%	21
If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.	41%	20
<b>Answered</b>		<b>49</b>
<b>Skipped</b>		<b>2</b>



If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.	
1	easy to use
2	didn't like it
3	Seems to work fine for me.
4	Unsure- haven't used very often.
5	Difficult for older customers
6	During downtown events, customer have complained that the line gets so backed up with people trying to use it, that it makes them think twice before attending another event.
7	Somewhat confusing. Frequently have functionality issues.
8	Fine
9	I find them to be confusing at first and have stopped to help visitors many times.
10	Directions are confusing! How do I get my first three hours free? If you park on an upper level at Market Square and come down the elevator or stairs, there are no directional signs to the pay stations. Too easy to walk out the building from the stairway.
11	I was parking for less than two hours.
12	Confusing for first time users. Too cold in winter since station is outside.
13	I thought it was ok, but I have had others get confused about registering for the free time.
14	i have zero trouble with them; but, customers seem to always have trouble. I'm not really sure why; they seem easy enough, but older customers do NOT understand them.
15	Very easy and convenient
16	I have had customers and my own employees use it. Sometimes it's very difficult to use. The card wouldn't take, they got a receipt but were ticketed anyway. Asking how many hours (with the free hours) was confusing. Was it total or just paid hours?
17	the pay station is confusing when using it overnight. the rule for 3 free hours and the overnight free is great, but it is not well described in the pay station screen. my guests don't want to put in their card # when it is going to be free, but that is how the station behaves. not friendly.
18	I found them very difficult!
19	Not everyone is familiar with it but probably easier than passport app.
20	A bit confusing but I did figure it out. I only stay a short time, so it has always been free.

Q 20) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	38%	19
No	62%	31

Answered 50  
Skipped 1

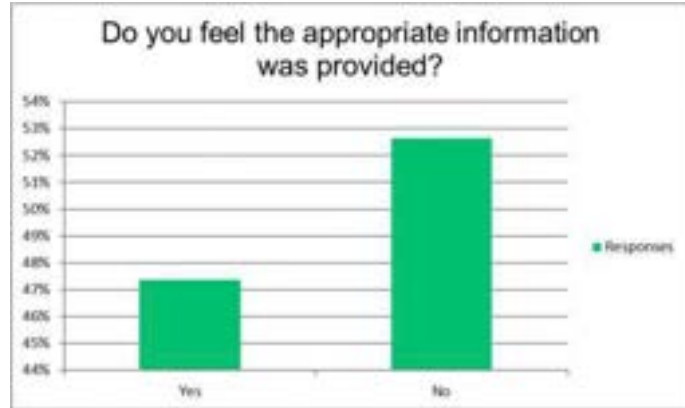




Q 21) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	47%	9
No	53%	10

**Answered 19**  
**Skipped 32**



Q 22) What content would you suggest be added or changed?

**Answered 8**  
**Skipped 43**

Responses	
1	Ask for more suggestions and be clearer about what your asking
2	I guess a short introduction to what the purpose of the survey is to gain knowledge on..Maybe list the challenges we currently have and options that we are considering?? Also to provide a comment line after the section where it's "always disagree, disagree, neither agree/disagree" and so on - some of those decisions could benefit from having an explanation.
3	Parking on the city website is almost unusable. I should be able to access my leased space information, but cannot. Website is totally disfunctional.
4	I don't remember the situation or why I wasn't satisfied, but I remember being frustrated.
5	parking benefit district information
6	see answer for pay station app
7	There was no place to add what our customers tell us or when I have asked people on the sidewalks what they know or think about our parking?
8	Prologue of purpose, forum and planning process needed.

Q 23) Thank you for taking our survey. We appreciate your time. Please feel free to make any comments regarding your parking experience in La Crosse below.

**Answered 24**  
**Skipped 27**

Responses	
1	My husband and I have different parking options. You only asked for one.
2	Please do not be short-sighted in thinking that the city is missing out on a revenue source by installing pay to stay meters. I would rather have you raise the parking assessment if necessary. I've been in business through 48 years of parking policies in downtown. Whatever system is in place, business owners, their employees, residents of the upper floors have always abused the on street parking that is designated for customers and visitors. If customers and visitors can't find a place to park, they will not return. Without them, businesses will not survive and we will return to empty storefronts and lower property values. We are on the right track. The current system prevents 'shuffle' parking and can track who is using the free 2 hour parking. Identify those individuals, get them off the street and into the ramps so that parking is available for the customers and visitors needed to keep our downtown vital. Thank you for your consideration, tj peterslie
3	I don't believe its fair there are parking lots provided for government employees to park and not downtown employees after all its the small businesses that keep downtown La Crosse going
4	None of my employees and very few customers use street or Ramp parking and being charged as part of the downtown parking area is unfair to us!
5	I think the ramp parking program has improved greatly over the years and seems to work well. Charging for street parking should be next for revenue generating. It will also stop people from shuffling there cars around the block or in and out if the ramp if it cost the same per hour.
6	Way too many local people make parking an issue when it really is not. I find it much easier to park downtown than at a Walmart. Visitors find it cheap and easy to park!
7	Signage is lacking. Paint yellow or blue in applicable areas.
8	I love the parking garages! They're very convenient for working, shopping, and visiting downtown. But, as a business owner, I hear my customers frequently (daily!) say that they refuse to use the garages. Reasons for avoiding them that I've heard are: they don't know how to use them, they don't realize they get free hours, and think they're dark/dirty/etc. Maybe using the funding on educating people about the garages would be a good way to get people to use them.
9	First of all people who come downtown at night should also have to pay to park why do you think people who work downtown should pay but the ones who drink don't have to. Also if your going to clean the ramps this should be done overnight not when people need to park in the ramps during the day for work. If your allowing new building to happen they should be required to provide parking also. Your adding on to the LaCrosse center but no plans for more parking ??..?
10	As a business owner, I'm frustrated that since opening my first retail location downtown, I went from parking not being part of my business expenses, to it costing me over \$500 a year just to be able to work. It also went from costing my customers nothing, to now being charged to park and shop with me. This definitely has hurt my business and I've had to look to focusing more on online sales as the years have gone by just to keep the doors open. I'm hoping that the city will look for ways to support and help downtown businesses rather than ways to hurt business. If the trend continues and I have to rely more and more on online, I can move the business back home where I started it in 2001 and save the overhead. I really hope it doesn't come to that. I really do love being a part of our beautiful historic downtown and think my business fits nicely within it.
11	The rules regarding parking should be very clear to all staff, businesses and on signs. we sometimes can't answer visitors questions regarding parking because we don't know all the rules ourselves. Having a rule where staff cannot park on street is important though and all businesses should be require to enforce that as we do. Sometimes people are late because parking in ramps is hard to find but we work around it. It is better for business to have available street spots for customers.
12	Downtown needs to have parking subsidized if we want to continue to be vibrant & attract a good customer base. Without ease of parking, business will suffer. Already have people who refuse to use the ramps. Signs for street parking and the rules for "block face" limitations are very confusing & restrictive.
13	As a property owner, I pay a special assessment because my buildings are located in the parking district. Because of this I feel any parking fees in the downtown district should be minimal. I also think if there are parking fees being charged in the ramp or on the street it should be done on a 24 hour basis. As it is now, daytime workers and visitors are being penalized for working or visiting downtown during the day. The ramps have been neglected for a very long time and I would like to see an audit done on how the special assesment and parking fees have been spent.
14	Downtown is thriving, but there is still a perceived lack of parking which prevents customers from visiting us. If parking is not free, it will discourage even more customers from even attempting to visit us. We're competing with WalMart and online sales. Keep our local, family-owned businesses viable--it's good for the city for taxes, for tourism, for employment and a general healthy, happy state of living.
15	Don't scare away customers.....act by reason, not by rule....
16	There needs to be parking lines so cars know where they should park. I think that would help to fit more cars on our block. on Third St. between Jay St. & King St.
17	There should be more parking passes available for employees. Full time employees that use the ramp pay a lot more for parking and therefore end up moving vehicles, ect. to help offset the cost which disrupts business and is an inconvenience for everyone that tries to keep street parking open for customers.
18	The parking on 3rd St in front of my business is used way too often over the 2 hour limit leaving it full most days.
19	Debra Lash Stangel worked in downtown since 1990 please reach out to those who have been here and working her a long time for help / advice.
20	for clarification on anything call me at 607.784.5798 x1000
21	I also think the \$20. ticket is too high for this area, and the 10 day double is what it would cost for a month of parking. Several of my customers said they would never come back downtown after they got one of the \$20. tickets.
22	If you enforce the free 2 hour on-street parking rule and ticket those who go past the 2 hours, then the word gets out and the repeated abusers will find other long-term solutions instead of paying fines. The automated car license reader makes patrolling streets easier and more efficient than marking the tires.
23	I realize people like to complain about parking, but maybe the focus should be more on alleviating the need to drive downtown? More public bike racks would be great. Somehow get people used to the idea that they can park a few blocks away and walk in? I know people like convenience, so that is probably easier said than done. So, I guess my suggestion would be "Change the long-established transportation habits of the American People"? Also, while you're at it "Get people to fall out of love with their cars". That doesn't sound so hard, does it?
24	We will be adding 150 employees at our current location and have no parking for them. Also, we chose not to pursue retail or restaurant on ground floor due to lack of parking.

## Downtown La Crosse Employee Survey Results

Q 1) Please provide the zip code of your residence (not your place of work).

Answered 399  
Skipped 0

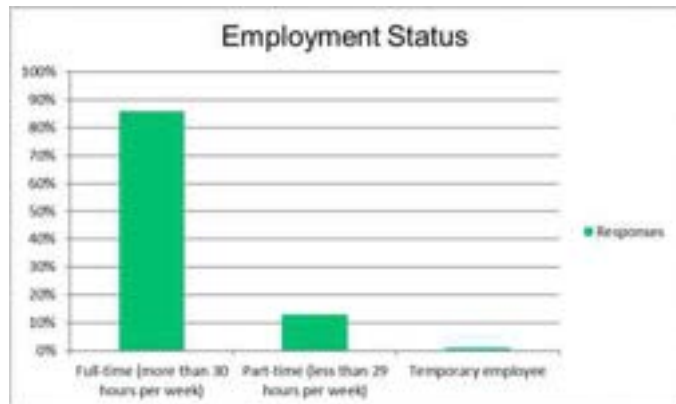
ZIP	LOCATION	QTY
54363	unknown	1
54601	La Crosse WI	152
54602	La Crosse WI	1
54603	La Crosse WI	30
54612	Arcadia WI	1
54614	Bangor WI	5
54619	Cashton WI	1
54621	Chaseburg WI	1
54622	Cochrane WI	1
54623	Coon Valley WI	1
54626	Eastman WI	1
54627	Ettrick WI	2
54629	Fountain City WI	1
54630	Galesville WI	2
54636	Holmen WI	38
54642	Melrose WI	1
54644	Mindoro WI	2
54650	Onalaska WI	56
54653	Rockland WI	1
54656	Sparta WI	8

ZIP	LOCATION	QTY
54658	Stoddard WI	5
54660	Tomah WI	4
54661	Trempealeau WI	4
54665	Viroqua WI	2
54667	Westby WI	7
54669	West Salem WI	15
54720	Altoona, WI	1
54747	Elk Creek WI	1
55125	St. Paul MN	1
55921	Caledonia MN	4
55922	Canton MN	1
55925	Dakota MN	3
55927	Dodge Center MN	1
55941	Hokah MN	3
55943	Houston MN	6
55947	La Crescent MN	26
55972	St. Charles MN	1
55987	Winona MN	6
56401	Brainerd MN	1

Q 2) Employment Status

Answer Choices	Responses
Full-time (more than 30 hours per week)	86% 343
Part-time (less than 29 hours per week)	13% 52
Temporary employee	1% 4

Answered 399  
Skipped 0

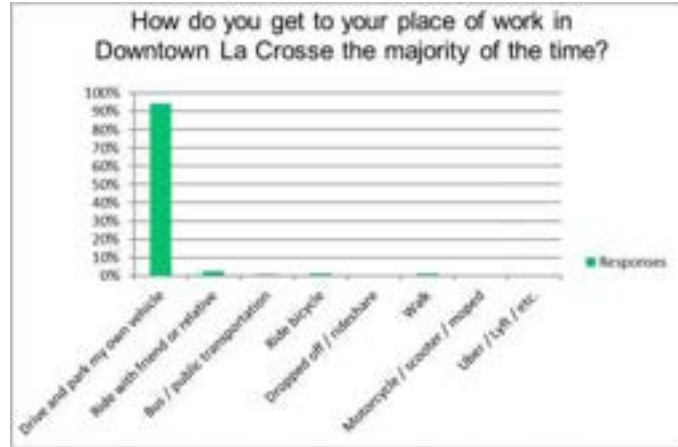




Q 3) How do you get to your place of work in Downtown La Crosse the majority of the time?

Answer Choices	Responses
Drive and park my own vehicle	94% 377
Ride with friend or relative	3% 10
Bus / public transportation	1% 2
Ride bicycle	1% 5
Dropped off / rideshare	0% 1
Walk	1% 4
Motorcycle / scooter / moped	0% 0
Uber / Lyft / etc.	0% 0
Other (please specify)	7

Answered 399  
Skipped 0

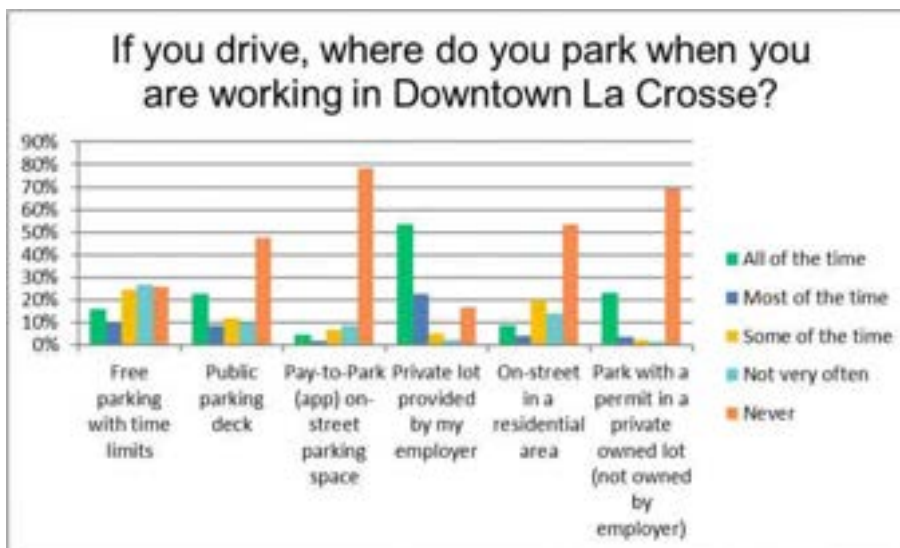


Other (please specify)	
1	I also ride a motorcycle, but it will not let me choose two answers.
2	Only need to come for meetings etc.
3	I SPLIT MY TRANSPORTATION BETWEEN CAR AND BIKE.
4	I would like to ride bike but have not found a reliable safe route
5	Bike during fair weather
6	Ride motorcycle in the summer
7	bus transportation does not meet my schedule needs

Q 4) If you drive, where do you park when you are working in Downtown La Crosse?

	All of the time		Most of the time		Some of the time		Not very often		Never		Total
Free parking with time limits	16%	23	10%	14	24%	35	27%	38	26%	37	143
Public parking deck	23%	31	9%	12	12%	16	10%	13	48%	65	136
Pay-to-Park (app) on-street parking space	4%	5	2%	2	7%	8	9%	10	78%	90	115
Private lot provided by my employer	54%	125	23%	53	5%	12	2%	5	17%	39	233
On-street in a residential area	9%	11	4%	5	20%	26	14%	18	53%	69	129
Park with a permit in a private owned lot (not owned by employer)	23%	31	4%	5	2%	3	1%	2	69%	93	134

Answered 310  
Skipped 89



Q 5) Does your employer provide parking for you at your workplace?

Answer Choices	Responses	
Yes	49%	151
No	27%	83
Other (please specify)	25%	77
<b>Answered</b>		<b>311</b>
<b>Skipped</b>		<b>88</b>



Other (please specify)	
1	With paid permit
2	annual paid permit
3	Yes, but we pay for it.
4	Employer provides parking ramp, but I pay for a parking permit every academic year
5	yes, we purchase a parking pass.
6	must purchase a permit
7	There is not enough parking spaces for everyone in my employer's lot
8	Yes, but we must purchase a permit to use it
9	Yes, but at a cost. I parked on the street in two-hour parking beside the school prior to the pay-by-app implementation.
10	"Provide" means that I have the privilege of paying \$190 to park in the lot.
11	We pay to park in employee lots
12	Yes, but have to purchase a parking permit, to park in certain lots.
13	I pay for a permit
14	We can buy a yearly parking pass to park in an employer-provided lot. There aren't enough spots for everyone, though, so we also park on the street.
15	Yes, with a fee
16	I purchase a parking permit to park in the lots at my place of employment.
17	parking provided, but must pay for permit
18	I pay for a permit and park in one of Western's lots.
19	Yes. Not free parking.
20	yes, if I get to work early enough - not enough spaces for everyone that has a permit to park
21	permit required - \$50/yr
22	I pay for parking pass
23	Have to pay to park from employer
24	For cost and too far away.
25	we have to buy a Parking Permit to use the lot.
26	We are required to pay \$80 per year to park.
27	Yes, but I have to pay \$190 per year to park by my building. If I have to go to the main campus for meetings, I have to pay because it is across town.
28	With a paid permit
29	My employer has employee parking areas but I have to pay to park there.
30	Yes, if we purchase a permit
31	Yes, but the lot is not big enough, so sometimes must park on the street & move car every 2 hours or walk 4-5 blocks from another employee-owned lot
32	We pay for a parking pass and take a chance of finding a parking spot when we arrive
33	If you purchase a parking pass, yes.
34	Have to purchase a permit
35	Parking in my employer's lots is provided with a paid permit.
36	Yes, my employer provides parking, but the lot isn't sufficient for the number of employees/students using the building so we often have to park on the street with 2 hour parking.
37	For a fee
38	Yes, but we don't have enough space for staff and students.
39	We have to pay for a permit. Parking in the employer lot is not free.

	<b>Other (please specify)</b>
40	Yes but not free or guaranteed
41	Yes but only with a paid parking permit
42	Yes, but with a paid permit. However, there are more permits sold than parking spots available.
43	A lot is provided but is usually filled so sometimes need to find street parking.
44	Yes but there is a cost
45	parking is available with purchase of parking pass
46	If you are able to find parking in one of the lots.
47	pays for permit in the city ramp
48	We have limited spaces available for staff and pay for a spot. Not enough spaces for all or some can't afford to pay for a parking spot
49	Limited space - first come, first serve.
50	Only for members of our management staff
51	Limited parking spaces for employees
52	pays for as parking spot in Cathedral Parking lot.
53	Yes, but I pay for a parking permit
54	We pay to park in the company lot as spaces are limited.
55	YES, however there are not enough parking spaces for all staff.
56	LIMITED
57	sometimes but other people use as well and there is only one space
58	Happy
59	at employee expense
60	Parking ramp pass
61	For some of the employees if that fills up you have to park elsewhere you can find
62	paid permit for ramp parking
63	LHI has some spaces in the vine St ramp
64	there is a waiting list
65	all employer spots are taken
66	Contingent upon hotel occupancy where I work
67	Yes - but there is a cost to have a space
68	Yes - However, you pay to park in the lot or you can try to find parking on the street for free
69	Pay to sub lease
70	Yes, but I need to pay to park in our lot.
71	Yes, but with time restrictions the same as the street parking
72	Yes, but I am required to pay for it by my employer
73	There are 52 spots for 200 employees
74	very few spots usually full
75	Parking ramp spaces - but employee needs to pay
76	My employer pays for us to park in the public parking ramp
77	City Hall lot is first come first serve, so when I arrive mid morning if there isn't a spot I have to park on 7th Street in 2 hour or north of La Crosse Street

Q 6) If you are required to use public parking, is enough OFF-STREET parking provided near your place of employment?

<b>Answer Choices</b>	<b>Responses</b>	
Yes - the Publicly available lots are near enough	33%	79
No - parking is too far away	47%	111
Other (please specify)	19%	46
	<b>Answered</b>	<b>236</b>
	<b>Skipped</b>	<b>163</b>

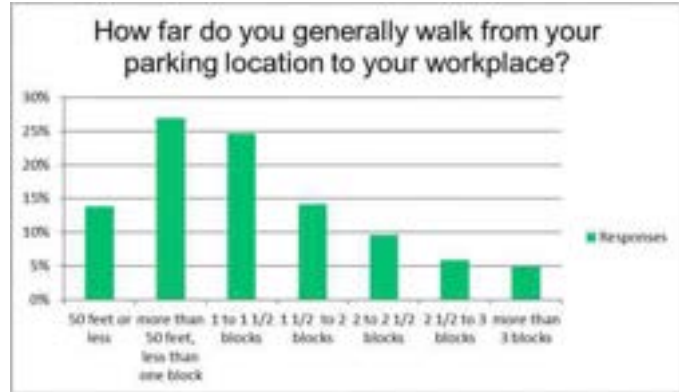




	<b>Other (please specify)</b>
1	There is street parking available, but you have to pay \$1/hour so I typically try to find free parking further away, either the 2 hour parking, or all day residential parking. I rarely park in the \$1/hour parking.
2	Only ramp and I wont do ramps early in morning as I've been followed out before
3	I feel the parking app has pushed parking out of prime location close to Western, into the surrounding neighborhoods. The streets are often bare, which doesn't do anyone much good.
4	N/A
5	I work at the HSC building; pay for a parking place in the lot; plenty of on-the-street parking I could pay for since the city has taken away 2 hour parking! Student & employees will walk a lot farther to park in free space.
6	Not required.
7	There was enough parking until the pay to park app was installed. Now I struggle to find parking nearby without having to pay.
8	I am not required to use public off-street parking
9	Sometimes. Depending on which building I need to get into and how long I am going to be there, parking on the streets is typically not an option and ill have to pay.
10	I do not use public parking. I am so thankful my employer has lots for us to park in.
11	Seems to be a shortage in downtown Lacrosse.
12	definitely no
13	Does not apply
14	enough space but charged for it
15	NA
16	I do not use public parking
17	There were plenty of parking spaces around my location, until the City implemented the Pay-to-Park. Now, off street parking is too far of a walk and I cannot afford to park on the street everyday.
18	We had ample public street parking around the WTC campus until last year when the city implemented a very expensive and short term pay to park system. This system has had a very negative impact on students who already have little money, and are now required to pay to park, or to park far away from the campus and our security. This system also seems very arbitrary to students considering that the Viterbo students are still able to use free street parking.
19	free off-stree is too far. The ones that are close now requires pay-to-park. Cannot afford to park off-street.
20	I am not required to use public parking
21	No and the pay parking has just pushed everything back into the residential areas. There are very few residences in the pay to park zones
22	I park on the street at least 2 blocks away where there isn't a time limit so I don't have to waste my day moving my car and remembering to do it - if I don't get a parking spot in the lot
23	Never available without extra fees
24	Everything surrounding the college campus is pay by phone and I don't use that.
25	There is not enough street parking for all staff and students.
26	NOT FOR FREE
27	Limited time parking only.
28	It is available, but I will not pay to park and go to work.
29	The parking ramp closest to work did not have any annual rental spots available when the city implemented new 2 hour street parking regulations near Riverside Park area.
30	I get my own space, but our employees that are not part of the management team often complain that parking for them is so far away from our place of employment.
31	New to working downtown. I park on the street. Not sure where the nearest public lot or ramp is
32	I could use the pay-to-park street parking, but go out of my way to find free street parking
33	Yes there is a parking garage however it seems to be full and is very expensive to park.
34	there is off street parking right next to the building I work at BUT you have to pay for it.
35	The parking ramp is usually full on the first two levels and I'm afraid of heights to go any higher.
36	Not required
37	The parking ramp on Vine has plenty of parking
38	The rules are really hard to follow
39	ramp
40	Yes there are untimed street parking spots
41	Speaking on terms of previously parking on the street before I was able to get a parking spot in our company lot, there was NOT enough parking. I know there are still a few employees who struggle with this. One has received numerous parking tickets and it's difficult for him to find time to move his car considering he has a busy work schedule.
42	We are limited to the number of spaces available to our staff, so some employees do need to park on the street and there are times that parking is not available nearby. We are also required to pay for parking in the employer provided parking lot.
43	Enough parking would be available in the Riverside Ramp, but often there are too many cars on the first few floors because Enterprise parks so many of their cars there. And their giant white vans take up too many spots, too. I can't walk very far, and they always seem to be on the first floor where it is easiest for me. The elevator in that ramp is too creepy to ride, so I hesitate to park very high up. And there are many cars that park there for many nights in a row, and they always seem to park on the first floor, too.
44	no, but walking 4 or 5 blocks from a residential area is better than paying for parking.
45	the off street ramp near by has stalls open, but permit availability is limited to support the surrounding business.
46	City Hall lot is first come first serve, so when I arrive mid morning if there isn't a spot I have to park on 7th Street in 2 hour or north of La Crosse Street

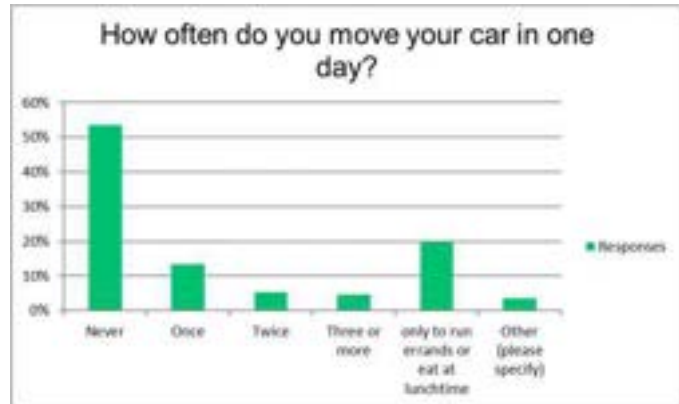
Q 7) How far do you generally walk from your parking location to your workplace?

Answer Choices	Responses	
50 feet or less	14%	42
more than 50 feet, less than one block	27%	82
1 to 1 1/2 blocks	25%	75
1 1/2 to 2 blocks	14%	43
2 to 2 1/2 blocks	10%	29
2 1/2 to 3 blocks	6%	18
more than 3 blocks	5%	15
	<b>Answered</b>	<b>304</b>
	<b>Skipped</b>	<b>95</b>



Q 8) How often do you move your car in one day?

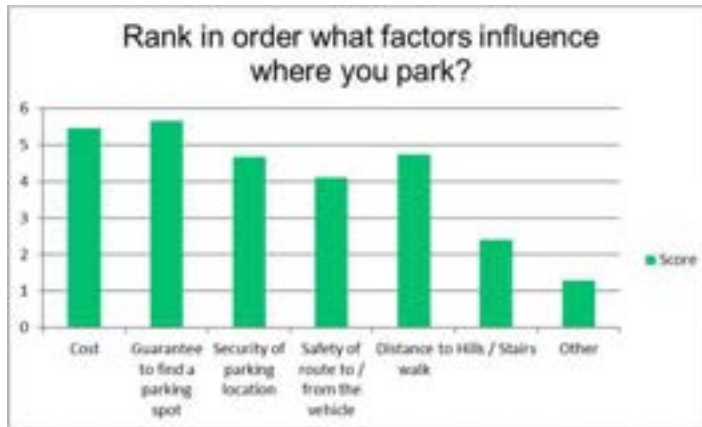
Answer Choices	Responses	
Never	53%	161
Once	13%	40
Twice	5%	16
Three or more	5%	14
only to run errands or eat at lunchtime	20%	59
Other (please specify)	4%	11
	<b>Answered</b>	<b>301</b>
	<b>Skipped</b>	<b>98</b>



Other (please specify)	
1	I have a handicap permit for my car.
2	If I have to park on the street, I have to move it every two hours. This is rare.
3	Varies - If I get a spot in the lot, I dont move it. If I have to park on the street I move it several times.
4	more in the summer than winter at lunch time
5	never if in employee-owned lot, will lose my parking spot
6	I park 2 blocks away so I don't have to move it if I don't get a parking spot in the lot
7	I may run between campuses (HSC and Western) twice a week.
8	If I don't get in the lot, I have to move my car multiple times a day.
9	Depends on initial location of parking whether I need to move within 1 or 2 hours or can stay in the lot all day.
10	0-2 TIMES DEPENDING ON WHERE I PARK
11	generally the times I need more time I use the employer provided space

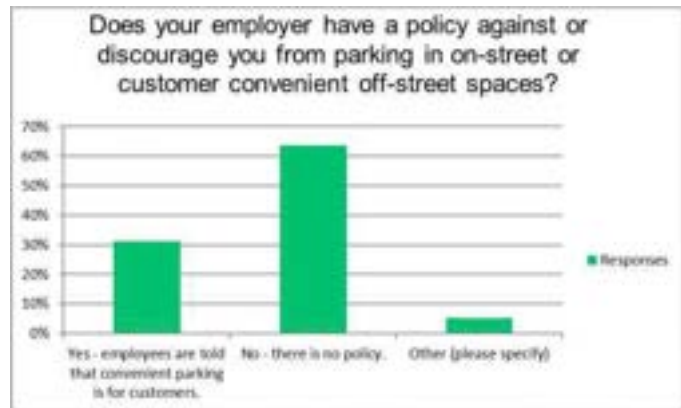
Q 9) Rank in order what factors influence where you park:

	1		2		3		4		5		6		7		Total	Score
Cost	40%	117	16%	45	14%	41	13%	39	11%	32	5%	13	1%	2	289	5.45
Guarantee to find a parking spot	33%	98	33%	96	13%	37	11%	33	7%	21	2%	6	1%	2	293	5.65
Security of parking location	8%	23	19%	54	28%	79	28%	80	14%	40	3%	8	1%	2	286	4.68
Safety of route to / from the vehicle	5%	14	9%	25	22%	62	30%	85	27%	77	6%	18	1%	3	284	4.11
Distance to walk	14%	41	23%	66	20%	58	13%	39	25%	73	4%	13	0%	0	290	4.74
Hills / Stairs	1%	3	3%	8	4%	10	2%	6	12%	32	73%	197	5%	14	270	2.4
Other	2%	4	1%	1	2%	3	1%	1	1%	1	4%	8	91%	175	193	1.28
															Answered	300
															Skipped	99



Q 10) Does your employer have a policy against or discourage you from parking in on-street or customer convenient off-street spaces?

Answer Choices	Responses	
Yes - employees are told that convenient parking is for customers.	31%	95
No - there is no policy.	64%	195
Other (please specify)	5%	16
	Answered	306
	Skipped	93



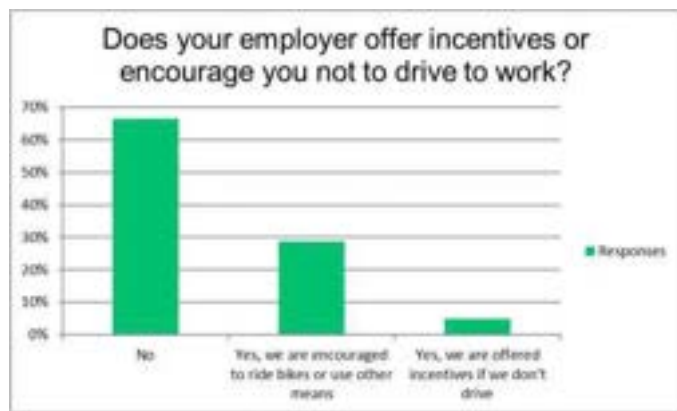
Other (please specify)	
1	Don't know
2	We are encouraged to allow the students to park in the lots closest to the buildings.
3	Lot space available.
4	There is a charge for parking on-street.
5	parking in closest lots reserved for students
6	to park on the street, I can only do it for 4 hours of my over 8 hour day at work, per the rules on the sign
7	There is a parking lot once open to both staff and students, now it's reserved for students only.
8	recently hired - not sure about this one
9	College lots require permits



Other (please specify)	
10	No, but because I work at WTC. There is no free street parking around WTC.
11	Yes n no, depending on the department
12	on street parking is not usually available near us. if loading we use the alley for very short time access.
13	There is no policy against parking on-street or customer convenient off-street parking; however, the employer charges a bi-weekly amount to park in it's private lot.
14	There is available parking for customers in the company parking lot. Staff is not allowed to park there or purchase one of those parking spaces.
15	We all try not to park on the street so customers can park there. They get so upset when they can't park nearby.
16	There is no policy, but having to move your vehicle every 2 hours is severely frowned upon as it disrupts your focus at work

**Q 11) Does your employer offer incentives or encourage you not to drive to work?**

Answer Choices	Responses	
No	66%	202
Yes, we are encouraged to ride bikes or use other means	29%	87
Yes, we are offered incentives if we don't drive	5%	15
If yes, please describe the program and how it works.		36
<b>Answered</b>		<b>304</b>
<b>Skipped</b>		<b>95</b>



If yes, please describe the program and how it works.	
1	It is part of our wellness program
2	You can get points toward your Western Wellness program. but I wish it was worth more than it is. Right now if you bike 10 times you get \$30.
3	Some people have health issues which is not taken into consideration in any of this
4	Western Technical College
5	our Wellness Program will give \$\$ if you use other means than driving to work for an amount of time
6	Simple advocacy for sustainable choices.
7	Our wellness program promotes bike riding and provides an incentive even. We can even borrow a bike. The college owns two bikes that employees can sign out and borrow.
8	The ability to ride the bus for free with staff ID.
9	Get points towards healthcare coverage if we walk/bike to work.
10	Free MTU
11	We are given bus passes.
12	Biking to work could qualify for incentive pertaining to employee wellness plan
13	Bus is free as long as we use our staff ID.
14	free MTU passes
15	Employees can receive \$30 put towards their Health Reimbursement Account by participating in the "Bike/Walk To Work" Program
16	As part of our employee wellness program, we can earn money towards our opt-out/HRA account by commuting by walking/biking.
17	Free bus passes to all employees, bike commuting facilities, wellness program benefits if using active transport
18	Western has bike share programs, encouraging those are able to bike to work. Promotion of bus service, SMRT system as well.
19	There may be incentives to use public bus transportation. Not sure because it is too inconvenient for me to use.
20	no program, just encouragement
21	we are given free access to the public bus system(La Crosse mtu).
22	I do not pay attention to the program because I live to far away for it to apply to me.
23	They offer public transportation passes but when you live in Holmen you can't do anything but drive and park
24	The wellness program here offers \$ if we ride our bike every ten times we ride.
25	Bus is free
26	There is incentives on biking/walking to work but I don't utilize it because I live out of town.
27	We are allowed to use the MTU for free. The MTU is not available where I live. I also live too far to bike to work.

	<b>If yes, please describe the program and how it works.</b>
28	bike shares and free bus transit with employee ID
29	Not practical.
30	We have a discounted permit to park in the parking ramp. Emails and directives tell us to take public transportation or bike.
31	It's not a program or policy, but rather a suggestion to employees who work shorter shifts (part-time) so that they do not have to pay for parking. We are trying to help them out since we cannot guarantee parking for them that doesn't cost money. We encourage them to bike or walk if possible so they don't have to deal with the inconveniences of paying for & finding appropriate parking for their job.
32	\$2/day for biking, walking, public transportation or car pooling to work
33	That is the most ridiculous thing I have ever read.
34	My employer offers a sustainable commuting program that offers incentives to employees when they walk, bike or take public transit to work.
35	We are given discounts I believe to ride the transit system, etc. However it is not feasible for me since I live outside of La Crosse and have children in school so have to guarantee that I can leave right away if need be.
36	It would be great if Downtown Mainstreet or the City would offer reduced bus passes to downtown employers.

Q 12) If your employer offered a program that would either pay for your monthly parking fees or add that same amount to your take home pay if you didn't use the parking by carpooling, riding the bus or your bike would you consider using another mode of transportation to get to work?

Answer Choices	Responses	
Yes	30%	93
No	63%	195
Other (please specify)		61

**Answered 308**  
**Skipped 91**



	<b>Other (please specify)</b>
1	There is no public transportation near my home. Also, my schedule varies so carpooling would not be a viable option.
2	I commute from Tomah, so I don't have the options to ride a bus or bike. There isn't someone who has my same schedule to carpool with either.
3	I live outside the public transportation system
4	Maybe - depends on what the incentive would be?
5	I would consider riding the SMRT bus perhaps. Biking is not a good choice due to distance for me.
6	I don't know
7	Too difficult to guarantee this with kids. Nice idea.
8	This would not apply to me, as I commute from 30 minutes away, an origin without public transportation.
9	I live too far away
10	Difficult to do because of the inconsistent work schedule.
11	I carpool, but can't do it everyday. Would an employer provide an incentive if an employee only carpoled 4 days a week? Then my answer would be yes
12	I really can't. I live too far away and have no one to commute with.
13	But very unlikely with current availability and access to public transportation from Onalaska
14	I commute from out-of-town
15	Not at this time. I need to drop off and pick up my child at school before I head to work and on my way home. Public transportation is not convenient at this time.
16	no public transportation available
17	There is no public transportation or people to ride with.
18	My commute is too far for a bike ride, there are no "other modes of transportation" and I do carpool when my schedule aligns with other folks.
19	This wouldn't work with people with children. Sounds discriminatory.
20	It would not apply, too far away.

	<b>Other (please specify)</b>
21	too far to ride my bike and bus is not convenient, route that goes by my work is not the route that goes near my home. Even the closest route to my home, means a 3 block walk from the bus
22	I live out of state, sort of hard to ride my bike to work or find carpool buddies.
23	I can't do anything but carpool and everyone has other places to go before and after work it just doesn't work out
24	Too far to bike.
25	I live 25 miles from LaCrosse
26	It's not an option as I live 30 mins away.
27	Live too far from place of employment.
28	you didn't mention walking as an alternative
29	I live too far away to use those options and my schedule does not permit me to carpool.
30	Too far from home -25 miles
31	No, I live to far away for other modes of transportation to be used
32	Not likely. We have to pay to park in our parking lot.
33	If there was an option for a bus/van from Winona.
34	not feasible from my residence
35	I live in Holmen, I don't have another way to get to work.
36	Emergencies can arise, or unexpected need to leave work with little notice.
37	Probably not due to early morning start time
38	have a child that I need to take to school daily (and pick up)
39	Perhaps, but it would have to be convenient.
40	My spot is paid for by work but I would use alternates sometimes...but my car is often needed to run work errands.
41	MY ONLY REASON FOR DRIVING TO WORK IS SO I CAN GO DIRECTLY TO PICK UP MY KIDS WITHOUT GOING HOME. I WOULD ALREADY PREFER TO BIKE TO WORK BUT MY CURRENT LIFE STAGE WOULD NOT ALLOW THAT OPTION.
42	Live too far away to bike. No bus service available. Need car available
43	I transport and I am out and about during the day and I need a car
44	My employer already pays for one spot only.
45	I wish my employer used that money for me to take public transportation, bike or walk, or carpool. Biking would be the best option if it was safer in the city with dedicated bike lanes and better signage and local ordinances that gave bikes equality with cars. Drivers in this area are especially hostile to bicyclists
46	Bus pass discounts
47	maybe
48	i live in holmen, pick up children on my way home and often have offsite meetings so not having a vehicle with me is not really an option.
49	My zip code is La Crescent but I live outside of it. I really like to have my car available for shopping, errands, appointments, emergencies that may come up (either during the day or after work) while I'm in La Crosse.
50	Maybe but probably only during warmer months.
51	My position requires that I leave my workplace several times throughout the day, so NA.
52	I workout before coming to work and then come directly to the office to shower. So carpooling would not work based on my schedule. Plus I often come earlier or stay later than my other co-workers.
53	There is no bus where I am, otherwise I would definitely take the bus.
54	My boss already pays my parking fees
55	Employers pays for ramp spot
56	maybe
57	Bus/bike are not realistic options for me
58	I used to bike more, but since I'm paying for my parking spot, I end up driving more.
59	Employer already pays for us to Park in parking ramp
60	I live over 20 miles from work in a rural area. I have no other option but to drive to work. I could try to find parking on the street, but then I would have to go out and move my car every 2-3 hours, which would greatly effect my work day.
61	Not unless there was a guarantee that I would be able to get to my vehicle in a timely fashion if my child was sick



Q 13) Do customers / visitors to your workplace complain to you about a lack of parking at your business/building?

Answer Choices	Responses	
Yes - all the time	35%	109
Sometimes	37%	115
No	28%	86
<b>Answered</b>	<b>310</b>	
<b>Skipped</b>	<b>89</b>	



Q 14) Do you feel that there is enough publicly available parking for customers / visitors?

Answer Choices	Responses	
Yes - the amount of customer / visitor parking is fine	34%	104
No - we need more parking for customers and visitors	48%	147
Other (please specify)	17%	53
<b>Answered</b>	<b>304</b>	
<b>Skipped</b>	<b>95</b>	



Other (please specify)	
1	no because of the pay to parking around Western hurts the people who come to visit for meetings and events
2	We need more free street parking for students close to campus.
3	There is plenty of parking, however all the employees use the street parking which should be for customers. The customers complain to me that there's no parking all because the employees are taking up all the street parking.
4	The pay for park program has made it extremely difficult for customers and visitors. The college brings in numerous visitors for trainings and events, but they complain a great deal about the pay for park features on the streets. Since the city has restricted our ability create more parking lots, it is lose/lose situation.
5	Charging students to park is short-sighted. Many students struggle financially while in school, and when the city creates one more barrier to success, long-term success and independence becomes more challenging for students.
6	
7	We have lot space
8	The city's hourly parking rate is astronomical. We need to revert back to the two-hour free street parking.
9	I think it is available, but the rules are confusing for infrequent visitors to La Crosse.
10	Multiple employers downtown sell more parking passes then parking spaces available
11	2 hour parking on the street was working. Pay for parking App is not working
12	with pay for parking on the streets, there is PLENTY of room, however, it costs the guest money.
13	There is street parking usually open but the reason it is open is because you now have to pay to park on the street. No body approves of that, especially students who are already struggling with financial issues in addition to many other personal issues. Parking should not be an extra stressor on students.

	<b>Other (please specify)</b>
14	Pay to park spots are left open and people are parking blocks away in free parking and walk
15	A lot of our visitors cannot pay for the on-street parking. Making it very difficult for them to come and visit.
16	Remove the fee for on street parking around the WTC campus!
17	There is plenty of parking now that all street parking close by requires payment. A lot of complaints about this. All other parking areas that are not paid parking are taken up by the students parking so they do not have to pay, even in the residential areas near us. If a meeting runs long, a \$25 parking ticket is a large price to pay.
18	Depends on day of week and time of day
19	No, and Passport parking is not an attractive option.
20	No, they don't want to pay or park blocks away
21	No. We need the pay to park removed around the school....students can't afford it.
22	There needs to be more free parking for prospective students near the campus.
23	Students do not want to pay for street parking near campus.
24	There is not enough free parking for those that need short parking time (less than 30 minutes)
25	Pay for parking near Western increases costs to attend college and places additional burdens on the students who have to now park further from college to avoid the fee.
26	We really don't have customers come to our work place.
27	We would benefit from more free parking or extended hour parking (two hour parking surrounds our building)
28	FOR OUR LOCATION WE HAVE ENOUGH PARKING BUT WE ARE ON THE OUTSKIRTS OF THE DOWNTOWN AREA (CORNER OF 6TH AND MAIN).
29	This depends on where exactly they are going- the fees tend to discourage people from using ramps
30	We need more free limited-term parking
31	Availability is fine, but the 2-hour limit is very much an inconvenience.
32	I work in an office and we don't typically have many visitors or customers.
33	Yes we have enough ramps but people choose not to use ramps. All employees that work downtown should have to pay or let all downtown employees park for free. City and county employees should not be an exception, we all pay taxes.
34	Our classes are 90-120 minutes long. it is essential that we keep the 2 hour limit or have parking meters
35	Some people or visitors do not seem to be aware of parking at Market Square
36	We need more free parking not way over by LHI
37	not sure
38	some parts of downtown seem to have a consistent problem. i will avoid some businesses if i can't find parking close by.
39	Street parking is limited to 2 hours and sometimes meetings can go over. Ramp parking - I have gotten a ticket for running in to pick up a sandwich (less than 5 minutes). That totally stinks
40	N/a to my job position
41	If employers were able to provide for free or possibly subsidized employee parking in the various ramps downtown there would be enough customer/visitor parking available.
42	Yes, because all around us is 2 hours parking. We need more all day parking near out building.
43	Yes, but we have our own lot
44	We have spaces that we leave available for our customers, but we do not have enough parking for our staff.
45	There is plenty of free parking near by, which we point out to all customers before visiting. However, if customers do complain about parking, it's because we don't have a designated lot for our business or convenient street parking (which you would think would be common sense for a downtown business to not have access to).
46	We absolutely need more onstreet parking...what about angled parking and meters?
47	It is too confusing for customers to use the ramp
48	We have a low volume of visitors so this is non issue for us one way or another
49	this does not apply to my workplace
50	Unsure
51	N/A Customers don't visit our space.
52	as long as ramps are free on weekends
53	There would be enough parking if downtown employees and residents didn't occupy the spots. The Weber ramp often has cars parked in it for long periods of time (weeks), usually on the first level. And commercial vehicles also park there for long periods of time (the giant white vans, for instance). When first-level parking is filled with long-term parkers, it is less appealing to customers.

Q 15) Do you think that employees or staff members from other businesses are taking convenient parking away from your customers or visitors?

Answer Choices	Responses	
Yes - some park in on-street spaces or spaces in city lots that could be used by customers	27%	81
No - everyone parks where they should	58%	174
Yes - they should park in lots further away	4%	12
Other (please specify)	10%	31
	<b>Answered</b>	<b>298</b>
	<b>Skipped</b>	<b>101</b>



Other (please specify)	
1	The employees have all moved to the ramp to give students preferred parking. Which hurts the visitors who come to Western and have to use the on street pay to park
2	I don't know
3	Again some of us working in downtown have health issues
4	N/A
5	Other businesses employees park in spots near our business that could be used for our customers.
6	I don't know
7	I do not know.
8	Because of where I work, I don't know the answer to this question. I do know that I hear a lot of people say they avoid the downtown area because of the parking issues.
9	don't know
10	No, because parking on the street cost more than paying for an annual parking permit, so every one parks in the lots. Because of the paid parking around our building there are a lot of complaints from visitors that only need to come in for 15-30 min.
11	Unsure. There appears to be very few pay by parking stalls utilized around the Western campus. They should be removed and made free like they used to be.
12	I am not sure
13	No, we buy parking permits. If you don't have a permit and you're parked in our lot, you'll be towed.
14	Not sure.
15	MANY OF THE EMPLOYEES THAT WORK DOWNTOWN PARK IN OUR AREA BUT WE USUALLY HAVE AN OPEN SPOT SINCE THERE IS AN INTERSECTION WITH A SIDE STREET THAT DOES NOT SEE MUCH CUSTOMER/VISITOR ACTIVITY DURING THE WORK WEEK.
16	That stopped adter the 2 hour parking was enforced.
17	This does happen- yes- but there are no true incentives for part time employees. Especially those with inconsistent schedules
18	I don't know
19	There's plenty of parking downtown. The problem is on-street parking. The city should limit on-street parking with parking meters and make the ramps free, thus encouraging drivers to use the ramps. It is difficult to see walkers and other cars because of the on-street parking. Downtown should be walker friendly. Pearl Street between 2nd and 4th should be a pedestrian mall
20	occasionally
21	Especially construction crews
22	Maybe
23	not sure
24	employees of downtown business should all utilize the ramps. i rarely see them full but find street parking is difficult for customers and myself when shopping / dining.
25	No - daytime street parking limited near my office. Employees that need to street park have distance to walk
26	I am not sure who is using the spaces?
27	We are fortunate enough to have a lot and spaces designated for customers. However, that is not the case downtown in general, and it is frustrating trying to find a space to park on the street outside of most businesses many days.



Other (please specify)	
28	We do not have too many issues with customer parking, but we do have people from other businesses further away that park near our business because they cannot find parking which takes away from our employees.
29	I don't know
30	We have no problem with parking until they decided to take Lot C away at the county. This has caused nothing but a headache. We pay to park but if we don't get here by a certain time, we don't have a parking spot which then results in us using the meters or parking on the street which we then have to make sure and remember to move our vehicles. The county says they adequately provide parking but because I chose to park in Lot A rather than park in the ramp, I may not be guaranteed a spot which is very frustrating. It has caused unnecessary stress in the mornings trying to get to work early which it should not be that way. It's bad enough having to go through how many stop lights that are timed horribly and then get downtown and there's no parking. There should be some kind of incentive for downtown employees to work here.
31	Cars on our street generally park on our street all day. There is typically no enforcement on our street (and in our alley) unless we call to complain. The cars typically belong to people who work on the streets around us and don't want to park in front of their own businesses. Because they don't move, our customers have no chance of finding parking spots after about 10am.

Q 16) Please indicate if you agree or disagree with the following statements:

	Strongly Disagree		Disagree		Neither Agree nor Disagree		Agree		Strongly Agree		Total	Weighted Average
It is easy to find a parking space when I come to work in Downtown La Crosse	12%	35	25%	75	16%	50	33%	100	14%	44	304	3.14
On-street signage (no parking, loading zone, Etc.) are clear	6%	18	19%	59	21%	65	46%	141	8%	23	306	3.3
Directional signs on-street (Public Parking this way, Etc.) are clear and easy to follow	6%	19	23%	71	35%	106	32%	98	4%	12	306	3.04
Way-finding signs on-street (Library, College, City Hall, Etc. - this way) are clear and easy to follow	5%	16	18%	54	39%	120	34%	102	4%	12	304	3.13
The amount of parking enforcement is appropriate	8%	24	13%	38	36%	110	35%	106	9%	26	304	3.24
There is a cost to provide and maintain parking. Parking should be paid for by those who use it and the money should be used to maintain and improve the parking.	11%	33	16%	49	27%	82	32%	98	13%	40	302	3.21

Answered 306  
Skipped 93



Q 17) On-street parking has associated maintenance costs such as: snow removal, street sweeping, resurfacing and storm water management. If you agree that users of the public parking should pay for its maintenance and upkeep, what do you think is an appropriate charge for ON-STREET parking?

Answer Choices	Responses	
On-street parking should be free, pay to park in the City ramps.	66%	191
\$1.00 / hour	15%	45
\$1.25 / hour	1%	3
\$1.50 / hour	2%	7
\$1.75 / hour	0%	0
\$2.00 / hour	1%	3
\$2.25 / hour	1%	2
Other (please specify)	14%	40

**Answered 291**  
**Skipped 108**



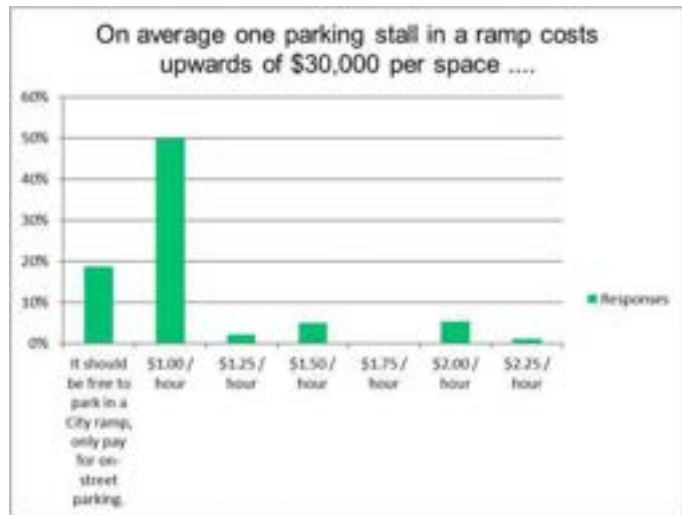
Other (please specify)	
1	free
2	The city already receives funds from sales and property taxes. Those funds should be used wisely to cover these expenses.
3	Annual Permit
4	Free parking in ramps and on the street
5	We should not pay for either, the city can't even clear snow in a timely manor anyway
6	We already pay taxes that should be supporting these costs. Parking should not cost extra, no matter where it is.
7	I don't agree. You have unfairly targeted populations with your parking pilot that are some of the most vulnerable customers of downtown La Crosse.
8	50 cents per hour
9	Need procedures that are clear, and consistent, and less confusing procedures.
10	No charge. Everything the city provides has maintenance costs associated with them--sidewalks, parks, streets, bridges, etc. As a taxpayer already paying for these things, I don't expect to be charged an addl user fee for on-street parking.
11	Build it into the city budget. Do not charge customers.
12	on-street parking should be free with a 2 hour time limit
13	Street parking should be available for free with some of it time-limited. The present ramp policy is great
14	I don't think because we are unlucky enough to work downtown that we should have to pay to park our car
15	Not sure
16	Dollar an hour during the day
17	what the heck do we pay taxes for if we can't park ON THE STREET in front of our homes without cost? You've taken WAY too much away and make us pay WAY too much to live here. No wonder people move to the communities around la crosse away from here.
18	IDK. Our whole infrastructures are fatigued.
19	FREE PARKING IF YOU WORK DOWNTOWN
20	Hourly rates are difficult every hour - base it on a range instead.
21	CHARGING PEOPLE TO PARK ON THE STREET WOULD ONLY DETER MORE PEOPLE FROM COMING DOWNTOWN
22	This has been tried numerous times in the past more money has been wasted putting in and removing parking meters. Not to mention the many of dollars on changing hourly signs
23	On-street parking should be free for up to 4 hours
24	\$1 an hour is too high. I think \$1 per 2 hours is appropriate
25	first 2 hours free and then 1.00 hour
26	Free on street limited t l me parking during peak hours. As is a good system.
27	No fee for any ramps.
28	not sure
29	free parking encourages people to overuse it as employees

	<b>Other (please specify)</b>
30	\$1.00/hr or set full day rate
31	\$0.50/hour
32	but, limit time on street (as it is)
33	Not knowing the cost, I can't answer this.
34	On street parking should cost more than parking in ramps.
35	Customers should not pay for the privilege of patronizing an establishment. The onus is on the business to either eliminate obstacles or to provide incentive enough for people to feel like overcoming them to get to you. Downtown property taxes should cover this as a cost of choosing to have your business downtown.
36	Variable based on supply and demand
37	No Opinion
38	No charge
39	Snow removal, street sweeping, resurfacing, and storm water management are all necessary even if on-street parking were banned. Keep some areas limited to 2 hours in front of businesses, but expand free unlimited areas
40	We need more public ramps that aren't all grouped around the La Crosse Center. Ought to remove the fees included with the Pine Street Ramp. This would open several public street side parking for actual customers to stores down town.

Q 18) On average one parking stall in a ramp costs upwards of \$30,000 per space to build and \$300 annually for maintenance. If you agree that users of public parking should pay for the maintenance and upkeep, what do you think is an appropriate charge for OFF-STREET parking?

Answer Choices	Responses	
It should be free to park in a City ramp, only pay for on-street parking.	19%	52
\$1.00 / hour	50%	139
\$1.25 / hour	2%	6
\$1.50 / hour	5%	14
\$1.75 / hour	0%	0
\$2.00 / hour	5%	15
\$2.25 / hour	1%	3
Other (please specify)		59

Answered 278  
Skipped 121



	<b>Other (please specify)</b>
1	With no set 4 hour limit
2	free
3	Unsure
4	Two hours free then \$1.00 per hour
5	\$1/hour or \$10 per day
6	Free on the weekend and \$1.00 per hour during the week until 5PM
7	I like the current system, with limited free access and payment for longer stays. Encourages freeing up the limited number of spaces available.
8	offer an annual or monthly pass that is affordable
9	Ramps and street parking should be free
10	We should not pay for either, the city can't even clear snow in a timely manor anyway
11	You should not charge to park on public streets.
12	See comment to #18 above. I'm obviously in the wrong business if you pay \$300 per space to keep up a parking ramp!
13	Charge in your parking ramps (these folks are earning an income) and allow those who are not earning a living wage (students) to park for free.
14	First hour free, then pay \$1/hr
15	Need procedures that are clear, and consistent, and less confusing procedures.



	<b>Other (please specify)</b>
16	Charge for reserved spaces but don't charge for other ramp spots.
17	\$1/hour for work would be insane --employers should pay
18	\$1 / hour, or a monthly fee for those who use daily for work or residence
19	I think parking is a necessary part of a downtown area. It should be provided by the city. If the cost must be pushed on to someone other than the city than I think businesses should kick in. It shouldn't be the employees.
20	3 hours free, afterwards \$1-2 an hour
21	Charge for special event parking, not every day parking.
22	Free in ramp for a few hours. Street should be free
23	\$5. a day
24	Not sure
25	I don't know.
26	TAXES.... these visitors do bring revenue to the people WHO PAY TAXES
27	Not qualified to answer
28	\$.50 per hour
29	Parking studies should provide accurate numbers, not City residents who do not have this information. No City resident is going to want to pay for anything they can get for free.
30	AS AN EMPLOYEE I DO NOT USE OFF STREET PARKING. AS A CUSTOMER IN MY OFF HOURS I MY THINK TWICE ABOUT COMING DOWNTOWN IF I AD TO PAY TO PARK
31	Most people truly just do not want to pay to park. Event parking has even become a question amongst citizens
32	For those who work downtown, should be less than \$1/hr.
33	free to park, pay in ramp
34	Keep it like it is...first 3 hours free then pay.
35	Ramp parking should be free for up to 9 hours
36	even on street parking should be free or very low cost. The city should want to attract customers, especially downtown!
37	I think Parking ramps should have a resident and non-resident fee.
38	Pay for ramp long term parking
39	limit on-street parking; it should pay for the entire system
40	this encourages street parking for customers and ramp for employees
41	If a city tax payor it should be free
42	The first 2 hours should be free and then charge \$1.00 per hour after that.
43	All parking should be free, especially if you are trying to encourage people to visit downtown.
44	If Ramp space reserved they should pay maint fee
45	Ramps should be 2hr free for customers and visitors
46	I like the way it's set up now, although I would like to see greatly discounted monthly fees for Downtown Employees (maybe this already exists, as I use a parking lot when I'm working that is part of our building.)
47	SHOULD BE NO CHARGE
48	All parking should be free.
49	Whatever it costs.
50	First two hours free, charge after that.
51	I'm a monthly user and @ \$52.50 (?)/month, it borders on too expensive for me. Many people I work with can't afford that and won't pay it; and instead opt to move their car every two hours which impacts our business productivity.
52	Customers should not pay for the privilege of patronizing an establishment. The onus is on the business to either eliminate obstacles or to provide incentive enough for people to feel like overcoming them to get to you. Downtown property taxes should cover this as a cost of choosing to have your business downtown.
53	I think current monthly lot fees are appropriate, possibly up to \$50/month
54	Variable based on supply and demand
55	No Opinion
56	No charge (like parks, schools, etc.)
57	Charging higher rates for non-La Crosse residents is unfair - if we work downtown, then we're paying taxes too. Provide different tier levels (24/7 permit should cost more than a permit just for business hours M-F)
58	I think the current set up is fine. Free for first 2 hours a cost after that.
59	We need more public ramps that aren't all grouped around the La Crosse Center. Ought to remove the fees included with the Pine Street Ramp. This would open several public street side parking for actual customers to stores down town.

Q 19) If paid parking was expanded in La Crosse, how would you like the City to use the funding to improve public parking?

**Answered 119**  
**Skipped 280**

	<b>Responses</b>
1	Make it free.
2	Road improvements.
3	fix roads
4	Make it easier to walk/bike in downtown La Crosse. Bikelanes/pedestrian crosswalks etc.
5	Regular stairwell cleaning. They smell like the zoo.
6	take the money made from downtown parking and use it to improve downtown- like better snow removal and more trash cans.
7	I strongly discourage paid parking
8	Repair and maintenance. None of the funds should be diverted for any other purpose.
9	Lacrosse is taking people away from city everyday more and more with taxes and laws. Need to find different alternatives and not pay for another committee or outside agency
10	Street (pothole) repair
11	Paid parking should NOT be expanded in La Crosse. Scaring the customers away.
12	Open up paid parking around school campuses to free again and then expand paid in other areas such as downtown streets.
13	Paid parking should not be expanded in La Crosse. It should be decreased.
14	More free days for bus use would cause less people to drive, hence more parking places
15	More ramps for free parking, along with developing a bike lane system
16	I would like to see more ramps and easier ways to cross the street, such as raised crosswalks or skyways. I realize those are typically incredibly expensive, but I feel they would be well used to make people feel better about parking a little further away than desired.
17	I simply do not go to LaCrosse outside of absolute need because of lack of free and convenient parking.
18	additional parking lots/ramp
19	Expand ramp parking
20	More parking ramps
21	Whatever is needed, more security staff, repair, maintenance, etc.
22	Paid parking on streets should be eliminated. Terrible experiment.
23	Don't make business and residence pay to remove snow from the alleys
24	Add another ramp.
25	I worry about paid parking.
26	I don't believe paid parking should be expanded. Perhaps other laws should be enforced to generate what you need to pay for parking. Put a couple of officers by the Cass and Cameron St. bridges on a daily basis and you will have a steady stream of income that can take the burden off employees and customers of downtown La Crosse.
27	Fix the roads. They're a mess!
28	Improved safety-lighting and access.
29	Strategically placed parking ramps in areas of the greatest need. Visiability concerns, safety,
30	Ticket idiot drivers who don't know how to park accurately, and take up two spots, rather than one.
31	more public space in ramps. It seems like every spot is already reserved for a business
32	Don't expand paid parking.
33	Maintenance and upkeep
34	More accessible and more plowing of sidewalk corners
35	In the winter, remove all snowbanks for easier access to sidewalks. My parents are 80 and it is difficult for them when they have to go downtown.
36	Use the money to maintain parking, but extra money to build out public transit and biking options to make it easier for people NOT to drive in the first place.
37	I don't want to pay to park when I go to work. I think employers should pay for my parking. I mind less paying for parking when I visit a business--although that should be subsidized by the business community
38	DO NOT CHARGE for parking. It is costly enough.
39	Paid on-street parking is ridiculous and should never be expanded.
40	First, people need to realize, part of living in the city would be issues with parking - with that being said, use the funds to make sure the ramps are in good repair, have good lighting and security cameras, and clean (i know this is very difficult) Street parking should be returned to free parking. It is already so limited, adding a fee you might as well just remove those as optional parking places.
41	If paid parking were expanded in La Crosse I think I would avoid downtown. It is the businesses who benefit from people being downtown.
42	I disagree with the pay for street parking program near Western Technical College that was implemented this year.
43	it is costing those who don't have money ie students.
44	Not sure
45	If paid parking was expanded in La Crosse, I would like to see the funding used to allow for 'free parking' for those who make less than \$40,000 / year.
46	Actually plow the snow instead of just giving out tickets for alternate side parking
47	Create lines so cars can park appropriately
48	Please fix the streets in La Crosse that people are now paying to park on. They are horrible just to drive on as it is.
49	Safer Ramps
50	The roads are terrible, with potholes. They need to be fixed.
51	Decrease taxes for city residents.
52	better snow removal and fix the pot holes on the streets
53	If you had a lot that you could pay for a spot and be guaranteed that spot I would pay for that on an annual basis but I will not pay an hourly rate.
54	Don't expand paid parking
55	Remove paid parking around colleges.

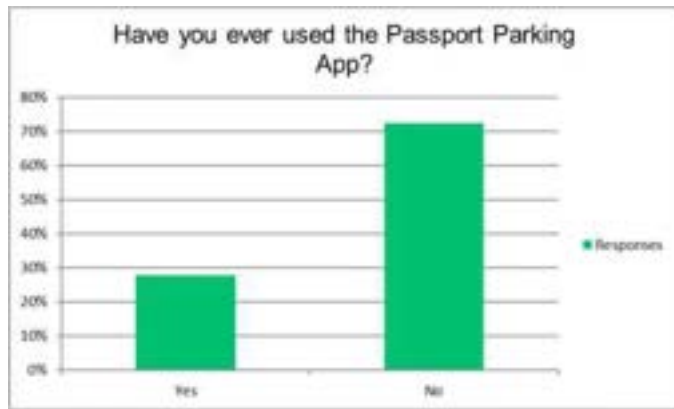
	<b>Responses</b>
56	Have more.
57	More ramps
58	Paid parking is an annoyance and deters people away.
59	I would like to see the city not target the students around the colleges. Students do all they can to pay for their courses and textbooks and are lucky to find \$ for food, much less pay to park on the street.
60	Get rid of the app for on-street parking. It is very frustrating to use.
61	actually plow; very frustrated with lack of clean up even with opposite side parking
62	Attendants and security
63	Mandate alternate side parking ONLY when and where it makes sense, instead of by a calendar. For example, today (2/24) in my neighborhood, the curbs are clear and the snow is almost all gone.
64	DO NOT EXPAND PAID PARKING - REMOVE IT
65	Creating the passport parking areas around the college campuses is very poor public policy... charging for parking in these areas is very targeted and penalizes the very people who will create growth for our city
66	upkeep/clean
67	This is a huge money grab. Someone in their infinite wisdom decided to put the paid parking all the way around the schools in town and are forcing a very marginalized population (incidentally, a population who doesn't vote for the very people who made these decisions) who are the poorest in the area - students - you're putting the cost of your bad decisions on the backs of the people who can afford it the least. Very sad.
68	Eliminate paid on-street parking. Find other ways to increase revenue that involve more people.
69	FIX THE ROADS!
70	parking lines on street.
71	Fixing the roads that have been needing to be redone, Maintaining a CLEAN road at all times, Up-keeping of the parking ramps.
72	Cleaning the stairwells and surveillance
73	I would rather have free parking, than pay for an additional layer of administration to manage it.
74	Maintenance. Take burden off of la crosse taxpayers
75	Street maintenance
76	I don't care
77	Not too concerned with the "how", only request is that the City is frugal and efficient when using the funds.
78	Paid parking should be eliminated!
79	not sure it could be improved
80	more parking police
81	Charge city employees to park.
82	don't increase paid parking. You are ripping off the college students already! Taking advantage of some of the poorest people in the city!
83	By changing street parking to free for up to 4 hours
84	Maintain snow removal of curbs and sidewalks. Parking meters.
85	build on to current ramps, and make sure there is enough security
86	Use the money for upkeep in the ramps or painting lines downtown to help keep it safer.
87	more lighting in parking ramps
88	fix potholes downtown in summer and plow/salt alleys better in winter.
89	Better snow removal.
90	Update painted lines and markings
91	I'm not educated enough to know what the City of La Crosse already does with the parking revenue; therefore, I don't have a suggestion about how parking can be improved above and beyond a (for example) for every 4 paid parking spots, create 1 free parking spot.
92	You won't get downtown business charging for parking everywhere
93	Don't expand it.
94	Add more spaces
95	More parking ramps
96	Better signs, spots marked on streets
97	Not waste on tvs
98	roads
99	I would not like to see paid parking expanded. I'm concerned it would drive people away from using downtown businesses.
100	I don't think it should be. It will further detract people from coming downtown.
101	Get rid of 2 hour parking where it is not necessary
102	More available spots in ramps
103	Make public parking more available in areas where there are no other options than street parking. The initiative to make street parking cost near universities is ridiculous. The school costs enough.
104	Digital parking kiosks, like on-campus or meters with credit card capabilities for all downtown street parking.
105	I wouldn't because I don't believe they should expand paid parking.
106	Windows or mirrors at the entrance/exit of ramps so you can oncoming pedestrians before pulling out or in.
107	Paid parking should not be expanded if it requires cell phones. I do not have a cell phone, and therefore can't park in many places now.  It would be nice if the garages were cleaner. The Riverside Ramp has poop and food on the upper floors.
108	businesses in la crosse pay for.
109	The current system works. Downtown employees are incentivized to park in the ramps through 2 hour parking enforcement; however, customers are able to spend some time downtown without the detriment of having to pay for parking.



Responses	
110	Focus on eliminating the need for it by offering easy fast ways to park outside of downtown. Trolleys, small buses, bike sharing, rickshaws., whatever.
111	Increased snow removal, line painting, signage. Anything left over should be given back to the district the funds were generated in for other infrastructure improvements such as lighting, landscaping, etc.
112	security cameras INSIDE of ramps parking enforcement that tickets people that don't know how to park correctly Police/Law Enforcement actually ticketing people that don't yield to cross walks instead of contributing to the problem themselves
113	N/A
114	I strongly oppose paid parking in the City
115	Lower prices for those needing to park for work or offer incentives to get businesses to pay for their employees' parking
116	Penalizing out of town residents to park in your ramps (monthly) is a bad idea!
117	Clean ramps Paint new yellow parking lines, they are hard to see.
118	I'm not for having to pay for public ramps. But if I had to, I'd like to see less trash and people sleeping in the ramp stair cases/elevators. I definitely don't fee safe in the ramps here in La Crosse...
119	More consistent and uniform enforcement. More attention to safety and cleanliness in the ramps, so they are less creepy and stinky.

**Q 20) Have you ever used the Passport Parking App?**

Answer Choices	Responses	
Yes	28%	85
No	72%	222
If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.		71
<b>Answered</b>		<b>307</b>
<b>Skipped</b>		<b>92</b>

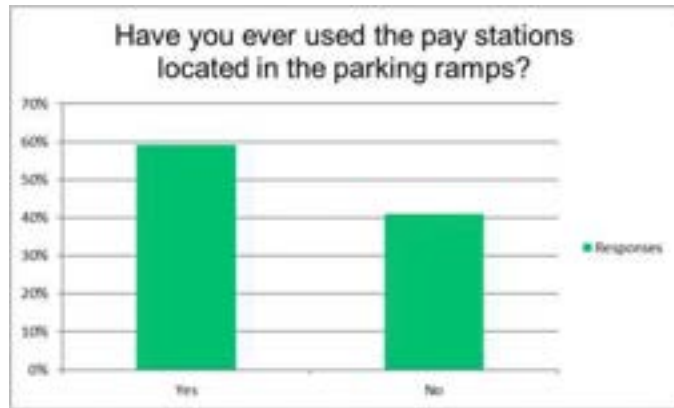


If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.	
1	I refuse to use it because just putting them around the 2 state schools does nothing but hurt Students and visitors to our school
2	It was convenient but I was annoyed I had to use it in the first place to pay for the 5 minutes I had to park close to a building to drop off items.
3	Don't have smart phone. Not good
4	it was confusing.
5	Ease of use is good. Some do not have access to a phone with the app, or do not have a phone. That makes it much more challenging for those individuals to pay for parking, causing elderly individuals hardship.
6	Easy to use, but I can't believe it is cost effective. The streets around WTC are now mostly empty. Scaring the customers away.
7	Horrible and unreliable system. Constantly having to provide proof of payment for parking enforcement. Parking enforcement and passport app seem not link in appropriate amount of time.
8	No, I refuse to use it. We should have 2 hour parking.
9	one time it said app was not available and I ended up getting a 20 dollar ticket
10	Ok once the information is loaded in my phone, initially it was time consuming
11	It's great. Convenient, no lines and a reminder when my time is getting low. I think it was very smart of the city to build on the successful system UWL implemented.
12	around the campuses it shouldn't be used!
13	PITA. Not everyone has a cell phone so this app creates problems for people. My husband, for instance, doesn't have one.
14	I don't agree with having to pay for on street parking, so I don't use this app. I also would prefer to plug a parking meter. Many older folks aren't tech saavy enough to figure out how to pay using a phone. Meters should be provided, as well, if people are expected to pay for parking on the street.
15	I did not care for the experience.
16	it's easy and convenient
17	It was OK, but confusing.
18	This is not a good idea. The streets around campus used to be full of vehicles. Now students/staff rarely park using the Passport parking. The City of La Crosse does not need to hire a consultant to evaluate this service. It is NOT working for students

	<b>If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.</b>
19	It is not user friendly - too much to remember
20	Quite easy one it remembers your information
21	It's fine for me, though I do feel it is not a very inclusive or inviting means for others. Certainly sends a strong message that only those who own smartphones, and have the ability/knowledge to download an app on the spot are welcome downtown. I'd be pretty turned off if I were a visitor.
22	Used up a lot of data on my phone. A pain to download and use 1 time to drop off assignments at school.
23	I have not but have heard from others it is not easy to use and that they can barely get to their office to log in and pay and the officer is already there giving them a ticket. Do they not have anything better to do?
24	It's easy, but ridiculous having the program implemented by our colleges and universities. It's pushing more people into the neighborhoods and goes against the "intention" of the program.
25	It was easy to use but I don't think there should be paid street parking. Or at least offer the first two hours free then \$1/hour after.
26	I dislike that I have to pay to park on city streets. I dislike that students of Western Technical College who cannot afford a parking pass now have to pay \$1.00/hour to park on city streets while, in other areas of the city, others can park free (two-hour parking).
27	it doesn't always work
28	Terrible. I didn't know how to use it and ended up getting a parking ticket after getting hit by another driver while trying to park in the ramp.
29	Had a day where app was not working correctly. Otherwise it is fine.
30	I think \$1 an hour is a rip off especially when you add the "convenience" fee of .33 cents
31	That is the app that is used around WTC. The rate for this is far too high, and people without smart phones are unable to use it. Get rid of it and put in meters (in my opinion) if you insist on having payed street parking.
32	I think it is ridiculous to make those that do not have smart phones and/or are good a technology use this. Not everyone has a cell phone, especially the elderly.
33	It's fine
34	Do not like it.
35	Ok
36	I don't like to have to use it on my phone. If you want to bring people to downtown shops, restaurants, etc., parking should be free.
37	Very confusing and frustrating
38	relatively easy
39	Works great for me, but students struggle with it on Westerns campus
40	I find it intimidating
41	pretty easy to use from your phone
42	convenient
43	It is fine using the App.
44	Convenient
45	There shouldn't be a .33 tax for using the app rather than the kiosk. It's a way for the city to just take more money from the people who work to keep the downtown area running, especially the people who live off the tips they make at work.
46	Ease if use. Option to extend by phone.
47	Fairly easy.
48	IT IS THE MOST CONVENIENT METHOD OF PAYING FOR ON STREET PARKING.
49	Easy to use
50	Convenient once I got it set up.
51	While the app works well, I do not think it should be needed for street parking.
52	it is too difficult to use
53	it works fine. A \$0.37 convenience fee for a \$1.00/hr parking spot is really ridiculous. advertise at 1.37 per hour then.
54	It didn't work
55	very easy to use
56	Works well, nice that it's also used in other cities so you only need one app
57	Pain
58	It's simple and easy
59	I like it as it's easy to use.
60	I avoid coming downtown except during working hours.
61	It was easy
62	I love it. However, my parents (70's) have trouble adapting. Maybe make pamphlets available they could pick up to learn how it works? They always seem to need to read something in print.
63	Easy
64	Great as long as they're not charging me a fee when using my 3 free hours of parking...shouldn't have to pay a fee just to use the app
65	It was convenient and the service fee wasn't too extreme.
66	It's easy and straightforward
67	is OK
68	Its convient to register our out of town guests after they arrive in office.
69	It was easy to use and very convenient.
70	I haven't used it in La Crosse - I have used it when I have travelled to other cities and never had a problem.
71	I don't have a phone, so I can't park in areas that depend on a phone to pay the fee. I have friends who have had trouble with the app, too.

Q 21) Have you ever used the pay stations in the parking ramps?

Answer Choices	Responses	
Yes	59%	183
No	41%	127
if yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.		96
<b>Answered</b>		<b>310</b>
<b>Skipped</b>		<b>89</b>



	if yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.
1	the pay station in the ramps was easy to use and follow
2	Easy
3	these are easy but need more signage.
4	Easy to use, straight forward instructions
5	Not friendly always charged wrong
6	Easy to use. Scaring the customers away. Parking in downtown should be free.
7	The process was easy.
8	Not clear what to do.
9	painful as it was an event and the line was large
10	Easy enough when they were on my way out.
11	it was easy enough to use. the only confusing part is it isn't clear how much time to put in. if 3 hours are free then it should clearly state "How many hour over the 3 free hours will you be parked in the ramp"!
12	I was frustrated because I couldn't clearly see that I was covered and then found out from friends that it was acutally free to park in that ramp until 6 pm or something like that...but that was not clear on the pay station and I was confused. So I ended up paying double when I would not have had to pay anything.
13	It was better when you didn't have to pay at all in the ramps
14	It's easy, but sometimes I forget to do it.
15	Worked well.
16	Instructions are clear and steps are easy to navigate
17	It was OK but confusing.
18	Fairly straightforward, biggest challenge is educating people coming into ramp effectively so they know what to do?
19	ok
20	Confusing
21	It is not user friendly - too much to figure out and remember
22	The machines are fine, when they are working.
23	easy but time consuming
24	Haven't always worked correctly. Have had to pay even though I hadn't used the ramp that day and should have 3 hours free per day (per signage).
25	Easy and inclusive.
26	It was easy.
27	It was fine. Just hard to know if there are enough spots in the ramp.
28	yes, it was easy to use, once my teenagers explained it to me, it was very easy to use. (I had trouble following the signed instructions, but it made complete sense to the teenagers)
29	Easy for me, although I know of others who get confused using the stations.
30	Confusing. I used it for 3 hours FREE parking & still got a \$20 parking ticket.
31	I do not care for them. Only used once or twice a while ago. I avoid the parking ramps when you have to pay.
32	fairly easy but I forget the parking space number
33	Bad. The meter would not take my card, and therefore I could not pass and the line of cars behind me did not allow me to back out.
34	Easy to use.
35	The first time was confusing to figure out where the pay station was and how it worked but subsequent uses were fine.
36	It was fine.

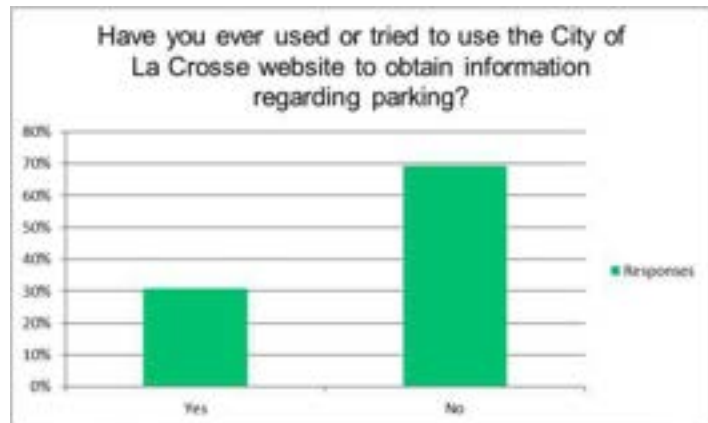


	<b>if yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
37	Fine
38	works well
39	horrible experience when had the paper tickets. station would not read my ticket, so I was forced to pay for entire day of parking when it should have been free-less than 2 hours. If you are going to charge for parking, then you must have someone onsite for questions/problems.
40	Fine
41	Easy
42	Did not work correctly
43	takes too long when it is cold outside
44	Easier to use then app but still confusing
45	confusing directions; there was an older couple ahead of me one time and they were totally confused; I ended up paying for them as they had not completed and paid. A have been ticketed because I missed a digit from my license.
46	While I've used the pay station, I never stayed long enough to incur a fee.
47	confusing about how to manage the free first 3 hours and how to estimate how long you'll be there.
48	HORRIBLE experience - asked a question about a ticket that we received and were encouraged by a policeman who agreed that the signage was inadequate - and after the lady at the front counter pushed the ticket back after the question was posed with a smirk, saying "you'll be paying this", and the parking head who just happened to be in the room turned to scream at me for even asking the question (the ticket had an officer number that no one could even identify, signage was missing, La Crosse police said to fight it...) I will encourage everyone that I know to voice their concerns. The thought that these people work FOR the people and treat the people like CRAP is maddening. WE pay their salaries and they are awful to their customers.
49	It was okay. I could figure it out even though I am old.
50	convenient
51	Sometimes it works and gives me the receipt sometimes it doesn't.
52	Easy to use
53	They are ok
54	They are confusing to people who are new to them- I avoid the fee based ramps
55	Annoying
56	Easy to use.
57	The pay stations are awful - often with long lines to pay, resulting in being late to meetings, etc.
58	easy to follow once I did it a few times
59	No problems at all. Easy and inexpensive.
60	it is inconvenient
61	takes to long
62	There have been a few times when the pay station didn't work, but I find it easy to follow and make payments when necessary. It is a pain sometimes to have to wait in line to use it, it happens more often than not.
63	It takes a bit getting used to. Not enough signage to indicate when parking if free
64	Made a mistake about payment before, and was unable to cancel and start over. Way overpaid, not to upset about it, due to 3 free hours that I am very grateful for!!
65	Pretty easy. I know there have been some glitches though.
66	Making the payment was easy, but the instructions were unclear.
67	Didn't have to pay. It was on a weekend.
68	Takes too long
69	Not user friendly
70	cumbersome, outdated
71	Easy enough
72	It was easy.
73	it's dangerous to have your back to the ramp. Easy for someone to come up behind you and commit a crime.
74	Work as expected
75	Pain
76	Only once and under three hours. Dont really recall.
77	Directions were clear and easy to understand.
78	I avoid coming downtown except during working hours.
79	Not conveniently or clearly marked where located. Maybe put where you don't need to walk out of ramp to find pay station
80	confusing
81	Ok
82	it was easy to make a payment however, it would be beneficial if there was a pay dock on each level
83	Easy, sometimes there is a line to wait in, in the cold this can be awful.
84	Directions were simple and and easy to understand
85	It was a pain in the but to detour to the pay station and enter the information just to run into a business for few minutes to pick something up. The parking app would probably be easier but I haven't used it yet.
86	OK, like app better, especially now that it gives me the option for the 3 free hours. Probably will not use the station anymore - but older people may prefer it.
87	Fairly easy
88	These are confusing at first. And slow -- hard to manage during cold weather.
89	It was a nightmare.

	<b>if yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
90	its easy and makes sense unless I forget my liscence plate number and have to go back to my car to remind myself. Tickets or codes given upon entry are better.
91	is OK
92	the main screen does not tell you how to start entering in your information. Do I hit okay, cancel, 1 , start entering in my license plate etc. Please improve welcome screen - I have stoppped to help numerous people trying to figure out how to get it to work.
93	The user interface is misleading in relation to the 3 free hours. It should be streamlined for those situations (i.e. do not ask if they have a coupon if they select 3 hours which is free anyways)
94	easy although upset that I was charged for 8 hours of parking instead of 3 free and then 5 pay
95	Glad I had someone with me who had used it before...
96	I tried to help some tourists with the pay stations, but it wasn't clear whether or not they had to actually pay, and if so how much they had to pay. If it is outside the pay hours, do folks still have to register?

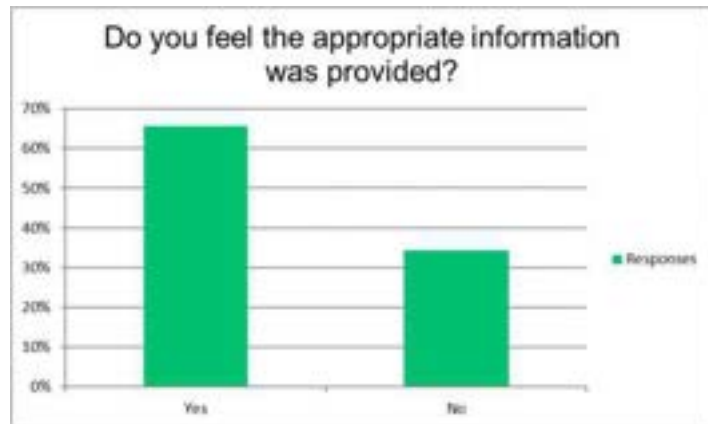
Q 22) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	31%	96
No	69%	216
<b>Answered</b>		<b>312</b>
<b>Skipped</b>		<b>87</b>



Q 24) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	66%	63
No	34%	33
<b>Answered</b>		<b>96</b>
<b>Skipped</b>		<b>303</b>



**Q 25) What content would you suggest be added or changed?**

**Answered 27**  
**Skipped 372**

	<b>Responses</b>
1	Free parking encourages people to visit the downtown businesses.
2	I think I've made myself quite clear in answers
3	What does this refer to? Poorly worded question.
4	I couldn't log-in or change my password.
5	Did not understand last question. Quit charging on-street parking around colleges; if you want people to shop/eat downtown don't charge for parking after 4 PM in ramps
6	remove the pay parking around campuses. Students are being penalized for education. Commercial parking downtown is free
7	It needs to be clearer when the parking is free. My son drove 2 hours to town to visit last weekend, and the signs on the street indicated that after 6pm Friday and until 6am Monday, you don't have to pay to park. He he parked his car on the street from late Friday night to mid-Sunday afternoon and got a citation. I have off-street parking where I live, so had no idea about the alternate side requirement.
8	transparency would be nice...
9	I would like to add that since the implementation of paid street parking, I have opted to take my business outside of the city of La Crosse. I do the majority of my shopping and dining in Onalaska/Winona now. Hopefully enough people doing this will make you realize that requiring paid street parking is not acceptable.
10	special events. We had a hard time figuring out what the system was going to be for oktoberfest. There were no updates posted on website.
11	If I work downtown and pay \$1 per hour, I would pay over \$300 a month. That option isn't listed in your survey.
12	More information for employees who can not afford to park daily. Not burdening the employers of whom already have many other cost concerning their employees
13	IT is not easy to navigate
14	Put pay stations on street for parking
15	Clear. Very clear rule about moving cars on street in two hours. It wasn't clear to me coming from an area (DC) where we did not have to move once parked for the day.
16	we should have metered and digital paystands for the lots and streets like any other tourist town. Eliminate the 3 hour free...no one can do anything constructive in 3 hours in downtown.
17	Location where Downtown parking is limited. You limit parking so it is hassel to find place to park. Affects shoppers and merchants business
18	The appeals process is flawed.
19	It's not clear to me what the intent of this survey is.
20	Opportunity to write in suggestions on the cost of on street Parking questions 17-18-19.
21	I just checked the updated site and it looks good; no suggestions.
22	I couldn't find what I was looking for so I just had to call. The site is just too hard to navigate and the Search function doesn't work well.
23	Question 5 was unclear which option to choose for holding a permit in a city-owned ramp since one option said "public parking deck" and one other option mentioned holding a permit for a non-employer owned space. In addition, I'd suggest not using the word 'deck' since all of the signage and info on the city website uses the word 'ramp'. Monetary questions focused only on hourly rates which doesn't translate well for those interested in purchasing monthly permits from the city. Could be helpful to gather stats on ownership of electric/hybrid vehicles and the need for charging stations.
24	The intent of the previous question isn't clear to me.
25	Very difficult to navigate when I just want to manage my account.
26	Location of free street parking and the associated time limits.
27	It was impossible to figure out the parking passes for the ramps. Finding the information was unmanageable for me.



Q 26) Thank you for taking our survey. We appreciate your time. Please feel free to make any comments regarding your parking experience in La Crosse below.

**Answered 93**  
**Skipped 306**

	<b>Responses</b>
1	It seems highly inappropriate to ask students, who arguably don't make a lot of money, to pay for parking close the colleges in town. You'll notice the \$1/hour spots go mostly unused, pushing cars into residential areas. Get rid of the pay for street parking around UWL and Western.
2	The pay street parking is really a challenging issue for many. It hurts those that have the least amount of funds to be able to now have to pay to park for school, services or shopping.
3	It would be nice to expand downtown street parking to 4 hours. It would be nice to only have to move my car once during my work day versus 3 times in order to avoid a ticket. It ends up taking up a large amount of time moving the car and driving around looking for a new space. Sometimes the only space available is on the same block but due to the no reparking rules that spot is unavailable.
4	I work at Western Technical College. Parking is a big issue for my students. They are concerned about the cost, about tickets, and about moving their car mid-class to avoid tickets, etc. Truly it is impeding their learning. They are already paying to come to school, I do not think they should have to pay to park on the street. Please help our students keep their focus on their learning, and their transportation costs as low as possible. Thank you.
5	Pay by phone is wrong. You cannot force people to use that method for payment.
6	I believe parking should be free on the streets and ramp charges to be reason able, I think the goal should be to encourage bike riding by developing a better bike lane program
7	I appreciate the efforts to improve and listen to your constituents. I hope you bring the employers, such as DMI and Western to the table for these discussions.
8	I expect to pay in a ramp....so it should never be free.
9	Parking in Lacrosse has gotten progressively worse since I came here. It is a visitor deterrent to the city.
10	The paid street parking seems to target students at UWL and WTC. Many of those folks are poor and trying to work towards being able to earn a better living. How about targeting areas where people are actually able to earn a living?
11	The pay for parking around UW-La Crosse and Western is taking money out of the hands of people that can't afford it and pushing cars deeper into the neighborhoods.
12	I avoid trying to park downtown during the week during the day because there are no spots available by the downtown businesses from 2nd to 4th streets and cass to lacrosse.
13	I don't think there should be a charge for on-street parking near WTC.
14	Charging for parking prevents the general public from visiting the downtown area. I personally look for other options at businesses that are more convenient or visit the downtown area during non-busy times. Especially out of town visitors that are not familiar with other options they could use.  Paid street parking has moved the parking into residential areas and snow piles narrow the driving lanes.
15	I work at Western. If your goal was to keep the streets around the campus empty, you did well. If it was to provide reasonable parking, you should re-think your strategy. The condition of the streets around campus pretty much indicates the city spends squat on upkeep. Just exactly where are all the tax dollars going that used to pay for street work, and why have they been re-allocated?
16	Do the right thing. Stop targeting the populations who are the most likely to stop coming because of the financial burden of parking.
17	The pay to park program along Western Technical College streets is targeting an already impoverished population and should be discontinued.
18	There seems to be a lot of parking enforcement, but not a lot of cars in the new parking zones. I'm curious about the cost/benefit of this initiative.
19	It is a nightmare and creates road rage in people in an already stressful environment. Hence I am fortunate enough to buy a parking pass and avoid this. But I see people that can't and you can see the distress on their faces and lack of attention to driving when looking for parking. = Safety issues.
20	I do not support expanding paid parking downtown. As a taxpayer that works downtime, I'm already paying for parking with my taxes. I also support downtown businesses on a daily business. If it's free to parking everywhere else in this city, don't pick one section and penalize people that park there.
21	I appreciate that the ramps are free on evenings as that is when I typically need to be driving/parking downtown.
22	I usually drive around quite a long time in order to find parking downtown, but this all depends on time of day also. I'm not always a fan of parking ramps.
23	I think its crazy that parking is free in the lots and I welcome paid parking on the streets. I do find it interesting that the paid parking is only near colleges, though. I think it would be welcomed by more people if it were equitable. For instance, why isn't paid parking on all streets downtown? My hunch is the business lobby/chamber had something to do with that...
24	I was not happy with the location that the city chose to put the passport parking. Instead of allowing people to have 2 hour parking you have forced individuals to move farther out and park in more residential areas. How do the residents like that? With the passport pay to park it sure makes your job easier clearing the snow from the streets. Not many cars parked on the road now. Was it really worth it???
25	Other than removing the pay for parking on the street areas, parking is what it is. It is part of city life - just have the people talk with anyone in Madison, Milwaukee, Rochester, Eau Claire.... we have just been spoiled for too long.
26	Once again, implementing paid on-street parking by UWL and Western was a mistake. It only further pushes vehicles into the neighborhoods.
27	Not impressed with downtown parking in LaCrosse & especially charging on-street parking around colleges
28	I really do not like the fact that paid street parking was implemented around the campuses in La Crosse. Students work hard to better themselves. School, books, resources, food, shelter, basic necessities are expensive. I know students who barely eat the way it is because they cannot afford it all. Parking should not be something they have to worry about.
29	People are used to paying for parking (at least during designated times) when they choose to park in a covered parking ramp. I don't think people should need to pay to park on a city street.
30	I buy a permit to park at my place of employment and due to the pay to park on the street changes, I end up paying to park on the street anyway. Parking near Western is terrible.

Responses	
31	Parking is hard to find. It would be nice if we had public transit/rail system that people in the area could ride and not drive.
32	This parking fee is making it not worth my time to go teach part-time.
33	If paid parking (Passport) is to stick around, do not discriminate against the college's and/or medical facilities. Anywhere there is 1-hour or 2-hour parking should have to pay to park and don't make the parking zones so large that it would be impossible to find another spot. If someone is willing to pay for the day, let them. That is revenue that is needed.
34	Paying for parking on the street need to be re-evaluated.
35	Charging for parking discourages people from going downtown. The city keeps taking away street parking and parking lots, leaving only ramps to park in, which seem unsafe at night for single women, especially since the city doesn't have any staff in them. In other cities that charge for parking in ramps, there is a person working in the ramp, monitoring security cameras and to handle problems/questions. I also question the cost/benefit of charging for parking. How much does all the equipment cost (paystations, etc.)? Also, how much staff time goes into parking? How much \$ do you really earn from it after you subtract out equipment costs and staff time? Staff time includes dealing with the complaints, processing the payments, not just enforcement. Doesn't seem worth the effort.
36	Remove the pay to park status of street parking around the WTC and UWL campuses!
37	The requirement to pay for street parking around the colleges is terrible! It forced students to park in residential areas and deters people from attending meetings.
38	I do not think that paid parking should be extended. The city has to maintain the streets whether or not a person parks on the street or not. So by saying that the city needs the additional funds to cover something that the city has been doing the entire time makes no sense except that they targeted college campuses and didn't target the really congested area of downtown speaks volumes. Afraid to attack the tax paying downtown because they know how to use their voice. The students that spend their hard earned money at a lot of the ever closing stores. Maybe if the city focused on enticing people and companies to move here rather than penalizing people for trying to better themselves and their community, we wouldn't need to find additional funds for services that have been provided for decades, and trying to pass it off as the city is trying to be more sustainable. If that were true the bus routes would be easier to follow, there would be more smaller buses, and the roads would have dedicated bike lanes that do not cut into the actual lane of traffic. The roads were not created wide enough to have both bike and vehicle lanes at the same time.
39	The decision makers at the local level seem to be influenced too much by their own view point. Some do not even live or work primarily downtown. Please consider capitalizing on the revenue generating events that come to town. Why would you allow all of that event parking money to be lost? People expect to pay for parking at an event.
40	You have probably noticed that adding paid parking on the streets around campus has not been utilized. It has pushed students into the residential areas. This makes home owners angry and not wanting to live downtown. Students can't afford the pay to park. People shopping/eating and drinking can.
41	I am thankful that my son only got a WARNING citation. Good luck with the "habitual offenders" list - seems like lots of people getting away with not paying.
42	As noted in previous question, I feel the colleges have been targeted with the paid street parking. Students struggle paying for their courses as is and many usually don't have money for food. If they don't have \$ to eat, they don't have \$ to pay for parking. The parking enforcement hoover over the cars and will wait to issue a ticket.
43	What was done to the street parking around the colleges is horrible. You are punishing the people who can afford it the least, the students. All it did was drive more students further from campus and create more parking problems for residential home owners.
44	REMOVE PAID PARKING
45	There needs to be better signage on the pay-for-parking with the street parking
46	Parking is difficult. Parking is always difficult in downtown areas. The decision to use the parking app only around the college campuses is a greedy move by city officials. it is very unfriendly toward students.
47	parking in La Crosse is awful. Walk around the colleges and look at the blocks that are empty because the students can't afford to pay - this has done NOTHING but push the problems into the neighborhood. BAD choices, and further supports that people do not want to live here because they're viewed by city personnel as cash cows with no liability to do the right thing.
48	It's a shame that parking on the street in certain locations now comes with a cost. Please rethink this.
49	I would hate to be a business owner. Not enough parking for events. It keeps customers away from downtown La Crosse.
50	Some of your questions were worded in a way that was difficult to understand and options for not applicable might be helpful.
51	The biggest issue regarding our clients and customers is the TIME LIMITS on the on-street parking - it is the reason that people have to worry about coming to class at a certain time and rush out at times - longer parking times would help and encourage people to stay downtown and shop/play/etc...
52	Parking in any city is difficult. The City of La Crosse is not large enough to really have that much of a parking problem. It is sometimes ridiculous to me to believe that people complain about parking 1-2 blocks away and having to walk. Imagine what Chicago, Minneapolis or Milwaukee residents do. They walk more and I haven't heard as much complaints. Parking in La Crosse if fairly inexpensive. However, if you want people to show downtown, it needs to be free. I do understand the cost of the ramps and the majority of the people who park there either live or work downtown. They should pay a reasonable fee to have that convenience.
53	SINCE THE AREA AROUND UWL HAS SWITCHED OVER TO PAID PARKING I HAVE FOUND MYSELF NOT GOING TO IGUANAS, GRACIES, EAGLES NEST, ETC AS MUCH AND I AM FEARFUL THAT IF WE SWITCH TO PAID ON STREET PARKING DOWNTOWN THAN IT MAY DECREASE THE LIKELY HOOD OF PEOPLE COMING DOWNTOWN.
54	My Employer has parking for us...but we still have to pay, so it irritates me when others park in our spots...pay NO attention to the signs in the lot saying NO Parking!! Downtown Customer parking is awful!!!
55	Unfortunately parking has always seem to have been a major concern. Downtown is the worst and no changes have helped in any significant way. Another concern will be with the completion of the LaCrosse Center. It will be wonderful to bring in bigger and better things but hopefully the parking concerns were address sooner than later
56	There is not enough free parking to visit local businesses and restaurants.
57	The pay for parking program on the streets around UW-L and Western should stop. It feels like the program targets students. Because of the location of the pay-for-parking streets, students are parking in neighborhoods, which is the opposite of what the program was intended to do.
58	My son works downtown, makes minimum wage. He can't afford to park for 8 hours a day, 5 days a week. \$1/hour is a big chunk for him.
59	On-street parking should be free. If there is not enough parking around the universities, then a collaboration should be done to construct parking ramps and fees should be charged to park in those ramps.

	<b>Responses</b>
60	We typically go to lunch and dinner in Onalaska because parking is so horrible downtown. It is ridiculous to have to pay to park - we pay more in La Crosse for parking than when we go to Chicago, Madison or Minneapolis, which offer significant free parking. La Crosse is really missing out on significant business, especially at restaurants, due to lack of parking.
61	Not a fan of the paid parking around the universities. Taking advantage of some of the cities poorest residents and those we most want to stay in the city. It also just pushes the parking further into residential neighborhoods. Nobody is actually paying to park in those spots now.
62	On street parking should be free up to 4 hours. Ramp parking should be free up to 9 hours. There should be another way to fund parking rather than charging by the hour.
63	Thank you for the convenience of Market Square parking, FREE parking after 6, 3 hours free, weekends free and well lit in the evenings. Greatly appreciated!!
64	I usually ride my bike. I do however weigh the cost of parking vs weather to determine if I will drive or bike sometimes, mostly in the winter. I have also had my bike lights stolen while parked in a bike rack in the ramp, so I now park in front of my employer's business, locked to a parking sign, which I know is discouraged. Sorry!
65	Parking on 2nd street should be eliminated. It is a nuisance and creates blind spots for walkers and other cars.
66	It is not necessary for Front Street to be 2 hour parking. It is nearly always COMPLETELY empty in front of Trust Point.
67	On my first day of work I got a parking ticket for being less than 15 feet from the crosswalk and I was shown no mercy.
68	I believe the patrons to the bars should pay for parking!! More so than employees
69	my advice would be to have paid street parking, free ramp parking AND the option to pay for a guaranteed space in the ramp.
70	It is frustrating to be told that the "ramps are all full" for monthly spots when you can see on a daily basis that there are 50 or more spaces always open. Being able to pay for a month at a time should work in any ramp being that the spaces aren't dedicated. The chances of every single space being taken is slim to none. If one ramp happens to be totally full, the person should just go to the next closest ramp. I feel like there are too many spaces being held for downtown visitors, as they're more likely to park on the street during their short visit downtown.
71	More business signage should be allowed but that is a different city ordinance issue
72	Overall parking is good in the city. However, I work in the TrustPoint building and there is plenty of space right in front of our building that we are unable to use because it is a 2 hour limit. I would like to see that opened up to an unlimited amount of time so that parking farther down towards the GrandStay hotel wasn't always what had to be done.
73	I've always had a relatively fair parking experience. My employer charges us a bi-weekly amount to park in it's paid lot which I refuse to pay because to me, I'd rather walk 3-5 blocks for free parking and keep the \$300/year in my pocket. Moreover, my employer doesn't provide any incentive for it's employees to NOT drive to work. I would be incredibly interested in not driving to work but with my current status in life (2 young children at home) I would need flexible work hours to accommodate the extra 20 minutes it would take me to bike to and from work.
74	I shop/dine less downtown because parking is not convenient.
75	Ice by Market Street Ramp Public Entrance is ongoing safety issue. All of our employees have slipped and it's a common subject among employees all around here.
76	more free parking on streets with no time limits
77	I pay to park in my employers lot now, but only had to do that because all of the 8 hour parking was removed around my building. Some 2 hour parking is good, but there is way too much here. All of the space near us sits empty all day because no one is around to park in the 2 hour spots.
78	When we moved to town, everyone always complained about parking, but we've not found it to be much of a problem when we're DT for recreation. Much better than many places I've been. We just park in a ramp. OTH, our office has parking so we don't need to worry about parking as employees DT.
79	Our office is located in an area that does not have any business nearby with customer traffic. The street in front of our building rarely has a car on it, however the city decided sometime ago to change it to 2 hour parking. This has forced our employees to park in places that would be better suited for customers or visitors to La Crosse.
80	Glad to see you are now offering automated payments.
81	It would be nice to have parking "spots" painted on Main Street. This way people could park in a space and not take up 2 spaces. Think it would help to get people parking correctly so more cars can park
82	Customers should not pay for the priviledge of patronizing an establishment. The onus is on the business to either eliminate obstacles or to provide incentive enough for people to feel like overcoming them to get to you. Downtown property taxes should cover this as a cost of choosing to have your business downtown.
83	La Crosse does not have a parking problem. It has a perception problem. We have ample parking, it just needs to be managed more in line with actual demand. Selling out 1:1 permits for ramps, turning people away who want to purchase one and then only having the ramp 70% utilized is exasperating the problem. Oversell the ramps. Charge for the prime, desired spots on the street and better education people on how the ramps work. Manage the perception of parking issues through Public Relationships and marketing. Work with other groups such as DMI and the Chamber to support you with this advocacy. Collectively, we can fix the perception problem and continue the positive vibe in downtown La Crosse!  Oh. And increase snow removal!
84	Police/Law Enforcement actually ticketing people that don't yield to cross walks instead of contributing to the problem themselves, specifically 2nd Street S and Vine Street intersection. The Country Law Enforcement center is right here, but I've almost been hit or turned into numerous times over the last year.

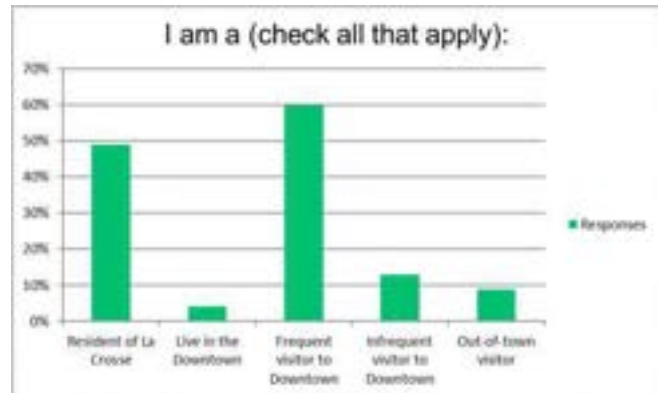


Responses	
85	Having a guaranteed spot in a ramp that's located close to my workplace is great. But it's beyond frustrating to have the rate go up with virtually no notice, especially when my monthly payment goes through a 3rd party provider that requires the "order" to be placed 3 weeks in advance. I also feel it's very unfair to pay more as a non-La Crosse resident. I pay taxes here too. I have a child to pick up/drop off at daycare. I cannot simply ride a bus or bike, especially in winter. That will never truly be an option for me. So my choice is suck it up and pay the increased amount or risk losing my job by having to disrupt my workday every 2 hours (interrupting my focus & meetings) to move my car on the street.
86	Parking should be provided as a public service.
87	I disagree with non-residents being charged more for parking permits. My employer choosing to be in La Crosse brings in many people from surrounding communities. We buy lunch from downtown restaurants, stop for happy hour-all things we wouldn't do if our employer wasn't in La Crosse. Since the permit raise for non-residents, I will simply choose to frequent downtown businesses less and rather go back to my resident city to spend my money where it's valued. The ramp I park in is never even close to full. Usually the top two levels are open, yet the city refuses to sell more monthly permits despite having a demand for them. This seems like an easy increase in revenue for the city. I cringe when anyone in the community says there is not enough parking downtown. I've lived in the area my whole life and have never once had an issue. People get upset over walking a block or two. Stop catering to those who complain about not having a parking spot right in front.
88	Charging non-residents an extra \$10 a month is a bad idea. I have loyally worked downtown and supported the downtown La Crosse businesses for 26 years and it felt like a slap on the face to be charged more. La Crosse is fortunate to have a thriving downtown after so many lean years. Don't repeat history.
89	My issue isn't with the availability or price of parking .... it's the safety. I park in the ramp near Cameron Park and I am usually the 1st into work and the last to leave - I always make sure I am on the phone with someone during my walk to the office because I do not feel safe. During the warmer months, the people loitering in the ramps make comments about my vehicle, ask for \$\$ or other requests. I have also come out to people urinating and/or defecating next to my vehicle - that is not acceptable. I have walked out our back office door into a puddle of urine more than once. It is quieter during the winter. We have alerted the police when it gets really bad and they do their best to help.
90	<p>You have a group of volunteers who have been researching parking benefit districts and the implementation there of for years. Let us help you with controlling the message and the implementation. Just a few things -</p> <p>It HAS TO BE a parking benefit district where the proceeds stay in the district to add things not in the budget like snow removal, lighting, security, outdoor cafe areas, wayfinding, etc...</p> <p>the Parking assessment needs to come OFF the property tax bill . . . business / property owners can then use that money to validate parking for customers</p> <p>the new system needs to be easy to use - done by phone or station, and easily validated by businesses</p> <p>there needs to be a process followed carefully to educate, present, and entice each target market that will be affected. customers, employees, employers, residents, visitors, etc.</p> <p>WE need community support and buy in</p> <p>ramps need to be far less expensive, with upper levels being free for part time workers.</p> <p>ramps could be over sold times two - and allow for permits to be valid for ANY ramp.</p> <p>paid parking on the street would be determined by supply and demand. tuesday at 9 am may be 25 centers per hour - and 4th street at 8 pm may be 2.50 per hour.</p> <p>I can go on and on and on. lets talk</p>
91	As I mentioned, parking is one of the biggest frustrations. I pay to park in a lot provided by the county but I am not guaranteed a spot. I think it was a horrible decision taking away Lot C. I do not feel comfortable parking in a parking ramp and because I chose to park in an open lot, I am not guaranteed a spot. Weekends I avoid the area because I see how many cars get rear ended when they park on the street so I avoid it if I can.
92	The majority of individuals that occupy the Belle Square, LHI, and Kaplan buildings do NOT want to be paying for spaces. You'll have more street parking problems if you continue to charge for ramps like the Pine Street ramp.
93	All 2-hour parking areas should be uniformly enforced, regardless of what street it is on. On Pearl Street, cars can park all day, and even over-night, without any repercussions. Rarely do we see enforcement unless we call and request it.

**Downtown La Crosse Customers / Visitors Survey Results**

Q 1) I am a (check all that apply):

Answer Choices	Responses	
Resident of La Crosse	49%	326
Live in the Downtown	4%	27
Frequent visitor to Downtown	60%	397
Infrequent visitor to Downtown	13%	86
Out-of-town visitor	9%	59
<b>Answered</b>		<b>664</b>
<b>Skipped</b>		<b>1</b>



Q 2) Please provide the zip code of your residence.

**Answered 664**  
**Skipped 1**

ZIP	LOCATION	QTY
29501	Florence SC	1
33769	Clearwater FL	1
50601	Ackley IA	1
52132	Calmar IA	1
52162	Postville IA	1
52224	Dysart IA	1
52325	Parnell IA	1
53066	Oconomowoc WI	1
53149	Mukwonago WI	1
53188	Waukesha WI	1
53202	Milwaukee WI	1
53217	Fox Point WI	1
53227	West Allis WI	1
53515	Black Earth WI	1
53532	De Forest WI	1
53575	Oregon WI	1
53650	unknown	1
53711	Madison WI	1
53719	Madison WI	1
53801	Bagley WI	1
53813	Lancaster WI	1
53821	Parairie Du Chien WI	2
53910	Adams WI	1
53924	Cazenovia WI	1
53929	Elroy, WI	1
53944	Lyndon Station WI	1
53948	Mauston WI	2
53968	Wonewoc WI	1

ZIP	LOCATION	QTY
54363	unknown	1
54403	Wausau WI	1
54467	Plover WI	1
54481	Stevens Point WI	1
54501	Rhineland WI	1
54601	La Crosse WI	281
54602	La Crosse WI	2
54603	La Crosse WI	56
54610	Alma WI	1
54612	Arcadia WI	3
54614	Bangor WI	1
54616	Blair WI	1
54619	Cashton WI	1
54621	Chaseburg WI	3
54622	Cochrane WI	1
54623	Coon Valley WI	5
54624	De Soto WI	3
54627	Ettrick WI	2
54628	Ferryville WI	2
54630	Galesville WI	6
54631	Gays Mills WI	2
54632	Genoa WI	1
54636	Holmen WI	38
54639	La Farge WI	3
54640	unknown	1
54644	Mindoro WI	2
54646	Necedah WI	1
54648	Norwalk WI	1

ZIP	LOCATION	QTY
54650	Onalaska WI	78
54652	Readstown WI	2
54653	Rockland WI	1
54656	Sparta WI	11
54658	Stoddard WI	8
54659	Taylor WI	1
54660	Tomah WI	11
54661	Trempealeau WI	6
54664	Viola WI	1
54665	Viroqua WI	4
54666	Warrens WI	1
54667	Westby WI	4
54669	West Salem WI	16
54670	Wilton WI	1
54703	Eau Claire WI	1
54750	Maiden Rock WI	1
54751	Menomonie WI	1
54758	Osseo WI	1
54769	Stockholm WI	1
54773	Whitehall WI	2
54880	Superior WI	1
54904	Oshkosh WI	2

ZIP	LOCATION	QTY
54961	New London WI	1
54981	Waupaca WI	2
55118	St. Paul MN	1
55411	Minneapolis MN	1
55601	Beaver Bay MN	1
55811	Duluth MN	1
55921	Caledonia MN	4
55925	Dakota MN	4
55931	Eitzen MN	1
55941	Hokah MN	1
55943	Houston MN	5
55947	La Crescent MN	22
55965	Preston MN	1
55987	Winona MN	5
56003	Mankato MN	1
56451	unknown	1
60014	Crystal Lake IL	1
60073	Round Lake IL	1
64501	St. Joseph MO	1
64601	Chillicothe MO	1
72472	Trumann AZ	1

Q 3) My visits to Downtown occur mainly during: (Please rank the following 1-4, with 1 being most often).

	One		Two		Three		Four		Total	Weighted Average
Monday - Friday daytime (6am - 5pm)	45%	256	12%	67	11%	60	33%	188	571	2.32
Monday - Friday evening (after 5pm)	16%	79	33%	162	36%	181	15%	74	496	2.5
Saturday - Sunday daytime (6am - 5pm)	27%	133	32%	159	27%	134	14%	72	498	2.29
Saturday or Sunday evenings (after 5pm)	18%	90	25%	130	23%	115	34%	175	510	2.74

Answered 660  
Skipped 5





Q 4) How many times in a typical week do you visit Downtown?

Answer Choices	Responses
About once per week	13% 86
1 to 2 times per week	24% 161
3 to 4 times per week	23% 151
5 or more times per week	15% 96
about once a month	11% 70
less than once a month	6% 37
I tend not to come downtown because:	9% 61
<b>Answered</b>	<b>662</b>
<b>Skipped</b>	<b>3</b>

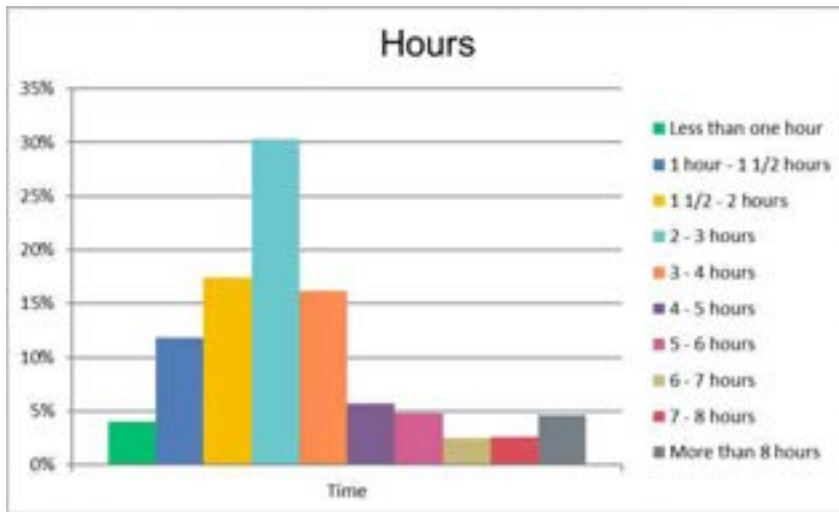


I tend not to come downtown because:	
1	I don't need to have time to.
2	During the day there usually isn't any business I need to do downtown that I can't do elsewhere and parking is usually an issue. During the night time hours too many violent crimes take place.
3	I rather not be in big crowd and I only pass down town to go see my family members in south side La Crosse.
4	Current Student at WTC
5	traffic and parking
6	T
7	I attend Western Technical College
8	I am a Student at WesternTC
9	It's too busy and parking is usually bad.
10	There's nothing of interest to me down there. It reeks of booze and shame. There are too many restaurants that don't pique my interest and too many empty storefronts or stores that aren't aimed to get me to come in
11	ALCOHOLICS.
12	Strict parking restrictions, lack of security cameras and law enforcement patrols.
13	There isn't much for me to do compared to Onalaska.
14	I try to avoid the downtown area.
15	Parking is abysmal and the streets are atrocious with potholes and patches.
16	I only come to town for classes at Western 2 times a week.
17	It is very busy.
18	I do come downtown a few times a week, but I definitely avoid it when possible due to the stress of parking downtown.
19	Not enough parking
20	Parking is awful
21	Finding affordable parking is extremely hard
22	The roads are shitty and there's pot holes. There's no lines or direction of which ways cars are coming or not. Some blind spots on the street is block which is difficult to tell if a motor vehicle coming. Stupid predestinarians does not know how to cross the streets.
23	I go to western tc.
24	Because La Crosse is an absolute shithole
25	Too crowded
26	I try to avoid downtown because it is so difficult to park. Don't understand the parking app
27	Unless I have to go downtown I do avoid it due to limited parking mainly in the ramps where every parking spot is reserved.
28	Dinner or shopping.
29	A lack of parking. I don't feel I should have to pay to park in a ramp just to go shopping. there are many other places in town that I can go and spend my money at where I don't have to pay for parking.
30	Finding a place to park is so difficult.
31	Lots of events going on, good restaurants
32	Business and events at Leithold's
33	Parking is an issue and it is too congested
34	Banking, mailing, eating
35	Meetings, dining, entertainment, music rehearsals.

I tend not to come downtown because:	
36	Work and enjoyment
37	parking is an issue
38	Shop local and to eat
39	I can't find a parking place
40	There isn't much worth doing.
41	restaurants and entertainment
42	I go to a restaurant or concert
43	Food, drinks, events
44	Parking on Pearl and Main Street is hit or miss. I don't enjoy walking far in the winter with my young son with me.
45	parking is difficult with a handicapped family member
46	we left the chicago suburbs 40 yrs ago & now Lax is starting to look like what we escaped from.
47	2 hr parking is not enough time to eat & check out local retailers. You have to drive around the block 5 or 6 xs for street parking or you have annoying ramps. Not sure how long errands will take & who remembers their liscence plates? Very annoying!!! I hate having a bigillion apps
48	I don't like to look for parking. Parking in the ramp for one quick stop isn't worth it
49	I come for a meal or to go to LCT
50	We come to La Crosse for events, usually in the summer, like the Log Rolling competition
51	I hate parking ramps and there is never street parking available within blocks of where I want to go.
52	Parking
53	There's no parking
54	It is not wheelchair friendly.
55	wish there were more public parking lots. Don't mind walk a distance since we walk through most of downtown
56	My husband thinks it's too far, and the older I get the less I like all the college kids downtown...
57	Restaurants or stores.
58	Worry about parking and have physical problem walking a lot.
59	I can find what I need without having to go downtown. I hate driving around and around to look for a spot. I don't totally understand the ramp payment system so I hope for a street spot. When I do go to the ramp, I drive around and around, winding up and up during the day. I hate when my boss says 'let's go have lunch downtown'....ugh....the worst.
60	I enjoy the restaurants, bars and shopping
61	I

**Q 5) During your visits, how long do you generally stay Downtown?**

Hours	Less than one hour	1 hour - 1 1/2 hours	1 1/2 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 - 6 hours	6 - 7 hours	7 - 8 hours	More than 8 hours	Total										
Time	4%	26	12%	76	17%	112	30%	195	16%	104	6%	37	5%	31	2%	16	3%	17	5%	30	644
	<b>Answered</b>											<b>644</b>									
	<b>Skipped</b>											<b>21</b>									



Used the comment space from another question to provide an answer for this one	
1	I am using this space to answer question#5. Three-four times a week I am downtown running errands, lasting about 40 minutes. One-two times per week I am downtown for entertainment, lasting 3-4 hours. The time selection was poorly worded for that particular question.

Q 6) How many businesses do you generally visit each trip?

Answer Choices	Responses	
1 (single purpose)	33%	215
2	37%	243
3	22%	144
4	5%	31
5 or more	3%	20

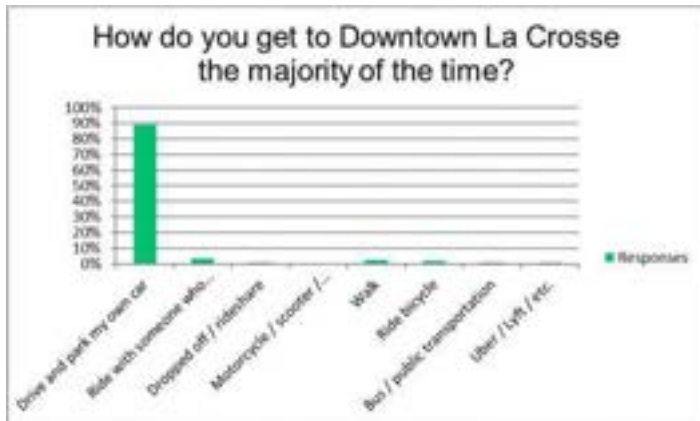
**Answered 653**  
**Skipped 12**



Q 7) How do you get to Downtown La Crosse the majority of the time?

Answer Choices	Responses	
Drive and park my own car	89%	588
Ride with someone who then parks	3%	22
Dropped off / rideshare	1%	5
Motorcycle / scooter / moped	0%	1
Walk	2%	16
Ride bicycle	2%	13
Bus / public transportation	1%	6
Uber / Lyft / etc.	1%	5
Other (please specify)		15

**Answered 659**  
**Skipped 6**



	Other (please specify)
1	Please remove pay parking by WTC
2	I would love to walk or bike but due to high rent in student housing I choose to live in the shelby township which is simply to far to commute on foot.
3	Drive my own car, park far away from downtown and walk.
4	I live on campus at WTC and either drive and park or walk my way to businesses downtown
5	During the warmer months I tend to ride my bicycle
6	Passenger is handicapped
7	Or bicycle
8	I
9	also walk quite often
10	Ridiculous that we spend our hard earned money at these businesses, like WEDDING DRESS SHOPPING, but you ticket us?? Disgusting way to get money, La Crosse.
11	It varies depending on the season and the reason
12	drive our electric car (more charging options near co-op would be helpful), bike/scooter in Spring, summer, fall
13	I stay in a downtown hotel and generally walk to various businesses. I use Uber or Lyft to get to my hotel from the Amtrak station.
14	walk or bicycle about equally; car only if necessary (typically driving alone)



Q 8) Please make a selection below:

Answer Choices	Responses	
Click here if you would be willing to continue answering parking related questions.	89%	67
Click here if you do not want to answer any other parking related questions.	11%	8
	<b>Answered</b>	<b>75</b>
	<b>Skipped</b>	<b>590</b>

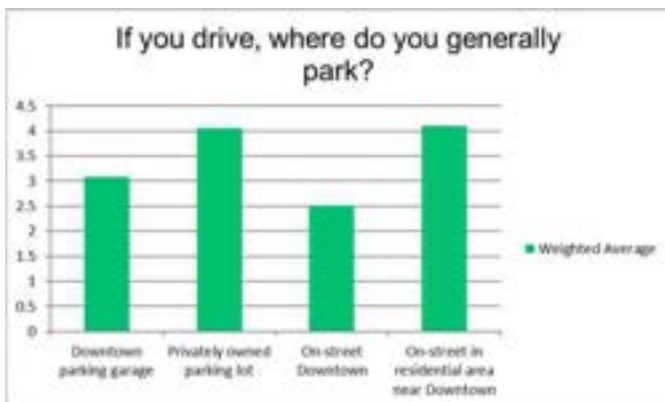
Q 9) Do you feel that there is enough public parking available for Downtown customers & visitors?

Answer Choices	Responses	
Yes - The number of parking spaces seems to be okay.	41%	265
No - There are not enough spaces.	59%	386
	<b>Answered</b>	<b>651</b>
	<b>Skipped</b>	<b>14</b>



Q 10) If you drive, where do you generally park?

	All of the time		Most of the time		Some of the time		Not very often		Never		N/A		Total	Weighted Average
Downtown parking garage	6%	32	24%	126	34%	180	21%	111	11%	60	3%	14	523	3.08
Privately owned parking lot	3%	13	10%	52	15%	75	17%	85	49%	245	6%	32	502	4.06
On-street Downtown	11%	63	40%	227	34%	188	11%	63	2%	11	2%	9	561	2.51
On-street in residential area near Downtown	3%	17	6%	29	14%	67	26%	128	45%	224	6%	31	496	4.1
													<b>Answered</b>	<b>579</b>
													<b>Skipped</b>	<b>86</b>



Q 11) How far are you willing to walk from your parking space to your primary destination?

Answer Choices	Responses	
25 feet	2%	10
100 feet	1%	7
1/2 block	9%	51
1 block	19%	111
1 to 2 blocks	45%	258
More than 2 blocks	22%	127
Other (please specify)		28

**Answered 578**  
**Skipped 87**



Other (please specify)	
1	As little as possible during winter, lots of ice everywhere
2	I do not mind walking but when I have to be to class early in the morning I struggle to make it into town with enough time to walk more than 2 blocks
3	I am should-be-in-a-wheelchair Handicap. Close as Possable
4	As far as it takes.
5	Can't walk that far
6	about 3-4 blocks depending on weather
7	Not more than a couple blocks during winter or when it's dark.
8	dually wont fit in parking lots so have to park on street several blocks away
9	I'm comfortable walking 2+ blocks, yet I wish there was more parking for disabled.
10	Walk with a cane so as little as possible
11	Depends on current health, weather and necessity
12	Depending on weather
13	sometimes more than 2 blocks
14	Depends on what my visit is for and the weather.
15	I am disabled and have a handicap parking permit, so as close as possible
16	difficult to walk too far
17	During the winter, up to one block
18	Distance depends on task; half time I haul a burden
19	depends on the season, but when icy in winter 1-2
20	depends on occasion - if for busy event will walk further
21	To above question, I have no idea if some are private, partially private or if I can park there. Too many spaces are limited to business' rentals.
22	Depends on weather, difficult to walk far in winter
23	I will walk 1-2 blocks in summer but less in winter cold.
24	can not walk. use wheelchair
25	I have mobility challenges
26	Depends on the weather at times
27	Again, poorly worded. If I am running in and out errands I want to be within one block. If I am staying hours for dining and entertainment I am willing to be more than 2 blocks away.
28	I need handicap parking so search until I find it. I go home if I can't find it.

Q 12) Do you feel you and your vehicle are safe when you park Downtown?

Answer Choices	Responses	
Yes	80%	462
No	19%	112
If "No", please explain		100
<b>Answered</b>		<b>576</b>
<b>Skipped</b>		<b>89</b>



If "No", please explain	
1	Lots of dark areas and questionable individuals
2	The roads are narrow, there are pot holes that people try to dodge. I worry that someone will side swipe my car if I park on the street. The parking spaces in the ramps are narrow and hard to get into and out of. Most people do not park between the lines. It is really annoying when trying to park in the ramps and the majority of the spaces are reserved.
3	I don't trust my vehicle parked anywhere downtown. I don't have much choice though, so I lock all my doors and make sure my windows are completely shut. Some people are sketchy and I don't trust anyone meandering downtown not to attempt breaking into my vehicle.
4	Parking on the street has it's normal risks, and parking in the ramps can sometimes seem congested. In all fairness I visit mostly at night so that plays a factor as well.
5	Too many violent crimes; stabbings/shootings and of course their are always thieves
6	My car got hit and run
7	Afraid of door dings happening and people not being careful.
8	The visibility is low on side streets near downtown
9	it all depends where I park,
10	because sometimes it is so hard to find a parking
11	too many ghetto white people, black people are fine, its the wanna be thugs im worried about.
12	Depends where I'm parking.
13	I worry about getting hit if I'm not in the parking garage.
14	The bars is a cause for more drinking, which can lead to irresponsible behavior.
15	Random acts of theft from vehicles has gone way up in the last couple years. During the day criminals are still bold enough to try stealing from random cars. I walked up on a guy one time checking my door handles in broad daylight on 4th and main. I try to avoid down town like the plague during rush hours or any day after 6. Because traffic is too congested packed together, then you have idiots walking out between parked cars nose down in their cell phone right into traffic. After the bars open and you add alcohol to the mix you increase the risk of accidents and injury due to idiocy ten fold. I dont even want to walk the streets down town anymore since the mass migration from the Chicago area. they just brought their drug and violence crime problems with them and it shows if you stop and look at the records. (Take the above with a grain of salt. It comes from someone who would prefer to own a cabin dead center of 100 acres just to keep people away.)
16	Especially on 3rd street on the weekends, people do not care about other people's vehicles.
17	depends on the time of the day
18	Too many close calls of getting hit, personally and my car. Not enough Handicapped spaces for us with disabilities.
19	Too close and tight of spaces
20	I have seen on Facebook that peoples car that have been left in parking garages have been broken into. And parking on the streets opens my car up to a lot of potential damage from strangers walking by.
21	some of the roads are too narrow when it snows
22	I never feel comfortable walking alone especially after dark.
23	the streets are skinny and ive seen vehicles get their side mirrors completely hit off or completely sideswiped by a passing vehicle.
24	I think it is overcrowded with cars and the flow of traffic is terrible, you can never find parking spots and the parallel parking situation shouldn't be a thing anymore. People don't have time to wait behind a car for someone while they try and squeeze into a car parking spot.
25	I've worked downtown before and have seen plenty of trucks that come through and get dangerously close to cars. Also, others that can't park.
26	There is a lot of crime in this area.
27	People drink like fish, and are getting shot in stores.
28	Do not feel safe in the downtown parking ramps.
29	Lack of law enforcement patrols and security cameras.
30	Just getting to be more dangerous in downtown area - this is also why being parked close to vehicle is good.
31	To be fair, I'm always worried about my car.
32	If I park on the street I don't feel that there is enough space between my car and the traffic. I feel that my car will be hit or scratched when on the street.
33	Not enough room - lanes too small - la crosse people are shitty



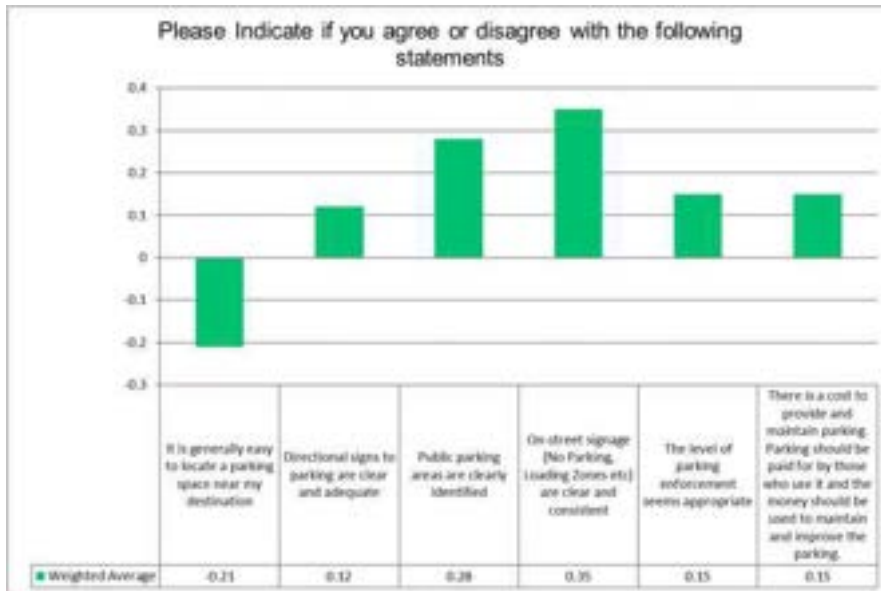
	<b>If "No", please explain</b>
34	people steal
35	Traffic goes to fast down 3rd St.
36	Poor parking jobs by people narrow the streets too much and people drive too fast (over 25 mph). I've watched my vehicle come close to being clipped numerous times.
37	There are a lot of people downtown that are drunk and belligerent, or they are homeless, or are shady characters in general.
38	Bad drivers
39	If I'm alone, I'm always very cautious, especially when its later in the day. I feel safer when I'm with others.
40	Crime.
41	I fear vandalism, parking tickets, and snow plows.
42	Not when it's dark/when I'm alone.
43	There can be drunk or homeless people who are trying to steal or if drunk being dumb and vandalize.
44	Bc people are reckless. I'm worried about people hitting my car, and when people get drunk they don't care who's car it is they'll sit on it and who knows what else. Not to discriminate but there are usually a large amount of homeless people downtown too, and i'm usually there at night so i don't always feel super comfortable about it. I've had my car broken into a few times so i'm always kinda cautious about it
45	Shitty drivers does not know how to park or parallel park. The DT streets are too busy and narrow to park.
46	It depends on where I have to park
47	There are shady people and i'm sure many people's cars have been broken into. I am also a girl so there is a fear of being taken advantage of.
48	I believe if parked within a block if businesses it is but further may not be.
49	Drunk asses
50	The justice system in La Crosse lets criminals go after a short time in custody. I feel that I have to take a shower everytime I leave La Troit.
51	Most of the times you have to park so far away from your car. And by the time I go home it's late and dark out and scary.
52	sometimes. just depends on what's going on in town. Ex. Oktoberfest
53	Seen cars back into others and take off
54	But not overnight
55	There is some risk everywhere. Most places downtown are well lit.
56	depends on the time of day because of the crowds that tend to be out
57	not on third street at night
58	Depends on where I am going downtown.
59	If Oktoberfest, not often! But usually yes
60	Side swiping from passing vehicles. Lights sometimes not working in the parking garage in evening/night.
61	Depending on where. Some of the locations are not safe.
62	I feel safer parking on the street, on the occasion that I use a parking ramp I have had concerns with homeless individuals.
63	less safe in parking ramp
64	I feel safe in my car, but I do not feel safe all the time when I am riding my bicycle downtown. There are no designated bike lanes in the downtown area, which makes it unsafe for both cyclist and drivers. I have been cut off and nearly hit, while obeying traffic laws on downtown streets. I do not ride my bicycle on the sidewalk, as this is dangerous for both me and pedestrians, as well as illegal in La Crosse downtown.
65	Not if its in the ramps
66	Depends on time, occasion, and street.
67	Safer on the street than in the ramps.
68	Tickets on the weekends????
69	Do not like parking and walking downtown in the evening or late at night when it is dark.
70	I hate the parking garages. They seem unsafe and do not have good lighting
71	No only during times I'm parked on the street after 5:00 or anytime during the weekend. Especially if there is an event going on.
72	Not always when in the ramp alone
73	I feel safe from crime or personal assault. However after days of snowfall I am NOT safe when the snow ridges are allowed to build up and freeze on curbs and into gutters. I am age 80, have bad knees, and am at risk of fall.
74	My car has been broken into in the parking garage, and the parking spots and parking garages are too small leading to accidents and dents.
75	I'm only saying NO because I will not go downtown in the evening without my husband. Way too many seedy looking characters milling around and going into the parking garage at night is scary, to say the least. Some of the people can make your skin crawl that hang around the parking ramp.
76	Most of the time.
77	some of the way people act and seeing how dirty everything is
78	Not in the ramps. Dents and dings. Have had my vehicle broken into
79	Yes, but I never park in lots for this reason.
80	Ramps and the parking lots (like the coop and cathedral lots) that we use most frequently often have transient people loitering in them. I have been followed, yelled at, or pursued for money while trying to get to and from my car with my child. Many times their behavior is erratic, and it is not clear whether they are sober or pose a danger. We have also run into people blocking the stairwells in the Market Square ramp while drinking beer and lounging on the steps.

	If "No", please explain
81	Not always. Crime has increased and the judges in this county let them out on such low bonds. I am hearing more and more about car break-ins, vandalism to cars and car theft.
82	I don't feel safe in the dark.
83	Too many break-ins
84	Depends on where I park. This past Fall we were going to park by the Park and decided against it because of the homeless camp, since we had the kids and it was later in the day
85	Safe during the day but uncomfortable in ramps at night, especially if I am alone.
86	Parking on the street is much safer than the Parking Ramp The parking ramp is full of homeless people that urinate and defecate in the stairwells. They are some scary people, many times I've had to escort women to their car because they are afraid of the homeless living in the parking garage
87	Not in ramps
88	Concern for vehicle when parked on the street. I usually park near Riverside and walk up from there because I feel the vehicle is safer.
89	Except parking along the street in winter when it is icy, as there is some concern of another vehicle sliding into my vehicle.
90	very unsettling when homeless knock on car or needles are found in your parking spot/sidewalk
91	It really depends on the time of day. Day time and most of the time we're there, most definitely. But there are times that I don't.
92	To me this is borderline call. Depends on where I park. The further away I park, the less safe I feel.
93	Mostly feel safe. Feel me and car are safe pretty much anywhere downtown during daytime hours; I am cautious when selecting a parking spot at night.
94	Break-ins, vandalism and needle
95	This is hard - I'm a single, young woman. If I am by myself, there is never any time I always feel safe, if I am with a group, I almost always feel safe.
96	Only in the ramps - streets not so much
97	Need better bicycle parking. Never worry about my car downtown, but bike parking and dedicated bike lanes needed.
98	During the day - yes; night time not so much
99	On street parking often results in dings. Garages are creepy, and lurking people make me worry about having my car broken into.
100	I am afraid bad drivers will hit my car

**Q 13) Please indicate if you agree or disagree with the following statements:**

	Strongly disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree	Total	Weighted Average					
It is generally easy to locate a parking space near my destination	14%	80	33%	188	17%	99	32%	184	4%	23	574	-0.21
Directional signs to parking are clear and adequate	5%	29	24%	135	30%	174	37%	211	4%	24	573	0.12
Public parking areas are clearly identified	4%	21	20%	112	25%	142	48%	271	4%	21	567	0.28
On-street signage (No Parking, Loading Zones etc) are clear and consistent	6%	35	16%	91	21%	121	51%	291	6%	35	573	0.35
The level of parking enforcement seems appropriate	7%	38	13%	74	43%	248	33%	188	4%	25	573	0.15
There is a cost to provide and maintain parking. Parking should be paid for by those who use it and the money should be used to maintain and improve the parking.	10%	58	17%	95	31%	176	32%	180	10%	59	568	0.15

Answered 576  
Skipped 89



Q 14) On average one parking stall in a ramp costs upwards of \$30,000 per space to build and \$300 annually for maintenance. If you agree that users of public parking should pay for its maintenance and upkeep, what do you think is an appropriate charge for OFF-STREET parking?

Answer Choices	Responses	
It should be free to park in a City ramp, only pay for on-street parking	24%	133
\$1.00 / hour	48%	263
\$1.25 / hour	2%	10
\$1.50 / hour	7%	36
\$2.00 / hour	4%	20
\$2.25 / hour	1%	4
Other (please specify)		113
	<b>Answered</b>	<b>551</b>
	<b>Skipped</b>	<b>114</b>



Other (please specify)	
1	Prefer the 3-hour free parking now available
2	Not really sure.
3	I pay enough taxes to the city
4	I do not feel that you should have to pay for off street parking. Taxes pay to upkeep the roads. Parking in the ramps should be cheaper than they are
5	I honestly think parking should be free, on and off street. Paying for parking sucks when I'm already on a budget. Screw that.
6	Off Street parking will hurt downtown businesses. The cost to maintain should be from the tax base assessed to to each tax payer.
7	The cost of this should be covered by property tax from the business owners
8	Assuming everyone has access to a smart phone with apps and internet data on their phones to pay the hourly parking fee is unfair. We need to consider those who do not have access to those luxuries and the elderly who most likely are unfamiliar with this type of process.
9	pay by the minute
10	No fee for on street parking
11	50 cents an hour
12	i think street parking should be free and ramps should be \$1 a hours untill you reach 4 hours and then the rest of the day is free
13	Free parking for all
14	you're all crooks taking advantage of people however you want to. look at parking around the tech college.
15	It is already paid for in citizen's taxes. parking should be free!
16	free for those who use street parking and a cost for whom use the parking ramp
17	You shouldn't be charged to park
18	I don't believe La Crosse maintains a parking space in a parking stall for \$300 per year. They don't maintain their streets, there is no way they maintain a parking stall.
19	Both should be free
20	Parking should be paid for by the businesses that profit from the visitors to the city
21	I think it should be free we pay taxes so why tf do we need to pay to park on a public road.
22	It's unfortunate that people have to pay to park, pay county, state and city taxes on things and then the ramps are junk and falling apart.
23	Parking should be free and other mean of economic funds should be allocated towards maintenance.
24	should be free to park on street
25	Parking should be free on the streets and a small fee for the ramps.
26	Free everywhere
27	Do not start charging for street parking. For the love of god.
28	.25 hour
29	15 minutes free
30	I dont think people should have to pay for street parking. As a student it is awful to have to park on the street and have to pay for parking.
31	It should be free to park in the City ramp and on-street. The residents already pay high taxes for the roads and everything to be kept up, yet it doesn't seem like the tax money is spent appropriately. La Crosse needs to figure out a better budget and stop stuffing their pockets with the high taxes for the roads and actually use it on the roads.
32	street parking should be free.
33	Both parking in the ramp and on the street should be free.
34	\$0.50 / hour
35	Paying to park on the street is ridiculous



	<b>Other (please specify)</b>
36	I think the city should use the taxes accrued from the people of la crosse to maintain parking garages and stop nickel and dining the people trying to park there.
37	Pay for ramp on weekdays and free on weekends. Specific streets are to be paid for and others free.
38	City ramp 8.50\$ is a fair price per hour
39	public parking should be free
40	Should be free for residents. Taxes are so high, there should be some benefit. It seems La Crosse caters more to visitors than residents
41	Keep people coming downtown. Free parking everywhere. Paying is annoying and wastes visitors time.
42	0.50 / hour
43	free for three hrs
44	street parking should be free
45	.75
46	We want downtown and businesses downtown to thrive. I do not agree with fees for parking, esp if the tourist tax is approved.
47	The current set up fine
48	Should be free for the first 2-3 hrs then charge \$1-\$2 per hour
49	I don't care for ramp parking.
50	Same rules as the ramp.
51	Charge whatever is necessary to make a reasonable profit.
52	I would pay for ramp parking but not Astreet parking.
53	It should be free to park in a City ramp
54	But continue with first 3 hours free in ramps
55	Everyone benefits from having successful downtown businesses. Easy parking helps businesses. Keep parking affordable please.
56	Nothing it was fine the way it was.
57	I question the math in the above. Are you factoring in those ridiculous screens that were recently added? How about the ticketing system that we added and then replaced because people kept breaking it?
58	On street parking should be free everywhere in the city
59	Undecided
60	It should be free to park on-street, only pay to park in a City ramp
61	It should be \$0.25 per hour; merchants should contribute too.
62	I don't think the current pay to park system is user friendly - is confusin
63	First hour free \$1.50 each additional hour
64	We shouldn't have to pay to park.
65	Your numbers for building and maintenance are inflated.
66	I think those people that have a designated spot where others can't park should have to pay for it. It is frustrating to drive through multiple floors and not be able to find a spot without a sign. If I am visiting downtown to shop I don't mind paying a small fee
67	Parking should be free for 2 hours &/or with proof of downtown business patronage. (we go downtown to Parton small business - no paying for mall parking = shouldn't for downtown either)
68	All funds should be used for ramps only if collected but doesn't seem to be used that way.
69	First locate the the superfluous spending within your system. (Market st bike signs, Cass st sidewalk protrusions). Then after you have paid what you can from our taxes, which should be quite a bit based on our property tax alone, then charge 1.25/hr until it the building is paid off. Once paid off use taxes to maintain it.
70	Don't feel qualified to answer
71	No parking fees. There are none at mall area businesses...
72	Not sure if on street parking should be paid for
73	minimally or not at all computerized; if some sort of digital, provide very clear and explicit instructions
74	Ramp-parking is Always a deterrent to me as a casual customer/visitor to downtown areas. It's more suitable to employee/business use or lengthy events.
75	What are my taxes for then?????
76	\$0.50 an hour
77	A fee should assume some type of "protection" provided by the ramp-owner, too.
78	I can't believe it costs that much to build or maintain per space
79	Free parking encourages local shopping
80	\$0.50/hr
81	There should be some method of parking validation to reduce these costs regardless of what is charged.
82	Free parking, on-street and City ramp, is what draws me to downtown.
83	\$1.00 a day (24 hour hour), not per hour.
84	I really like the after 6 free parking when fewer people are downtown. It encourages me to come to town to eat or shop.
85	I think we have too many ramps. All cast deep shade and lead to a colder, less friendly feeling downtown. Most are ugly. Please do not build any more, Des Moines recently demolished several! I am willing to pay \$2 per hour for street parking rather than have more ramps built in the downtown area.
86	Parking benefits commerce and social activity and should be part of general revenues.
87	Less than 1.00/hr. I'd say invest in local transport and have an off site parking lot maybe with like a (\$2/day fee) that has a shuttle downtown.
88	Parking should be free in both ramps and on street parking. Raise taxes if you need more money to maintain them.
89	Free parking attracts consumers to your businesses
90	no more then 1.00 and hour and .25cents for every hour after that

Other (please specify)	
91	First 2 hours free
92	all drivers should pay to park and maintain parking. When in Madison recently, we paid to park by space number whether on the street or in city lot. Because of La Crosse's smaller size and the need to support short term shopping, I am not sure I would shop as often if the city charged for quick short term on street parking.
93	Should be free everywhere. Time and price should not be increased for special events.
94	somebody is getting rich at the public expense.
95	no charge for off street parking
96	People who park in the ramp should pay for parking.
97	To be honest, it is not always the fee but how you have to pay. I am short and i can not safely manage some of the PlayStations. I also question their safety when credit or other cards are used.
98	Too many "reserved" parking spaces
99	parking should be free
100	Less than dollar per hour.
101	As much as \$5/hour
102	Free parking
103	I think it should be Free to park on the Street, and acceptable to pay to use the ramp since it's a built up structure
104	I like free parking everywhere.
105	I think the first hour should be free to allow for quick errands.
106	I don't really have enough information here to calculate what should be charged.
107	Allow free nights and weekends to encourage downtown business visits and allow places for guests of downtown residents to park. Also to discourage drunk driving.
108	Parking should always be free or busing should be better
109	Tax payers are already paying for it to my understanding, wouldn't the people who park also then be "double dipping" for payment if these things?
110	Paying for the luxury of parking near my destination seems more appropriate than paying for parking a long way away.
111	Terribly worded. It should not be free at any time to park in the City ramp, nor should a resident, running errands ie. to the jeweler, coffee shop bean purchase, cobbler etc. have to pay for on street parking when each of these is a ten minute or less stop each.
112	Parking passes for people that work downtown.
113	Paying to park your car per hour is ridiculous

Q 15) On-street parking has associated maintenance costs such as: snow removal, street sweeping, resurfacing and storm water management. If you agree that users of public parking should pay for its maintenance and upkeep, what do you think is an appropriate charge for ON-STREET parking?

Answer Choices	Responses	
On-street should be free, pay to park in the City ramps.	53%	291
\$1.00 / hour	27%	148
\$1.25 / hour	1%	8
\$1.50 / hour	3%	18
\$1.75 / hour	0%	2
\$2.00 / hour	3%	17
\$2.25 / hour	1%	8
Other (please specify)		88
	<b>Answered</b>	<b>554</b>
	<b>Skipped</b>	<b>111</b>



Other (please specify)	
1	Not really sure either.
2	Taxes in La Crosse are very high
3	Parking should be free on and off street. Paying for parking sucks when I'm already on a budget. Screw that.
4	This should be a service of the city to keep the streets clear. The cost to maintain should be from the tax base assessed to each tax payer.
5	\$1.50/hour for on-street parking, but if using the passport app, there shouldn't be a \$0.33 convenience fee.
6	Please explain why our property tax doesn't already pay for this
7	Parking should not have to be paid for on the street!

	<b>Other (please specify)</b>
8	In addition to this question I believe our cities parking tickets are outrageous. Events and situations in our office and in our classrooms sometimes will a bit later than planned. Penalizing students and working professionals \$20 each ticket seems high. Especially considering the fact that only particular low income neighborhoods seem to be racking up these tickets.
9	These services would have to be provided even if on-street parking was not available, as they are roads that we drive on.
10	Free parking on street and in ramp
11	\$.25
12	free parking for all
13	Parking should be free ramps and streets are paid for by taxes.
14	How were the streets maintained before this maintenance fee was put into place?
15	Still people shouldn't be charged to park
16	Both should be free
17	Free all of the time
18	FREEE paying for a parking spot is bullshit if it's on the street. City Parking Ramps are expectable to pay for at a low cost.
19	There are people that work downtown that have to utilize on street parking due to so little private parking for businesses charging someone to come to work would be asinine
20	I say again that parking should be free and the city needs to do a better job budgeting its financial resources.
21	Students should be free around campus- only comment
22	I should not have to pay for parking if there is not enough room in the parking lots for school. I am willing to pay for parking anywhere else for any other reason but if students have a pass and they're near the college they should not be charged
23	Free
24	I dont think people should have to pay for street parking. As a student it is awful to have to park on the street and have to pay for parking.
25	On-street should be free as well as the City ramps that the tax payers already pay a large amount for.
26	on-street parking should be free.
27	On street should be "free". We pay taxes for a reason. Allocate them properly.
28	Free parking during day, pay overnight
29	Both should be free.
30	It should be free
31	Unless a resident of the area.
32	I already pay out the ass for taxes to the DOT but the money sent to La Crosse to fix roads is used else where.
33	On street 9am-4pm = \$7.00 for a two hour minimum. Saturday free
34	public parking should be free
35	See answer above
36	Free only everywhere
37	break down the hour into 15 minute increments at \$0.25 for 15 minutes
38	The fees noted above are too high
39	Free three hours
40	I do not agree with paid parking. If any payment is necessary it should be the ramp because there is obvious upkeep for those structures.
41	Subject to time limit
42	First hour free then \$1 per hour
43	Same as the ramps
44	2 to 3 times what it costs to park in off street lots and parking garages.
45	On-street parking should be free
46	\$.75/hour. Free after 5pm.
47	Shouldn't have to pay at all. It is driving people out of downtown as there isn't parking available
48	That's the cost of roads, not parking. If you want to make an argument that roads should be narrower to save money, that's a different sort of discussion.
49	Undecided
50	pay to park in residential areas
51	\$1/hr or less. People are here to support local businesses and can't afford to if parking starts to cost- we're all struggling
52	I would not pay to park on the street
53	employees of the businesses should not be allowed to park on the street near businesses during their work hours
54	no shouldn't have to pay to park
55	If I'm alone, I feel safer on the street - not as safe in ramps.
56	Parking should be free for 2 hours &/or with proof of downtown business patronage - no paying for mall parking = shouldn't for downtown either)
57	Employees downtown park to often by businesses and hurt chances for others to find parking
58	No fees...there are no fees at all the mall area businesses. Keep downtown parking free to compete.
59	On-street parking and sidewalk use should be free to the public. It is assumed: travel at your own risk. Ramps assume some type of protection.
60	Parking should be free
61	\$.50/hr for downtown street parking, free neighborhood parking
62	Free parking encourages local shopping
63	Pay after 3 hrs \$1.00/hr
64	0



	<b>Other (please specify)</b>
65	I believe that ALL public parking should be free. That is what will draw people to the downtown.
66	This question is leading and should have an option that parking should be free for both. Implement a progressive tax plan to pay for city maintenance.
67	Again, free parking attracts consumers to your businesses
68	\$.50
69	I would not want the hassle (as in a larger city) of paying by credit card for quick short term parking downtown. I am certain I would shop there less. If it were metered so that coins were accepted I would more happily comply.
70	Should be free everywhere. Time and price should not be increased for special events.
71	Free parking encourages people to go downtown and that is why we can go there frequently .
72	the businesses should be paying for this since they are making the money from the customers already
73	Isn't all of that maintenance supposed to be covered in road repair budgeting?
74	Parking or not, these spaces will need to be maintained.
75	Free for the first 30 min and then \$0.50 or \$1 starting at the first hour. I understand the challenges of parking, but don't turn into Chicago and gauge. It'll discourage visitors into the downtown, especially if you want to visit 1-2 stores or pickup a to go lunch.
76	Our taxes ought to cover some general public spaces.
77	Undecided
78	If the businesses are paying taxes to have parking by them. Then there should not be a cost to park??
79	on-street parking should be free but limited to 2 hours
80	parking should be free
81	Less than parking ramps.
82	Free parking
83	I like free parking everywhere.
84	I think we should remove on street parking except a few handicap spots and implement bike lanes instead so that people have a more reliable way to get to and around downtown. Drivers can park in ramps, which are abundant and not far from any destination downtown.
85	Free free free. Taxes are already paid for road maintenance.
86	Same as my last answer. City workers are paid regardless of what they are doing, would it matter if they are removing snow or trimming trees? Why double pay for these maintenance tasks.
87	It is not a matter of what is the charge, it is more of a matter when those charges should take place. 8am-5pm on street parking should be free. After 5pm there should be a charge for the spaces that are in the immediate downtown restaurant/bar area.
88	Should be free to tax-paying owners of that parking space/s

Q 16) If paid parking was implemented in La Crosse, how would you like the City to use the funding to improve public parking?

**Answered 329**  
**Skipped 336**

	<b>Responses</b>
1	Create more easily accessible parking.
2	To pay off costs to make parking free again
3	More on street parking. Painting curbs clearly!! Signage!
4	Better on-street parking by businesses
5	I would stop visiting downtown La Crosse
6	I don't think paid parking should be implemented
7	Make sure parking is always cleared from snow and other obstructions. If one has to pay, ticket those who do not.
8	FIX THE POT HOLES!!!!
9	By not making us pay because the city needs money. There are other ways to make profit of la crosse.
10	More parking spaces
11	use it to maintain services in the area where the money comes from. for example- money collected from Washburn neighborhood should go to improve that neighborhood.
12	more ramp parking so everything is less clustered
13	Seriously? Parking should be free. If the city was going to do anything, make parking downtown more secure. Especially parking ramps.
14	We need more parking lots and there is too many tickets being handed out even though parking is scarce.
15	I do not agree with the paid parking. This will hurt the downtown traffic and business
16	Na
17	get rid of potholes
18	fix the dang pot holes!!!
19	More well-lit ramps, maybe a security button in them as well, like what college campuses have.
20	Make everybody pay, don't give city employees a free parking lot and a free pass

	<b>Responses</b>
21	Bigger parking ramp or more parking ramps
22	Fix the roads
23	Repaint parking lines.
24	I am not so concerned with adding more ramps, although this would be helpful. I am more so concerned with the \$20 parking tickets. I have noticed 2 hour parking is only enforced depending on the neighborhood. I feel this is extremely unfair and costly to the working class.
25	whatever they see fit
26	Clearer outlines of spaces, more spaces where available.
27	Improve on better parking areas/more parking areas.
28	add more on-street parking
29	Enforce illegal parking.
30	Improve streets
31	no. don't do it, tax is too small of a city to make people pay for street parking. it is destroy small businesses and aggravate residents of tax.
32	Make more parking
33	Fix the damn roads and create more parking lots!
34	Create more spaces
35	Have free, unlimited street parking
36	shove it.
37	Not paying for parking on the street, especially when I commute to work and can't find parking.
38	Making it easier to get into the parking ramps and not having to pay such a large fee. Also too keep up with the parking ramps and the streets that we park on.
39	Make handicap parking on streets close to the stores & shops & public parking in the ramps.
40	REPAIR ROADS
41	To improve roads
42	Eventually make it free.
43	I'd rather potholes get fixed first.
44	better signage
45	Fix the roads
46	Parking should be FREE. End of discussion. Public ramps and Public streets are paid for out of a city budget. that budget is funded by taxpayer dollars. the taxpayers are already paying for the upkeep and maintenance of the ramps and roads through taxes. The City Console of Lacrosse is a corrupt governing body that funnels tax dollars into their and their family's pockets by planning a budget around unnecessary "beautification" projects. These projects are contracted by the "lowest" bidder who seems to always be the same people. the goal is to draw in more tourists to certain businesses owned by, you guessed it, who just so happen to have business properties in close proximity to each of the projects. All of these millions maybe billions wasted and stolen when they could have fixed every road in LaCrosse County 5 times over the right way instead of doing a patch job that dosent last through the next heavy rain. And 8th st over by WesternTC campus and Cass st and several other streets, Why would you put the corner bump outs and some center median so now no one can even park on that street when there is already a parking shortage. the bump outs make it extremely hard for long vehicles to turn without blocking 2 lanes or hitting something. and by long I mean like school buses, city buses, UPS trucks, frozen food trucks, the kind of vehicles that are the backbone of this nation and without them your high society would come grinding to a halt really quick. To answer the question dont implement paid parking because it would just be an extra tax and fine on the people who dont have driveways or places to park other then the road. It is a very dictator and communist move... and I already said how I'd like the city to use extra funding. Fix the roads the RIGHT WAY the FIRST TIME. As for parking and safety there lies the problem. Without opening the private lots to the public or building higher with the ramps we already have, we are already at Max Capacity for parking down town. Perhaps as a Safe Ride campaign you could have lyft and Uber vouchers good for a free ride home. advertise them. it would cut back on drunk driving because most drunk drivers dont live on or near the bus route and cant afford a cab. run a stop and go DD tent lyft and Uber drivers take people home and get a stamp they come back and get in line. drunk people get in line and take the next cab when it pulls up. they get a signature when they drop someone off and a stamp from whoever is running it when they get back. at the end of the night they get that many standard fairs plus any tips. very lucrative and no wasted time looking for riders.. and fewer drunks on the road.. plus creating more jobs when it becomes popular..
47	Upkeep with signage, markings for parking, timely snow removal
48	I don't want to pay
49	ACTUALLY fix roads that ACTUALLY need it... I've worked for a highway department fixing roads and you can tell that la crosse county neglects that responsibility. I know that having colleges around can cause some barriers, but that isn't an excuse to make the conditions of roads go unnoticed.
50	I don't feel that the City of La Crosse should charge for street parking. I go to the tech and thus the only reason I visit downtown. How can you justify a 20.00 ticket? I think its wrong and unjust. and I don't feel that the conditions of the roads have improved. With all of the Parking Police monitoring the roads heavily around the tech to see who they can pinch is crazy. There is bigger issues that could use monitoring then stiffing a student or a hardworking person with a 20.00 ticket. The amount of tickets I witnessed on the start on the Fall semester was out of this world, How much was made that week? Where did it all go?? not to the roads.
51	to not charge people to park
52	Widen the streets so there is ample passage for cars and big trucks. More available parking. we don't spend much time downtown as we have disabilities and are unable to walk far.
53	I think that you already have to pay to park in way too many areas, especially around school campuses
54	Lower parking ticket fees
55	We need another parking ramp that extends below ground and well above it as well. The lights at the rotary park is a main attraction for la crosse but I know a lot of people who shy away from going because there isn't enough parking available.

	<b>Responses</b>
56	Use it to fund public transportation so less people need parking
57	have less paid parking and more open areas
58	better roads
59	Road quality, not parking.
60	fix the roads and more ramp style parking spaces.
61	If you're going to charge me, use it to fix the streets!
62	Fix the pot holes
63	you wouldn't and you guys aren't right noq
64	More spots to park and improve current spots
65	Potholes please
66	If implemented, the funds will far exceed the upkeep of on-street parking, use the funds for fixing roads surrounding the spots too. If parking ramps were safer and more taken care of I would feel better about paying as well.
67	Roads with severe damage.
68	It shouldn't be implemented.
69	I would like to see that money put towards upkeeping the roads through downtown. I avoid certain roads because of the roads being so bad.
70	build more ramps, less commercial/reserved spaces inside existing ramps
71	Repair broken/defective roads; potholes.
72	wider streets
73	Fix the potholes by campus and actual dt.
74	Repair streets correctly. NOT hot mix or asphalt. Use concrete with proper base. We have seasons here and asphalt/patches are a WASTE of money and time. Do it right or not at all.
75	Don't. For the love of god use it on the roads anyway you can.
76	Maintenance of parking ramps. Snow removal, and pot hole repair of roads.
77	more parking ramps
78	Re paint lines
79	Fix pot holes
80	I'll move out of LaCrosse
81	Add additional ramps
82	Don't fucking do it.
83	more parking
84	More signs. Let us know exactly where we can park and where we can't. Also paint all the curbs necessary yellow to indicted parking there is not allowed. Also, as stated above, maintenance of the roads. Signs to indicate alternate parking rules and when to be on what side. I am from the country and have never had to use parking in LaCrosse until this year and it's expected you just know but I have no knowledge of anything having to do with alternate side parking.
85	make it diagonal parking. this would generate more spaces and easier for vehicles to maneuver in and out of spaces
86	How about fixing the roads
87	Upkeep and improvements, LESS RENTED SPACES!!! If funding came from taxes to build the ramp spaces should be open to everyone
88	There is no solution. There is no where to build another ramp or two EAST of 4th St. The only thing it could be used for is to maintain the parking structures already existing.
89	Actually remove snow or maintain roadways covered in ice. By and large main roadways are kept clear, but also aided so by high traffic. Secondary streets and such are highly neglected.
90	Roads
91	Paid parking shouldn't even be a discussion. Road tax should cover it, but it's not being spent appropriately. I visit the city very often, and I see no improvement in the last 3-4 years on the roads even though their taxes have gone up a large amount. La Crosse needs to figure out how to spend correctly and actually work on the roads.
92	Add more parking, more ramps, something. And please please please fix La Crosse Street. The whole road is a pothole and it is going to ruin cars. Pretty sad the worst road in La Crosse is La Crosse street and goes right past the university and the veterans memorials.
93	Improve road quality
94	USE IT FOR THE ROADS.
95	yes
96	Increase ramps and levels for parking. All city and county build8ngs should also have ramps.
97	Make more spaces available.
98	Don't add payment for on-street parking. The idea is ridiculous.
99	widen the roads and maintain smooth roads by filling pot-holes in an efficient manner and filling in cracks and holes in the road. (La Crosse Street please)
100	Re-Pave the ROADS! Fill POT HOLES!
101	You had better make a crap ton of cheap parking if you are going to charge people to go about their daily lives.
102	It shouldn't
103	Isn't it already implemented?
104	Appropriate studies of traffic flow and congestion, business appeal and running hours, to designate ideal parking ramifications.
105	Roads
106	More parking space and maintaining the parking areas. Or if anything keeping the roads maintained bc they're usually filled with potholes
107	It should be free for one and two if it has to be paid parking the money should be used for the street repair.
108	Use my taxes to use for the shitty roads
109	More parking space if possible.
110	To make more parking spots



	<b>Responses</b>
111	Expand, more places to park
112	Another public parking lot would be nice. Lots better maintained same with roads. Also have no uncontrolled intersections.
113	Build more ramps
114	make more on street parking and public parking lots all over
115	Increase taxes for rich people
116	We already have to pay to park on the street by colleges. Steal from college students. Real nice. Use tax money
117	Paid parking is implemented in La Crosse. I don't frequently go to La Crosse, so I dont know how to improve the parking.
118	Build another ramp.
119	Fix the damn roads
120	Taxes
121	Attempt to keep parking ramps cleaner
122	making parking by schools free. we are broke college students.
123	Make more
124	I do not want paid on street parking
125	\$100 fine first offense
126	Fix the potholes
127	Don't have paid parking on college campus streets. I am paying enough money to go to college already.
128	More parking areas
129	Make street parking free.
130	Fix the streets first!
131	Not sure
132	I'd look for free parking
133	Better signage
134	By maintaining current status
135	Snow removal
136	Fix the downtown streets. Too many potholes.
137	Upkeep of ramps and roads leading to them.
138	get rid of islands(5th ave) and bike racks that take up parking spaces
139	Keep clean
140	Bike lanes,
141	To maintain parking and improve street repair
142	Improved signage and maintenance for the parking ramps, etc.
143	Use the money to maintain the parking ramps well and keep it the top shape
144	Have more spots for use and less reserved spots that a lot of time are sitting vacant.
145	More pay stations within the ramps and better signage for them. Last time I parked in the ramp I spent time looking for machine. The ticket I received stated 3 hrs of parking before being charged but end time stated was only 2 hrs
146	Street maintenance.
147	Cleanliness of ramps and ensuring street parking is clear of obstructions.
148	If paid parking is implemented in downtown La Crosse I will stop visiting downtown La Crosse completely. So you can do whatever you want with the money, it won't be my money.
149	Add and maintain parking
150	Build more parking rampa
151	No opinion.
152	More parking
153	I feel it would be used for other things and not just for parking. Looking at other cities. How did you improve the parking before and what has changed that everything needs to add on for more paid parking? Budget comes to mind.
154	Use the funding to make out ic transportation free.
155	Make more parking spaces closer to area businesses
156	Improve pavement on city streets
157	Surveillance cameras on streets and in ramps. Designated parking spots for pregnant/expecting moms.
158	Accessible, clean, and ecologically sustainable. I would love more bike racks and other forms transportation
159	Repainting the lines and better snow removal
160	Less cops
161	Dont like on street paid parking. Bad for businesses AND RESIDENTS
162	clean up some of the older ramps
163	Maintain the current parking but defray the cost to the taxpayers
164	Don't understand this question.
165	No comment
166	Most parking for disabled.
167	Fees
168	bigger spaces WHY ARE THERE SO MANY SIGNS WHEN YOU ENTER A RAMP??? WHO IS GOING TO SIT THERE ARE READ THEM ALL??? STOP SPENDING MONEY ON THEM!
169	no parking fee

	<b>Responses</b>
170	Clear lines, consolidated signs
171	I'd want to see some sort of language that locks the money into road and sewer maintenance and keeps the city from raiding it for other projects.
172	Downtown improvements
173	maintenance, accessibility, more disabled spaces on street
174	Better maintain the streets
175	I don't care because I would shop elsewhere
176	would need further time to consider this question
177	Mark parking spots better --- paint the lines!
178	Best use
179	More spaces, but would frequent downtown much less
180	Build a new ramp closer to Main Street
181	Don't rent all spaces so there are none for visitors. Make some spaces strict hours
182	More EV car chargers - at least one in each ramp if feasible. If not easily done, increase the chargers in ramps that can handle the electrical set up.
183	By taking care of the ice by the parking ramps. It gets thick in the winter and is a hazard.
184	maintenance
185	Fix the streets and make more parking spaces available.
186	Improved snow clearing in winter
187	hire security guards for the lots
188	Keeping ramps clean (including stairwells)fix peeling paint, fix elevators
189	No current issues with parking the way it is.
190	First make the permanent spots pay alot more, since they take up such a large percentage. They all just write it off on their taxes. Second, use the funds to find a way to help the small business in downtown to attract customers and make it more shopping. So people have a reason to come downtown other than for drinking and food.
191	If you charge for parking it should go toward parking and street maintenance in the area.
192	There is plenty of parking available during the week when you pay for it. But ramps are full on the weekend when it's free. Make it cheaper during the week and charge on the weekend to encourage ride sharing!
193	Make sure that people have a safe place to leave their car if they plan to park it overnight. You can reduce the incidence of drunk driving if you make it easy for people to leave their car downtown without a penalty, the best way to do this would be having free spaces available in the parking ramps.
194	Maintenance
195	Yes if money is actually used for maintenance. Not dispersed for other departments or uses.
196	Keep the parking spots in pristine condition, make more spots available
197	I wouldn't want to pay for parking. I think it would hurt a lot of businesses. Nobody is going to stop at a small business to spend 5 bucks if they have to pay %20 to park.
198	Make parking more accessible in ramps, there are many spots that say you'll be towed if you don't have a permit for the ramp
199	Better maintenance
200	Parking upkeep & improve roads
201	??
202	Ramps should b free.Meters on streets
203	Use for the upkeep on ramps.
204	Don't know
205	I would like the City to use some of the funds to improve the road surfaces on 3rd and 4th streets, as they are in terrible condition--not a good first impression for first-time visitors
206	Increase the number
207	maintain spaces
208	I've always hated pay parking in downtown areas. The pay-to-use part isn't the problem, its the ticketing and fines used as enforcement. On street should be free, subject to first use. Pay lots can be provided for convenience, funded via local businesses.
209	More spaces
210	Make more spots!!!!
211	Use the funds to maintain parking ramps and street maintenance.
212	I don't know
213	Transportation maintenance (streets, sidewalks, curbs, weather-related upkeep).
214	Making parking spaces available.
215	Please allow adequate parking for disabled with consideration for side ramps and lifts. Esp parallel parking. Disabled parking should be clearly marked with signs and not just on the road as that cannot be seen in snow covered roads. Nor can they see the lines aside of the parking place where you put the ramp down. People park in those places and you cannot get the person in or out then. Need to have another sign beside the disability sign. Make sure the roads are plowed as those in wheelchairs get stuck and tip over while crossing the street.
216	Clean stairwells and things that create impressions on visitors to La Crosse
217	Public garages are currently taken care of really well. Maybe make sure it's easy and painless to pay? I almost exclusively use ramps during free hours, so I don't really know.
218	n/a
219	I would visit La Crosse much less often is I need to pay for parking
220	Develop non-cash payment system that encourages 2-3 hr free system. 2 hr limit difficult for shows, concerts and some dinners snd events.

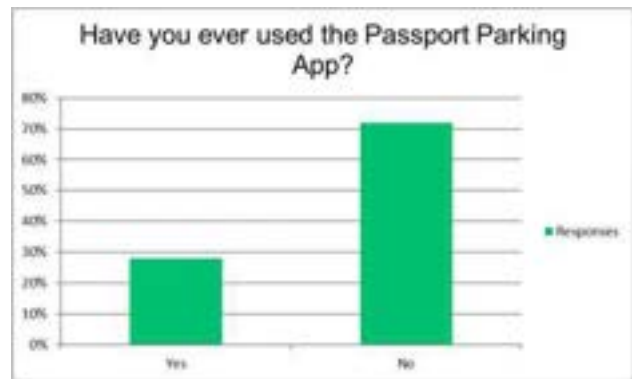
	<b>Responses</b>
221	Fix the streets!
222	Road maintenance.
223	Ramp: security camera's, wide parking spots Street: no curb for easy parking, wider parking spot, this would allow getting out of car easily and safely.
224	We need more parking
225	Keep the parking ramps clean. It makes them seem safe and it represents our town and area.
226	Improve the condition of the streets, add bike lanes, clearly marked off-street parking, etc.
227	Actually spend it on what you are collecting the money for and not fund other unnecessary budgetary items
228	They said to use it to improve the road. They are terrible.
229	cleaner and good lighting
230	Build no more ramps in the historic center! Beautify the ones we have! Tear down the ugliest, least used! They obscure river, bluff, and views of the historic buildings!
231	On street parking meters
232	I would not pay to park and would no longer frequent downtown La Crosse, opting to go to Onalaska businesses instead
233	Snow and ice clearance and maintenance of clean sidewalks.
234	Use the money for better public/more frequent transportation and more time efficient transport in and out of lacrosse.
235	Wider parking spots in the parking garages, a better layout, designated walking paths in the garages.
236	Clean all snow off downtown streets and sidewalks so you can exit out the passenger side of a car
237	Maintenance and increased parking spaces
238	Create more accessible parking ramps with better lighting and elevators that actually work.
239	Offer more off street options.
240	clean them up
241	Give more ramp parking spaces to downtown visitors and not to all the hotels.
242	Less empty leased space. It is annoying during weekdays to see rows of reserved parking all empty
243	Improvement to existing spaces
244	Not sure
245	use to maintain public parking
246	Keep delivery trucks, cars food deliveries from parking in spots
247	Fix the streets
248	Better streets downtown for biking! There are large seams and open portions of the roads. Make sure all crosswalk have ramps.
249	Keep ramps clean and safe.
250	Parking enforcement needs to be more diligent about issuing citations to individuals who park in ramps and occupy more than one space or park on the lines and make other spaces unusable. Often ramps are too crowded due to multiple large vehicles parked poorly, and there doesn't appear to be any oversight. Funds should all be used to monitor and issue citations to loiterers in the ramps and lots. Funds should also be invested in making sure the parking app works consistently, which it often doesn't.
251	Maintain ramps cleanliness, security in and expand. Improve in/out and have Paystations at exit payable from car
252	Don't know.
253	Paid parking would make la crosse downtown a ghost town
254	Less parallel parking
255	maintenance, security
256	I don't really care since I try to stay away from downtown if at all possible.
257	More Access/spaces
258	maintaining sites
259	Improving the roads, sidewalks, street lights.
260	Widen roads or move more spaces around, best idea would be actually enforce the parking time limit
261	More spots to keep the cost low.
262	Add additional levels to the parking ramps so local businesses don't consume as much of a percentage of the spots.
263	More efficient ramps (for entering/exiting), and ramps with more parking. I've gotten stuck in a ramp (with NO way out but to wait) for over an hour and a half following a show at the La Crosse Center. I'm not claustrophobic but I felt very uncomfortable being stuck for that long. My car was running the whole time too, which is horrible for the environment, especially when you consider how many cars were jammed in there and stuck. This could be dangerous for *many* reasons, one of them being if someone had a medical emergency and could not get out. This experience makes me very leery of parking in a ramp in La Crosse in the evening in case a show gets out when I'm trying to leave.
264	Free to people from out of town/ out of state. Pay for snow removal
265	Cameras and security
266	Keep the ramps in good shape
267	Decide on something and stick to it! Payment, traffic designs, etc all change frequently and make things confusing
268	N/A as I'm not a resident, but I would say I'd probably veto visiting the game store (for my husband and son) when we'd be in the area as I wouldn't want to pay for parking.
269	For maint. and for clearing snow from the curbs to make street parking an option for those with mobility challenges, it is impossible to park and get to the sidewalk for some
270	Maintain existing parking areas
271	Upkeep parking stops downtown.
272	yes
273	Maintain the streets and sidewalks in the area.
274	yes



	<b>Responses</b>
275	If paid parking is implemented, I will choose to limit my visits downtown.
276	Have a service to keep them clean and walk the Ramos for safety
277	More parking so I don't have to park on the street on La Cresecent to find a parking spot.
278	If paid parking was implemented I would go to Onalaska where parking is free.
279	Parking in La Crosse is so easy compared to any other city. Things are fine.
280	what is needed by the situation is implemented.
281	Another parking ramp to the east of downtown center.
282	parking ramps should require a fee - on-street free but limited to 2 hours
283	Use the money to add additional parking options, maintain parking spaces, and enforce proper legal parking.
284	pave city streets
285	Clearer parking areas.
286	Maintain the properties and keep the homeless out of the stairwells. More police patrols in the evenings.
287	I would come to La Crosse many fewer times. I drive 70 miles to get there (\$=gas) and do not want additional fees to spoil my trips. Many of my friends feel this way too. Create a city sales tax for items purchased.
288	Reduce fees .
289	Making sure they have adequate handicapped parking. One spot on each block is not commensurate with the population.
290	Yearly
291	What ever can be done to improve street parking and maintain clean, safe parking ramps
292	More available ramps
293	Keeping parking spots (in ramps or on street) accessible, i.e., plowed; clean. Money to pay for enforcement/ collect violation fees. Features to keep ramps safe (ie, ramps may have many isolated spots as well as stairwells that can be personally unsafe)
294	Create more free parking spaces
295	Make the ramps safer, add cameras
296	Offer free parking
297	I would like to see pay stations with the stalls being numbered.
298	N/A
299	adding more parking
300	The businesses like hotel and restaurants seem to have prime spots in a ramp. How about they get the top floors and leave bottom to in and out shoppers, diners.....?
301	Maintain ramps and streets, snowplowing, cleaning.
302	Don't know
303	most spots in the ramps are NOT for the public and the ramp is usually full. We leave and don't stop to shop or eat.
304	Upkeep
305	See #13 & #14
306	To actually upkeep the ramps. Keep them clean.
307	Snow removal...upkeep
308	Maintain the streets and ramps.
309	More spaces
310	Maintenance of ramps, pay stations
311	One crucial element would be to provide more bike parking. Families esp. have trailers & tag-alongs that need more space. I'd appreciate more coordination with the University to have their students use ramps and restrict cars to upperclassmen, as is done at bigger schools.
312	Improve the bus system.
313	Help the retail and restaurant businesses downtown who will be impacted by a perceived barrier to accessing their business.
314	Invest in public transit to eliminate the need for more parking. Upkeep current parking well.
315	Improve downtown roads and streetscapes including landscaping and trees.
316	to maintain the parking garages, convert on street parking to a connected bicycle network through downtown and/or to remove other surface level only parking lots in order to increase density of shops and living spaces
317	I would have more officers patrolling
318	I would likely visit downtown even less. Local businesses are already more expensive. Local needs to be getting business. Paid parking WILL affect business. Paid parking around campus just means nobody parks on the street anymore at all costs it is avoided.
319	Most of your streets need work. Lots of potholes and such all over lacrosse not just downtown. Fix your streets first then worry about building more ramps.
320	More on street spaces or free lots
321	More consistent enforcement and better signage. The digital signs in the ramp only display one message at a time. I didn't see the one that said No Backing Into Stalls and got a ticket for doing so (even though I didn't know I shouldn't).
322	Maintain it
323	Maintenance
324	There should definitely be an implementation of La Crosse resident lots and visitor lots. The residents that live here year round, paying taxes and supporting the local economy year round, should not be paying the same rates as the visitors/tourists.
325	Maintain parking facilities properly from the funds collected.
326	No- create a business improvement area like green bay has
327	Don't know
328	Plowing Roads
329	Parking in la crosse is already great. I think that parking in the ramps should allow for backing into stalls

**Q 17) Have you ever used the Passport Parking App?**

Answer Choices	Responses	
Yes	28%	161
No	72%	415
If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.		150
<b>Answered</b>		<b>576</b>
<b>Skipped</b>		<b>89</b>



	<b>If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.</b>
1	It is convenient but wish there was an option to be able to pay for 15 or 30 minute increments to make it better for college students who may have a class that ends at 10:10 so they would not have to pay for a whole other hour.
2	I could not figure out how to do it since I do not have a smart phone.
3	It was convenient
4	I park farther away and walk. Communities hate it but I will not pay for parking.
5	It's easy, but expensive
6	Its awful we have to spend money parking to go places.
7	It was easy and fast
8	I have tried multiple times to use the app. it is confusing.
9	Good. Use it at WTC
10	it works well, no complaints.
11	It is fine. Easy to use.
12	I like the convenience, but did not appreciate that there was a \$0.33 convenience fee after I had been using it for a while.
13	I like being able to use my phone but I still don't think targeting college area for paying to park is legitimate.
14	It was very inconvenient. It took a long time to be able to sign up for it.
15	I have not used this app because I do not have internet access on my phone nor time to connect to wifi and figure out the usage of this app. Most people come downtown for appointments and scheduled activities. The average person does not think about downloading an app before heading downtown, nor do they assume to park in a parking zone in which you need a app to park there.
16	I like the convenience of using my phone to make my payments.
17	I like the convenience of it, but there should be a convenience fee. Because you don't have to pay the fee at the parking booth
18	its better than coin parking but i find it extremely annoying that i have to pay to park on campus. i already pay taxes and pay so much to attend college.
19	Easy but dumb that I had to pay to park on the street.
20	I like being able to use my phone. However being limited to 4 hours should be changed to unlimited as long as the space is being payed for.
21	i dont like paying for parking when my taxes already paid for the street
22	I like how I can pay on my phone for parking. One problem I have with it is if I park in a ramp, It has me pay for the whole day, even though I don't want to stay the whole day.
23	I feel that it is very handy to use but don't like how you can only pay for an hour at a time. When I use the app its to park by Western and I have to pay for 3 hrs at a time when my class is only 2.5 hrs. So I feel that there should be half hr options as well.
24	I like the convenience of using my phone but my phone is so old that I can't load the app. Also, if I'm running behind in an appt I can add on money from inside of my appt.
25	Confusing
26	It was easy but I still got 2 tickets I had to fight (that were dismissed because I did everything correctly) even though I used the app and paid. VERY frustrating. Happened outside of WTC when the parking lots were full.
27	haven't needed to, handicap parking permit.
28	It's fine
29	I have not used it, but I have heard that it is a pain to use and does not work all of the time. In addition, when implementing paid parking around campus, all the city did was push the cars who parked there to the next block or two over. They tried to fix it for residence living in the area, but all they did was push the problem into other residence who live a block or two away from campus; therefore, not really fixing the problem.
30	I don't like it because if there is a glitch you could still get a ticket even though it was an app issue.
31	Don't like it, especially around campus, if your class runs over my a few minutes, the parking patrol is out there giving you a ticket.
32	I dislike that I received a parking ticket in the 2 minutes it took me to walk to my car from when the time expired.
33	Hassle to use the app. Would rather have meter parking

	<b>If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.</b>
34	I like it
35	I wish you could pay by the half hour. Easily can waste money if you go slightly over an hour mark.
36	I do not like that you can only select in increments of 1 hour.
37	its fine
38	It was actually quite easy, except I didn't like using it b/c I have a parking pass for Western but it was too full so I was forced to use it.
39	Easy but the hour duration should be longer
40	It was frustrating
41	My experience with this app wasn't anything I never used it bbut I do know it gave me parking ticket. I was parking near downtown and western and not a clue or sign about paid parking or no parking so I parked there. This fucking app landed me a ticket cause I was suppose to pay for it which I didn't know. In what situation would you pay for parking on an app what if someone doesn't have service, time or even cell phone. My parents don't have a smartphone and don't even know how to download an app. If you guys are giving innocent people tickets for this it is complete bullshit and utterly disrespectful.
42	It was easy to use and pay
43	I like that it is convenient. I dont like that I have to pay to park by western even though I already pay alot to go there as a student.
44	It is amazing
45	Not everyone has a smart phone or are technologically savvy, ie. older population.
46	I've heard very few good reports from friends and neighbors who do use this.
47	the convenience is great, however it's hard to park on campus and walk to destination before I have to pay. I don't often pay until I am inside.
48	Easy convenient
49	I'll rather walk a mile then pay for parking.
50	I have utilized it near the UW-L and WTC campuses. It is easy to use.
51	I like that it save all my info on my phone and I can easily add time when needed from my phone. I do believe we should be able to get back unused time as "credit" in the app.
52	It is a pain and not necessarily user friendly
53	Easy and convenient compared to pay stations
54	I use it for parking at school at Western Technical College. It is very convenient, but I wish I did not have to pay for parking at a school where I already paid for a parking pass which apparently doesn't apply to the streets around campus.
55	No problem, occasionally slow to load
56	It was fine
57	It's super easy, BUT I HATE HAVING TO PAY to park less than 25 feet from school.
58	It's fine at 1.00. However, when there is a tax fee assessment regarding "convenience" I feel it may be taking the "pay option" a bit far. Charge 90 cents, and let the "tax" take the price to \$1.00
59	I love the passport App, it is easy and convenient. I use it every Tues and Thurs for class. It is also not to spendy.
60	It's easy to use.
61	I like it, but I have gotten several tickets on my car when I have paid for parking on the app.
62	I got ticketed when I used the app.
63	I don't like having to pay for parking by a school that I pay to attend
64	Helpful to track how long you have been parked, I enjoy using the mobile app.
65	Easy to use and convenient
66	Doesn't take my credit card, inconvenient, I'm a 20 yr old
67	It would be better if I could do every half hour rather than by the hour
68	Easy to connect my credit card, I use it when I can't find a parking spot for class
69	It's nice to be able to pay by phone. But a cancel feature would be nice. Or an end session would be nice if you don't use the full time you paid for. Maybe have the time start at a fifteen or thirty minute interval or be able to add 15 minute intervals to your time if you don't need a full hour for parking.
70	I got a ticket even though I paid for my parking on the app.
71	It is convenient, but I shouldn't have to pay to park on a street located on my campus to go to to a college that I am already paying for
72	Easy to use
73	Horrible. Several times I attempted to pay & I wasn't able to- instead, I was given a ticket. I was even late to class one time because I ended up fighting with the service & needing to park further away.
74	Once I was able to figure it out, it was easy to use. Unfortunately, I obtained a parking ticket due to not knowing how to use it and ended up paying 20 dollars to park for 4 hours. I think perhaps someone receiving a first time ticket in this area should be given a little grace.
75	It is convenient, although parking police aren't very cooperative when giving allowing someone time to park and pay for their time.
76	Wasn't bad, hate paying for parking on western though
77	Kind of confusing at first
78	Easy to navigate
79	I didn't like that it didn't recognize the time that I had already been parked and registered on the machine
80	It is very easy and convenient. Only comment is to have more signs indicating which zone/area
81	Can't figure the app out
82	Once you have it set up its great!
83	It was easy to use once I found the instructions. Better signage is definitely needed.
84	Unsure if I can distinguish it from other parking apps.
85	It's not accessible for the public and parking pigs are always trying to charge people.

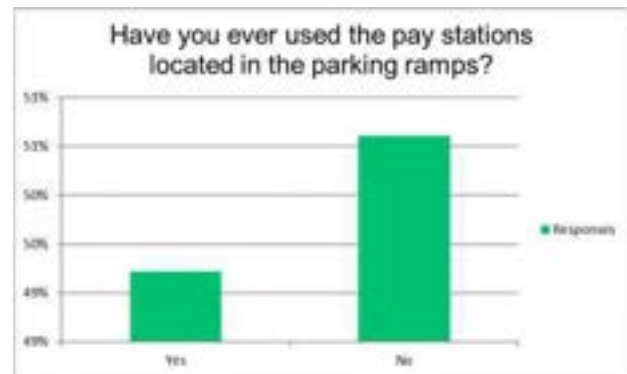


	<b>If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.</b>
86	Simple, easy.
87	I think it is preferred to use an app rather than put up meters or pay stations
88	Doesn't work well when you try to pay online
89	I like being able to do it on my phone.
90	was annoying
91	Convenience
92	For about a year it didn't work at all. Then it worked fine. Then it wanted to charge me a convenience fee for free parking. Now it's free again. I don't understand what's going on with it.
93	I like the convenience but not the added price,
94	It's good. Nice to be able to use my phone.
95	Have used this in other cities.
96	Using phone is easier than coin operated
97	I like the convenience of using my phone to make my payments.
98	Loved the app. Made registering the car fast and easy, using my phone.
99	I don't have a smart phone!
100	It's very easy and effective.
101	I'm not sure I understood it, but it seemed to work.
102	frustrating
103	Don't have a smart phone
104	If you do, which I do not think you should. Please allow it to use things like Google Pay, Paypal. For the interest of identity security, I really don't like putting my credit card on every single app. Most of them have very little in terms of cyber security, where Google Pay and Paypal make it a top priority.
105	It is convenient to use and pay for parking. I like that it keeps a history of previous parking areas to make it easier to find the next time.
106	Expensive! When I attend school. I can't afford \$10/day...
107	No smartphone!
108	In other cities, nice if can connect to internet.
109	Easy to use, but have concerns about security of card number provided to the app
110	Only once or twice. I'm still getting used to it.
111	Using my phone is super easy; most large cities use an app interface for public parking, it would make sense for La Crosse to do the same
112	so so
113	Works fine
114	I don't have a cell phone and I think it is not very nice of the city to do this to the people who can not afford to have one
115	I would not use.
116	The app functionality is terribly inconsistent. There have been months where the app will not function on any of our family's phones due to "network connectivity" errors the app itself is having. There are also multiple times the app just notes that service is not available. There is also an inconsistently charged 33 cent "convenience fee" when the app is used to check in for free parking. Sometimes the convenience fee is applied, and other times it isn't. There is no rationale for this, and I am less inclined to use it when it costs 33 cents to perform a function I can do for free on the parking pay stations. The app experience is frustrating and inconsistent.
117	It works inconsistently and I generally ignore it because of this ,and the machines, (which are also a pain) as I generally park during free parking hours
118	The simplest way to pay for parking.
119	Had difficulty entering info. Needs clearer directions.
120	I do not have a smart phone
121	Very easy, even for someone with limited tech skills
122	very convenient
123	I don't want to have to bring and use a smartphone in order to park downtown.
124	No because you don't allow it for the less than three hours people.
125	I will never use it.
126	Super convenient to be able to use my phone to make payments
127	I don't have a smartphone.
128	Its super simple and both my husband and I really like it!
129	It's okay, but I'm not a huge fan.
130	Easy
131	I like it. It is easy to use.
132	It was convenient, signed up on line
133	Fine...easy
134	Handy
135	Not convenient if you don't have a smart phone. I can not park by the universities because of this.
136	Convenience
137	confusing
138	It's fine
139	Nice
140	I do not want to use an app to pay for parking. I'd rather have businesses collect a parking surcharge.

	<b>If yes, please describe your experience using the Passport Parking App. Example: I like the convenience of using my phone to make my payments.</b>
141	I always use it. It is great!
142	I have never had an issue with it in other cities where I've used it.
143	Confusing about when need to register and when not to
144	simple and easy to use
145	worked well
146	I liked the option of registering my car and selecting my parked time. I was able to have 1/2 hour free and then adding time in 10 minute increments.
147	Great. Use in Madison and Milwaukee. Don't have to look for change, easy to renew, and easy to get reimbursed.
148	It's very confusing to set up if you're not standing in the ramp with appropriate signage
149	Good
150	It's fine

**Q 18) Have you ever used the pay stations located in the parking ramps?**

<b>Answer Choices</b>	<b>Responses</b>	
Yes	49%	284
No	51%	292
If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.		190
<b>Answered</b>		<b>577</b>
<b>Skipped</b>		<b>88</b>



	<b>If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
1	Difficult to use.
2	Easy
3	it was easy
4	OK
5	Confusing and too time consuming
6	it was easy once I found it. Need more signage directing people to the kiosks
7	there was no signage on/near the pay station that very clearly stated the after hours free parking. there is also very limited or not clear signage that says no backing into stalls. I feel like with a truck backing in is much easier and safer due to the narrow lanes and high traffic in the ramps. There should be more reminders other than one sign above your head which may not be seen if you are watching for pedestrians/other traffic and also it is not very clear on the parking stub you receive from the pay station. with more and more people driving bigger vehicles it seems like there is less and less room to drive into the ramps and on street parking is next to impossible to find down town.
8	I appreciate that the first 3 hours of parking are free, and free parking after 6pm every day and free parking on weekends.
9	It's easy to do, but I have found that sometimes it does not actually give you a receipt when you are parking for less than 3 hours. I'd like the receipt in case I would be wrongly ticketed for expired time, so that I have proof of when I park.
10	only for class
11	Easy to use
12	Kind of confusing how there were numbers at first
13	It was easy to make my payment and the directions were easy to follow.
14	Easy to follow
15	i didnt know we needed to use them so i got a ticket. the signage in the ramps is unclear. are they free or no?
16	It was fine
17	I like using the pay stations because they will give me the accurate price. One problem with them is they will not accept dollar bills after there is weather (rain or snow) and it affects the machine.
18	They were very easy to navigate and made sense. I thought they were very handy and efficient.
19	It was easy but I withdrew cash & couldn't pay with my card. Had to use a backup card that had money on it.
20	Unsure if I do it right
21	Fairly easy
22	hard and long
23	see 16

	<b>If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
24	It was easy & self-explanatory.
25	Easy
26	Thought it was stupid and wondered why I was being charged to park
27	Easy to make payment
28	Easy to make a payment
29	Dirty and scary
30	Great! Expensive for all-day
31	have always parked on weekends when the ramps are free parking.
32	instructions need to be bigger need to have a cover over the stations especially when it's raining
33	Easy
34	easy once I figured it out.
35	Better than the app but not located enough places for convenience.
36	Easy to follow.
37	It was easy.
38	The machines are expedient and I have not had any issues.
39	It was okay.
40	Easy to use
41	Fairly easy to use
42	Also, it's ridiculous to charge someone \$20 because they backed into a parking stall.
43	I've gotten multiple tickets due to walking down to pay for my current spot. In between the time I walk from my vehicle to the pay station, I've been ticketed.
44	They are easy to use, but prepaying can be difficult for a simple visit
45	Ehhh not very easy
46	It's fine
47	Easier than the phone
48	A little confusing
49	It was easy
50	easy to use, a few too many questions, but no real problems
51	Worked fine
52	I went to an event that ran beyond what I paid ahead of time and was not able to add the rest after the event ended.
53	Prefer phone app
54	Definitely add more pay stations in the ramps and proper signs to locate them. If the first 3 hrs are free number of clicks should be less making the checkout easy and fast
55	See answer for number 15
56	It was fine
57	At first it was a hassle. You shouldn't have to search for it. Should be at the entrance. For all kinds of reasons including safety.
58	Directions were kind of ok
59	Poor, unclear on when you need to use it. ie. Sat/sun free,
60	It is easy
61	I only have used it once. I was a bit confused and probably did it wrong.
62	Payment is easy
63	Didn't know if I needed to pay because I had a passenger with handicap window card.
64	Much rather use the app
65	Didn't work, wasn't easy to use.
66	Somewhat confusing but figured it out
67	Not easy to use, I thought it inconvenient.
68	Pretty easy to follow
69	easy to make payment
70	It is ok, not great
71	Easy.
72	Easy when walking out
73	Easy
74	They're incredibly slow but functional.
75	Very cumbersome to use and understand
76	often out of order, sometimes hard to find
77	They're slow and much easier to use the app.
78	rarely - normally no one there
79	Easy but tedious
80	Kiosk not easy for older users. Needs better lighting and bigger buttons, etc.
81	I takes 2 or 3 tries to get it right. Hard to understand the hours you want. Not worded right
82	It was a bit confusing the first time I used it.
83	It was easy to make my payment and the directions were easy to follow.

	<b>If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
84	Only used one time. It went fine. Directions were good. Took a couple of minutes to get it right. Used the app every time after that.
85	Frustrating for me because I can hardly ever remember my license plate but that's totally my own fault and otherwise it's an easy process.
86	I prefer this to an app because it's easy. I don't always have a phone with me.
87	Signage needs improvement to locate the stations and inform that parking is to be pre-paid, not upon return.
88	A little confusing when to use them when the first few hours are free
89	Not that bad, but nowhere near as fast and easy as it should be.
90	I didn't like having to take the time to pay for parking on the front end.
91	I hate using the pay station when it's cold. Brr.
92	It was difficult. It may not have been working properly.
93	The pay stations are very easy to use.
94	It was a bit awkward because it was my 1st time and there were people behind me waiting for their turn.
95	Had hard time with machine and gates. Should have attendants.
96	If you do, which again should be only until the ramp is payed off, after you spend a significant amount of the tax budget on it. Please let it have the option NFC payment. That is where you can hold your phone next to it, and it will purchase wirelessly. The youth will thank you, and it can stop criminals from getting information through credit card skimmers.
97	It is easy
98	Easy to use. Directions were enough for me to figure out how to pay.
99	Very easy to use. Wish there was an option to add more time via text and that you got expiration warnings via text.
100	Easy
101	Good directions, very easy to follow
102	I used it once, and found it had inadequate directions for use.
103	As long as rates are clearly posted before entering, pay stations seem very simple to use.
104	Easy to make a payment.
105	Sure
106	Easy
107	No, but they sound confusing & scary (after reading of past problems in the newspaper). Because of this, we don't use the ramps -- we don't want to be in a position of feeling "stupid."
108	So-so, biggest problem remembering license plate number
109	It was fine but we don't always know when we have to pay while parking in the ramp. Need to make that clear.
110	Terrible
111	Fairly easy
112	It is nice not to have to carry coins to pay the meter
113	Real Simple
114	Its pretty easy - if I can remember my plate number. ;-(
115	Straightforward experience
116	Hard to know how long you will be there
117	It was easy
118	The first few times I could not get the pay station to work. Ater parking and walking to the pay station I certainly was not going to go back and move my car. The last few times it seems to have worked just fine, however it seems like there are always confused people at the pay station.
119	Ok
120	It is inconvenient to locate and use the machines especially when it is cold
121	Easy to use...
122	somewhat confusing to figure out
123	it was easy and nice to use
124	No problems.
125	Easy
126	Works fine
127	I waited a long time for all of the people in front of me to figure it out. That was frustrating
128	Easy
129	Once was easy another not
130	Only during days/hours there was no charge anyway.
131	They were not user friendly. Confusing if you are told you get two hours of free parking but then have to check in at the kiosk.
132	Confusing the first few times but then ok.
133	Signage is confusing for people who are infrequent visitors to downtown, which leads to lines and delays for locals who know how to use the system. Also, there are times when the system doesn't work, especially when the weather is cold, and there is no alternate option, especially if the app is also down.
134	Ok but somewhat confusing
135	It was ok to use. Not a huge fan of it.
136	Easy
137	Slow - too many questions: have to wait for others: hard to find
138	See above



	<b>If yes, please describe your experience using the pay station. Example: It was easy to make my payment and the directions were easy to follow.</b>
139	My husband is the you who has paid.
140	used frequently - simple because they were common in the DC area
141	Never saw a pay station and ended up paying a \$20 fine when we did use the parking ramp. Never again. WE will be shopping locally & in the neighborhoods
142	Fine
143	It's unclear whether I have to log into the pay station if I will be there for fewer than 3 hours (free parking).
144	Easy to use and directions are simple
145	One of the times I made a payment, I got charged a fine because I didn't do it correctly. It was an innocent mistake, I think I clicked the wrong day? Well, when I contacted the city, they did not offer to refund me so that was disappointing. I believe it was only a \$10 fine too, so I was surprised at the frugality of the city not willing to refund me, when I DID pay for parking, just the wrong day. Disappointing.
146	None of the above. And people are so impatient. Plus, as above, very public use of a debit or credit card.
147	Very Easy!
148	I had trouble putting in the info but another person, waiting to use it, helped me. I'm not sure I could do it alone. Luckily, I was under 3 hours and didn't have to pay.
149	I've used it when it's been free for up to 3 hours. Easy when I entered 3 hours, but once I entered 2 and then had to pay, so I cancelled and entered 3. That was confusing.
150	They're a pain and pointless for staying less than three hours. They're also very antiquated that someone has to remember the license plate and enter it and print out a wasted receipt for the three hours free.
151	It was easy to use. The directions were given both in signage and with a vocal announcement which was nice as the lighting was dim and the signage was a little hard to read in the evening hours.
152	Seems simple enough, but may be a bit hard for old people that are not good with tech.
153	Seems silly to go through the hassle when it is free for under 3 hours
154	Fine if they're working.
155	Efficient and easy - I use these lots when I expect to spend more than 2 hours in the downtown area
156	It's easy. Nice and convenient.
157	It works.
158	A little confusing
159	Seemed fine
160	Easy process
161	Fine, easy
162	Some are easy to use, others are confusing.
163	Very easy to use; never any problem. I have had one friend complain about it; she did not understand the menu/s.
164	Doesnt feel safe
165	Easy
166	It was easy to use, even my first time.
167	Easy to follow. Never remember my plate number tho
168	I try to avoid a ramp with one.
169	Easy to make payment and directions were easy to follow
170	Easy
171	challenging
172	Generally fine once I understood the sequence
173	Nice
174	It was fairly easy.
175	Relatively easy.
176	It's relatively easy once you make a habit of having your license plate number written down somewhere.
177	Only once. I do not like charging parking on a credit card. Cash is ok.
178	It was fine.
179	Simple and easy
180	No issues with it.
181	Confusing about when need to register when not
182	prefer the app since I can do it while walking or parking, but this is also easy
183	It was fine.
184	easy
185	It is too confusing to figure out whether or not I have to pay, and if so, how much.
186	OK
187	Directions are easy, however, the line is terrible because there is only one pay station at the well lit ground floor. Also, it takes too much time for when there is a specific time meeting/event that a lot of people are going to at the same time.
188	OK
189	Easy
190	It's fine

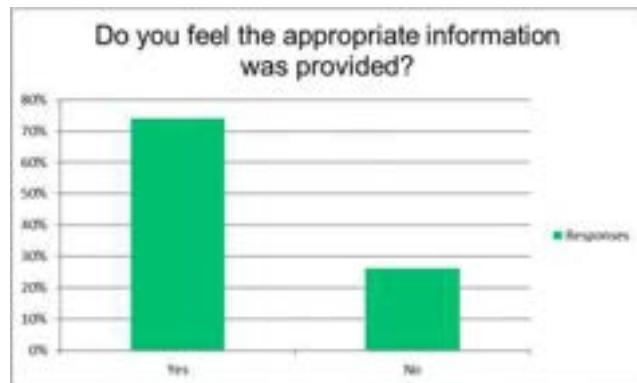
Q 19) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	21%	119
No	79%	459
<b>Answered</b>		<b>578</b>
<b>Skipped</b>		<b>87</b>



Q 20) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	74%	88
No	26%	31
<b>Answered</b>		<b>119</b>
<b>Skipped</b>		<b>546</b>



Q 21) What would you suggest adding or changing?

**Answered 21**  
**Skipped 644**

	Responses
1	Make it less complicated to park and pay if necessary.
2	have more clear information about parking for visitors.
3	keep it simple, if im sitting at a stoplight trying to figure out where i can park i dont have time to navigate through the website for specific information
4	free parking
5	Tell new residents about opposite street parking yearly! this is new to people and not all people are used to living in an igloo for 8 months of the year.
6	More transparent information regarding what is happening with the money that is being charged to park in a public setting
7	The painting on curbs, and etc. is extremely faded in areas, especially by Western Technical College.
8	Lower fees for parking, no fees for alternate side parking.
9	Alternate parking updated by the day. We should be able to open the website and instantly see the side the parking is on for the day and for what duration. We need time to time so we know.
10	Make the website more user friendly.
11	NOT HAVING TO PAY ON STREET PARKING NEAR CAMPUS.
12	Break apart the questions so that if both parts are not agreed upon then don't combine them.
13	Fuck the dumbass pay to park by the schools it is bullshit to fuck over students and fuck alternate side parking we can never find a spot at night.
14	An event code for parking while at an event.
15	Add maps. I haven't been on the site for some time so perhaps you did that

Responses
16 Fuck your tax breaks for certain individuals
17 NO PAY PARKING
18 Simplify, simplify, simplify.
19 I wanted to find out the rules that I've heard through others about the time limit on parking on one side of the road. i couldn't find this information.
20 Transparency and to see my tax dollars at use!
21 The website is just too hard to navigate. I was trying to figure out the charge for parking ramp passes and could not do it.

Q 22) Thank you for taking our survey. We appreciate your time. Please feel free to make any additional comments regarding your parking experience in La Crosse below.

**Answered 186**  
**Skipped 479**

Responses
1 If there were charges for on street parking, please increase bike parking spots and bike lanes to downtown
2 I love being able to park on the downtown streets!!!! Just need to make more spaces available. Need clear painting of curbs!!! Signs!!!! And maybe only allow 1- 2 hour parking spaces. Thank you, Janice Hoeschler.
3 it is frustrating driving around trying to find a convenient parking spot in front of the business I desire to visit.
4 College students are struggling the way it is money-wise. IF you feel you have to charge for parking, do it somewhere else.
5 I do believe parking needs to stay on the cheaper end for those who are visiting downtown or low-income and students who may not be able to afford much.
6 this is the only city I have been in of this size that has free parking anywhere, let alone on the street. I come downtown often, and am 100% OK with paying for parking that I am using. we should not be using tax money for this, as not everyone who is taxed uses the parking. It should all go back to the neighborhood it's generated from.
7 again, I feel like backing into stalls shouldn't be something to penalize against. I understand that it may be to limit the damage done to the stalls however in my scenario it is much easier to back a truck in because I am so worried about pulling out again when there is so much traffic flying up and down the ramps and pedestrians. In a car I think it is fine to pull in, bigger vehicles, the lanes are not wide enough for a bigger vehicle to get into their stall when there's traffic and tight parking spaces.
8 Parking should be free. I am a student and a parent on a budget. I think the passport parking crap is bullshit. Student parking lots fill up fast already, and now it's even harder to find parking because of that stupid passport parking crap. \$1/hour might not seem like a lot but that's extra money for food, rent, or other bills that is getting wasted on parking. When people are on a budget it makes an impact. Every single dollar counts. I wish the city would pull their heads out of their asses and see things from that perspective.
9 in a perfect world I would love to see free on-street parking. The parking ecosystem in downtown is surely a beast to tackle as there are thousands of different needs and limitations from the existing infrastructure.
10 There was one time the Passport app was not working correctly, and while it said it processed my payment at 7am, it did not actually go into effect until 8:30am, and I had already received a ticket for not registering. The app had no evidence that I had submitted the payment/registration at 7am, and I ended up having to pay a \$20 ticket on top of the parking charge.
11 This is an obvious plan to extrapolate even more money out of the taxpayer, you need to do a better job of managing the city's money. We don't want or need a \$49 Million expansion to the La Crosse Center, but we're getting it anyway
12 If there was going to be a charge on street parking, there should be a machine where we can pay. I don't like using the app to pay. I also don't like the idea of charging students to pay for parking on campus.
13 \$20 dollar parking tickets is outrageous. I understand the city generates profit from these tickets but is unfair to the working college student.
14 2 hour parking within a reasonable walking distance to WTC is hard to find. I have to walk across campus to get to class.
15 If parking meters are installed on the street that would result in my family and I to never come in to the city.
16 paying for street parking is stupid! things are fine the way they are.
17 The roads in La Crosse need to be fixed. Especially La Crosse street.
18 get rid of all the ghetto white kids
19 There should be more free parking around campus and the schools.
20 I miss the meter's where I could pay in change, would be nice to somehow still have that option.
21 nobody asked the students about the 2 hour parking around campus. the city took it upon themselves to make it where you have to use a phone to pay for street parking. who is getting the kickback from this brainstorm? I don't see why people don't have to pay at the city hall to park whether they're employees or visitors. I think you should have a toll like in London where everyone has to pay to drive in the city.
22 It's infuriating that college students are now forced to pay to park on the street when many of us already paid for a pass to park in the lots. We end up on the street when we can't find a spot in one of the lots. Often "just" \$5 for 5 hours is a financial hardship and it makes some students not go to class if they can't find a spot in a lot that they have a pass for. Do better, La Crosse.

	Responses
23	<p>I know the survey is about paid parking but I have a greaveance about alternate side parking. It seems like it has happened every time it has snowed but being parked on the appropriate side of the street before the snow started I didn't think I would have any worries. However come morning after the snow and after the plow had come by every car parked on the appropriate side of the street had been plowed in. the opposite side of the street was not plowed at all. Now feel free to correct me if I'm wrong but, one of the reasons alternate side parking was started was to have some uniformity and order to what side of the street cars would be on so plows could go down 1 street from the bluff to the river then go to the next street and go all the way back and all the cars should be on the OPPOSITE SIDE of the street the the plow is plowing on... That way there is less to no risk of property damage for the city and the plow can get as close to the curb as possible so the NEXT night when they go back out to finish clean up, all the cars would be on the CLEAN SIDE of the street and in the end you would have cleaner roads. Now, While the ordinance that plows cant run between certain hours anymore because of noise complaints....(and those same people complain that they are snowed in in the morning and cant get to work...) AND the City Council's decision to change the policy about plow blades. That they are too expensive to keep maintained or replace (cheapest ones on the market) so any damage done to the blades comes out of the drivers pay. Causing a change to the way drivers plow and to the number of experienced staff that were willing to put up with their BS. So we have a lot of rookie drivers who don t know how to plow efficiently or effectively. Meaning they are not scraping the compressed layer of snow/slush off the surface and instead just throwing salt/sand mix down on top of it making a slippery sloppy mess that causes more accidents then it prevents. And anyone with half a brain should figure out what side of the road they can get cleaner and what side they have more crap to go around by opening their eyes. And you need more then half a brain to get a CDL. I know because I have one. Driving a School bus down an extra narrow poorly plowed sloppy mess with cars speeding past you and kids running around over by Aquinus and then trying to turn right onto cass to turn left onto west ave is a F*&amp;king nightmare thanks to those bump outs.</p>
24	<p>I don't feel the signs are visible that well is spots. I don't live in La Crosse I attend Western Tech College and when I was going to orientation I parked not seeing the sign, nor did I know about the pay parking and I was ticketed 20.00. I don't feel that its right and I don't feel that the City of La Crosse should be able to charge for parking around the Tech college. Between the taxes that are paid by all the working and the amount that we are charged to attend college things could be maintained. And I also haven't seen any difference in the condition of the roads.</p>
25	<p>I think alternate side parking should only be in effect when there is a foot of snow on ground</p>
26	<p>I hate going to downtown la crosse because the streets are narrow and the parking is so limited, especially for busy events such as the Rotary lights and Oktoberfest. It causes me great anxiety trying to navigate downtown and look for a free parking space. I would go downtown a lot more frequently if there were more parking options.</p>
27	<p>I wish the plows would get closer to the side walks, I would like less paying spaces and more free parking, I think there should also be the option to pay for parking for 15 min increments. I don't like that I have to pay a full hour and only need to be there for 20 minutes, seems a little unfair.</p>
28	<p>You should not have installed pay to park on the roads around college campuses. They are already short on parking and it was selfish on your end to put these signs up just this past summer. Tuition and trying to get a parking spot on campus with a pass they have to pay for (which doesn't even guarantee them a spot) is stressful enough without having to resort to paying more just to park on the street. I have classmates late to class everyday simply because they cannot find parking on campus and cannot afford to park on the street and pay hourly or risk a ticket so they end up parking blocks away and making the trek to class which is then a distraction to the classmates and the teacher. Thank you for coming to my ted talk.</p>
29	<p>I was deeply disappointed to see the passport system instituted on the streets around WTC. Thankfully, the school lowered the parking permit cost which says to the city... pound sand!</p>
30	<p>THIS CITY IS BORING SO PLEASE USE OUR TAXE MONEY TO MAKE IT HYPE AND A FUN PLACE TO SURVIVE IN THE U.S.A</p>
31	<p>Taxes pay for on street parking.. around colege it should be free.. the colleges pay enough to the city and should be able to park there with paid parking permit thru the school.. ramps should be free on the weekends and during the week, they should be a flat fee for the year for people that use them all the time and pay per day for visitors from out of town.. city residents should get a discount.</p>
32	<p>Unfortunately, this will not be taken into consideration. Smaller businesses cannot afford to have private parking for all of their employee's so implementing paid parking will only make the situation worse for people that work downtown. I have worked at plenty of establishments downtown that I was not able to park near my work and I had to be late after finding the one spot nearly 3 blocks away. I can guarantee, as I still have people that I know that work downtown, this will only benefit the city and they will mismanage the money and the people I know will be charged to go to work meanwhile the parking spots and ramps will crumble and not be taken care of. Why not charge an extra yearly fee to businesses based on the income that they bring in that will not only take care of the public parking in front of their establishments but also the uneven and unkept sidewalks. The Fortney's and Weber's make enough money that they can start sharing the load instead of benefitting from backroom deals.</p>
33	<p>The city isn't doing a good enough job to take care of this issue. Maybe we as a community need to rethink our current elected officials to find someone that can do better because our community and citizens deserve better.</p>
34	<p>Have been really unhappy that around Western Technical College has changed to pay for street parking. Also unhappy that existing hadicapped spots were removed on 6th street and pay for street parking was implemented in it's place.</p>
35	<p>The city of La Crosse seems to waste tax payer money on everything else except fixing the roads and resorting to highway-robbery fees for alternate side parking.</p>
36	<p>Parking is as good as it could be. If you're not a lazy idiot there is a ton of options for parking, paid or free. The real problem with my home town and the place I love "La Crosse" is the corners being cut to properly repair and maintain our roads. Hot pack and asphalt are not suitable for plows and heavy "as in weight and quantity" traffic. Haven't any of you noticed? How is it that other countries, such as Germany, have the same climate and geography as us but the roads last for decades... oh, they invest in important infrastructure. We Americans don't. Sad.</p>
37	<p>The residential area parking is absolutely hazardous. All of the cars parked on the street causes issues seeing cars when turning onto more popular roads. I can't tell you how many times I have seen people near my apartment building almost get in an accident because they couldn't see any on-coming vehicles. Please add mirrors or do something to add more off-campus residential areas with safer road conditions in the form of visual obstructions.</p>
38	<p>Students should not have to pay extra for parking.</p>
39	<p>We pay our taxes but why do we still have to pay for parking? Who owns downtown?</p>



Responses	
40	The first time I parked on the streets on LaCrosse was a horrible experience. I was on my way to my first class at UW-L and the streets were packed with cars lining its sides. The UW-L campus had spots but you had to pay and being the broke college student I can I couldn't afford it. I parked behind another car 4 blocks away from my building. The curbs were not painted yellow and there was no sign saying I couldn't park there. Normally there are 'no parking here till curb' signs but there was absolutely nothing and I was not not super close to the cross walk and I came out and had a ticket. I also just got this car and got plates for it and they were in my front seat and I was getting them changed that day but I got a ticket for driving an unregistered vehicle and it was very much registered. I don't have the money to pay these tickets. \$120 dollars is a lot to be when I just making ends meet and picking up extra shifts at work. I wanted to 'appeal' but it didn't matter because the site said the LaX isn't required to paint curbs and a sign isn't mandatory. How am I supposed to know every rule? This is my first time parking in a town and I was not aware and not allowed to appeal. It was a very disappointing experience.
41	Tax everything in la crosse why don't ya.
42	They pay per hour parking only around WTC is ridiculous, it is much more dangerous to drive around UWL due to all the cars parked along the streets and prevents road upkeep from being performed during day hours. Pay per hour should be downtown and around all campuses especially if off street parking is provided by those campuses.
43	The paid parking being required around schools is a rip off. The students create enough revenue with living and attending school in our area. Being a student should make it so you receive at least a discount if not free parking around campus.
44	No further concerns with downtown parking in La Crosse. Other areas of the city, however, need far more attention.
45	Downtown La Crosse is strangling itself. More parking is needed EAST of 4th street, but there is no place adequate to place a parking garage. 3rd and 4th streets have parking with the ramps, but there is nothing around 5th-7th streets.
46	FIX YOUR ROADS STOP FILLING YOUR POCKETS USE THE ROAD TAX FOR THE ROADS PARKING HAS NEVER BEEN SOMETHING TO PAY FOR ON A PUBLIC STREET IN THE PAST, WHY NOW FOR IT?
47	STOP HAVING POOR STUDENTS WHO ARE ALREADY IN DEBT FOR TRYING TO GET A DEGREE TO HAVE TO PAY TO PARK. YPU GUYS ARE DRAINING ALL OF OUR MONEY. AND WE HAVE TO WORK HARDER TO NOT GET HOMELESS.
48	Take good care of my city. A caring citizen and resident. S
49	The city of La Crosse charges high property tax and the roads are in dire need of repavement. Why is there no money to maintain our city roads in town?
50	I feel that the pay to park on streets is absolutely absurd. We, as adults, all pay wisconsin taxes. We get taxed at the store, and then again when we actually earn the money, and then again by the federal government. Stop charging us for things we already pay for.
51	I already avoid going downtown because it's hard to park. If it becomes expensive as well as difficult, then I'll just come downtown less.
52	If there isn't any snow then take off alternate side parking, or actually clear the roads. This year was the worst, if we park on the right side as citizens I would expect the left side to be cleared of snow but no multiple times both sides had parts of the blocks covered in snow piles forcing students including me to park many blocks away from our housing
53	The only complaint i have is that the plowing in la crosse streets is so bad in the winter, i can barely drive anywhere in la crosse when it snows
54	I primarily park downtown for work, and most often have employee parking available, however, campus proximity and parking costs for me as a student also influences my parking decisions around downtown.
55	There hasn't been enough parking as long as I have lived here. (20years). Then you take away the parking by the jail and build that awful building that houses the bank and Mayo. Horribly designed, hard to navigate and took away alot is parking.
56	Why is it taking so long to fix the shitty roads in DT La Crosse? The La Crosse center is being expanded for what dumbass reasons?
57	You all ticketed me before my 4 hours were up. I think that it was not fair for that to have happened.
58	Please make more free parking for campuses and school. Buying a parking pass is expensive, but finding parking in general (especially for parking all day or in the winter)
59	I park in the lacrosse center parking ramp on Jay st where I pay monthly because I live in an apartment across the street. When there is an event, there is almost no where to park in the ramp. I think that the people who pay monthly should have the priority to park first before the people who are in town for an event. There have been times where I have to park on the street and get ticketed because of an event near by and no availability of spots in the ramp that I park in.
60	I understand the need to address parking issues in the city. It is beyond my understanding why the city would choose to implement the first paid parking area and study the effects in the college campus areas. Students are notorious for having little to no money. Creating further barriers to obtain an education seems misguided. The cost of secondary education is already obscene without the extra concern about finding an adequate place to park. Ultimately, I avoid going downtown when possible, and have heard from several visitors to the city that they feel the same way as there is such limited parking available, they would rather go to Rochester, Winona, or Eau Claire to do their shopping. On the other side of that attitude, is creating additional challenges for the employees working downtown to even want to stay in the area or go to work. La crosse has missed the mark with parking.
61	There should be more convenient parking
62	Parking near Western's campus should not cost money. Students already face enough obstacles when it comes to their education and having to pay for street parking shouldn't have to be an obstacle for them.
63	If we are going to have to pay to park downtown, I will rarely spend my time and money there anymore. This is La Crosse not Chicago.
64	Would rather park in chicago or Madison. A meter where u pay next to nothing is more justifying. Shouldnt have to pay to park on the road. Pathetic

	<b>Responses</b>
65	I hate the dollar per hour parking. We're students who already don't have a lot of money and then to waste it on parking. And if we don't want to pay \$1 per hour we have to park far away for parking which is difficult in the winter with the cold weather and ice.
66	You are spending far too much on public transportation, it is very unnecessary. the people visiting businesses in downtown, are purchasing food, pizza cigars at night. I visit primarily between 1130 and 3 PM. There is never any good parking. I think a two hour minimum purchase, and seven dollars is appropriate. You definitely should be getting \$100 out of people who park and do not feed the meter.
67	I hate it, absolutely hate it.
68	parking by the colleges should be free. I know that they have college parking but that's always full. We need more space to park. On street parking should be free in these areas.
69	No paid on street parking, it's bad enough you did it at Western.
70	Fuck pay to park. And fuck alternate side parking.
71	Thank you gathering info & giving people an opportunity to share. There will ALWAYS be people who complain about parking no matter what improvements/changes you do.
72	I usually park on the street for dining downtown, and I can usually find a street spot.
73	My roommate does not have a smart phone so using the app is not possible.  I shop online or go to other cities that have better parking for shopping and other such as entertainment.  We avoid going to UWL events due to how the parking is managed.  Residential parking is a crapshoot and it "sucks".
74	Trying to find a parking space in a garage is hard, because of all the reserved parking spaces. I would go downtown more to eat and shop if it was easier to find a spot to park.
75	As the city is growing finding off street parking and even parking in some of the parking ramps are becoming difficult during weekdays as most of them are reserved spots
76	Most of my frustration comes from trying to park in a ramp and going all the way to the top and back down passing many vacant spots but since they are reserved I am unable to park so I change my plans and go else where.
77	Signage is important, especially for ramps where there are reserved parking spots. It is not always clear if you can park in the spot at any time. The oldest parking ramp on 4th street is extremely confusing in terms of where you can park and which way you should be driving. It wasn't always that complicated but signage may help.
78	I have discontinued my breakfast gatherings downtown. It's embarrassing when you have guests from out of town, you park on the street, and they get a ticket. People tend to visit longer than 2 hrs, especially when eating. Some of the ramps are to far to walk for some. Especially the elderly.
79	Do some city planning, seems like this survey is designed to justify decisions that were already made.. start making some good long term plans, vs jumping on each issue that arise from not looking at consequences of decisions.
80	Please make sure any changes are really needed. It seems everybody is charging for everything these days. What happened to former budgeting in years past. Do you really need to spend money and change to improve???
81	I think there should be less on street parking. I would like to see more streets with no parking and more bicycle lanes. Bike parking corrals on every block. I am in favor of any initiative to reduce the number of single occupant vehicles coming to downtown.
82	I have lived in much bigger cities and travel a lot, that being said, we do NOT have a parking issue in La Crosse. It is so easy to park here for everything.
83	Generally evening/weekend parking is adequate, but with the expansion of the La crosse center it would seem additional parking considerations for events is warranted.
84	charge the poor, reward the rich should be your new slogan.
85	I think that on street parking charges should be increased in order to encourage people to use the ramps. Keep the ramp charges lower.
86	Many of the spaces in the ramps are taken for monthly renters and when there is something special going on it makes it hard to find a safe parking spot, safe as in enough room to make sure my car is not dented or that I would have a hard time getting out of my car.
87	It's easy for me because I'm able and willing to walk a few blocks. It would be good to have better accessibility for people with mobility challenges.
88	Living near Madison, we have learned what inadequate parking is like. We resided in LX for over 20 years and never seemed to have major parking issues, EXCEPT around the UW-LX area. Last time we visited, I was not happy with the signs on the street near the LX Center which specified not only moving your vehicle (not always easy to do when at a conference, meeting, etc.) but moving it a couple of blocks from where it was. Not friendly!! All-in-all, the ramps are very helpful though not always close to where you need to go. Continued improvements are helpful.
89	AGAIN, SO MANY SIGNS, IF EVERYONE WERE TO READ THEM, THERE WOULD BE A TRAFFIC BACK UP
90	Some of the parking ramps are tight. Allow for backing into stalls. Obviously one has to be safe while backing in. I stay away from the ramp by Dublin - it's a f@ck!ng nightmare.
91	Parking has been a fiasco since we decided to pay to add a fee to using the ramps. How long till we make up the cost of installing that equipment, ripping it out, and then installing different equipment?
92	There is absolutely no reason for parking to be completely free in downtown La Crosse. PLEASE use the funds wisely and stop putting ALL the taxpayer money into only the parks department.
93	If there isn't on-street or private lot parking, I leave and purchase items on-line.
94	If the rate of growth in downtown La Crosse continues as it has in the past and oftentimes a big majority of parking ramp spaces are already taken by business, private etc.. I might expect to see the originally beautiful downtown area be an area that many will avoid unless highly necessary. And that is sad.  I tend to feel that there's been too much growth - especially near Riverside Park, LaCrosse Center, Radisson, Weber Center (often heard comments on locating events there) / and both the Marriott and expansion of the LaX Center was a tipping point - the beauty is being destroyed.
95	Not overly convenient, but there always seems to be space somewhere in the ramps.

	Responses
96	The ramp across from Diggers is always pretty filled. It is hard to shop or go to lunch . We usually pick places to eat with parking like Applebee's, or Olive Garden. I like downtown but makes it difficult to go there. My friends and I are some what handicapped and that makes it harder.
97	On street parking is very difficult and parking ramps are filled with reserved spaces for businesses/hotels.
98	I am glad you have parking ramps. Makes the choice easy if street parking does not seem apparent, we head to the parking ramp.
99	It's misleading to say there is a cost associated w/ providing and maintaining parking. I see the point when discussing ramps, but street parking? Do you not plow,street sweep, etc. on streets w/ no parking? Of course you do. Streets are paid for and maintained regardless of parking. Be careful how far you push this model of trying to discourage traffic by using parking as leverage and a revenue generator. You may just succeed. Reference all small city downtowns in the 1980s-1990s. Recognize the economic engine downtown is BECAUSE of the visitors, not in spite of them. Find the balance and please stop treating commuters and visitors like an imposition. They are the reason downtown is thriving.
100	I work in the downtown area and around Western's campus where they have started using the program that you pay to park with your cell phone. All this has done is create more parking concerns as so few people will park on the streets with that signage and are now fighting over less street space by trying to only utilize the streets without those signs.
101	Please keep parking options open to all by having alternatives to a smartphone app.
102	I don't go to La Crosse to pay for parking. I avoid paying for parking by limiting or by not going to La Crosse period.
103	Would like to shop downtown but constantly having to watch the clock for 2hr parking. Went to farm show and was afraid of a ticket because we needed to eat after the show.
104	I would say that any new developments have to include underground parking for at least the businesses employees.
105	There is plenty of available parking during the weekend when you have to pay for it but all the ramps are full on the weekend when it's free. Start charging on the weekend to encourage people to ride share so more space is available. Then make it cheaper during the week. Maybe an event fee at the ramps during big lax center events?
106	Generally, I'm very pleased with the way it is - but do realize it's expensive. I really like free parking, though - and feel I am much more likely to visit downtown businesses because of it.
107	More bicycle infrastructure will make La Crosse a better place to live and work. Give people options other than driving, and they will use them.
108	The city should charge parking fees around Gundersen due to so many employees parking on the street and not filling up their parking ramps. Guests for apartment buildings and city resident households should be able to park in front of their destinations. Cars parking around the hospitals are parking to close to corners and blocking view of street for people to pull out safely. Should be more "no parking here to corner" signs and better enforcement.
109	I know I am a drop in the bucket and I am not a fan of paid parking, but please do heavily consider to have secure payment options, as well as traditional. A lot of payment terminals have a system where you can hold your unlocked phone up to it and pay. Also, for the app make sure it has the option to use Google Pay, and Paypal. Thank you for your time.
110	It is a wonderful downtown. We bring visitors here because there is so much to do. Thanks for continuing to improve
111	I can't figure out if I can leave my car overnight on weekends in the ramps. I'd like to be able to drive down in the evening to drink alcohol and safely leave my car in a ramp (Uber home). No signage is clear on this.
112	Most people don't like to park downtown because they can't parallel park
113	If you decide to make people pay for parking...start off with little cost and slowly raise it over time. You will have less people upset. Change is hard for many people. There are many people who enjoy visiting downtown businesses but have a hard time walking distances to get there. Do you know of a solution? Many people do avoid downtown because of parking. Good luck in this difficult project.
114	I understand needing to generate revenue, but these two hour parking spots, while you're downtown are ridiculous. Of course we spend more time than that down here. And what sense does it make to walk back and move my car every few hours?
115	I feel that businesses should use the parking ramps and on-street parking should be used for customers/shoppers. It would be nice to go back to parking meters rather than have limited on street parking that is free. I would much rather pay for being able to park on the street than have to use a parking ramp and be able to use on street parking for the time I need for dining/shopping without having to watch a clock to ensure I don't go over the one-two hour limit.
116	We have a lot of elderly people attending rehearsal on Sat. a.m.'s at Leitholds. Need the sidewalks and streets cleared a little better. Parking is difficult and with carrying our instruments etc we don't want to walk far. Most of us have to walk at least a block.
117	I've been really impressed by how easy it is to park downtown. Street parking is tough, but the ramps are close to most businesses, generally open, well maintained, and free during the times I use them. If cost is a struggle, I would be willing to pay on weekend or evening hours to park. If I bring a car, I'm willing to pay a few bucks to park it.
118	Street maintenance needed without parking. Issue is how to encourage people to come downtown by convenient parking. Need to provide good off street parking for workers and those living downtown both cost and distance wise. In terms of convenience current system ok independent of sustainability. On street parking easier in past year I assume because of drop in business. Cross effects more business harder parking. Easy parking more business.
119	DaCapo band practice is Saturday. this is a non-profit community band. Total time from parking until leaving runs about 3 hours or a little less. Parking limit downtown is 2 hours. Always run the risk of a parking ticket. It used to be that Weekends were exempt from the 2 hour limit. this is truly an inconvenience...and a frustration.
120	in Winona, but like to visit La Crosse for music, arts, shopping, and restaurants. If parking charges are required for each visit, I am likely to cut out most of my trips to La Crosse.
121	When on street parking allowed for 3 hours without getting a ticket, that really helped our elderly members. Our band rehearsal at Leithold's is Saturday from 10:00-12:00 . Arrival and departure, of course extends the 2 hour limit. Many of them don't have disabled permits, but they do have difficulty walking any distance. Thank you
122	Great city!

	<b>Responses</b>
123	I would walk much further within the downtown area to avoid having to pay for parking.
124	When there are street closures due to festivities like Oktoberfest, have the "no parking" signs closer together with the time frames the street will be closed off.
125	I think you are doing a good job with downtown parking. There seems to be a minority of whiners that complain loudly about everything.
126	I believe the taxes we already pay should cover downtown parking. I know that if "pay to park" gets implemented, my family will simply go to Onalaska for shopping and dining.
127	Free parking is great downtown - out-of-towners are always surprised that parking is free in La Crosse. On the other hand though, so much could be done with the proceeds from implementing a pay to park system. If it means improved services, I'm all for doing my part by paying to park!
128	I think La Crosse needs to improve on providing services efficiently. You seem to have problems with how you spend your money and there is a lot of waste that could be avoided. Money is thrown away on items we seem to have to do over and over and over again.
129	I think it will kill business, somewhat, if consumers have to pay for street parking. If you do end up making people pay, I can tell you that those little pay boxes are the worst! Meters are better for the consumer. I won't go downtown anymore if pay boxes show up.
130	Parking is really not a problem in La Crosse. Nor was it too bad 20 years ago. Having lived in a dozen places in 25 years of military service, I can compare the daily parking in dozens of cities. Traffic and parking is a breeze here. People should not complain about this. It is one of the many reasons I moved back home, here, to retire.
131	We used to frequent downtown businesses regularly for lunch and dinner. Due to the parking situation, we've cut way back and will continue to do so. There should be no charge to park downtown any time of day or night, whether on the street or in the ramp. That's what taxes are for. We pay more to park here than when we go to Madison or Minneapolis- that's ridiculous.
132	It is my observation that in general during the day, street parking turnover is just adequate given the number of spaces and the 2 hour limit. Removal of spaces for special interests would compromise that status.
133	Do you enforce handicap parking violations?? I have been told by a business owner that people park in handicap stalls and are not legally parked(no handicap plate or tag), but, they are not ever ticketed for it. I am thinking current parking violations should be addressed before you add more parking laws.
134	Get rid of alternate side parking and implement snow emergencies like we do in Minneapolis.
135	Overall.. it is pretty easy to find parking
136	I would maximize use of existing, underutilized lots (the one across from Post Office) the Cathedral church, and contract for spaces during peak business hours
137	The level of property taxes paid by La Crosse residents should provide parking benefits to those of us who live in the city. This should extend to more extended free parking options in downtown, with costs being borne more heavily by non residents. Additionally, parking enforcement and payment systems are inconsistent and frustrating. The app has potential to be useful, but it is not reliable, and there does not seem to have been any attempts to fix the technological issues or provide support to those trying to use it.
138	Generally can find parking where needed, but often have to circle blocks in order secure. More spaces/ramps would speed up getting into businesses and less traffic getting frantic
139	Would prefer Less on street parking and more beatification I'm spots.
140	I'm retired living on a small pension and love it than I can go downtown without worrying about the cost of parking. I used to live near Chicago and stopped going to the city because of the cost of parking.
141	When the weather it's poor or cold I am less willing to walk and will drive longer looking for a close spot. Business near the Fringe of downtown have just as little parking, but no ramps making it more of a pain.
142	Senior citizen over 80 and the elevator wasn't working. Never saw a pay station. There was a sign outside the lot saying that there were 3 hours free parking. So for \$20 I got to crawl down the stairs holding on to the railings w/ both hands for dear life and park for 1-1/2 hr.. That did it. No more downtown LaX.
143	If I was a visitor to La Crosse, I would be very confused about the parking ramps.
144	I live close by In Sparta. I especially like to visit the local businesses in LaCrosse- especially when I have friends and family visiting. It is nice to support locally. I am not much for ramps or paid parking just because I am not used to it where I live (I attend college in LaCrosse though and have a parking permit). It would be nice if it was easier to park on the downtown streets.
145	I get very frustrated looking for a place to park near my destination
146	In these questionnaires, could you maybe provide a break down of current allocations of spending in the downtown area? Including, but not limited to, the road and ramp maintenance costs and how paying for parking may free up some of the budget to fix pot holes or do other road maintenance in the area?
147	It is a nightmare most of the time. Traffic lanes are so tight that if you do try to back into a space, are honk, yell at you and so on. Generally, I park on edges and walk. However, this is more complicated as I get older every year. BUT! I like shopping downtown and will continue as long as I can.
148	We are very lucky to have the great options we have, thanks to all who have worked to continue to change as needed.
149	I won't park in a ramp, too claustrophobic. Never street parking available it seems, no matter mid morning or any other daytime hours...just very rare to find one. Therefore, I don't frequent the restaurants and stores I would like to, like Fayze's, Duluth Trading, Kroner's, etc.
150	Get rid of lots of "reserved" parking in the garages
151	street parking should cost more than ramps due to the convenience.
152	I make an effort to support our local downtown businesses, but I will be discouraged from going downtown by paid parking. I'm also worried that private lots, like that of the People's Food Co-op, will become filled by people trying to save on parking. It's already often difficult to find a spot in that lot. La Crosse feels like such a friendly community with its free parking -- making it easy for residents and visitors to frequent the farmers markets, gather for events, and shop or dine without having to worry about parking fees, like people do in big cities. Let's keep Downtown La Crosse an inviting destination and remember all the revenue that people frequenting the downtown already generate for the city.
153	There should be more police patrol in the evening hours of the parking ramps



Responses	
154	<p>La Crosse should not forget it needs to compete with Onalaska for business/restaurants. People will go to Onalaska if free parking goes away downtown. Too often during the day, there is already not enough parking for someone to grab lunch, with the bottom of the ramps filled and no parking spaces.</p> <p>La Crosse also needs to be clearer on the yellow curbs vs. No Parking signs and which one rules and where can people park. At one time they were not maintaining yellow curbs and only using signs that wasted parking spaces. Now it seems yellow curbs are back in style and no one knows where they can/can't park.</p>
155	I can't believe how many people complain about parking. Anyone that has spent any time in any bigger city should know better. It is so easy to park even on the busiest days downtown.
156	Where there is handicap parking and it is not by a corner sidewalk ramp up put a ramp in curb so someone doesn't have to "step"up". Example by 2nd street across from pump house.
157	I am please with the current parking systems - street parking should be limited to 2 hours - handicap parking should be available and monitored - customers should be permitted to use "loading zones" without ticketing when using flashers and going to pick up things - 5-10 minutes.
158	The signage around the La Crosse Public Library on Main Street is very confusing. I parked on the street in front of it and was about to get a ticket before I even got out of my car. Seems strange that a city bus needs half a block for drop off/pick up.
159	As I said previously, after driving a long distance and paying for gas to shop in La Crosse (I live on a tiny fixed social security income), I would no longer be able to afford coming to La Crosse. I have many retired friends who are in this same situation; short of funds but love to shop and attend events in La Crosse. We are all frustrated with lack of parking, but are at the end of our purse strings to pay more. The police dept. is quick to pass out parking tickets and La Crosse is known in my area as being parking ticket crazy. I love La Crosse, but you will force me to give up most of my trips there by adding charges for parking. Perhaps you should give up putting in frustrating round-about and use that money for better parking.
160	Thank you for the opportunity to give my humble opinion on this matter of concern!
161	I would love to shop downtown more often, but can never find a parking spot without driving around for 10 minutes or more. I don't like parking in the ramps unless I am with someone.
162	Its time to get it together with this parking situation. Pick an effective plan and stick to it. Folks will complain no matter what, just settle the matter so we can move on to more important issues
163	I have appreciated the parking availability that La Crosse offers, and although I'd be sad to see parking become more expensive I realize maintenance and upkeep may demand parking fees to be implemented. However, I believe it has greatly benefited my experience in downtown La Crosse to have such great accessibility to free parking, and if that accessibility completely went away, I think it could be damaging to the downtown experience. Thank you
164	<p>Having paid parking around the schools seems like a way to tax those working on their education.</p> <p>The ability to legally park should not require a smart phone.</p>
165	I think the development of an app that shows available parking. I am wondering if any of the pay stations would have the capability to integrate with each other showing open and not open parking stalls.
166	I would use that app. I am up and down on if it were a free app or a small fee like one time .99 cents
166	I do not understand why downtown business owners and employees park on the street as close as possible to their businesses and take the parking spots of their customers. Really is shortsighted and a regular habit of many downtown business owners and employees.
167	It would be helpful to have access to an account system that allowed "loading" and use of time in addition to use of credit cards for payment. I wary of using parking garage kiosks where card readers could be inserted into systems to steal info.
168	I call it Ring Around The Blocks looking for parking.
169	Provide free parking on a northside site and a south side site with a circulator bus proving the ride downtown at regular rates
170	Always tight in downtown LaX. Would hate to see parking meters. Promote mass transit!
171	Addressing college student car use would be a huge help. If that means improving bus/shuttle services to ensure that students don't need cars, I would support that. I do use on street parking downtown for most of my errands, so I like that it is free. I think the King St. bike lanes and crossings will help encourage biking to downtown. For families, it is difficult to ride in traffic with parked cars on all the E-W streets. It would be INCREDIBLE to have a street dedicated to biking & walking so that there are fewer safety concerns and where a range of paces could be accommodated. It would also provide additional parking spaces for bikes in the downtown that are currently competing with cars and sidewalk space. One last item is that it seems that City Hall needs more parking. The lot is often full and on-street is limited by Western's traffic.
172	I'm willing to pay, but if the only way to do so is through an app, I won't do that. Then I'll shop or eat out elsewhere where free parking is available (mall area, Onalaska). Mostly I go downtown to the coop and use their lot.
173	I've lived in a number of cities. La Crosse is one of the easiest, parking-wise, that I've ever had the pleasure of taking advantage of with my oversized, over-priced vehicle. I've lived in cities where the downtowns were hollowed out for parking so people wouldn't have to walk more than a block. Every other block was a parking lot. It was terrible and the cities suffered. How can you have a tax base? And you're not going to compete with the suburban malls for asphalt space. I think you probably want density, right? More people, fewer cars. So how about a light rail from North to South side? More buses, dedicated, safe bike lanes and bike parking. If anything, I'd say you've got plenty of car parking in downtown La Crosse, you need less of it. Thanks....
174	There was no place to state this elsewhere. Parking everyday during the day is fine. When there is a large event, it is challenging, particularly because time finding parking goes from 10 minutes to 20. It's unpredictable. My answers all pertained to a typical day. If there are events downtown, my answers change.

Responses	
175	The parking questions appeared to be aimed only at larger, motorized vehicles. I was hoping to be asked about bicycle parking. The rack at Pearl St. and 4th, on the side with Bodega is good, and easy to securely lock most bikes to. It would be good to have more of these. (The one on the other side of the street, near Fayze's is more awkward.) The in-street racks that show up part of the year are good, though might feel safer from moving cars and trucks if they were oriented the other direction. It's good to have them in the streets, though, to discourage sidewalk riding and to not be in the way of pedestrians. The bicycle parking in the ramps is great when the weather is bad. It would be good if there were a map or more signage for. As electric bicycles become more popular, more secure bicycle parking will become more important.
176	We should be promoting more public transportation, biking options in the city if La Crosse. Including safe places to lock bikes and safe bike lanes.
177	We need to charge people who move to suburbs to park. They have left our property tax base but continue to use the city's resources. We need to recoup the lost taxes any way we can, including expensive parking for out of city commuters
178	The two hour free on street parking in downtown is very much appreciated. I would like to see some sort of free two hour parking retained and free evening and weekend parking. Whether that is on streets or ramps I would not have a strong preference either way. Appreciate being able to have guests leave cars in ramps overnight as a recent former resident of downtown La Crosse. Overall I think the parking situation in downtown La Crosse is well managed and working great.
179	It is a pain. I come downtown less because of parking. Often can't find spots in ramp OR on street during weekdays. And don't always feel safe in ramp... have been there with my young children and people crowded in stairwells/ bad smells/ personal items littered around.
180	I can't stress enough the importance of developing a bicycle network to get to and around the downtown area. it is likely to be the single most common destination for people traveling by bicycle and right now only experienced bicyclists feel comfortable riding around downtown since there are no bike lanes. I would enthusiastically support eliminating all on-street parking on a grid like pattern of downtown roads and converting those spaces to bicycle lanes, preferably protected bike lanes. there is good evidence that this can help businesses - please visit <a href="http://peopleforbikes.org">peopleforbikes.org</a> for some of this research that can be used to discuss this with area businesses.
181	When I traveled to San Salvador, El Salvador, there as a great parking option where in a the ramp, there were sensors to tell if you a certain section had parking available and a light turned red if that section do not having parking available. Those sensors also help to determine where you parked if you forgot, and how long your car was there, for paying. This would be a great consideration in the future since there have been times in the ramps where you get to the top and have not found a parking spot that are not "saved" spots for people who have rented the spot for their own parking. I get the most frustrated when there are no available spots to park, not that I have to pay for them.
182	I was a student when La Crosse implemented paid parking around western technical college. I can safely say that the city is not getting what they thought they would out of it because at all costs the campus and students are avoiding having to park and pay on the street. Students are more willing to park blocks away in the residential neighborhood to avoid having to pay to park. The city should take this as an example and avoid paid parking in the downtown area. I also believe that it would affect downtown businesses as the cost of visiting local businesses is more expensive than visiting any chain restaurant in Onalaska.
183	City websites could use some improvement in all departments. A good example of excellent city department websites with great public information shared in a clear and positive way can be found on the Andover, Minnesota website.
184	Parking is difficult for someone trying to shop locally. I should be able to run into my cobbler(or wherever)drop off my items, and not have to walk two blocks to do that. I have literally driven by my jewelers multiple days in a row and not gone in for my pick up/drop off because there is no where to park on weekdays within 2 blocks of the location. I know that there are business owners that take up prime parking spots every day. The business owners and employees should have their own lots/ramps for their extended parking. They should pay a flat monthly/yearly fee for that reserved parking privilege and to help maintain the space. I as a tax paying resident should not be paying to run my errands downtown.
185	Paying for parking is fine if it can be done efficiently and at a low cost. It just seems like a waste to spend so much money and time trying to collect parking fees. Pay stations and their upkeep and maintenance, the cost of the app, the cost of paying an officer to go around and mark and ticket cars, all of the broken gates, etc. It just seems like the city is spending almost as much to enforce paid parking as it gets in return. It seems like what the city does make may not be worth all of the effort and aggravation it stirs up in citizens and visitors. Plus, free parking might make it more likely for people to go downtown and shop, so perhaps, the economic benefit of free parking might be worth it. Maybe if something super simple and cheap could be implemented, it wouldn't be so bad. Say people could just pay like \$2 when entering a ramp and just couldn't park overnight or something.
186	City should have handicap parking more available in more places.

## Downtown La Crosse Resident Survey Results

The residential survey was created in such a way as to have everyone answer a few general questions. Participants then answered a question as to the which of the study districts they lived in; and, if they were a homeowner or a renter. The below data will reflect the way the survey was structured.

### General Questions – for all respondents

Q 1) Please indicate if you agree or disagree with the following statements:

	Strongly Disagree		Disagree		Neither Agree nor Disagree		Agree		Strongly Agree		Total	Weighted Average
On-street signage (no parking, parking time limits, etc.) near my residence are clear and easy to understand.	4%	19	10%	51	25%	121	49%	239	12%	58	488	3.55
Way-finding signs (Library, College, Hospital, etc. - this way) are clear and easy to follow.	4%	19	13%	63	21%	102	57%	277	6%	28	489	3.47
The amount of parking enforcement in my residential area is appropriate.	7%	34	12%	60	26%	128	45%	221	9%	45	488	3.38
There is a cost to provide and maintain parking. Parking should be paid for by those who use it and the money should be used to maintain and improve residential parking.	8%	37	13%	63	18%	89	42%	204	19%	95	488	3.53

Answered 490  
Skipped 4



Q 2) If you don't agree that those who use the public parking should pay to use it, please provide suggestions on how the City should cover the annual maintenance fees?

**Answered 140**  
**Skipped 354**

	<b>Responses</b>
1	No, I agree with the statement
2	All people parking ramps should pay, no free 3 hours or after 6p.m. or weekends free. In other cities if you park you pay no matter how long. What are taxes for. Only people paying for parking downtown are people working downtown
3	I am assuming you are referring to the public ramps downtown that you have to pay for. If on street parking in residential areas has charges, I don't agree with that.
4	Malls and other stores don't charge for parking. The customers can shop as long as they want and not worry about a ticket so they rush to leave. And business workers are the ones who are paying. They have to be at their job for the hours they work. They are the ones paying for it. Not the customers. To have a job or business downtown costs business owners and workers....not customers.
5	There are times when they should. But there is also times when they shouldn't
6	Park and rec seems to have alot of money in excess
7	Those using street parking, or public parking are usually students, so I think this would unfairly target that demographic. Especially for students with no lots to park in, the street and public parking is vital. We could tax the city of lacrosse for it, as it makes sense to many many pay so little instead of a few pay a lot.
8	same as you always have
9	Taxes
10	The previous question doesn't say public parking or what what public parking is considered, the question needs to be reworded with a definition of where and what is considered public parking, I.e. residential neighborhoods?
11	There isn't enough public parking. I don't know what the solution is, except to make more of it.
12	Where does all the money go from parking tickets? Why isnt that being used to cover "maintenance"? The problem is not having enough spots for all, which can be solved with advocating for carpooling, walking, riding a bike. We shouldnt have to be punished, have to pay for the fact that this city can't hold us.
13	Some public parking fees are okay, but the passport parking around the college campuses are horrible. Find a new way to make money instead of taking poor college students every last dollar. You did fine without it forever, you shouldn't need to pay a whole dollar to park for 1 hour in residential areas. It's ridiculous
14	With our taxes, increase taxes,the money from parking tickets
15	Business usage.
16	I agreed
17	Each homeowner (taxpayer) has a right to a parking space in front of their home.
18	Everyone should help. Should come out of what we pay to register our vehicle every year.
19	You give enough tickets. Use that maybe? Or ask the police department... they just got brand new guns and armor which was incredibly necessary.... NOT
20	Ramps should be charged, but not every street downtown.
21	City government is extremely top heavy, I would start there by cutting wages on all city employees that make 90000 or more. Also I think it comes down to just give and take, if the city can spend 45 million on a outdated civic center then this parking maintenance fees should be a no brainer.
22	Seem to make quite a bit in parking ticket enforcement for those who do not follow the rules
23	Meters
24	It's a way more complicated situation than this question show. I currently like that the ramps (at least the one's I use) are free on weekends. I think that this helps keep the downtown accessible. I don't think we should have metered street parking, but I think that keeping the ramps metered at certain times could be advantageous.
25	We already pay La Crosse taxes. Those taxes should be used to maintain the public city Ramos.
26	Taxes
27	Park on opposite nites.
28	There should be a fee for using parking ramps. Parking on popular and busy areas around public facilities should have parking fees/meters.
29	The question is residential parking. Public parking users should pay.
30	Tax dollars
31	Pay from proceeds of parking revenue
32	Those who use public parking that are NOT residents of downtown should pay. Those who have to pay to park where they live downtown NEED to be given DISCOUNTED rates or Waived fees/street parking permits
33	We already pay high property taxes for street maintenance.
34	Don't buy \$6,000 TV's that don't serve a purpose other than distracting drivers.
35	The statement said that money raised would be used to support residential parking. Paying to park in public should result in maintenance of public parking



	<b>Responses</b>
36	While some cost can be shared with users, parking and the ability to move around our city should also be part of making La Crosse liveable and accessible. I walk a lot, but I am happy to contribute to parking maintenance. I also don't use all parks but I believe all areas of La Crosse should have parks that we collectively support. I think it's a choice on the city's part to make people pay to use the city directly or find ways to be more efficient and creative about creating a liveable city. It depends on how important a priority it is to truly try and create good quality of life for all who live here--or just look for ways to get more money out of the people who probably can afford is least. Paying for parking could be based on income since the percentage is higher for low income residents.
37	Agreed that parking should be paid for by those who use it. Around the college area, the parking limits are too restrictive. College kids often have classes that extend beyond the period of time allowed during the day to park on that particular block. All you did was force the students out another block or two away from the college.
38	We all benefit from a vibrant downtown. Public parking should be funded by taxes.
39	How have they maintained the roads the last 20-50 years? There has got to be a better solution than charging broke college kids to pay for parking to attend classes. This is especially frustrating because the meters do not even allow us to spend 8 hours on campus because we can only pay upto 4 hours on one block of a street.
40	not college students
41	Cut funding to our social programs
42	I will say that paid parking near campuses is unfair to a segment of the population that we know to be typically low-income (college students). Having a college-friendly town (while also having it's disadvantages) provides the city with more revenue to local businesses and a crop of higher-earning residents after graduation that can help our city prosper. Parking near campus should be treated as parking in other residential areas.
43	Parking tickets, tax those who abuse the system.
44	It would be good to know what the maintenance costs are.
45	I don't have a driveway and must park on the street. Maybe you could allow parking by residents on the boulevard. I am retired and do not work. I need to be in front of my home. Taxes may also be a way to pay it or help with the cost of paying for it.
46	Budget cuts in areas of low importance.
47	I don't know if public parking refers to on street or ramp or what. Taxes should be sufficient to maintain parking.
48	We pay very high property taxes and get little for it. I'd like to know where all the tax \$\$ are going. Perhaps some of those could be used to cover annual maintenance fees.
49	Pay to play. Most people parking out front of my house do not even pay taxes. They should have to pay
50	tax
51	Maintenance fees for what?
52	I agree, however teachers coming to city schools built years ago like Lincoln or Hamilton should not have to pay-to-play. Perhaps the school district could pick up part of the cost in the form of a stipend.
53	I agree that the person(s) who use the service should pay for the service
54	Yes, people should pay for parking but keep evenings and weekends free
55	surcharge for non-resident commuters? Parking in ramps or lots could charge fees, street parking overall should not have fees except in high traffic areas (such as the universities/colleges), collect fees by utilizing other parking enforcement such as tag and tow like Winona uses in winter,
56	No clue! I do really appreciate the free parking. Please keep it if possible.
57	They should pay to cover it.
58	Fees should only be when snow is present. Put parking meters downtown.
59	Service of the city for all who drive...residents and visitors
60	Raise gas tax
61	Make marijuana legal
62	Stop spending money stupidly in other areas
63	taxes
64	Start focusing on repeat drunk drivers and charge them higher fines.
65	In principle everybody will probably agree but you will get pushback from people who think they are already paying with their taxes but those same people will squeal about Socialism, selectively.
66	Payment for parking downtown is fine, but there should be no required parking in residential areas. Parking should be paid for using playstations, not phone apps
67	1
68	I don't think that the question is easy to answer. As I understand, during the day parking is already associated with a fee in the ramps. One could argue that business owners in the area depending on customers should pay a moderate portion of the costs. I think you could potentially negatively impact the number of people who come to downtown to spend money by charging for parking, especially without providing some better option of public transportation or safer bike lanes to get there by alternate means.
69	Visitors often complain of parking difficulties and costs. Find a way! You want people to buy local and support downtown business but they cannot park local to do it. Free 1 hour parking. 1+ start charging. Sell day long, week long parking vouchers. Pay on line, print out paper and place in front window? Parking continues to be a problem.
70	La Crosse has property taxes that are so high, it makes owning a home unaffordable. Where is that property tax money going now?
71	Sales tax.
72	Regional infrastructure tax

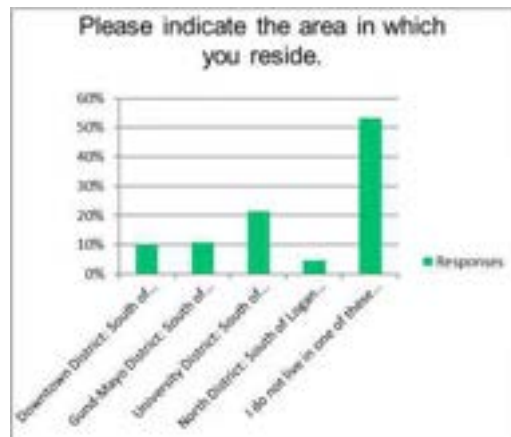
	<b>Responses</b>
73	Money should be used for infrastructure for those who don't drive cars... bicyclists, walkers, bus riders.
74	Businesses have costs called property taxes and sales taxes that should have a direct impact on the collection of fees.
75	Gas tax
76	I fundamentally agree, however parking should be paid for by those who use it and the money should be used to REINVEST IN PUBLIC TRANSPORTATION, AND BIKE AND PEDESTRIAN FACILITIES
77	Those that use should have to pay
78	Eliminate parking director and ticket writers to reduce budget
79	Get the money from the parks department. They seem to have an over abundance of funds to make the city its own.
80	Public parking is a public good and therefore should be maintained with taxes.
81	Funds collected should go to parking and street maintenance.
82	To some degree parking should be paid for by everybody because everybody in one form or another. Benefits from it. Users should pay more.
83	I do agree
84	I already pay very high property taxes as a homeowner, part of which should go towards parking maintenance. Landlords should be assessed a fee on their rental properties to pay for parking, considering how many more parking spaces their tenants take, as compared to single family residences.
85	There must be a balance between monies collected for parking fees and the actual cost of maintenance.
86	1) levy 2) identify revenue streams that don't require taking advantage of college students or the poor. Example being the on street parking fees, if the City can earmark funds for a neighborhood through this while also maintain transparency not just dumping it into the general fund. 3) manage exhausting revenue streams appropriately, I have never had a city spend so much on outside firms to investigate and idea before going inside its own departments to get those ideas fleshed out. It shouldn't cost a 100,000 to come up with a idea for a plan someone already made. Less "investigations" = more general fund to fix streets
87	if you want people to support local businesses you need to have at least some free parking.....it seems more money is spent on fancy equipment that fails to monitor and assess parking fees and that could be used differently
88	I feel the pay parking on the streets by TC signs are not enough to let people know they are in a pay area. The city should have responsibility in the maintenance of these parking areas. Using technology only to be able to pay for parking is also limiting.
89	They should start taxing people who collect a paycheck here in la crosse but drive out of town to live. They over utilize our resources and dont pay a cent.
90	Public parking in residential areas should be paid by taxes I pay as a home owner and no other fees. Ramp and other business parking should be paid by fees on those who use it.
91	I agree
92	This should be covered by my exhorbitant property taxes.
93	I don't know
94	Not so concerned about who pays what, just not liking that campus no longer has cars parked on its streets, but surrounding area now does... seems as though many people moved further out where they park,
95	Paid parking in residential areas at same rate as UW-L students & staff
96	I agree that parking should be paid for by those who use it BUT I believe that funds collected should be used to IMPROVE AND EXPAND the public bus service so fewer people would need to own and drive cars. We HAVE to stop driving fossil fueled vehicles. We MUST move people to public transportation. Charging the TRUE COST of parking (including in downtown ramps) and using funds to expand route, increase schedules, and add service later and on weekends is what needs to happen.
97	Parking should be paid for by those who use it, yes, but if someone parks in a ramp every day, they should be paying to improve/maintain the ramp...not "residential parking". On the other hand, revenue generated in residential areas should be used to improve residential parking.
98	Public parking should be paid through property taxes
99	Operating expenses. There is ample tax money.
100	Out of taxes that people already pay. With the exception of parking ramps which are used for large events.
101	does not my city tax dollars pay for parking on the city streets and what about winter parking fines which alternate side parking doesn't work anyway nobody can explain how it is suppose to work
102	Ramps should be pay to park but street parking should be free.
103	Agree that people should pay for it.
104	Through funding currently budgeted for welfare, scholarship, and housing programs. Free parking benefits the health and sustainability of businesses (new and old) in the downtown area. I do agree with charging for parking near UW-L and Viterbo. Parking charges in those areas decrease traffic congestion and benefits the environment.
105	General taxes should be used as most people living in/visiting La Crosse park on the streets at some point.
106	I agreed
107	Business and events in the area should pay fees if they want the customers/visitors
108	That depends on the parking situation and those using it.
109	Through revenue stream from taxes.
110	Taxes
111	Traffic-related fines, such as parking violations and speeding should be directed to traffic-related expenses. As it stands, speeding is common throughout the city, and very weakly enforced.
112	This survey was headlined "residential parking". I'm already paying higher taxes than any other local community and I don't feel I should also pay to park on the street in front of my house at night.
113	The people who use the spots on a daily basis
114	Short term parking free (taxes) long term parking paid for by user

	Responses
115	Local Homeowners should be given a pass yearly with their taxes once paid to park anywhere... the rest of who uses it whom don't pay taxes should be charged for using it through the current fees as well as through the tickets paid. There shouldn't be programs like exchange for food or clothing as that doesn't pay for upgrade to parking or to our streets.
116	Odd question. What parking costs does the City incur? You don't move people's cars for plowing -- and you have to plow anyway. There seems to be a division between City government and the citizens of the City. We who live in the City already pay for street construction, repair, and maintenance, why are you trying to charge us again?
117	I'm not sure which public parking this survey is referring to.
118	I like when the first 3 hours are free and you pay for extra after that. If you work downtown either your work place should provide space or a parking pass with so many hours on it and/or bus pass so you don't need your car. Customers should not have to worry about moving their cars when enjoying the downtown area.
119	with my tax money
120	Have Don Weber pay taxes and use that money to supplement maintenance. The amount of tax breaks he is given is ridiculous
121	I am thinking about on street parking, which should be covered from property tax revenues. If the question is about parking garages, I think it should come from a downtown development fund; free parking downtown does encourage use of businesses.
122	Residential public parking should be free. Parking garages downtown should charge a fee. How has the city covered it so far? Perhaps you could shift the money around like Parks and Recreation?
123	I agree, but think the money should also go toward encouraging other forms of transportation, like biking, busing, and walking.
124	What maintenance. The roads for parking are just getting worse. Where does the money go other than wages?
125	What type of public parking are you asking about? Parking lots? Street parking?
126	Does this pertain to downtown, mall or residential parking? For out of town or resident, a couple bucks to park at a downtown ramp for a few hours or half a day is reasonable. Having to pay to park your car in residential neighborhoods (still public parking) doesn't seem reasonable. For long term curbside residential parking, perhaps a permit system is reasonable. Short term parking, like relatives for the weekend is disagreeable.
127	Taxes
128	I agree they should
129	I think pay to park near the universities would be appropriate.
130	I do agree that those who use the parking should pay for using it.
131	Parking benefits city revenues by bringing people to businesses. Perhaps a downtown assessment for parking garages would be helpful. College areas: Student assessments? Univ. assessment?
132	Lower Real Estate taxes if you was paid public parking.
133	The term "parking" is very vague. If you are talking about parking ramps, then yes, I think charging people to park in the ramps to pay for upkeep and enforcement makes sense. For on-street parking and enforcement, the cost of maintaining the roads should come from gas tax, license renewal fees, etc. On-street parking is available for people to use, and it's up to them whether or not they take advantage of it.
134	It certainly should be a combination like everything else. There should be a parking fee for those who use it, plus money from general taxes. Just like I pay taxes for other services that I don't use. I am part of the community, therefore I pay taxes to benefit the community even though it may not benefit me directly.
135	People who use the parking should pay for it through a reasonable fee. With today's technology and the "passport" app there is no reason that people parking on our city streets should park for free.
136	Charge for parking throughout the city
137	It is a general quality of city services like road repairs. I think of it in the same way that I disagree with toll booths on roads, the maintenance costs should come out of the general fund for the area and make life easier for everyone.
138	Grants
139	Parking fees are appropriate and may help transition to more bike/walking/bus transit
140	Take the money partially from somewhere else.

**Q 3) Please indicate the area in which you reside.**

Answer Choices	Responses
Downtown District: South of LaCrosse St., North of Cass St, West of the Mississippi River, and East of 7th Street.	10% 48
Gund-Mayo District: South of Ferry St., North of Alexander / Wollen, West of West Ave., and East of 4th St.	11% 54
University District: South of LaCrosse St., North of Cass St., West of Losey Blvd., and East 7th St.	21% 106
North District: South of Logan St, North of Wall St., West of Avon St., and East of Rose St.	5% 23
I do not live in one of these areas.	53% 263

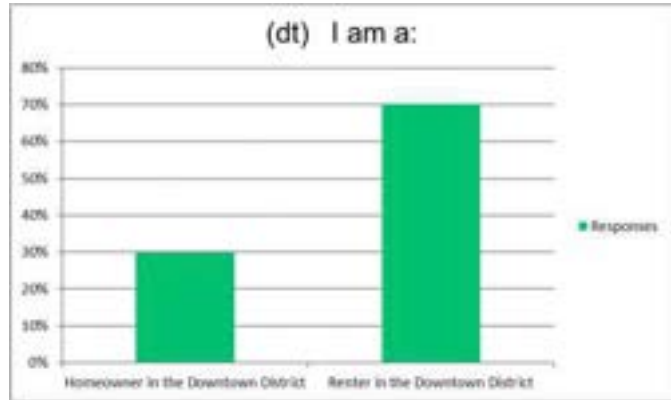
Answered **494**  
Skipped **0**



**Downtown Resident Responses**

Q 4) I am a:

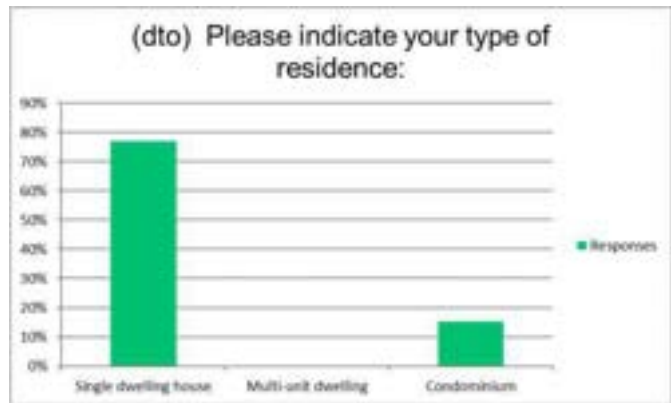
Answer Choices	Responses	
Homeowner in the Downtown District	30%	14
Renter in the Downtown District	70%	33
<b>Answered</b>		<b>47</b>
<b>Skipped</b>		<b>447</b>



**Downtown Resident – Homeowner (dto)**

Q 5) Please indicate your type of residence:

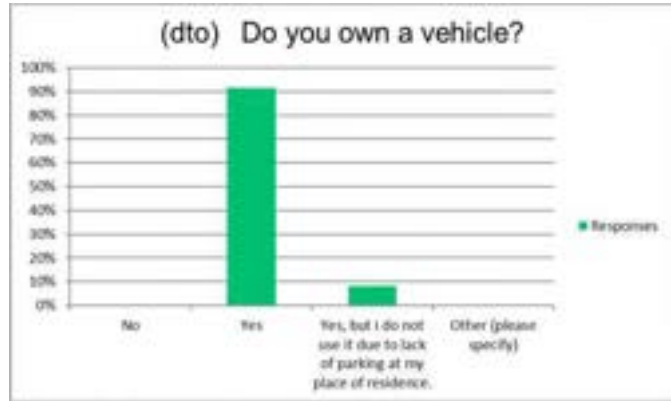
Answer Choices	Responses	
Single dwelling house	77%	10
Multi-unit dwelling	0%	0
Condominium	15%	2
Other (please specify)		0
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>481</b>





Q 6) Do you own a vehicle?

Answer Choices	Responses	
No	0%	0
Yes	92%	11
Yes, but I do not use it due to lack of parking at my place of residence.	8%	1
Other (please specify)	0%	0
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 7) Does your place of residence have designated parking?

Answer Choices	Responses	
Yes, my residence has parking space on my property.	92%	11
Parking is shared with other residents (condos/multi-unit) but restricted to the property dwellers.	0%	0
No, there is not any parking associated with my property.	0%	0
If yes, please specify how many spaces:		1
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>483</b>



If yes, please specify how many spaces:	
1	1

Q 8) Is there sufficient parking available at your residence for all your vehicles?

Answer Choices	Responses	
Yes	83%	10
No	17%	2
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



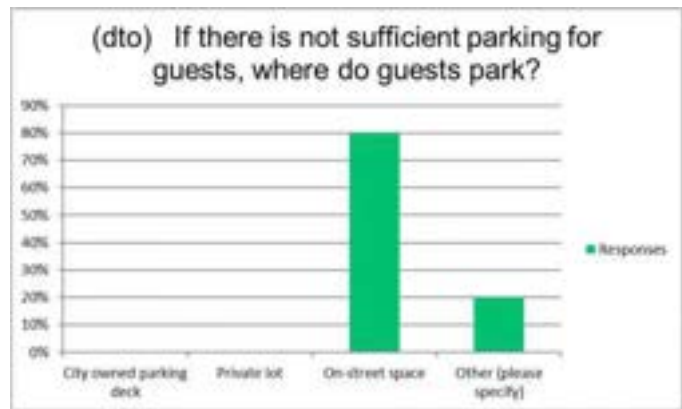
Q 9) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	18%	2
Not at all	45%	5
Usually, but not always	36%	4
<b>Answered</b>		<b>11</b>
<b>Skipped</b>		<b>483</b>



Q 10) If there is not sufficient parking for guests, where do guests park?

Answer Choices	Responses	
City owned parking deck	0%	0
Private lot	0%	0
On-street space	80%	8
Other (please specify)	20%	1
<b>Answered</b>		<b>9</b>
<b>Skipped</b>		<b>485</b>



Other (please specify)	
1	Haven't had any guests because of insufficient parking where I live.

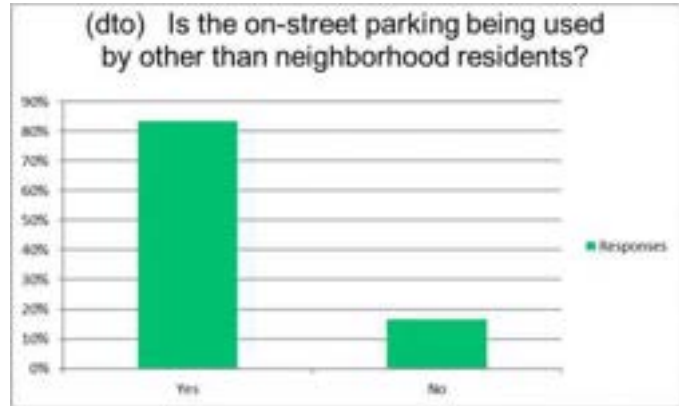
Q 11) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	92%	11
No	8%	1
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 12) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, students or employees parking in the neighborhood)

Answer Choices	Responses	
Yes	83%	10
No	17%	2
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



	Other (please specify)
1	Haven't had any guests because of insufficient parking where I live.

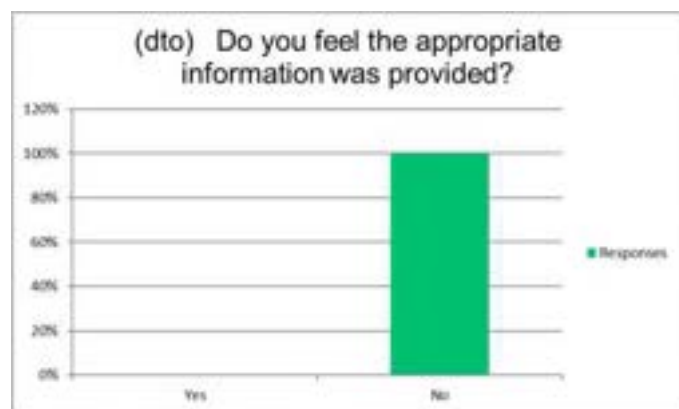
Q 13) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	25%	3
No	75%	9
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 14) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	0%	0
No	100%	3
<b>Answered</b>		<b>3</b>
<b>Skipped</b>		<b>491</b>

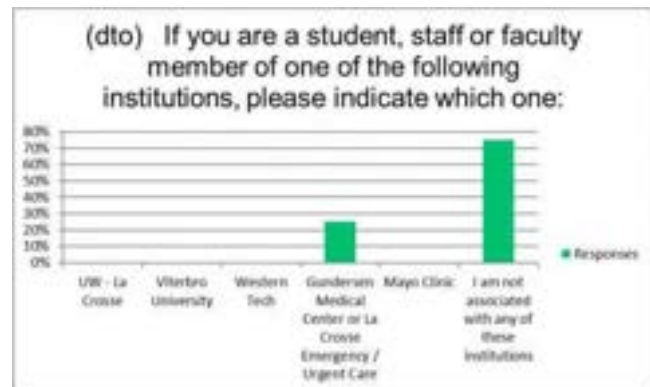


Q 15) What content would you suggest be added or changed?

<b>Answered</b>	<b>1</b>	<b>Responses</b>
<b>Skipped</b>	<b>493</b>	1 Don't recall.

Q 16) If you are a student, staff or faculty member of one of the following institutions, please indicate which one:

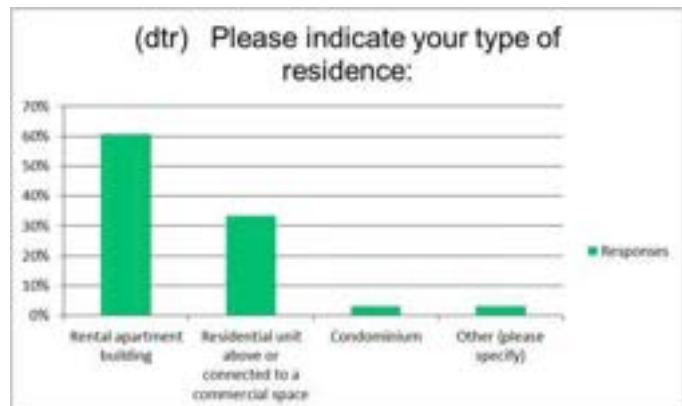
Answer Choices	Responses
UW - La Crosse	0% 0
Viterbo University	0% 0
Western Tech	0% 0
Gundersen Medical Center or La Crosse Emergency / Urgent Care	25% 3
Mayo Clinic	0% 0
I am not associated with any of these institutions	75% 9
<b>Answered</b>	<b>12</b>
<b>Skipped</b>	<b>482</b>



**Downtown Resident – Renter (dtr)**

Q 17) Please indicate your type of residence:

Answer Choices	Responses
Rental apartment building	61% 20
Residential unit above or connected to a commercial space	33% 11
Condominium	3% 1
Other (please specify)	3% 1
<b>Answered</b>	<b>33</b>
<b>Skipped</b>	<b>461</b>

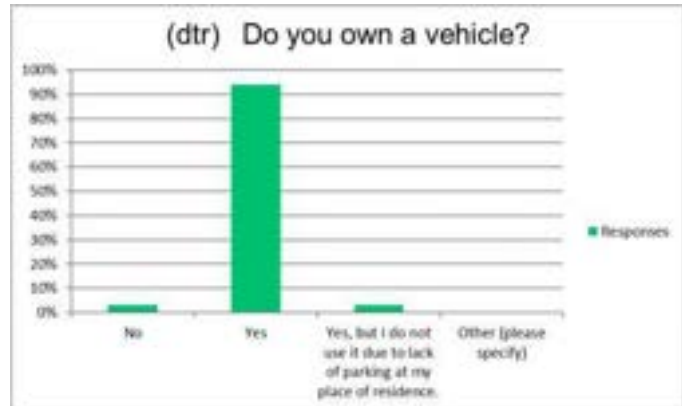


Other (please specify)
1 Duplex



Q 18) Do you own a vehicle?

Answer Choices	Responses	
No	3%	1
Yes	94%	31
Yes, but I do not use it due to lack of parking at my place of residence.	3%	1
Other (please specify)	0%	0
<b>Answered</b>		<b>33</b>
<b>Skipped</b>		<b>461</b>



Q 19) Does your place of residence provide a designated parking space for you as a renter?

Answer Choices	Responses	
Yes, I have an assigned space, in a parking lot owned by my residential building.	44%	14
I can park in any space within the private lot owned by my residential building.	22%	7
My place of residence does not have a private lot, I park on-street.	13%	4
My place of residence does not have a private lot, I park some place other than on-street.	22%	7
If you park in a lot associated with your building, how many spaces do you utilize? (Example: each unit is allowed 2 spaces, but I only use 1)		15
<b>Answered</b>		<b>32</b>
<b>Skipped</b>		<b>462</b>



	If you park in a lot associated with your building, how many spaces do you utilize? (Example: each unit is allowed 2 spaces, but I only use 1)
1	1
2	My unit is allowed 1 inside 1 outside space
3	Unit gets 1, I share it with my roommate
4	1
5	1
6	FYI - not a great question as I have an attached garage with lot parking available to any resident
7	I have a spot in our Underground Garage that I utilize more than the parking lot.
8	We are only given one spot, it have 2 cars. So one uses public parking space.
9	1
10	1 space
11	I pay for 2 spaces.
12	1
13	1 allotted and I use it
14	2
15	1, plus rent 1 in parking ramp for 2nd vehicle

**Q 20) Is a parking space included in the cost of rent?**

Answer Choices	Responses	
Yes, my rent includes an OFF-STREET parking space associated with my building	68%	13
Yes, my rent includes an ON-STREET parking permit	0%	0
No, my rent does not cover the cost of an OFF-STREET space, I pay a separate fee	32%	6
No, my rent does not cover the cost of an ON-STREET parking permit, I purchase one myself	0%	0
There is no on-street or off-street parking available, I park somewhere else	0%	0
	<b>Answered</b>	<b>19</b>
	<b>Skipped</b>	<b>475</b>



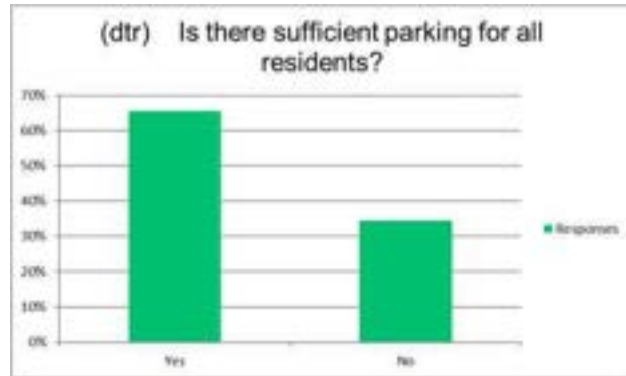
**Q 21) How much and how often do you pay to park? Ex: I purchase a monthly permit for \$50 to park on-street in front of my complex.**

**Answered 16**  
**Skipped 478**

	Responses
1	I pay to register my car
2	I would have to pay \$65 dollars a month just to park my car in their parking lot. Which is ridiculous once again, but I'm considering it since I have to pay \$4 per day to park with the passport parking Which ends up Being around \$80 per month you're making just from me.
3	I was told by the CITY OF LACROSSE that that doesnt Exist when i called for one. They said there are \$50/mo to park in a Ramp only. Which i paid for years. It's too much and i parked one on the street for my lunch break and got a tickets because they Thought it was same side parking in one day. I was/am irate. I live here and should not get a ticket and te fact that you cant claim the parking cost on taxes either makes it hard to be a PROUD LACROSSE DT RESIDENT
4	Zerp
5	0
6	A few times a week in the parking ramps.
7	I pay extra to park in our underground garage.
8	0
9	\$10/week
10	Often, approximately \$40
11	N/A
12	I don't
13	I used to pay to park in the La Crosse Center Ramp. When they raised their price, I started parking in the Riverside Parking Ramp because it is free and I can leave my car there for days on end.
14	monthly fee in market square ramp
15	0
16	\$65 underground parking space

Q 22) Is there sufficient parking for all residents?

Answer Choices	Responses	
Yes	66%	19
No	34%	10
<b>Answered</b>		<b>29</b>
<b>Skipped</b>		<b>465</b>



Q 23) Due to the insufficient parking available for all residents, where else do you park?

Answer Choices	Responses	
Privately owned lot	20%	2
City owned parking ramp	30%	3
On-street space	30%	3
Other (please specify)	20%	2
<b>Answered</b>		<b>10</b>
<b>Skipped</b>		<b>484</b>



Other (please specify)	
1	Ive had to leave my csr at the office before and walk in a polar vortex weather storm home
2	Parking ramp, street, other lots.

Q 24) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	37%	7
Not at all	21%	4
Usually, but not always	42%	8
<b>Answered</b>		<b>19</b>
<b>Skipped</b>		<b>475</b>

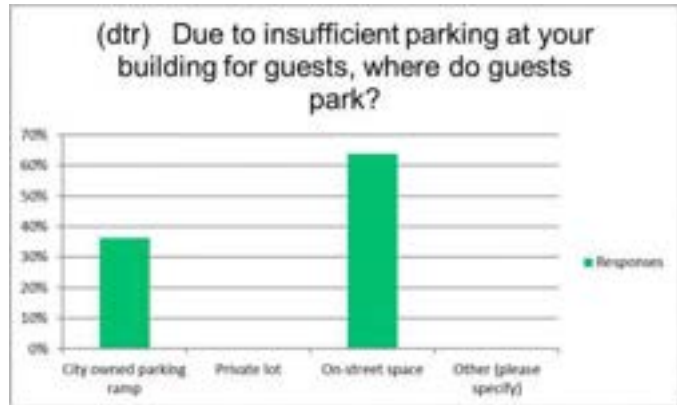


Q 25) Due to insufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	36%	8
Private lot	0%	0
On-street space	64%	14
Other (please specify)	0%	0

Answered 22

Skipped 472



Q 26) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	100%	15
No	0%	0

Answered 15

Skipped 479

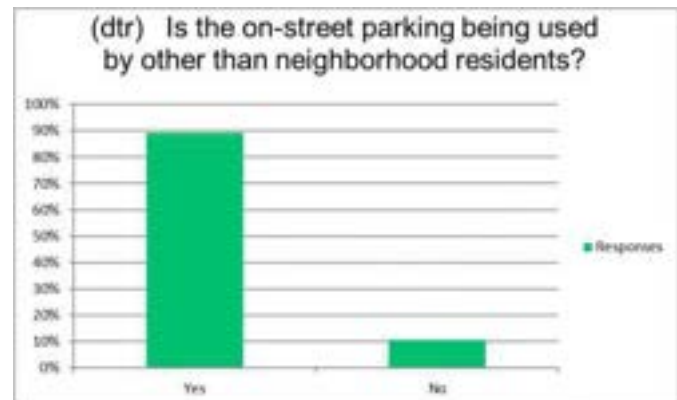


Q 27) Is the on-street parking being used by other than neighborhood residents? (For example: commuters or employees parking in the neighborhood.)

Answer Choices	Responses	
Yes	89%	25
No	11%	3

Answered 28

Skipped 466





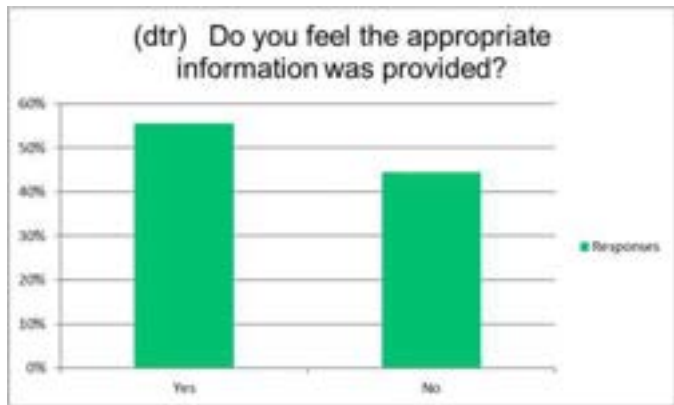
Q 28) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	31%	9
No	69%	20
<b>Answered</b>		<b>29</b>
<b>Skipped</b>		<b>465</b>



Q 29) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	56%	5
No	44%	4
<b>Answered</b>		<b>9</b>
<b>Skipped</b>		<b>485</b>



Q 30) What would you suggest be added or changed?

**Answered 4**  
**Skipped 490**

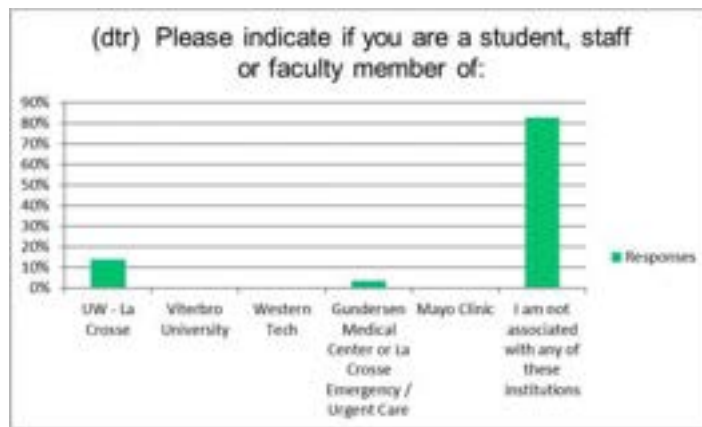
	Responses
1	Apparently they Lied about street permits. Also 2hrs on the street where i love is ridiculous. I paid to park in the ramp once and was sick and home. So bad incouldnt work and got a parking ticket even after getting out of bed just to walk in the snow to Pay to park where i live for the day, it was too late. Just heartbroken
2	Make the appeal for a parking ticket more understandable.
3	the info about the parking app is not good
4	Need to be able to auto pay monthly ramp parking

Q 31) Please indicate if you are a student, staff or faculty member of:

Answer Choices	Responses	
UW - La Crosse	14%	4
Viterbro University	0%	0
Western Tech	0%	0
Gundersen Medical Center or La Crosse Emergency / Urgent Care	3%	1
Mayo Clinic	0%	0
I am not associated with any of these institutions	83%	24

Answered 29

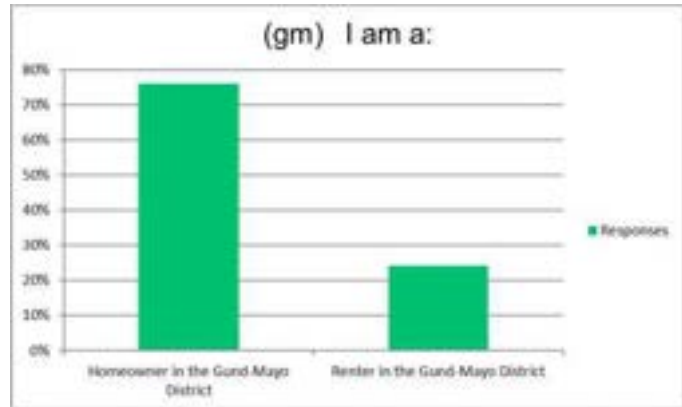
Skipped 465



**Gund Mayo District - Resident Responses**

Q 32) I am a:

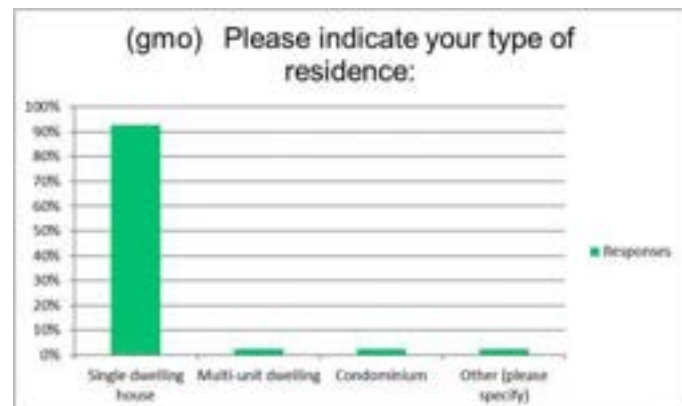
Answer Choices	Responses	
Homeowner in the Gund-Mayo District	76%	41
Renter in the Gund-Mayo District	24%	13
<b>Answered</b>		<b>54</b>
<b>Skipped</b>		<b>440</b>



**Gund Mayo Resident – Homeowner (gmo)**

Q 33) Please indicate your type of residence:

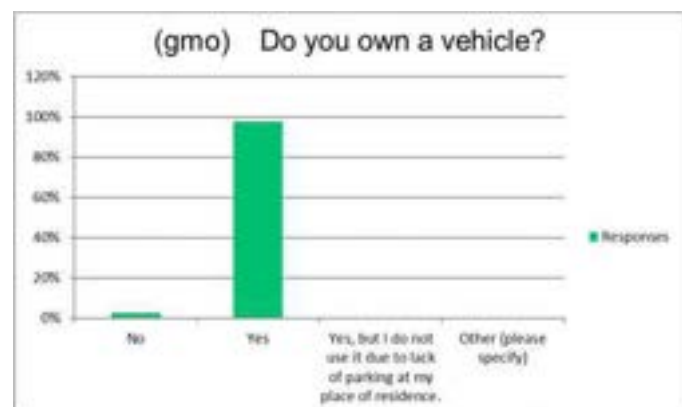
Answer Choices	Responses	
Single dwelling house	93%	38
Multi-unit dwelling	2%	1
Condominium	2%	1
Other (please specify)	2%	1
<b>Answered</b>		<b>41</b>
<b>Skipped</b>		<b>453</b>



Other (please specify)	
1	Duplex

Q 34) Do you own a vehicle?

Answer Choices	Responses	
No	2%	1
Yes	98%	40
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>41</b>
<b>Skipped</b>		<b>453</b>



Q 35) Does your place of residence have designated parking?

Answer Choices	Responses	
Yes, my residence has parking space on my property.	83%	33
Parking is shared with other residents (condos/multi-unit) but restricted to the property dwellers.	8%	3
No, there is not any parking associated with my property.	10%	4
If yes, please specify how many spaces:		13
	<b>Answered</b>	<b>40</b>
	<b>Skipped</b>	<b>454</b>



If yes, please specify how many spaces:	
1	2
2	2
3	I have a garage for one car and one more car could fit on my driveway, but it would be hard to back out of the garage with them there.
4	8
5	1
6	2
7	4
8	3
9	1
10	2
11	2
12	2
13	3

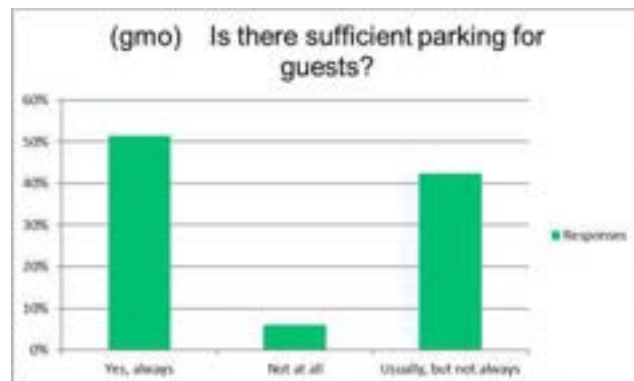
Q 36) Is there sufficient parking available at your residence for all your vehicles?

Answer Choices	Responses	
Yes	83%	33
No	18%	7
	<b>Answered</b>	<b>40</b>
	<b>Skipped</b>	<b>454</b>



Q 37) Is there sufficient parking for guests?

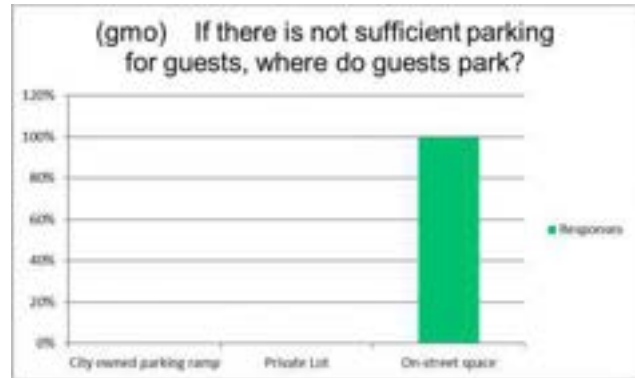
Answer Choices	Responses	
Yes, always	52%	17
Not at all	6%	2
Usually, but not always	42%	14
	<b>Answered</b>	<b>33</b>
	<b>Skipped</b>	<b>461</b>





Q 38) If there is not sufficient parking for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private Lot	0%	0
On-street space	100%	22
Other (please specify)		1
<b>Answered</b>		<b>22</b>
<b>Skipped</b>		<b>472</b>



Other (please specify)	
1	I usually park the winter months at my son's house on Weston. I park on the street in front of my house summer months.

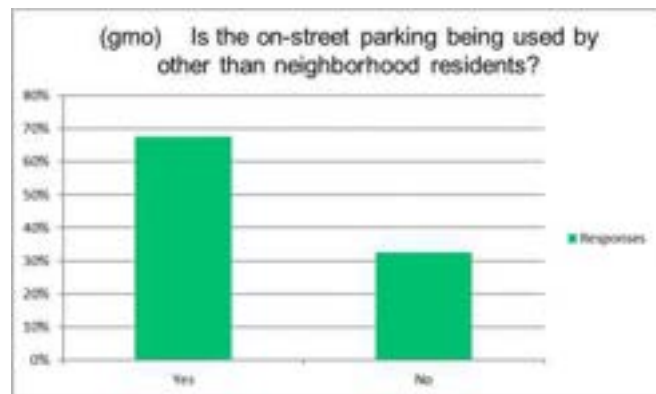
Q 39) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	90%	36
No	10%	4
<b>Answered</b>		<b>40</b>
<b>Skipped</b>		<b>454</b>



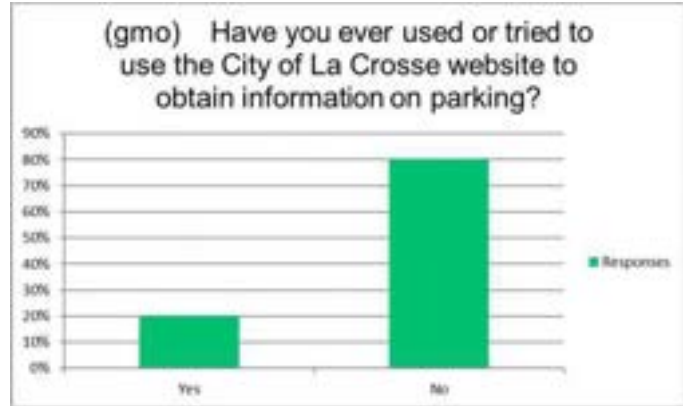
Q 40) Is the on-street parking being used by other than neighborhood residents? (For example: commuters, employees, hospital visitors)

Answer Choices	Responses	
Yes	68%	27
No	33%	13
<b>Answered</b>		<b>40</b>
<b>Skipped</b>		<b>454</b>



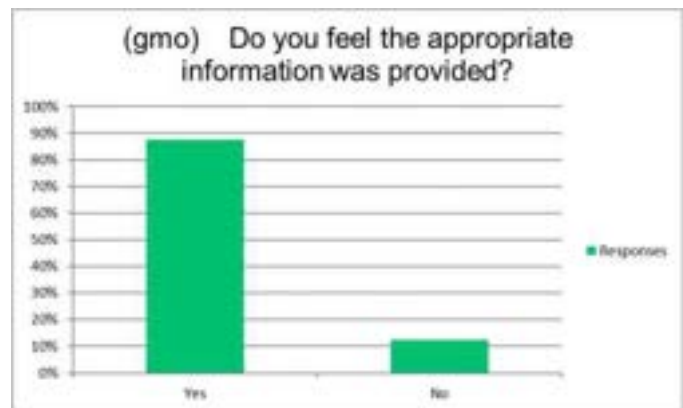
Q 41) Have you ever used or tried to use the City of La Crosse website to obtain information on parking?

Answer Choices	Responses	
Yes	20%	8
No	80%	32
<b>Answered</b>		<b>40</b>
<b>Skipped</b>		<b>454</b>



Q 42) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	88%	7
No	13%	1
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>486</b>



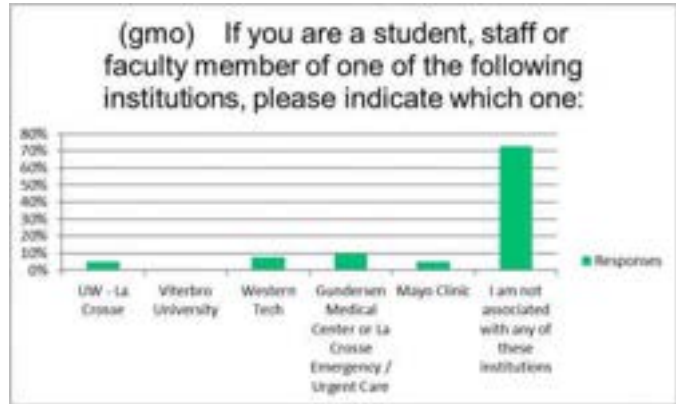
Q 43) What content would you suggest be added or changed?

**Answered** 1  
**Skipped** 493

Responses	
1	More information on the process. I've never paid to park in a ramp before and I just wanted to know more of the process. Instead, I walked further to where I knew I could have park longer period of time without parallel parking

Q 44) If you are a student, staff or faculty member of one of the following institutions, please indicate which one:

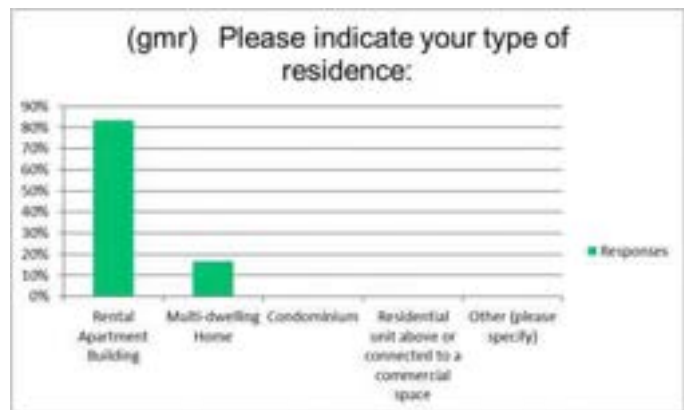
Answer Choices	Responses	
UW - La Crosse	5%	2
Viterbo University	0%	0
Western Tech	8%	3
Gundersen Medical Center or La Crosse Emergency / Urgent Care	10%	4
Mayo Clinic	5%	2
I am not associated with any of these institutions	73%	29
<b>Answered</b>		<b>40</b>
<b>Skipped</b>		<b>454</b>



**Gund Mayo Resident – Renter (gmr)**

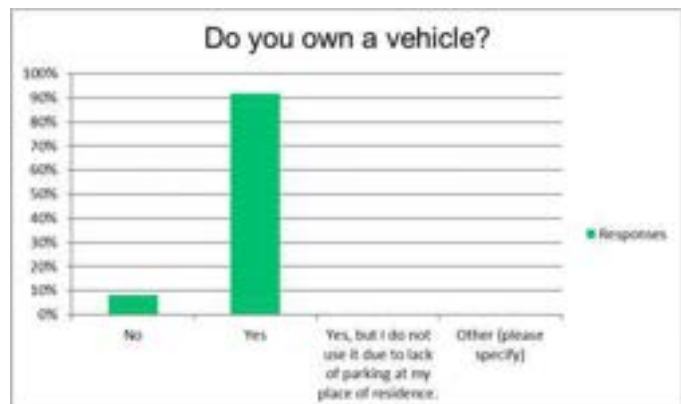
Q 45) Please indicate your type of residence:

Answer Choices	Responses	
Rental Apartment Building	83%	10
Multi-dwelling Home	17%	2
Condominium	0%	0
Residential unit above or connected to a commercial space	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 46) Do you own a vehicle?

Answer Choices	Responses	
No	8%	1
Yes	92%	11
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 47) Does your place of residence provide a designated parking space for you as a renter?

Answer Choices	Responses	
Yes, I have an assigned space, in a parking lot owned by my residential building.	33%	4
I can park in any space within the private lot owned by my residential building.	58%	7
My place of residence does not have a private lot, I park on-street.	8%	1
My place of residence does not have a private lot, I park some place other than on-street.	0%	0
If you park in a lot associated with your residential building, how many spaces do you utilize? (Example: each unit is allowed 2 spaces, but I only use 1)		8

Answered 12  
Skipped 482



Q 48) Is a parking space included in the cost of your rent?

Answer Choices	Responses	
Yes, my rent includes an OFF-STREET parking space associated with my building.	82%	9
Yes, my rent includes an ON-STREET parking permit.	0%	0
No, my rent does not cover the cost of an OFF-STREET space, I pay a separate fee.	18%	2
No, my rent does not cover the cost of an ON-STREET parking permit, I purchase one myself.	0%	0
There is no on-street or off-street parking associated with my place of residence; I park somewhere else.	0%	0

Answered 11  
Skipped 483



Q 49) How much and how often do you pay to park? Example: I purchase a monthly permit for \$50 to park on-street near my residence.

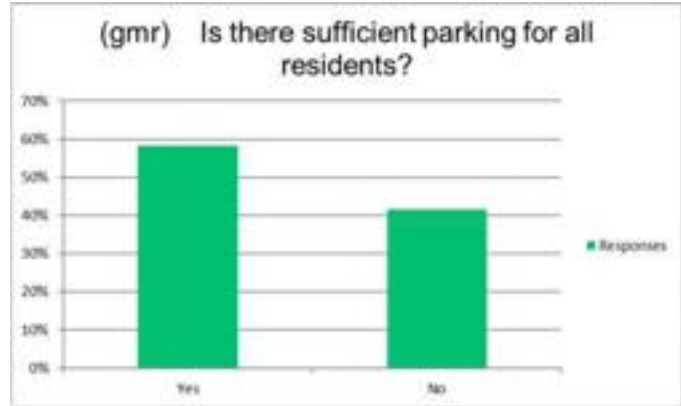
Answered 3  
Skipped 491

	Responses
1	\$40 monthly for underground parking; parking lot free that i also use
2	\$40/month under our building
3	0



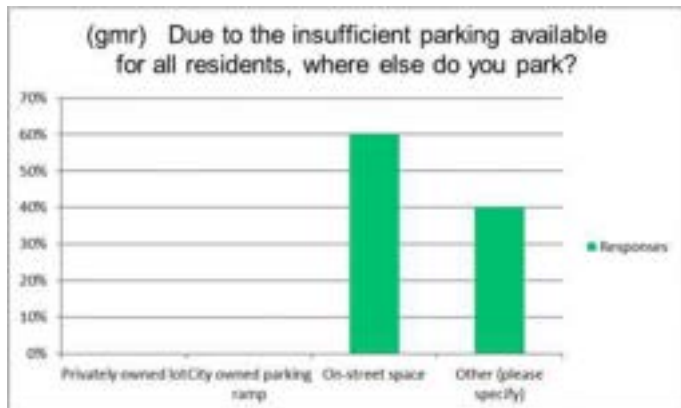
Q 50) Is there sufficient parking for all residents?

Answer Choices	Responses	
Yes	58%	7
No	42%	5
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 51) Due to the insufficient parking available for all residents, where else do you park?

Answer Choices	Responses	
Privately owned lot	0%	0
City owned parking ramp	0%	0
On-street space	60%	3
Other (please specify)	40%	2
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>



Other (please specify)	
1	Side yard with alley access
2	I rent a spot in our building's garage.

Q 52) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	14%	1
Not at all	14%	1
Usually, but not always	71%	5
<b>Answered</b>		<b>7</b>
<b>Skipped</b>		<b>487</b>



Q 53) Due to insufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private lot	0%	0
On-street parking	91%	10
Other (please specify)	9%	1



	Other (please specify)
1	There is some parking bt not a lot

Q 54) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	0%	0
No	100%	2

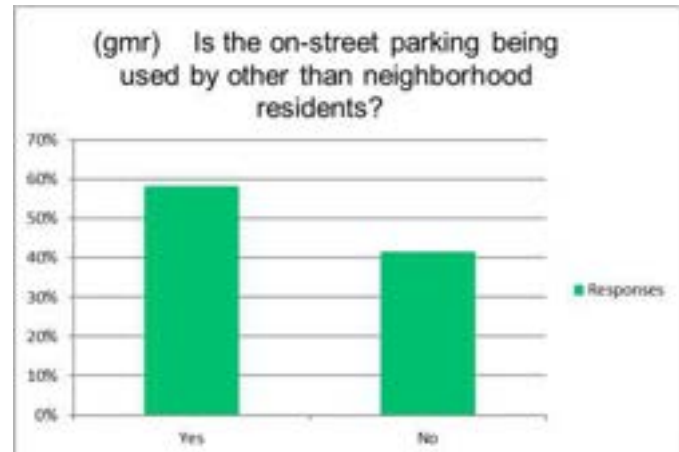
Answered 2  
Skipped 492



Q 55) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, employees parking in the neighborhood.)

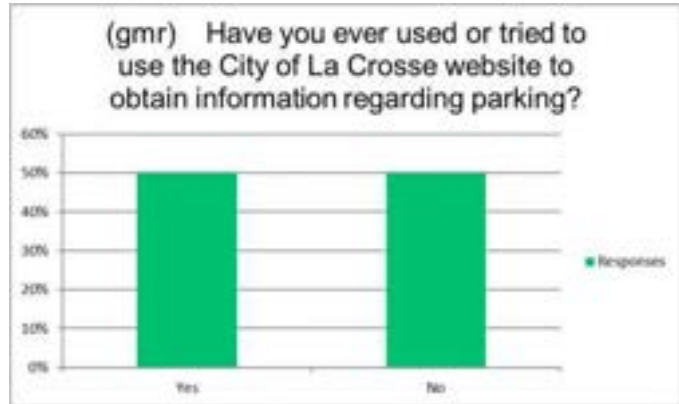
Answer Choices	Responses	
Yes	58%	7
No	42%	5

Answered 12  
Skipped 482



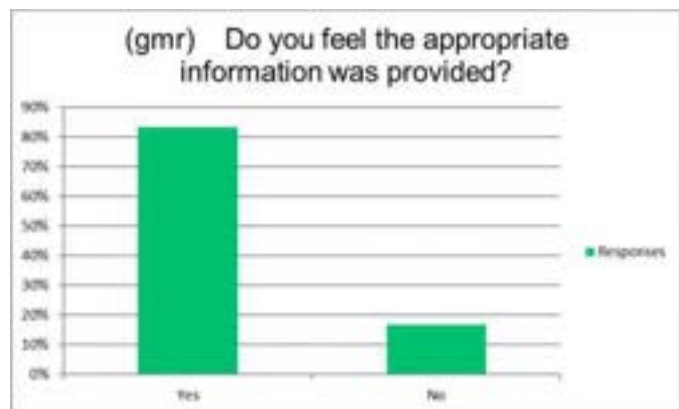
Q 56) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	50%	6
No	50%	6
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 57) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	83%	5
No	17%	1
<b>Answered</b>		<b>6</b>
<b>Skipped</b>		<b>488</b>



Q 58) What would you suggest be added or changed?

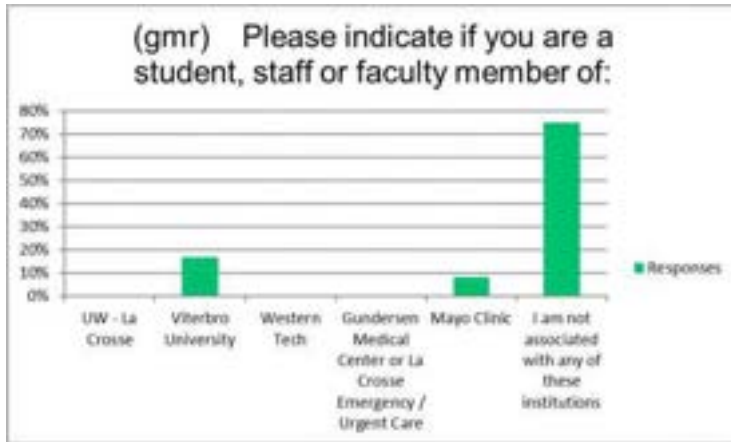
**Answered** 1  
**Skipped** 493

Responses	
1	I'm not sure if it's been updated since I looked last, but I would like there to be easy access to location, name and parking app code number for each ramp downtown. When I forget to register at the ramp, it's hard to find which code I need to use (1109 etc)

Q 59) Please indicate if you are a student, staff or faculty member of:

Answer Choices	Responses	
UW - La Crosse	0%	0
Viterbo University	17%	2
Western Tech	0%	0
Gundersen Medical Center or La Crosse Emergency / Urgent Care	0%	0
Mayo Clinic	8%	1
I am not associated with any of these institutions	75%	9

Answered 12  
Skipped 482



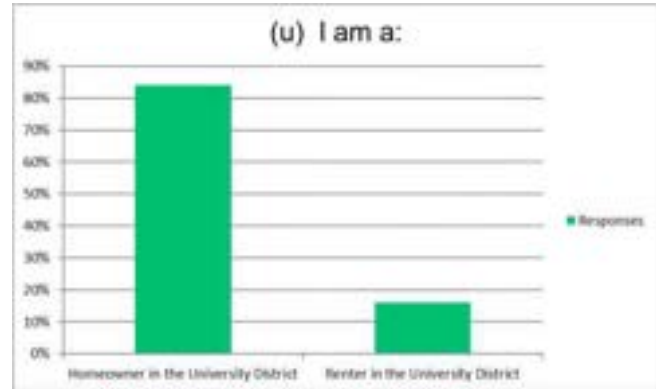


University District - Resident Responses

Q 60) I am a:

Answer Choices	Responses	
Homeowner in the University District	84%	89
Renter in the University District	16%	17

Answered 106  
Skipped 388

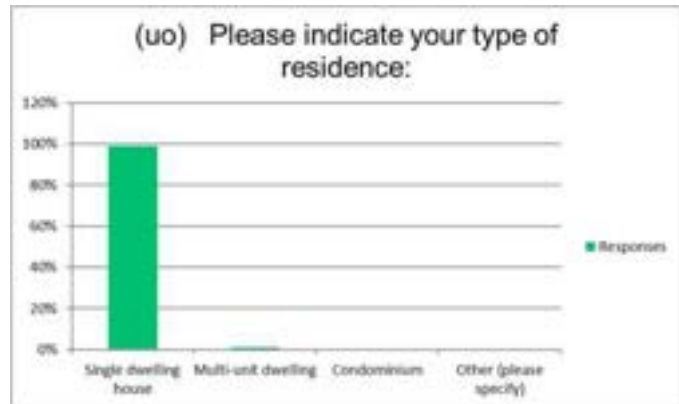


University Resident – Homeowner (uo)

Q 61) Please indicate your type of residence:

Answer Choices	Responses	
Single dwelling house	99%	87
Multi-unit dwelling	1%	1
Condominium	0%	0
Other (please specify)	0%	0

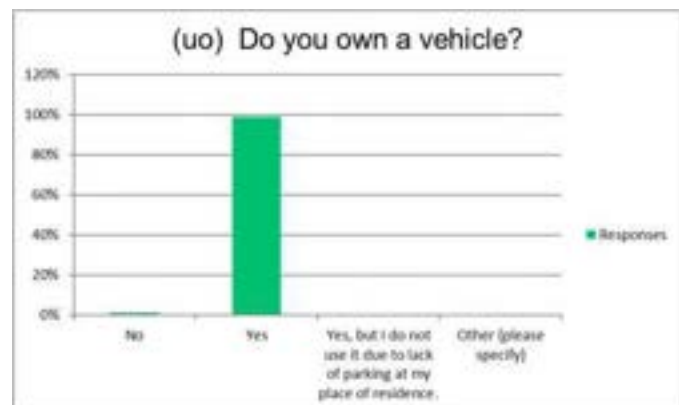
Answered 88  
Skipped 406



Q 62) Do you own a vehicle?

Answer Choices	Responses	
No	1%	1
Yes	99%	87
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0

Answered 88  
Skipped 406



Q 63) Does your place of residence have designated parking?

Answer Choices	Responses	
Yes, my residence has parking space on my property.	85%	73
Parking is shared with other residents (condos/multi-unit) but restricted to the property dwellers.	0%	0
No, there is not any parking associated with my property.	15%	13
If yes, please specify how many spaces:		40
	<b>Answered</b>	<b>86</b>
	<b>Skipped</b>	<b>408</b>



Q 64) Is there sufficient parking available at your residence for all your vehicles?

Answer Choices	Responses	
Yes	75%	65
No	25%	22
	<b>Answered</b>	<b>87</b>
	<b>Skipped</b>	<b>407</b>



Q 65) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	41%	26
Not at all	11%	7
Usually, but not always	48%	31
	<b>Answered</b>	<b>64</b>
	<b>Skipped</b>	<b>430</b>



Q 66) If there is not sufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private lot	3%	2
On-street parking	95%	56
Other (please specify)		1

Answered 59

Skipped 435

Other (please specify)	
1	They could use the alley to park in my backyard



Q 67) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	93%	79
No	7%	6

Answered 85

Skipped 409

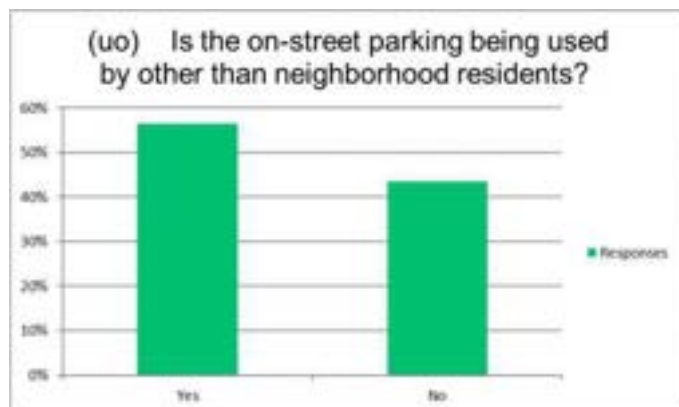


Q 68) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, employees parking in the neighborhood.)

Answer Choices	Responses	
Yes	56%	48
No	44%	37

Answered 85

Skipped 409



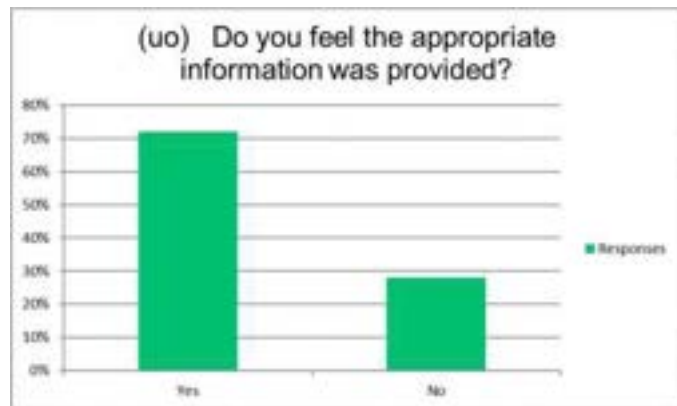
Q 69) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	30%	25
No	70%	59
<b>Answered</b>		<b>84</b>
<b>Skipped</b>		<b>410</b>



Q 70) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	72%	18
No	28%	7
<b>Answered</b>		<b>25</b>
<b>Skipped</b>		<b>469</b>



Q 71) What content would you suggest be added or changed?

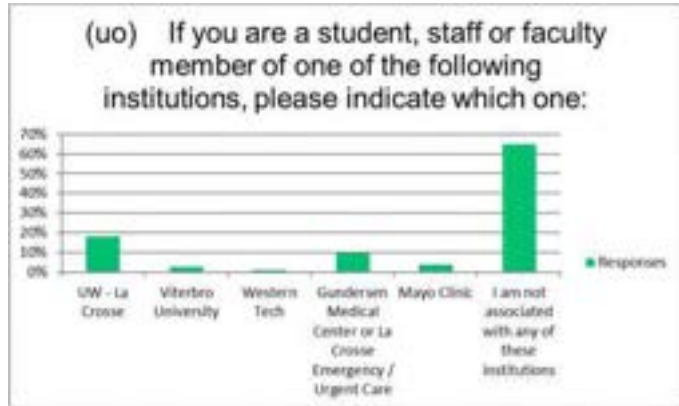
**Answered 6**  
**Skipped 488**

	Responses
1	Clear instructions on obtaining residential parking permits. Also, in the case of a delay in receiving permit as was the recent year, what the city will do until permits are received.
2	Off side parking dates and what side of the road cars need to be parked on o which days. I'm sure this info is available but it is really difficult to find.
3	I tried to use the old website before we moved to La Crosse and it was awful. The new one is better. There is nothing dedicated to the arts-but that reflects the city as a whole.
4	How to stop students from parking in front of my house
5	No info on the process for changing on street parking regulations.
6	More specific



Q 72) If you are a student, staff or faculty member of one of the following institutions, please indicate which one:

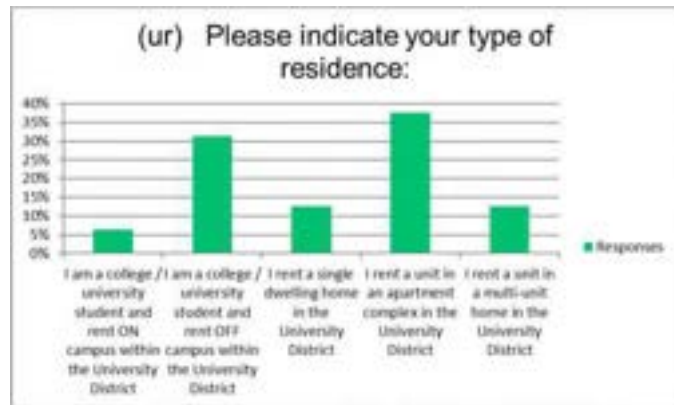
Answer Choices	Responses	
UW - La Crosse	18%	15
Viterbo University	2%	2
Western Tech	1%	1
Gundersen Medical Center or La Crosse Emergency / Urgent Care	10%	8
Mayo Clinic	4%	3
I am not associated with any of these institutions	65%	54
<b>Answered</b>		<b>83</b>
<b>Skipped</b>		<b>411</b>



**University Resident – Renter (ur)**

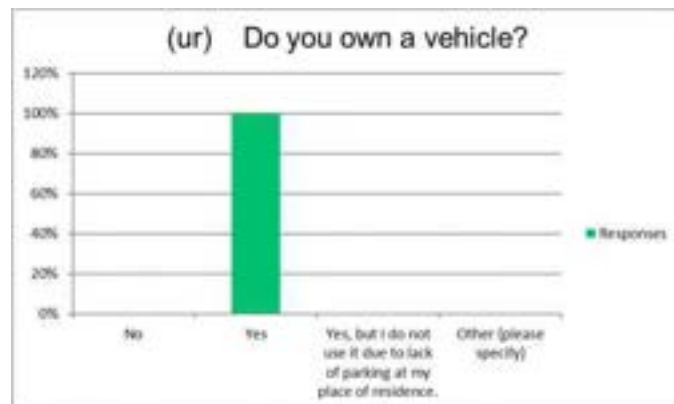
Q 73) Please indicate your type of residence:

Answer Choices	Responses	
I am a college / university student and rent ON campus within the University District	6%	1
I am a college / university student and rent OFF campus within the University District	31%	5
I rent a single dwelling home in the University District	13%	2
I rent a unit in an apartment complex in the University District	38%	6
I rent a unit in a multi-unit home in the University District	13%	2
<b>Answered</b>		<b>16</b>
<b>Skipped</b>		<b>478</b>



Q 74) Do you own a vehicle?

Answer Choices	Responses	
No	0%	0
Yes	100%	15
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>15</b>
<b>Skipped</b>		<b>479</b>



Q 75) Does your place of residence provide a designated parking space for you as a renter?

Answer Choices	Responses	
Yes, I have an assigned space, in a parking lot owned by my residential building.	71%	10
I can park in any space within the private lot owned by my residential building.	14%	2
My place of residence does not have a private lot, I park on-street.	14%	2
My place of residence does not have a private lot, I park some place other than on-street.	0%	0
If you park in a lot associated with your residential building, how many spaces do you utilize? (Example: each unit is allowed 2 spaces, but I only use 1)		7
	<b>Answered</b>	<b>14</b>
	<b>Skipped</b>	<b>480</b>



Q 76) Is a parking space included in the cost of rent?

Answer Choices	Responses	
Yes, my rent includes an OFF-STREET parking space associated with my building	64%	7
Yes, my rent includes an ON-STREET parking permit	0%	0
No, my rent does not cover the cost of an OFF-STREET space, I pay a separate fee	36%	4
No, my rent does not cover the cost of an ON-STREET permit, I purchase one myself	0%	0
There is no on-street or off-street parking associated with my place of residence; I park somewhere else.	0%	0
	<b>Answered</b>	<b>11</b>
	<b>Skipped</b>	<b>483</b>



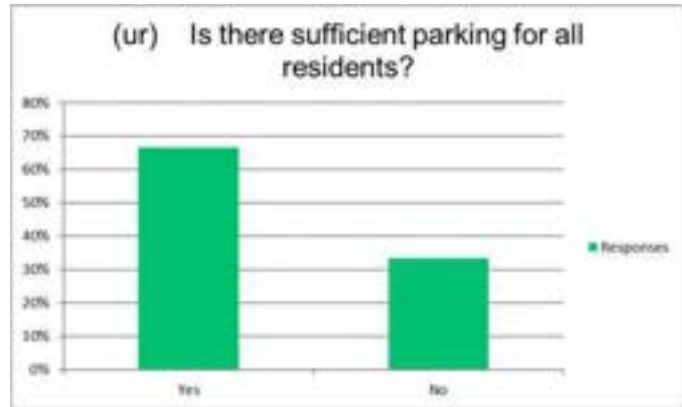
Q 77) How much and how often do you pay to park? (Example: I purchase a monthly permit for \$50 to park on-street in front of my residence.)

**Answered** 5  
**Skipped** 489

Responses
1 I pay for the yearly fee at the school.
2 Unless I get a ticket, I don't pay to park near my residence
3 100/month
4 \$135 per semester
5 I pay \$50 per month to park in the underground garage in my building.

Q 78) Is there sufficient parking for all residents?

Answer Choices	Responses	
Yes	67%	8
No	33%	4
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 79) Due to the insufficient parking available for all residents, where else do you park?

Answer Choices	Responses	
Privately owned lot	0%	0
City owned parking ramp	0%	0
On-street space	75%	3
Other (please specify)	25%	1
<b>Answered</b>		<b>4</b>
<b>Skipped</b>		<b>490</b>



Other (please specify)	
1	Sometimes I have to either park on the incorrect side of the street, even though I know I will get a ticket, or I have to park several blocks from my residence.

Q 80) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	50%	4
Not at all	25%	2
Usually, but not always	25%	2
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>486</b>



Q 81) Due to insufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private lot	0%	0
On-street space	100%	8
Other (please specify)	0%	0
<b>Answered</b>		<b>8</b>
<b>Skipped</b>		<b>486</b>



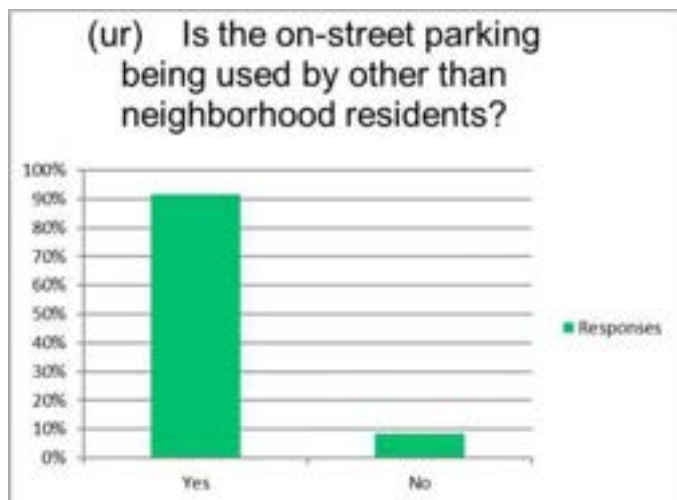
Q 82) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	100%	4
No	0%	0
<b>Answered</b>		<b>4</b>
<b>Skipped</b>		<b>490</b>



Q 83) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, students, or employees parking in the neighborhood.)

Answer Choices	Responses	
Yes	92%	11
No	8%	1
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>





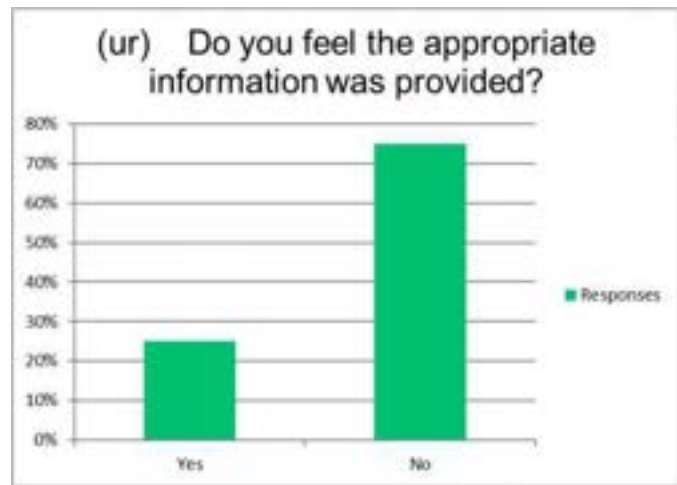
Q 84) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	33%	4
No	67%	8
<b>Answered</b>		<b>12</b>
<b>Skipped</b>		<b>482</b>



Q 85) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	25%	1
No	75%	3
<b>Answered</b>		<b>4</b>
<b>Skipped</b>		<b>490</b>



Q 86) What would you suggest be added or changed?

**Answered 3**  
**Skipped 491**

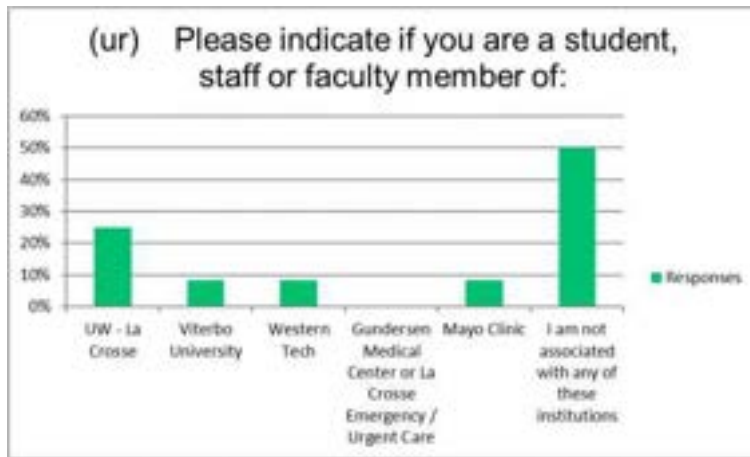
	Responses
1	More user friendly
2	Where is mention of the million parking tickets handed out every night? or the now costly street parking by the universities? This issue lies in whoever is trying to solve it - this being the first step in the right direction. It should not be the townspeoples job to pay for this issue in the attempt to fix it with their money somehow - no, I will pay in if there is a worthy solution, and so far there have been none.
3	Stop charging for parking on the street in the University area

Q 87) Please indicate if you are a student, staff or faculty member of:

Answer Choices	Responses	
UW - La Crosse	25%	3
Viterbo University	8%	1
Western Tech	8%	1
Gundersen Medical Center or La Crosse Emergency / Urgent Care	0%	0
Mayo Clinic	8%	1
I am not associated with any of these institutions	50%	6

**Answered 12**

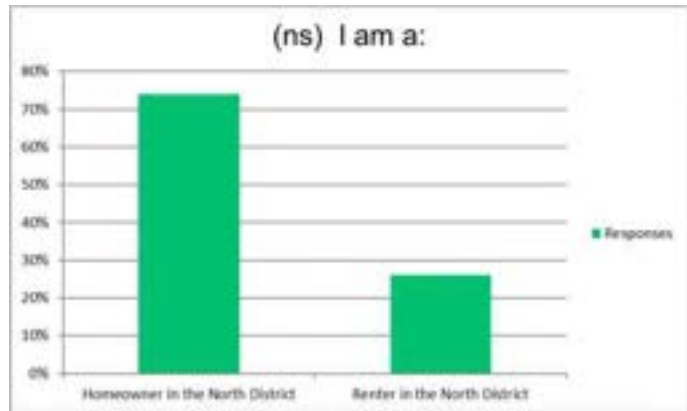
**Skipped 482**



**North Side Resident Responses**

Q 88) I am a:

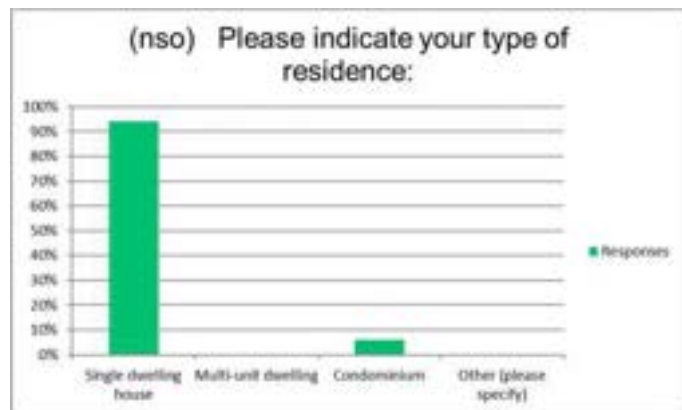
Answer Choices	Responses	
Homeowner in the North District	74%	17
Renter in the North District	26%	6
<b>Answered</b>		<b>23</b>
<b>Skipped</b>		<b>471</b>



**North Side Resident – Homeowner (nso)**

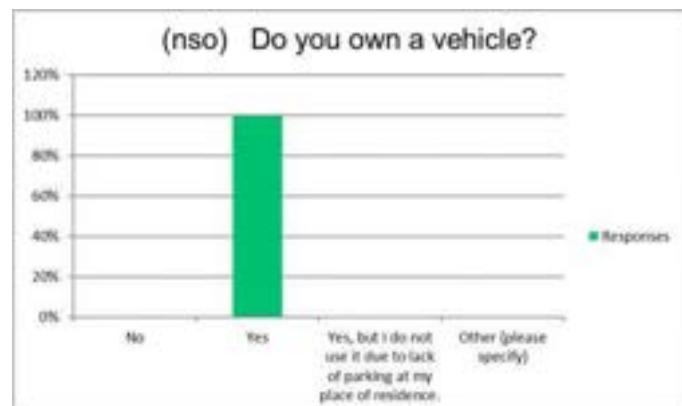
Q 89) Please indicate your type of residence:

Answer Choices	Responses	
Single dwelling house	94%	16
Multi-unit dwelling	0%	0
Condominium	6%	1
Other (please specify)	0%	0
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



Q 90) Do you own a vehicle?

Answer Choices	Responses	
No	0%	0
Yes	100%	17
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



Q 91) Does your place of residence have designated parking?

Answer Choices	Responses	
Yes, my residence has parking space on my property.	71%	12
Parking is shared with other residents (condos/multi-unit) but restricted to the property dwellers.	0%	0
property.	29%	5
If yes, please specify how many spaces.		7
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



	If yes, please specify how many spaces.
1	6
2	2
3	2
4	2 car parking area
5	3
6	two car garage/driveway space. Multiple spots in front of residence
7	3

Q 92) Is there sufficient parking available at your residence for all your vehicles?

Answer Choices	Responses	
Yes	88%	15
No	12%	2
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



Q 93) Is there sufficient parking for guests?

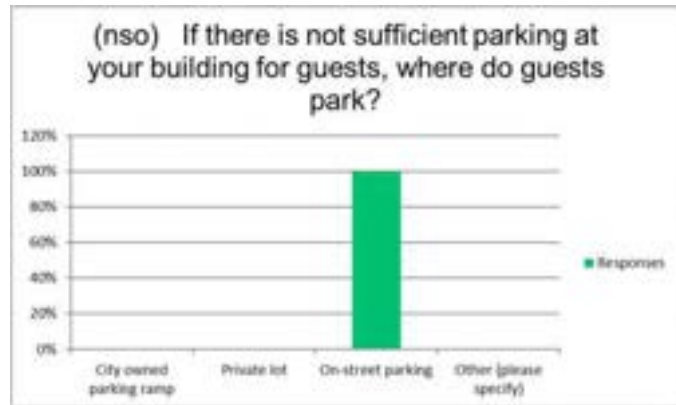
Answer Choices	Responses	
Yes, always	47%	7
Not at all	0%	0
Usually, but not always	53%	8
<b>Answered</b>		<b>15</b>
<b>Skipped</b>		<b>479</b>





Q 94) If there is not sufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private lot	0%	0
On-street parking	100%	10
Other (please specify)	0%	0
<b>Answered</b>		<b>10</b>
<b>Skipped</b>		<b>484</b>



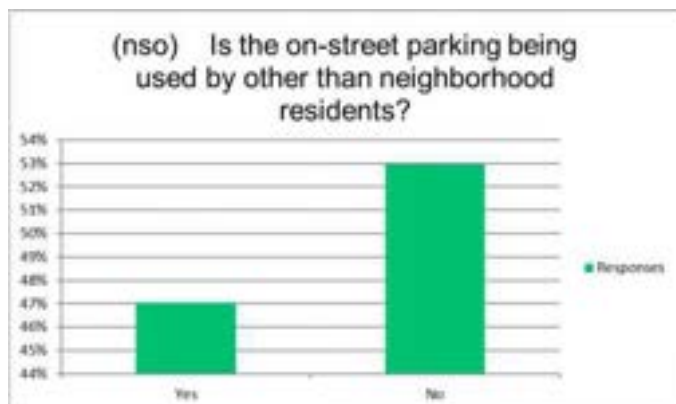
Q 95) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	94%	16
No	6%	1
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



Q 96) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, employees parking in the neighborhood.)

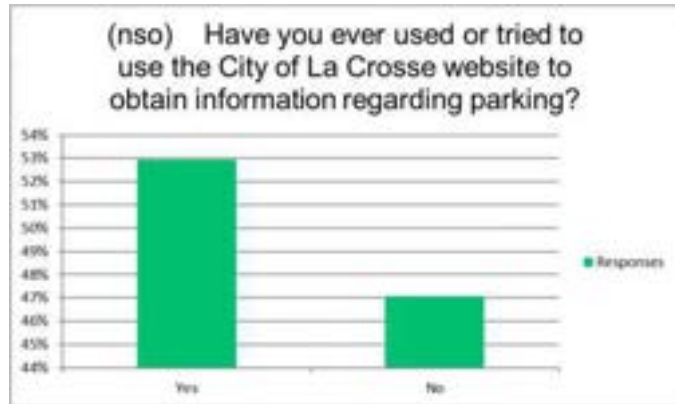
Answer Choices	Responses	
Yes	47%	8
No	53%	9
<b>Answered</b>		<b>17</b>
<b>Skipped</b>		<b>477</b>



Q 97) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	53%	9
No	47%	8

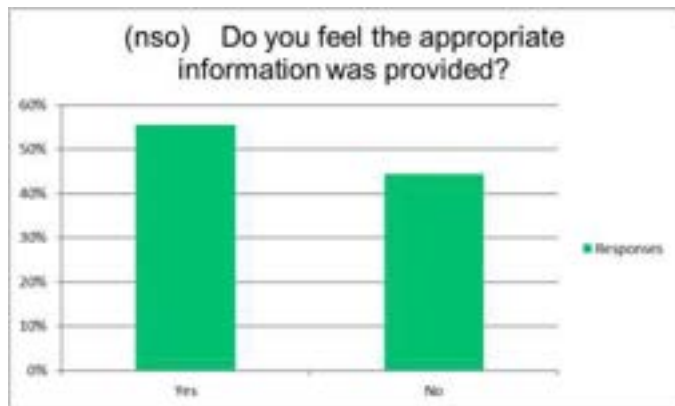
Answered 17  
Skipped 477



Q 98) Do you feel the appropriate information was provided?

Answer Choices	Responses	
Yes	56%	5
No	44%	4

Answered 9  
Skipped 485



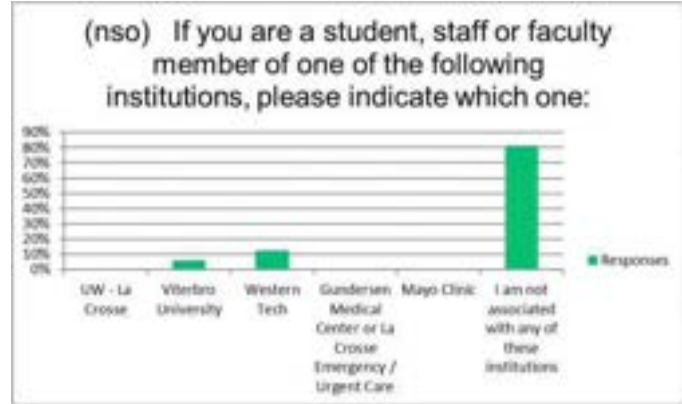
Q 99) What would you suggest be added or changed?

Answered 4  
Skipped 490

	Responses
1	Do better on explaining rules like alternate side parking
2	Make it clearer.
3	More often than not city of lacrosse information isn't clearly listed on the site, it's mostly a web design issue
4	The location of where you go to pay if the machine isn't working and you don't have a cell phone or internet access on the machine itself!

Q 100) If you are a student, staff or faculty member of one of the following institutions, please indicate which one:

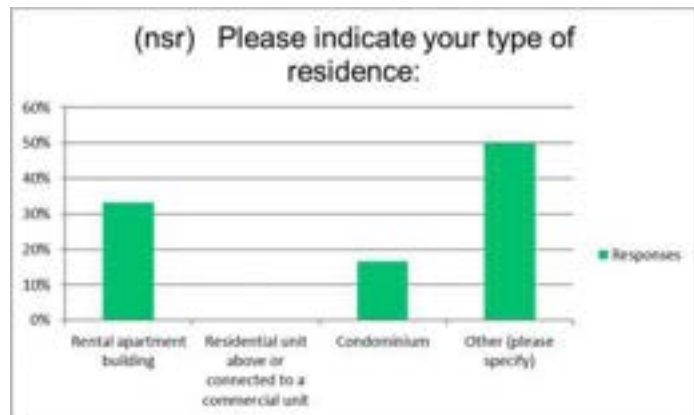
Answer Choices	Responses	
UW - La Crosse	0%	0
Viterbro University	6%	1
Western Tech	13%	2
Gundersen Medical Center or La Crosse Emergency / Urgent Care	0%	0
Mayo Clinic	0%	0
I am not associated with any of these institutions	81%	13
	<b>Answered</b>	<b>16</b>
	<b>Skipped</b>	<b>478</b>



**North Side Resident – Renter (nsr)**

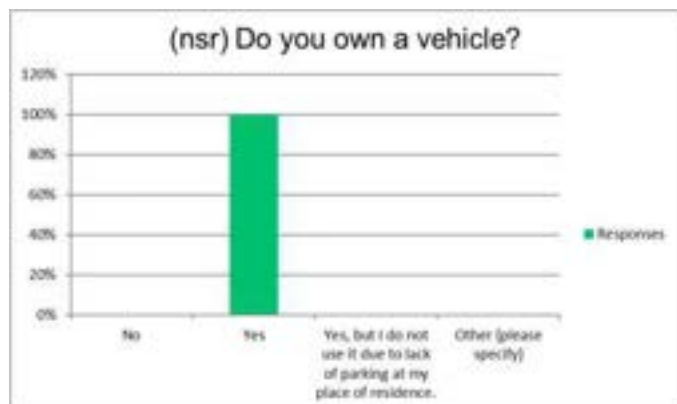
Q 101) Please indicate your type of residence:

Answer Choices	Responses	
Rental apartment building	33%	2
Residential unit above or connected to a commercial unit	0%	0
Condominium	17%	1
Other (please specify)	50%	3
	<b>Answered</b>	<b>6</b>
	<b>Skipped</b>	<b>488</b>



Q 102) Do you own a vehicle?

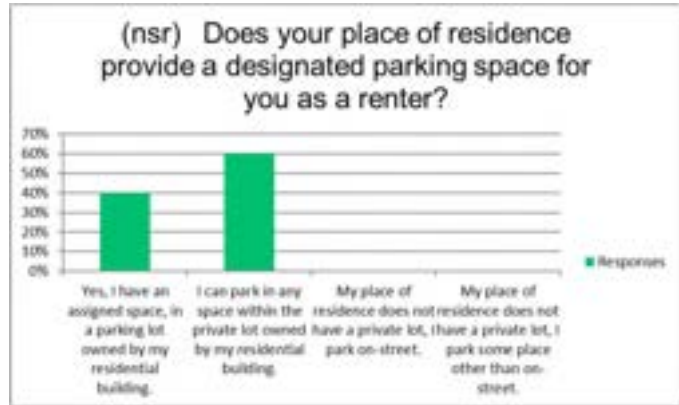
Answer Choices	Responses	
No	0%	0
Yes	100%	6
Yes, but I do not use it due to lack of parking at my place of residence.	0%	0
Other (please specify)	0%	0
	<b>Answered</b>	<b>6</b>
	<b>Skipped</b>	<b>488</b>



Q 103) Does your place of residence provide a designated parking space for you as a renter?

Answer Choices	Responses	
Yes, I have an assigned space, in a parking lot owned by my residential building.	40%	2
I can park in any space within the private lot owned by my residential building.	60%	3
My place of residence does not have a private lot, I park on-street.	0%	0
My place of residence does not have a private lot, I park some place other than on-street.	0%	0
If you park in a lot associated with your residential building, how many spaces do you utilize? (Example: each unit is allowed 2 spaces, but I only use 1)		3

Answered 5  
Skipped 489



Q 104) Is a parking space included in the cost of your rent?

Answer Choices	Responses	
Yes, my rent includes and OFF-STREET parking space associated with my building.	100%	5
Yes, my rent includes an ON-STREET parking permit.	0%	0
No, my rent does not cover the cost of an OFF-STREET space, I pay a separate fee.	0%	0
No, my rent does not cover the cost of an ON-STREET parking permit, I purchase one myself.	0%	0
There is no on-street or off-street parking associated with my place of residence; I park somewhere else.	0%	0

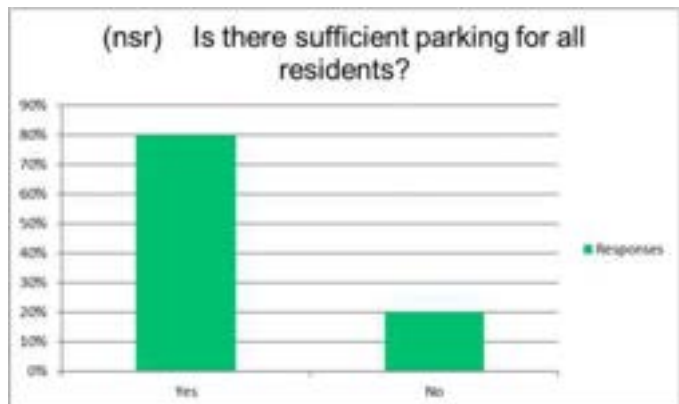
Answered 5  
Skipped 489



105) Is there sufficient parking for all residents?

Answer Choices	Responses	
Yes	80%	4
No	20%	1

Answered 5  
Skipped 489

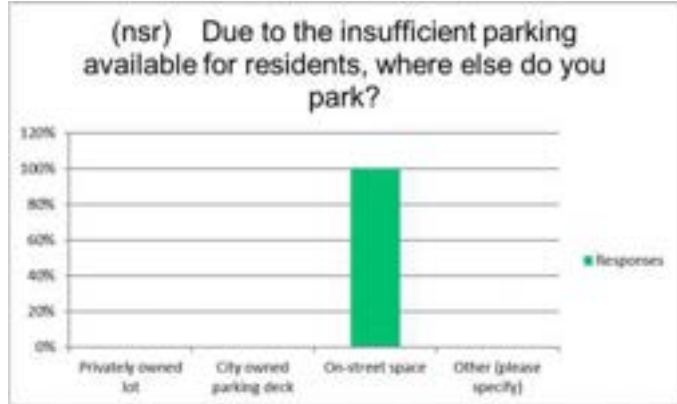




Q 106) Due to the insufficient parking available for residents, where else do you park?

Answer Choices	Responses	
Privately owned lot	0%	0
City owned parking deck	0%	0
On-street space	100%	1
Other (please specify)	0%	0

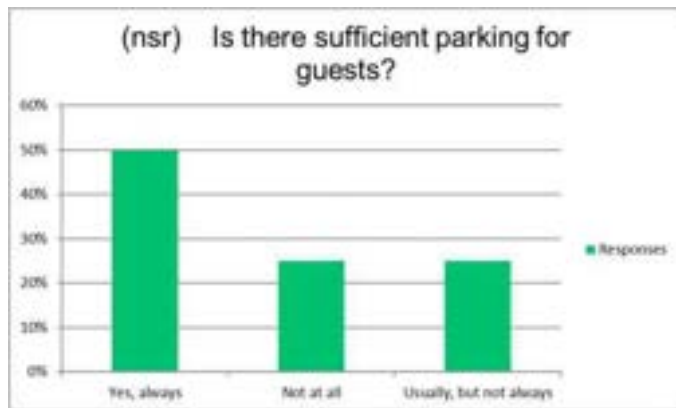
Answered 1  
Skipped 493



Q 107) Is there sufficient parking for guests?

Answer Choices	Responses	
Yes, always	50%	2
Not at all	25%	1
Usually, but not always	25%	1

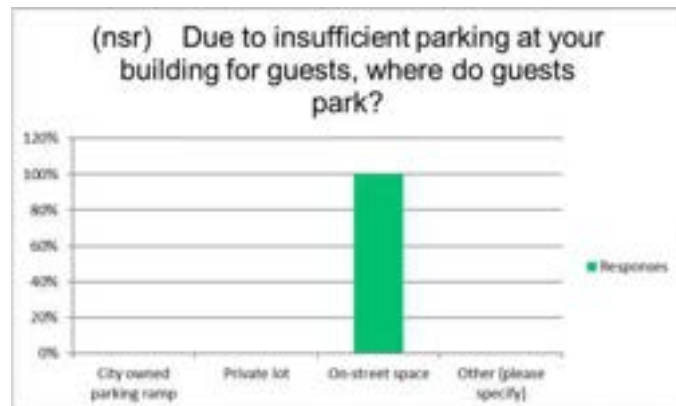
Answered 4  
Skipped 490



Q 108) Due to insufficient parking at your building for guests, where do guests park?

Answer Choices	Responses	
City owned parking ramp	0%	0
Private lot	0%	0
On-street space	100%	3
Other (please specify)	0%	0

Answered 3  
Skipped 491



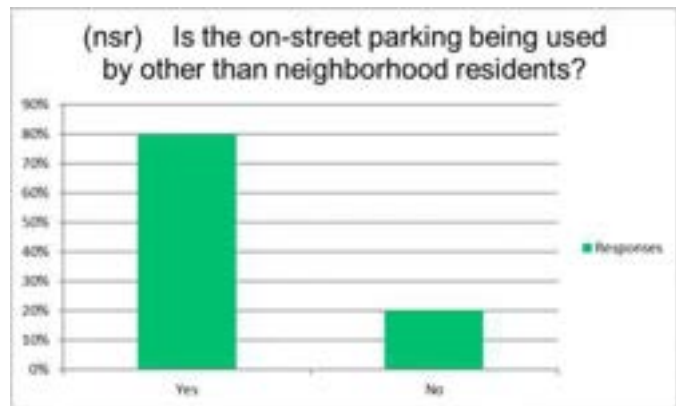
Q 109) Is on-street parking available near your residence?

Answer Choices	Responses	
Yes	100%	2
No	0%	0
<b>Answered</b>		<b>2</b>
<b>Skipped</b>		<b>492</b>



Q 110) Is the on-street parking being used by other than neighborhood residents? (For example: shoppers, commuters, employees parking in the neighborhood.)

Answer Choices	Responses	
Yes	80%	4
No	20%	1
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>



Q 111) Have you ever used or tried to use the City of La Crosse website to obtain information regarding parking?

Answer Choices	Responses	
Yes	0%	0
No	100%	5
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>



Q 112) Do you feel the appropriate information was provided?

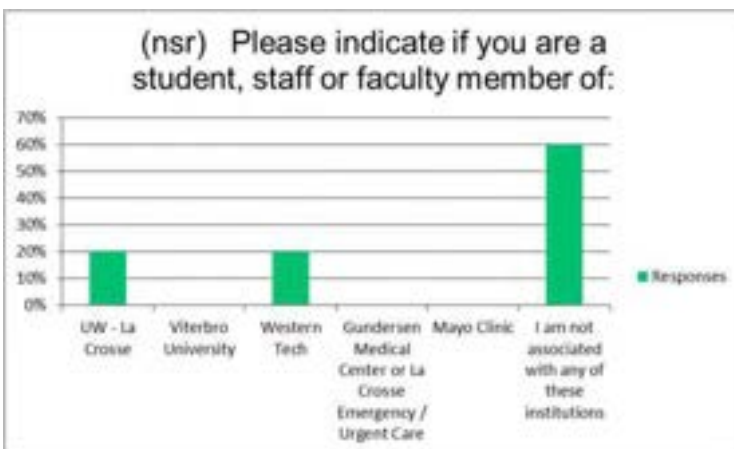
Answer Choices	Responses	
Yes	0%	0
No	0%	0
<b>Answered</b>		<b>0</b>
<b>Skipped</b>		<b>494</b>

Q 113) What content would you suggest be added or changed?

**Answered 0**  
**Skipped 494**

Q 114) Please indicate if you are a student, staff or faculty member of:

Answer Choices	Responses	
UW - La Crosse	20%	1
Viterbro University	0%	0
Western Tech	20%	1
Gundersen Medical Center or La Crosse Emergency / Urgent Care	0%	0
Mayo Clinic	0%	0
I am not associated with any of these institutions	60%	3
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>

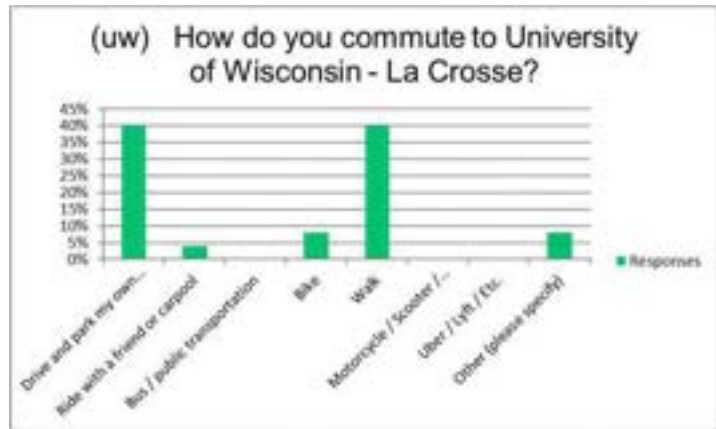


UWL, Viterbo, WT, Gund-Mayo Student, Staff or Faculty Member Responses

University of Wisconsin – La Crosse (uwl)

Q 115) How do you commute to University of Wisconsin – La Crosse?

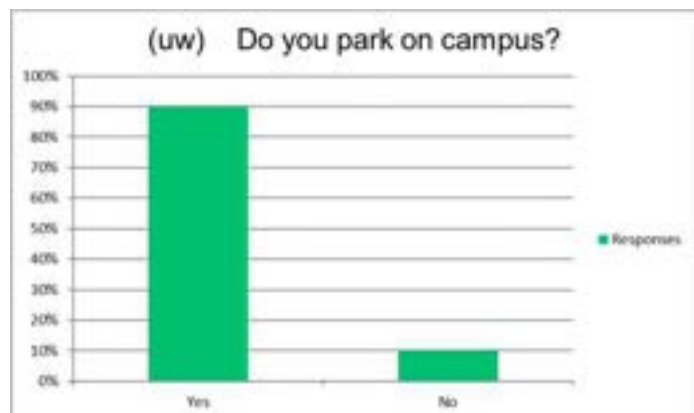
Answer Choices	Responses	
Drive and park my own vehicle	40%	10
Ride with a friend or carpool	4%	1
Bus / public transportation	0%	0
Bike	8%	2
Walk	40%	10
Motorcycle / Scooter / Moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	8%	2
	<b>Answered</b>	<b>25</b>
	<b>Skipped</b>	<b>469</b>



Other (please specify)	
1	Drive in winter, bike when warm.
2	walk or drive

Q 116) Do you park on campus?

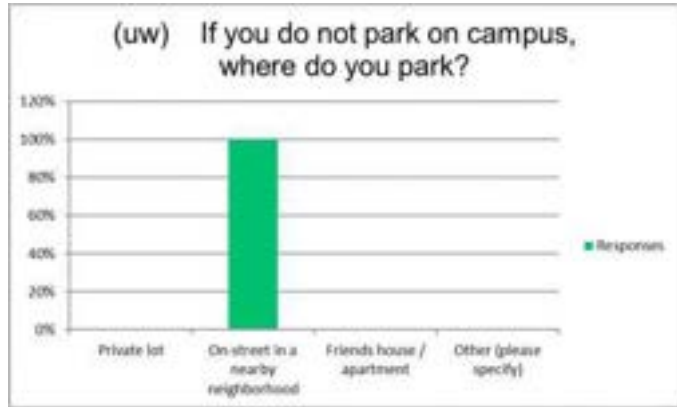
Answer Choices	Responses	
Yes	90%	9
No	10%	1
	<b>Answered</b>	<b>10</b>
	<b>Skipped</b>	<b>484</b>





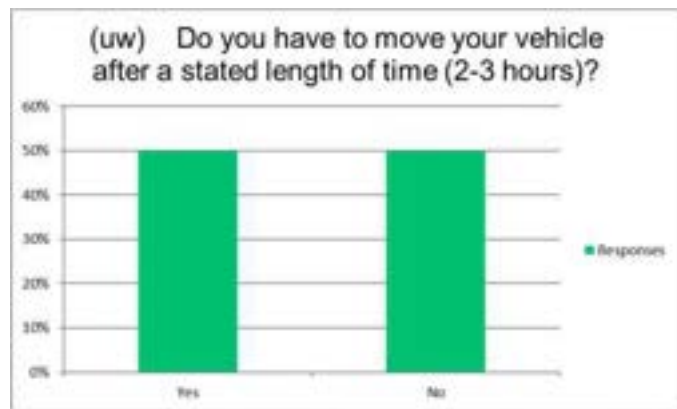
Q 117) If you do not park on campus, where do you park?

Answer Choices	Responses	
Private lot	0%	0
On-street in a nearby neighborhood	100%	1
Friends house / apartment	0%	0
Other (please specify)	0%	0
		<b>Answered 1</b>
		<b>Skipped 493</b>



Q 118) Do you have to move your vehicle after a stated length of time (2 -3 hours)?

Answer Choices	Responses	
Yes	50%	5
No	50%	5
		<b>Answered 10</b>
		<b>Skipped 484</b>



Q 119) Do you pay for parking when you commute to the University?

Answer Choices	Responses	
Yes	50%	5
No	10%	1
If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/semester	40%	4
		<b>Answered 10</b>
		<b>Skipped 484</b>

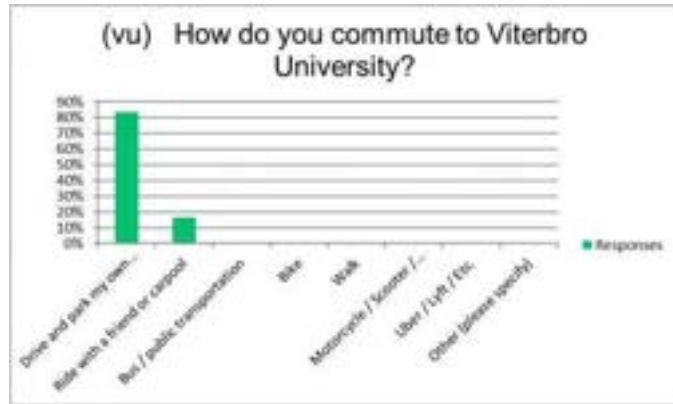


	If yes, how much and how often do you pay?
1	120 semester
2	I park on the street and pay around \$5 a day which is ridiculous
3	\$228 per year.
4	Purchase a parking permit for \$190/year

**Viterbo University (vu)**

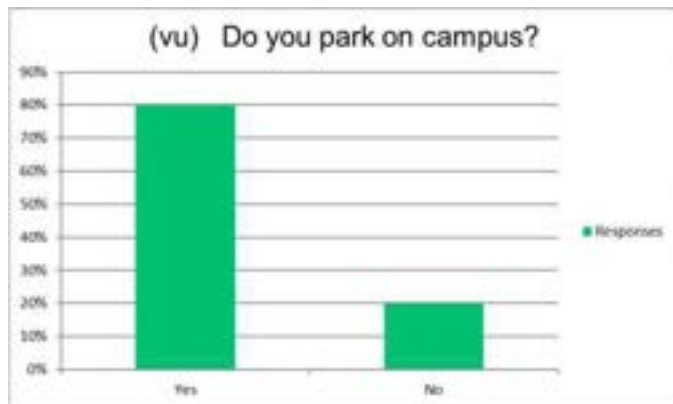
Q 120) How do you commute to Viterbo University?

Answer Choices	Responses	
Drive and park my own vehicle	83%	5
Ride with a friend or carpool	17%	1
Bus / public transportation	0%	0
Bike	0%	0
Walk	0%	0
Motorcycle / Scooter / Moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	0%	0
	<b>Answered</b>	<b>6</b>
	<b>Skipped</b>	<b>488</b>



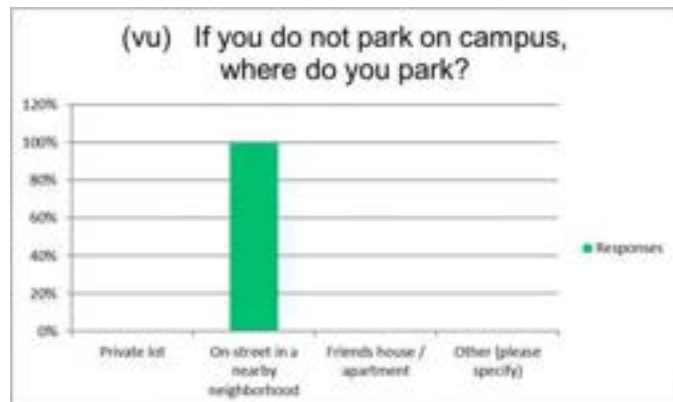
Q 122) Do you park on campus?

Answer Choices	Responses	
Yes	80%	4
No	20%	1
	<b>Answered</b>	<b>5</b>
	<b>Skipped</b>	<b>489</b>



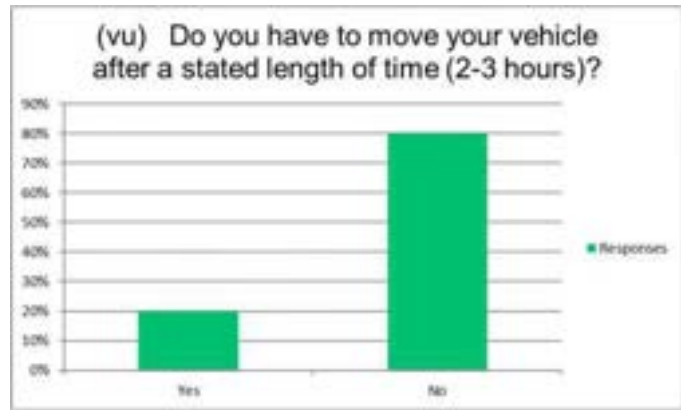
Q 123) If you do not park on campus, where do you park?

Answer Choices	Responses	
Private lot	0%	0
On-street in a nearby neighborhood	100%	1
Friends house / apartment	0%	0
Other (please specify)	0%	0
	<b>Answered</b>	<b>1</b>
	<b>Skipped</b>	<b>493</b>



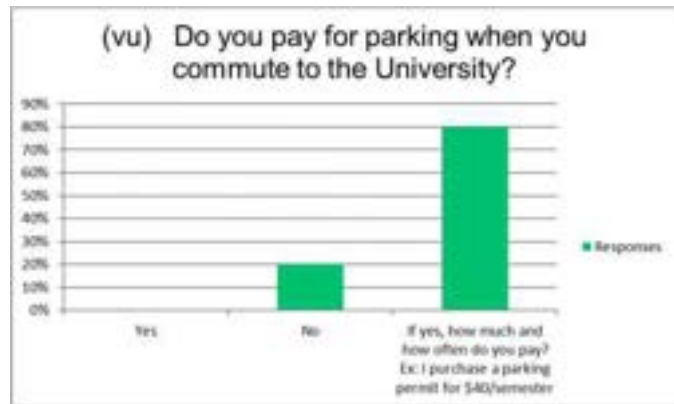
Q 124) Do you have to move your vehicle after a stated length of time (2 – 3 hours)?

Answer Choices	Responses	
Yes	20%	1
No	80%	4
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>



Q 125) Do you pay for parking when you commute to the University?

Answer Choices	Responses	
Yes	0%	0
No	20%	1
If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/semester	80%	4
<b>Answered</b>		<b>5</b>
<b>Skipped</b>		<b>489</b>

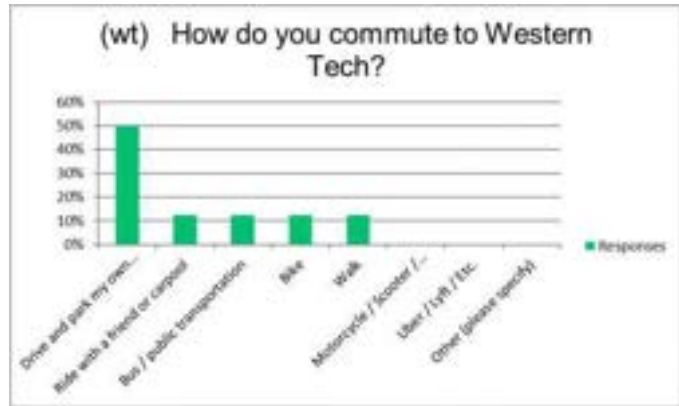


	If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/semester
1	\$30 per year
2	Parking permit \$30/year
3	\$45 a semester, with no guaranteed parking
4	\$30/semester

**Western Tech (wt)**

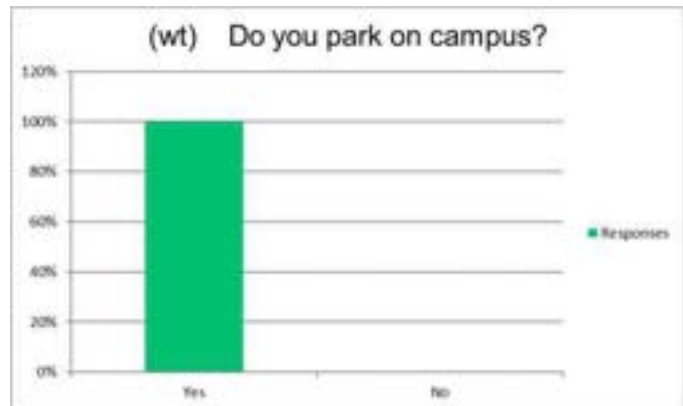
Q 126) How do you commute to Western Tech?

Answer Choices	Responses	
Drive and park my own vehicle	50%	4
Ride with a friend or carpool	13%	1
Bus / public transportation	13%	1
Bike	13%	1
Walk	13%	1
Motorcycle / Scooter / Moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	0%	0
	<b>Answered</b>	<b>8</b>
	<b>Skipped</b>	<b>486</b>



Q 127) Do you park on campus?

Answer Choices	Responses	
Yes	100%	4
No	0%	0
	<b>Answered</b>	<b>4</b>
	<b>Skipped</b>	<b>490</b>



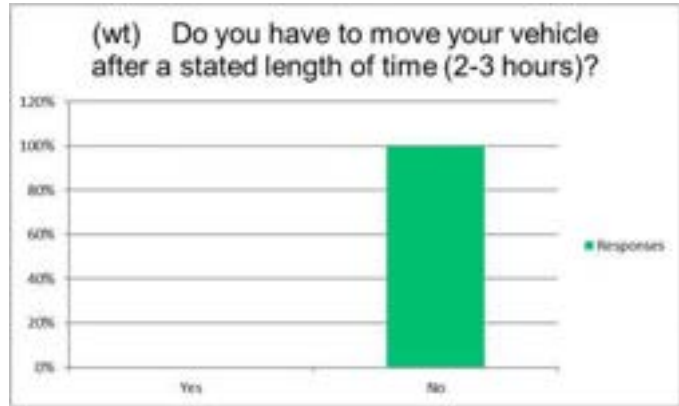
Q 128) If you do not park on campus, where do you park?

Answer Choices	Responses	
Private lot	0%	0
On-street in a nearby neighborhood	0%	0
Friends house / apartment	0%	0
Other (please specify)	0%	0
	<b>Answered</b>	<b>0</b>
	<b>Skipped</b>	<b>494</b>



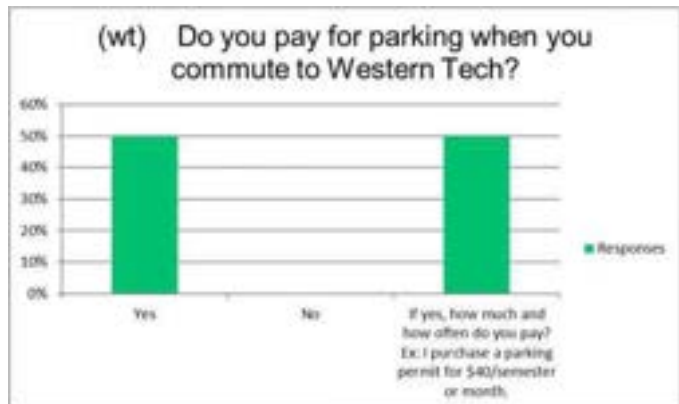
Q 129) Do you have to move your vehicle after a stated length of time (2 – 3 hours)?

Answer Choices	Responses	
Yes	0%	0
No	100%	4
<b>Answered</b>		<b>4</b>
<b>Skipped</b>		<b>490</b>



Q 130) Do you pay for parking when you commute to Western Tech?

Answer Choices	Responses	
Yes	50%	2
No	0%	0
If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/semester or month.	50%	2
<b>Answered</b>		<b>4</b>
<b>Skipped</b>		<b>490</b>

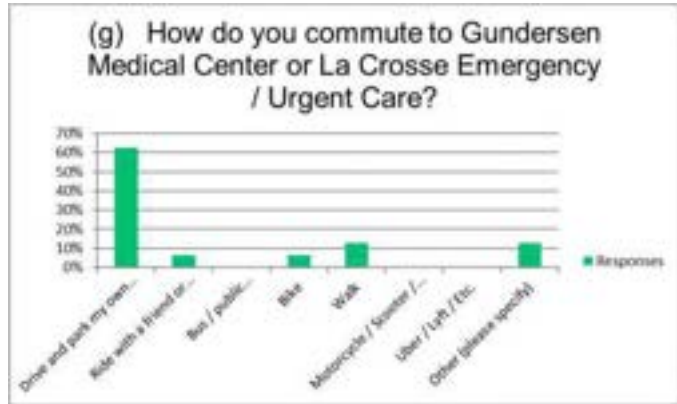


	If yes, how much and how often do you pay?
1	I purchase a permit, \$75 for the year
2	Parking permit of \$50 per year gets me the ramp and far lots. When they are full, or I am lazy, I use the app.

**Gundersen / Mayo Properties (g)**

Q 131) How do you commute to Gundersen Medical Center or La Crosse Emergency / Urgent Care?

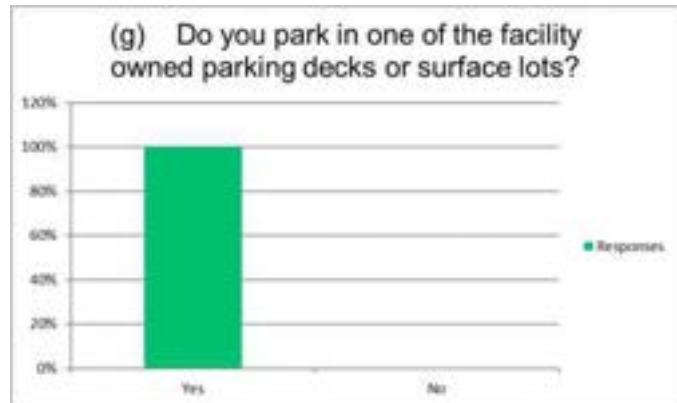
Answer Choices	Responses	
Drive and park my own vehicle	63%	10
Ride with a friend or carpool	6%	1
Bus / public transportation	0%	0
Bike	6%	1
Walk	13%	2
Motorcycle / Scooter / Moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	13%	2
<b>Answered</b>		<b>16</b>
<b>Skipped</b>		<b>478</b>



Other (please specify)	
1	Bike in summer, drive rest of time
2	bike, walk or drive(if needed)

Q 132) Do you park in one of the facility owned parking decks or surface lots?

Answer Choices	Responses	
Yes	100%	10
No	0%	0
<b>Answered</b>		<b>10</b>
<b>Skipped</b>		<b>484</b>

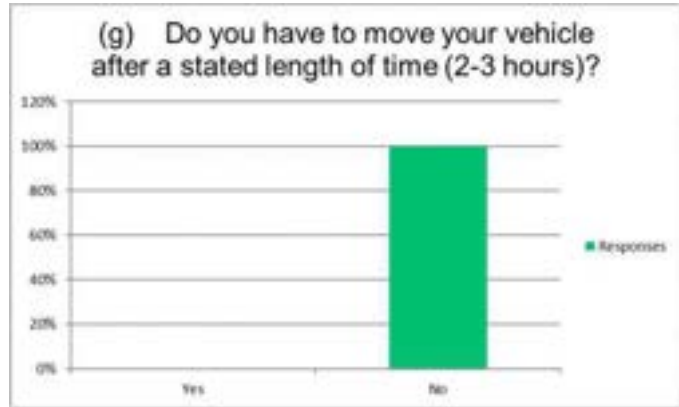


Q 133) When you do not use facility provided parking, where do you park?

Answer Choices	Responses	
Private lot	0%	0
On-street in a nearby neighborhood	0%	0
Friends house / apartment	0%	0
Other (please specify)		0
<b>Answered</b>		<b>0</b>
<b>Skipped</b>		<b>494</b>

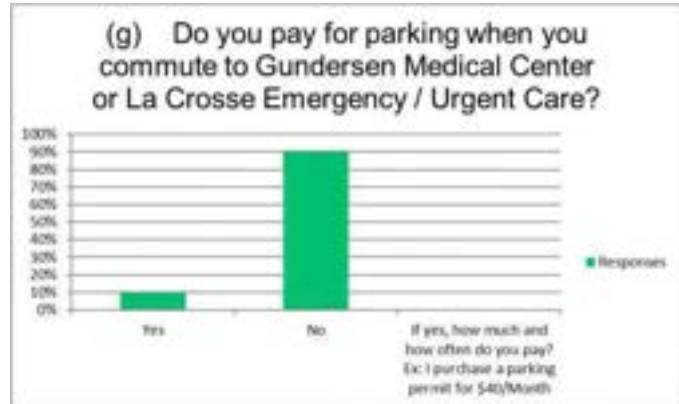
Q 134) Do you have to move your vehicle after a stated length of time (2 – 3 hours)?

Answer Choices	Responses	
Yes	0%	0
No	100%	10
<b>Answered</b>		<b>10</b>
<b>Skipped</b>		<b>484</b>



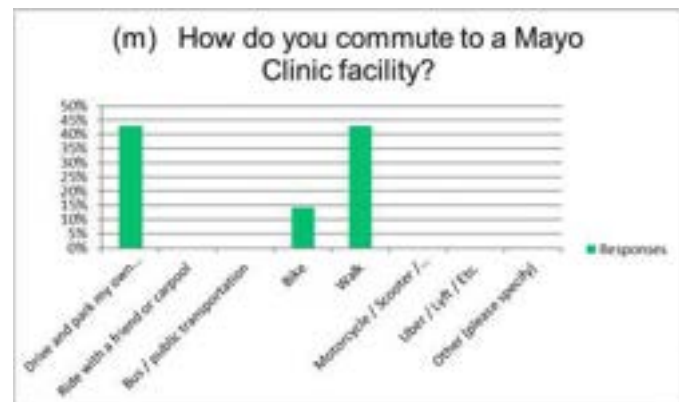
Q 135) Do you pay for parking when you commute to Gundersen Medical Center or La Crosse Emergency / Urgent Care?

Answer Choices	Responses	
Yes	10%	1
No	90%	9
If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/Month	0%	0
<b>Answered</b>		<b>10</b>
<b>Skipped</b>		<b>484</b>



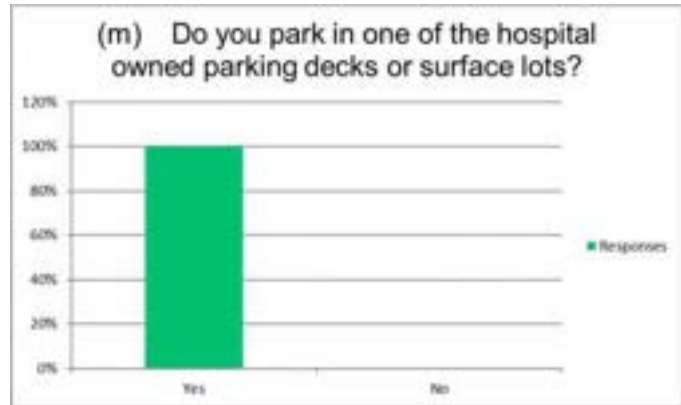
Q 136) How do you commute to a Gundersen / Mayo facility?

Answer Choices	Responses	
Drive and park my own vehicle	43%	3
Ride with a friend or carpool	0%	0
Bus / public transportation	0%	0
Bike	14%	1
Walk	43%	3
Motorcycle / Scooter / Moped	0%	0
Uber / Lyft / Etc.	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>7</b>
<b>Skipped</b>		<b>487</b>



Q 137) Do you park in one of the hospital owned parking ramps or surface lots?

Answer Choices	Responses	
Yes	100%	3
No	0%	0
<b>Answered</b>		<b>3</b>
<b>Skipped</b>		<b>491</b>

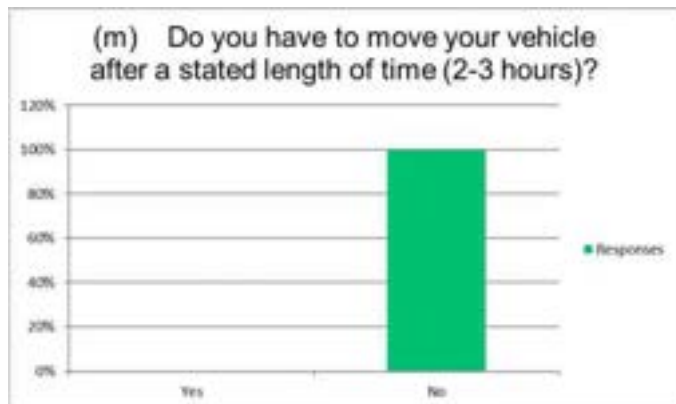


Q 138) If you do not park on hospital owned property, where do you park?

Answer Choices	Responses	
Private lot	0%	0
On-street in a nearby neighborhood	0%	0
Friends house / apartment	0%	0
Other (please specify)	0%	0
<b>Answered</b>		<b>0</b>
<b>Skipped</b>		<b>494</b>

Q 139) Do you have to move your vehicle after a stated length of time (2 – 3 hours)?

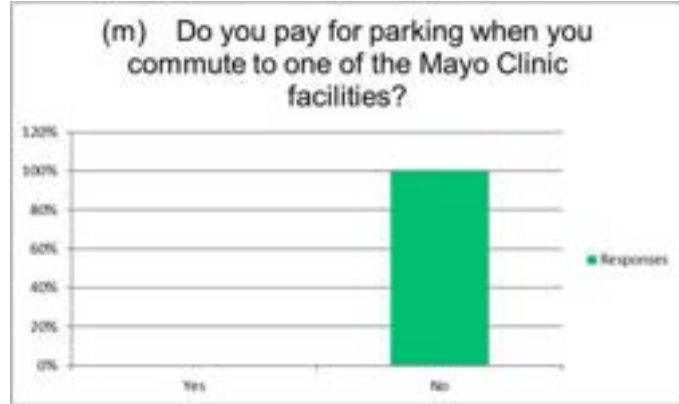
Answer Choices	Responses	
Yes	0%	0
No	100%	3
<b>Answered</b>		<b>3</b>
<b>Skipped</b>		<b>491</b>





Q 140) Do you pay for parking when you commute to one of the Mayo Clinic facilities?

Answer Choices	Responses	
Yes	0%	0
No	100%	3
If yes, how much and how often do you pay? Ex: I purchase a parking permit for \$40/month.		0
<b>Answered</b>		<b>3</b>
<b>Skipped</b>		<b>491</b>



Q 141) Thank you for taking our survey. We appreciate your time. Please feel free to make any comments regarding your parking experience in La Crosse below.

**Answered 150**  
**Skipped 344**

Responses	
1	I live in south La Crosse but work downtown and have had parking issues since I've been working down here.
2	Read your description of the Downtown Area Are we really concerned about those who live WEST of the Mississippi River? and EAST of 7th street (if we want to define "downtown")
3	The 2 hour parking in front of our house on the 600 block of 23rd St N is very inconvenient and unnecessary.
4	Parking is crazy. And if you work and can't leave you get tickets. And then you are expected to move at least 2 blocks away. Who has time to do that while they are working. They are the ones penalized. And customers rush to get done and leave so they don't get tickets instead of shopping and planning to enjoy shopping from place to place. The business owners and workers are the ones paying. Not customers.
5	Downtown parking is very messed up and I w I re down there and do not feel safe in ramp early in morning. Also I have some health issues that at times make it so I have to park on street and switch which is fine when I'm not able to walk from ramp

	<b>Responses</b>
6	In the downtown area they have a lot of construction workers parking on the street and also blocking off parking spots on the streets. They also have a lot of parking passes for people to park all day. There needs to be more patrolling of the downtown area because cars are parked all day without getting any tickets. There needs to be more handicapped spots also.
7	Parking lot at corner of Main & 5th - city Square - very difficult to get in and out - accident waiting to hapn
8	As a 60-something woman, I find myself avoiding the downtown shops because I don't like parking in the ramps by myself at night and there is minimal street parking available downtown. I know there's no fix for it, but thought I'd vent.
9	I don't like having my tax dollars pay for parking lots downtown that are then almost entirely reserved by downtown businesses so there's no parking available for citizens to use.
10	stop wasting my tax dollars!!!!!!!!!!!!!!!!!!!!!!
11	There needs to be two hour parking in front of residential houses because I can never have guests over due to no parking since students take it.
12	Why do you not extend the parking from 2am to 3am so people can have time to get to their cars. Very confusing and frustrating.
13	My parking experience, along with literally everyone I know here, has been characterized by getting parking tickets. Are patrols going out at midnight to check all streets really the best use of our police force? or could they instead be arranging a community service fee exchange program, 15 min of your time for a \$15 ticket, since our money is earned with our time anyways. Like stop trying to take our fucking money, we're all broke as it is. And yall are not helping.
14	Please get rid of passport parking. It Really sucks when I park on the street for literally 3 minutes and I come back to a \$20 parking ticket. it's ridiculous, find some other way to scam college students out of every last penny they own.
15	The neighbors park in front of my house. My elderly friends and family have to park down the street. Everyday. 24/7. My taxes pay for a my place in front in many cities.
16	Stop using the pay for park system on the University campuses. It's just a way for money hungry city to take more money from the University. The police chief tried lengthening the time that opposite side parking occurred which is unnecessary and shows how money hungry he is. Get new equipment for your staff a different way.
17	It sucks, pretty much everything in lacrosse sucks. It's a dirty shithole town that no one wants to live in. And they wonder why everyone moves away from the city. Even if the city had unlimited land resources people would still not make lacrosse there home.
18	Take away the 2 hour limit by the children's museum. Impossible for single moms to stay more than 2 hours.
19	I am chronically ill, and have often had to choose between spending money I don't have on a ticket and experiencing worse symptoms from walking far. I also find the opposite-side parking ordinance to be ridiculous and a major root of the parking crisis. In addition, offering the option to pay parking tickets in the form of food donations to local food banks is a slap on the face to people who live in high population-density areas (usually lower income people), as we are also the ones who tend to use food banks in the first place. If the city doesn't need the money, maybe it should be left in the hands of those who actually need it to eat.
20	I understand the necessity of paying for parking, but also I can't afford to pay for parking all the time downtown. So it keeps me from going downtown as often as I could if I'm not walking from work, then having to walk back either in the freezing cold or at bar time.
21	I don't go downtown much due to the fact that I would have to pay to park. I shop where I don't have to pay to park and I'm sure I'm not alone. All of the 2 hour parking is another reason. It is just assumed that everyone has extra money laying around to spend. We already pay taxes and public parking ramps should use that money to upkeep the ramps like they do the ramps.
22	You made the street in front of our house paid parking (across from the University) but if we have relatives visit from out of town or friends over on a weeknight before 6 we now have to ask them to pay to park. It would be nice if rather than tie the residential permit to our vehicles you simply allowed homeowners to have a residential permit to use as they see fit
23	I personally avoid going downtown due to parking issues
24	People park blocking my driveway often, blocking my exit, since 1992. They do it even when there are other places on street to park. I call the police, often car is gone before they arrive 30 mins later. If they are still parked there they do NOT ticket them, just warn them. I have missed medical appts that I had to pay for because of nonattendance because my driveway was blocked. My children have been late for their jobs & penalized at work because they are unable to leave the property. I pay taxes but it's okay for all these rude people to park in front of my driveway without penalty.
25	Where is Alexander/Wollen?
26	Paying to park where i live and just stopped being a student due to cost and ALSO laying to park there too while in class. If i wasnt a resident dt i would understand the parking cost as it.
27	Parking in La crosse is easy. I've never had an issue honestly
28	A lot of students, faculty, and staff park on my street (Vine Street near UWL campus) and it negatively effects snow removal (unable to effectively clear snow buildup) and trash pickups (can't place cans out when there are cars in the way) and residential parking needs. Parking passes for residents and limited parking hours for non-residents would help elevate these issues.
29	We have too much parking in the city of la crosse. We should discourage vehicle use by reducing parking or making more parking pay for use.
30	I have a hard time parking in front of my house if I wanted to, but since I have a garage its not an issue for me
31	It's understandable that parking ramps need some money for upkeep. However when some there is a surplus and things like the expensive TV's are spent with the surplus it feels like a slap in the face for the general public who paid out all the money. I appreciated last year giving back with the food donations. Please remember that you work for the general public who is paying your wages and try to keep wasteful spending at a minimum.
32	Since UWL charges employees for parking, when the parking around UWL was changed to paid parking it created a hardship. Because I earn so little working at UWL, it is an economic hardship to have to pay to go to work. When I have to pay to park around UWL, the city effectively lowers my hourly pay by a dollar and hour. And sometimes more than that since Passport charges by the hour--even after parking is free. If I park at 5:30, I get charged until 6:30 even though parking after 6pm is free.
33	I'm not a fan of using apps to pay for parking.
34	it sucks

Responses	
35	I think parking is fine in La Crosse, with the exception of sticking it to poor college students. Let's not stifle the growth of our city by making it inhospitable to young people who will see the paid parking during campus tours and will choose to take their livelihoods elsewhere.
36	Please let people lease spots in the Pine Street ramp. It is rarely half full and I know numerous people that have been on the waiting list for over a year.
37	I fully support paid on street and ramp parking. Those using the services should pay for them. Parking should not be thought of as something that is entitled, it might help encourage more public transportation. Public transportation could also be made more widely available with better schedules.
38	Street parking on Green Bay Street between 10th Street and West Avenue is now existent for residents between the hours of 7:30 & 4:30 during the week. Could this be changed to 2 hour parking? It would be nice if the taxpayer would be able to park in front of their house during the week. I was told a petition would have to be circulated, but the problem is most of these properties are rental properties and the owners are difficult to contact because they live as far away as California. Can something be done to address this issue?
39	My issue isn't so much the cost incurred to me for paid parking, rather the inconvenience, or time added (between meetings, etc), of having to pay for parking.
40	I have the sticker so I can park on my street. Sometimes if I need to do so there is not a space. It is one hour on my side of street and the city could make many dollars a day giving tickets to Gunderson employees who chose not to park where they should.
41	Employees of UWL and students park in front of my home regularly. If I need to access parking for my guests, I need to use my vehicles to hold a spot. It is public street parking. We rent a second home to tenants near Gunderson hospital and employees park by our house regularly as well even though employee parking is available. I am curious as to why employees of large institutions prefer parking in neighborhoods vs lots provided.
42	I am against Gunderson employees parking on Hood and 7th-8th street every day! I know this as I see them leave their car and walk to Gunderson and then return at the end of their shift.
43	I do not mind paying to park in the ramp - although, I think signs should be clearer on when you don't have to pay. Also, I think that the ramp closest to the center should charge for big event parking AND people that live outside of the city that work downtown should pay more for parking permits. It seems People want "big city" opportunities but don't want to pay for them.
44	My house does not have parking on the property. I have mobility issues and cannot park too far away. I am new to La Crosse and did not know there was so much of a problem with parking. You need to move your car back and forth from one side of the street to the other November to April but the streets are icy and too difficult to cross on foot during the winter.
45	I think it is unfair to charge people to visit boat ramp parking areas a lot of people like to visit these spots to visit returning fishermen and relax. Why don't you charge people that visit parks to visit and relax.
46	Parking is about so much more than this survey addresses. I would prefer to bike, bus or walk if the facilities and conditions (roadway, schedule, availability, sidewalks) of each were better. Money should be spent to improve these alternatives to encourage less vehicle use.
47	I think odd even parking is a waste of time. It encompasses unnecessary driving. It's only necessary if it snows provided city plows. Passport parking makes parking near city hall more difficult. There shouldn't be 2 hour parking in residential areas. It's unfair to residents.
48	There is a lot that can be done to improve the parking in downtown La Crosse. Opening up more spaces and only paint clearly the designated areas to part on the street. We can have a lot more spaces made available!!!!!!
49	Thet should be pay for parking by Gunderson hospital because 7th street is full of cars that belong to the hospital employees
50	I dislike seeing side yards becoming parking for cars. I'd like to see the alternate day parking only apply when there is actually snow. Why can't the Main St. Public Library parking lot be used by English Lutheran evening concert goes when the library is closed?
51	As institutions like Mayo make plans for growth the city is only included after plans are well on there way, leaving citizens and neighbors to live with parking lots and institutional buildings that don't improve the neighborhood, but detract from it. (Mayo is looking at the block where the Washburn garden is currently for instance.) All educational and health institutions going forward should have to incorporate space saving parking measures (underground). Neighborhoods are eaten up bit by bit when these large players buy up tracts of land transforming historic neighborhood blocks to campus additions.
52	Parking near colleges and Downtown can be challenging. Also confusion when regulations change.
53	I enjoy the downtown area and I also believe that those who use a service provided by the City of La Crosse. I have mobility issues & humbly request, if possible, some considerations to additional street parking & Thank You for Your kind considerations for no charge parking in the parking structure. But that is a very long walk to some of the reasons for the visit to the downtown area
54	More street parking enforcement could be utilized. For example, nearly every day someone is parked in front of the fire hydrant near 1900 Victory Street.
55	I don't agree that people who park on the street should be charged, such as in the college areas.
56	Love La Crosse and hope that you can keep the parking downtown free. Thanks.
57	Your parking signs in the app area state is a 4 hour limit, but the app allows payment for up to 10 hours. This is confusing and deceptive.
58	There is too much parking, we need to replace the surface parking lots with more housing, businesses and parks
59	Parking downtown is not good. The streets are too busy to park, esp parallel parking
60	UWL needs to address parking issues with their employees and students instead of pushing it out further into the neighborhoods. Build more ramps.
61	Generally I only use free parking lot on Saturdays
62	Enforcement of no parking for large motorized RVs on street parking for extended periods of time in residential areas.
63	Parking is not "free" and we need to discourage single vehicle use in the city. The large institutions could have shuttle services from parking lots outside the city and should be charging for parking.
64	I do not understand why some streets in the UWL area are exempt from alternate side parking when my street has to do it...our street is the last to get plowed, too

	<b>Responses</b>
65	Need better signage in ramps. Free ramps better marked. Pay ramps clarity on "paying". Take picture of car plate going in with large signage then pay(if needed) when leaving. All ramps free after 5pm.
66	making college students/renters living on our street pay for a 2 hr parking pass has caused more parking issues all the 2 hr parking signs are ugly parking ramps downtown are gross/dirty --poor impression to those using ramps
67	I avoid the ramps downtown because I am not sure how to use them. I always look for spaces on the street. We are older and perhaps a detailed but simple instructional pamphlet would be useful.
68	Downtown Parking is unacceptable; city tax payers shouldn't have to pay to use downtown parking.
69	Parking after 5:00 should be free
70	I disagree with my block being designated as 2 hour parking with no re-parking. When my daughters visit, they should be able to park on the street in the vicinity of my house.
71	I hate parking ramps because I usually am alone and feel unsafe. Prefer open parking places.
72	There is 2 hour parking on Lincoln (by Trane) where I own property. The 2 hour limit is never enforced.
73	Please allow home owners to park more than 2 vehicles on our 2 hour limit street.
74	An open discussion with facts and figures about who currently pays in taxes and who benefits and the many types of Socialism will be a good lesson for all.
75	I'd be happiER paying for ramp parking if I could deploy my conversion van's ramp, transfer to scooter AND subsequently reach requisite payment systems from a seated position.
76	The lack of parking makes me not go to Downtown La Crosse.
77	I use handicap parking when shopping whenever possible
78	I would like to see ways of encouraging people NOT to drive so that they don't need parking (e.g., pushing mass transit, bike paths and lanes, walking paths, etc.
79	I could use a few more handicapped parking places downtown.
80	If anything, the street spaces should be metered (in some way) and the ramps should be free (or cheaper than street), to encourage long term parkers to use the ramps, and leave the streets open for short term/high turnover.
81	Folks who use parking should pay for it. This should extend to the entire city, not just around UWL and WTC.
82	UWL students need to pay either to park on the street or in a UWL ramp. It's ridiculous that I frequently can't park in front of my own house that I pay taxes on.
83	Pay high taxes to live where we do on MAIN Street but can't park in front of my house. When friends and family coming we have to try and find parking for them. Some neighbors have several vehicles and use up the on Street parking
84	The ticket writers do not follow the rules on the signs regarding what is and isn't a block face. They think both sides of the street are the same block face, but that's not what the signs indicate.
85	Interesting that I only get 3 questions if I don't live in a desired area.
86	I believe UW area residents should have zone parking permits and have precedence over commuters. I also think alternate side parking does not work for the good of the residents. We should try snow emergency parking instead of ticketing our residents who forget which side to park on or can't find a spot when there is nary a snowflake to be seen.
87	Landlords should provide ample parking, off street, for their tenants. They should also be required to help the neighbors pay for the plowing of the alleys. If everyone chips in, the cost is less. I also think that there should be more free parking in the ramps downtown.
88	The La Crosse website may have recently been redesigned and I found it a little difficult to find an answer when looking for the date alternate side parking ends. I also wish plowing was done as efficiently as alternate side parking tickets seem to be distributed. My street was icy and dangerous for weeks, but tickets were still handed out. Money grab from people without garages.
89	The current system for parking downtown now is awful. Also, in the winter shoveling and plowing needs to be enforced as sometimes I could not get from my apartment to my parking space a block and a half away as I have physical limitations.
90	I am less concerned about the students and staff parking on the neighborhood streets, and more concerned about the rental owners and residents who use the streets as their personal multi vehicle parking lots for snow plow trucks, scrapper truck and trailers. Many of these landlords have no interest in or pride in the neighborhood- it's a money making venture for them.
91	If the parking enforcement officers are using licence plate readers there should be absolutely no need to hang a residential parking placard from a car's mirror. Furthermore, because the enforcement officer has access to the vehicle's registration record, there is no need to register with the city that the car on the street belongs a nearby resident. The only case where one would need to register is if their vehicles' registration differs from their current place of residence. Hanging a placard in the car should not make enforcement more efficient. Even if a car has a placard, the officer should be scanning the car's plate to verify the placard is legitimate. Therefore, the need to acquire an annual placard is a total waste of time.
92	My street is filled with students parking in front of my house and also residents of rental units who do not have enough parking at their houses. I do have a garage however visitors to my home sometimes have to park far away. In the winter time I can sell them park in front of my own home.
93	Gundersen employees park on my street.
94	Please make ALL on-street parking in the City paid. Zone-based parking stickers could be issued to all who park (residents and non-residents). The cost of these permits should be HIGH. Homeowners could receive a property tax credit to partially offset the cost of (1) permit. All residents could be allowed to purchase 24-hr guest passes as other municipalities do. PLEASE CHARGE US ALL!



Responses	
95	Please provide guest permits for homeowners who have overnight guests. Where should my occasional overnight guest park, if my street only has 2 hr parking?
96	Your on-street winter parking rules are brilliant. All my guests understand it...definitely simple and easy to remember. Thank you!
97	We live on Weigent Park. We need 4 way stop signs on all corners of the park. We need no more traffic circles because trucks can't get around them and plows leave mounds of snow in the streets because they can't maneuver around them and 4 stop signs would do the same thing for a lot less money. And the plows can't do a good job with the islands at 17th on Jackson....or all the narrowing on Cass---where do the bikes go when they hit the bump outs? Into traffic.
98	There are many college cities that make all residents have off street parking. Maybe these rentals and houses need to have off street parking for tenants and residents.
99	Parking ramps need to be made bigger to accommodate bigger vehicles.
100	You need to stop raising fees on residents. I am looking at moving out of the city due to the unreasonably high property taxes
101	We must get a better app for patrons to use. I hear constantly of people's struggles with the app being not user friendly. The zones are also very confusing to people. When there are events at the La Crosse Center could they put up a sign or note on event ticket about the need to register their vehicle at the pay station if in the ramps. I also believe another round of advertising through all media venues about the parking rules.
102	I support information campaigns to let drivers know that there is always a cost to parking.
103	City needs to apply pressure to UW-L to either provide more parking spaces on campus or charge comparable rates to park in residential areas.
104	We cannot continue to provide parking for every person who wishes to drive whenever he wants and park wherever he wants. For the cost of ONE ramp parking space, we could provide more than 60 people with an annual bus pass at current rates. We must start connecting all our transportation needs and looking at the equity of spending. For those who can't afford \$9,000+ per year to own and operate a car, all the money spent to build and maintain ramps and lots is useless. Charging low income renters who have no off-street parking available during snowless alternate side parking days is an extra tax on those least able to afford it. Coming up with a plan to pay your parking fines with food bank donations when probably many of the people owing the fines are also food insecure and USE the food banks clearly is a disconnect by those who are well off (and probably have driveways and garages) with the lives of real people. In a nutshell - charge A LOT for parking equally (don't target low income students/neighborhoods and hospital workers). Use all parking funds beyond the bare minimum needed to maintain current structures to improve bus service. Charge non-city residents more to park in city facilities. Remove parking on bus routes and make other structural changes to allow smooth and fast bus operations. Require businesses to charge employees for parking OR give the equivalent of the cost of "free" parking to employees who don't drive in extra pay. Develop ring parking areas, park-and-ride, etc. near the mall and on the south side and provide low cost bus passes for those who use them. Have an annual bus pass check off on annual property tax bills (and mailings to renters) to let people choose low cost (equivalent to what university students currently pay) annual bus passes for their families. Include information about the cost benefits of public transportation where feasible vs. driving a private vehicle. We MUST develop a whole new mindset about the fairness of paying so much to provide free or low cost parking while not having an adequate transportation system - to jobs, appointments, services, shopping, and recreation - for those who don't or can't drive cars. Parking and public transportation are intertwined. One supports a relatively well-off subset of citizens, one supports everyone regardless of age, ability, and income.
105	I like the new ease of paying for parking by cell phone.
106	As a Downtown resident living east of 7th Street in the only single family owner-occupied home on our block, I would like to see the city explore residential parking permits for our area. This would help the many residents in our neighborhood who do not have a designated parking spot to more reliably park closer to their home.
107	Please place your focus on parking issues fairly among large employers. While Gundersen is often the focus of parking scrutiny, Mayo has vast parking lots (and more visible from the road), but doesn't seem to have the same kind of public scrutiny.
108	NOT ENOUGH Parking Spots in Downtown La Crosse. Something NEEDS to be done!
109	na
110	Stop building expensive parking ramps and then making them free. What a money suck. Parking ramps are dead zones as far as downtown vitality goes.
111	good
112	There are some signs on 2nd st just up from Piggys that are confusing as to the time you can park there. We've gotten a ticket when parking the at nite for a concert at the lax center. Also alternate side parking is in place to make plowing the streets easier. The last snowfall plows didn't come by to plow the other side of the street the nite after the snowfall, after cars moved to the other side to make way for plows. Makes the streets very rough and lots of ruts when they aren't cleared off, also what's the point of alternate side parking if not going to come by and plow? I also have 2 college students who have paid alot to park near western and the uwl parking ramp. I don't think it's right to make the students pay so much to park and the area by western has gotten very hard to park since trying to force students to use the lots instead of street parking.
113	I live one block east of Losey Blvd.
114	Parking for cars receives far too much attention in La Crosse. We need to focus more on increasing ability of people to walk, take transit and ride bicycles to move around our beautiful city. In my opinion we need to stop providing so much free on street parking in the downtown and university districts and convert it to protected bicycle lanes. surface lots can be built up into garages to make more efficient use of space.
115	Please enforce the overnight parking of large attached and or unattached trailers, boats etc. in the summer as vigorously as alternate side parking in winter.
116	I have seldom experienced difficulty in parking in La Crosse.
117	Signage regarding parking rates in downtown ramps is not clear. I don't often park in the ramps and the other weekend I was parking in the ramp and trying to figure out the fee when someone kindly said the ramps are free on weekends. If I don't know that as a resident, how would a visitor know?

Responses	
118	The pay by phone locations around campus has just resulted in students parking up the nearby neighborhoods more and causing more congestion in the neighborhoods.
119	The city has plenty of parking. We don't want La Crosse to be a parking lot for Onalaska and Holmen residents. The solution is fewer cars and a system that supports alternative transportation. No such thing as "free" parking. Need to nudge people away from their cars. Donald Shoup explains everything and there are people in La Crosse who "get it."
120	I think that the City of La Crosse has done plenty to provide parking spaces for people visiting La Crosse. What is needed now more than ever is bike infrastructure. Our downtown is not a safe place to bike, and, for those that make the trip, there isn't that much bike parking downtown. If we worked on bike infrastructure, more people would bike --there would be fewer cars/less parking needed, etc.
121	There continues to be talk from the public about discontinuing alternate side parking. I support alternate side parking year around. Where I live the residents and rental properties across the street continue to park on my side of the street daily except during the winter snow season. If discontinued we would never get snow cleared in front of my house. If alternate side is discontinued then make it mandatory that they park on the side of the street they live on. Also I would like to see blocking carriage walks a ticketed offense or a yellow painted curb by the carriage walk if the owner requests it. My home is on a block without an alley. When we put our garbage/recycling totes out for collection we often have to put it out a day early just to make sure we have space in front of our house.
122	We live on 29th ST. Very problematic when it is sledding season. Parking cars disregard mail and garbage collection. They also make it difficult to get in and out of a steep driveway. Also alternate side parking is lightly enforced allowing construction trailers to remain on the street for weeks. This problem will be exacerbated by the proposed mountain biking trails unless parking is disallowed on the street. Unfortunately, when weather is very bad residents then park on the streets to safely enter and exit their property so this exacerbates the problem.
123	I live on the South side of La Crosse on a quiet street (Hyde) where street-side parking is not at a premium. I don't think alternate side parking should be enforced on these streets unless there's been heavy snowfall and a car has been parked in the same spot for 3+ days/is in some way inhibiting plowing.
124	Thanks
125	I hope your question about "location" doesn't indicate that the opinions of those who don't live in your specified areas don't matter. At this point, given the questions, I doubt the validity, honesty, and effectiveness of this survey.
126	All residences should be given 2 on street overnight parking passes. Others should have to pay a fee.
127	When there is a special downtown event it would be nice to have free parking for the day so people will feel like staying and enjoying all that is offered.
128	Fix downtown parking, the 2 hour parking is hurting businesses. I avoid downtown because of parking
129	Rather than increasing the amount of parking available, the City should be increasing the cost of parking to bring down the demand to meet availability. The question regarding whether or not there is enough parking is vague, because it depends on how far one is willing to walk from their parking spot to their destination.
130	On street parking is taken up by students that live in homes without ample parking. Landlords should be required to have enough off-street spaces for each tenant so that the streets are left open for guests. If that is not possible, people should only be allowed to park in front of the places they rent and not other neighbors.
131	There should be sufficient designated parking for guests by our condo building. Limited parking time for them to keep their car on the street by our condo building. Parking ramp is too far away. They won't park there.
132	Previous question: West of the Mississippi River????
133	The top two floors of the parking ramp over which I live (Jay Street ramp) are almost always virtually empty, day and night.
134	Na
135	People regularly park in our alley, blocking access to our parking. 4 Sisters block the alley regularly and should be ticketed. We park or 2nd car in the ramp. And there needs to be an EASY way to set up a monthly Autopay.
136	Please fix the plowing situation for alternate-side parking. I do not have off-street parking at my residence and therefore have to always park on the street. This is normally not a problem until alternate-side parking time. I am disabled and my car, despite parking properly, is constantly plowed in. Please fix this.
137	I believe people who work downtown should be the ones parking in the ramps and let customers park on the street in front or near where they want to shop. I have bad knees and can't walk that far so therefore I don't shop downtown.
138	Parking downtown remains an ongoing issue.
139	Thank you for issuing warnings for minor/first time parking violations. I realized while parked downtown that I had been in a meeting that ran longer than the two hour time limit and was pleased to see \$0.00 on the ticket
140	Required to park on the street as owner/occupants of a home without a garage or other off-street parking.
141	Homeless parking in my neighborhood and many living in their vehicles which I see as a problem
142	None
143	Every resident in la crosse should pay an annual fee for a resident sticker ... our parking cost should be lower than non residents . We pollute less than those who commute
144	I work in downtown, so I am familiar with the parking. I have heard people complaining about it, and you will never be able to please everyone. I think the parking rules, fees, etc. are very reasonable. 3 hours free parking in the ramps is actually very generous. There is even a ramp that is free 24/7 for people to use (2nd and Jay), yet they still find reason to complain. There is also ample street parking just east of downtown that doesn't have the 2-hour limit, if you are willing to walk a few blocks into downtown.
145	Electronic Funds Transfer for monthly rental of ramp parking would be nice. We'd like to be able to have it automatically drawn from our account instead of having our bank create a check and sending it.

<b>Responses</b>	
146	The neighborhood is not a commuter parking lot!
147	The city of La Crosse needs to do the hard but the right thing. If people drive cars they should expect to pay to park them. Even if on the public city streets; public city ramps are not free after a period of time. User fees are the best way to ensure parity and equity in how the public infrastructure is maintained.
148	I work downtown and have not had any problems parking. I do wish there were more bike parking(not comb-style racks), especially secure bike parking like they have at the bus station and other parking ramps.
149	Sencond street downtown steet parking signs are confusing and not all signs match the yellow curb markings.
150	We have been ticketed in the past for alternate-side parking when there was NO SNOW. Literally 40 degrees and dry pavement. This is a waste of a city employee's time and just a grab for money. Don't ticket where there is no snow.

## **Section F: RECOMMENDATIONS**



## **F – RECOMMENDATIONS**

### **INTRODUCTION**

The recommendations presented here are intended to enhance the current parking system and improve the user experience through initiatives that address:

- Downtown ramp parking enhancements
- Permit systems
- Space allocation changes
- Time limitations
- Directional signage
- Payment systems
- Website communications
- Alternative transportation

While the majority of the recommendations in this section are directed to the Downtown district, there are a few that are applicable to the other districts as well.

**RECOMMENDATIONS MATRIX**

Issue addressed		Recommendation	
<b>User Experience</b>			
1.0	Parking Guidance	1.1	Install LPR counter system in ramps
		1.2	Install counter system display signs at each ramp and along main thoroughfares into the Downtown
2.0	Signage	2.1	Install on-street signs directing patrons to the ramps throughout the City
		2.2	Install directional exit signs in ramps that inform users which street they are exiting onto and which street is to the left/right
		2.3	Clearly identify ramp levels and amenities by incorporating different colors or art themes per ramp/floor
		2.4	Install on-street and ramp signs directing users to bicycle parking
<b>Payment System</b>			
3.0	Passport System	3.1	Utilize LPR from 1.1 above to automatically register users and start 3-hour free parking upon entry into the ramp
		3.2	Expand Passport Parking Zones to include more streets in the Gund-Mayo and University Districts
		3.3	Expand Residential Permit System
4.0	Ramp Permit System	4.1	Allow monthly ramp permit holders to park in any ramp (except Riverside) between 2nd and roof (overflow only) level
		4.2	Reserve 1st floor for transient parking
		4.3	Implement reduced rate employee permit parking on top floor of Ramps
		4.3.1	Implement an employee permit for low-wage earners
<b>ADA Parking</b>			
5.0	ADA Parking	5.1	Address deficient barrier free on-street parking
<b>Enforcement</b>			
6.0	Citations	6.1	Change parking citations to a graduated fee payment schedule
7.0	Safe Park	7.1	Implement a Safe Park program
<b>Management / Operations</b>			
8.0	On-Street	8.1	Limit on-street parking within the downtown boundaries to two-hours for any given day with no re-parking (shuffling) to any street in the Downtown area
		8.2	Add 15-minute loading zones where appropriate (Children's museum, La Crosse Center, etc.)
		8.3	Share loading zone space with Uber, Lyft, Delivery, etc.
		8.4	Ensure all on-street parking for customer use is designated as two-hours (Northside)
		8.5	Maintain alternate side parking regulations

Issue addressed		Recommendation	
<b>User Experience</b>			
9.0	<b>Lease Agreements</b>	9.1	Terminate lease agreement for City owned, off-street surface parking lot on King and Front Street.
10.0	<b>Permit Payment Options</b>	10.1	Implement an option for EFT - automatic payments of monthly permit fees
11.0	<b>Parking Benefit Districts</b>	11.1	Implement Parking Benefit Districts as requested by neighborhood groups
12.0	<b>Bicycle Parking</b>	12.1	Develop and adopt bicycle parking standards
		12.2	Expand bicycle parking options
		12.2.1	Work with private building owners to offer secure bicycle parking
		12.2.2	Add bicycle parking corrals in on-street spaces during warmer months
		12.2.3	Bicycle parking in City owned ramps
<b>Maintenance</b>			
13.0	<b>Painting / Striping</b>	13.1	Demarcate on-street parking spaces with painted stripes. Annually review condition of all on-street, ramp stalls, no-parking and loading zones and repaint as necessary
14.0	<b>Parking System Economics</b>	14.1	Develop sinking fund for long term expenses and upgrades
		14.2	Implement a full paid parking system with paid on-street (future)
15.0	<b>Ramp Lighting</b>	15.1	Increase lighting in ramps
16.0	<b>Communications</b>	16.1	Communicate upcoming maintenance to businesses, permit holders, and patrons via text alert system
<b>Website</b>			
17.0	<b>Website</b>	17.1	Update website to clearly communicate information:
		17.1.1	Parking Maps and fees
		17.1.2	Permit system: registration, fees, regulations
		17.1.3	Citation: regulations, fees, payment options
		17.1.4	Event schedules - and how parking will be impacted
		17.1.5	How to use Passport Parking App
		17.1.6	Market the parking system: add 30 second educational commercials
<b>Promote / Market Alternative Transportation</b>			
18.0	<b>MTU</b>	18.1	Promote MTU Transportation Options
		18.1.1	Run a pilot program with increased route access
		18.1.2	Work with colleges to promote to students
19.0	<b>Cycling</b>	19.1	Promote Cycling in La Crosse
		19.1.1	Work with local cycle shops to obtain input on cycling: best practices, parking options, education, marketing, and special events
		19.1.2	Implement educational training and cycling events throughout the City
		19.1.3	Teach drivers to share the road with cyclists
		19.1.4	Participate in the annual bike to work day

**USER EXPERIENCE RECOMMENDATIONS**

**1.0 – Parking Guidance**

**1.1 – Install LPR counter system in ramps**

**1.2 – Install counter system display signs at each ramp and long main thoroughfares into the Downtown**

**Discussion:** LPR cameras will capture license plate numbers as they enter the parking ramp so that transient parkers will not have to stop at the pay station to start free 3-hour parking session. This system, because it is able to record all entries, will record permit parkers and transient parkers alike and will be able to provide a count of the occupancy of each of the ramps. A patron will then know if there is space available without having to drive into the ramp and find that there is no parking available. A basic system would have a sign indicating the number of spaces available located at each garage. An enhanced system would have counter signs available at each ramp site and in prominent locations throughout the downtown thus allowing a patron to see which ramp has parking available near their location rather than driving around to find an open space.



**Action:** Install LPR cameras in the parking ramps to count number of vehicles entering and exiting the ramps. Install counter display system connected to all ramps indicating the number of available parking in each ramp. These signs can be posted outside each ramp and on main thoroughfares into the downtown. The counts can also be placed at the top of the City and Parking homepages.

**2.0 – Signage**

**2.1 – Install on-street signs directing patrons to the ramps throughout the City**



**Discussion:** Public parking areas can be difficult to find particularly to visitors that are not familiar with the downtown. Currently there are not any signs directing people to the downtown public parking ramps.

**Action:** Install signs on-street throughout the City directing people to the parking ramps.



**2.2 – Install directional exit signs in ramps**

**Discussion:** The multiple rounds to get to the exit level of the ramp can cause people to become confused as to which direction they are headed, especially for visitors. Some of the ramps have multiple exit points and it is difficult to determine which street the egress is on.

**Action:** Install signs indicating which street people are exiting onto and which streets are to the left or right.





**2.3 – Clearly identify ramp levels and amenities**

**Discussion:** When people are in a hurry to get to work or distracted by their electronic devices it is easy to forget where they left their vehicle; especially when visible cues are not present to differentiate the ramp and floor level. Introducing different themes or art for each ramp and different colors for each floor help to provide visual cues to users.

**Action:** Clearly identify ramp levels and amenities by integrating color or art themes in each ramp.

Paint poles and include:

- Floor number
- Side of ramp (N/S, A/B) or number each column (2B100)
- Add directional arrows to elevator, stairs, pay stations and exits



**2.4 – Install on-street and ramp signs directing users to bicycle parking**



**Discussion:** Cyclists, like vehicle drivers, need to know where it is acceptable to park their bicycle. Signage directing these patrons where to park should also be visible throughout the downtown.

**Action:** Install signs throughout the city directing cyclists to available parking.

**PAYMENT SYSTEM RECOMMENDATIONS**

**3.0 – Passport® System**

**3.1 – Utilize LPR system to automatically register users and start 3-hour free parking upon entry into ramp.**



**Discussion:** Parking survey responses indicate people are confused about how the 3-hour free parking works in the ramps. Some think they don't have to register if they are not going to stay more than three hours; others have indicated they have received a ticket before they can even make it to the pay station. Installation of an LPR system will make the registration process easy and allow patrons to use the Passport® App or the pay station in the ramp to add more time to their registration as needed.

**Action:** Install and utilize an LPR system to automatically register and start the 3-hour free parking as users enter the ramp. Communicate and market the new system prior to installation so people will know how it works and see the benefits it will offer.

### 3.2 – Expand Passport® Parking Zones

**Discussion:** The Passport® parking program was installed on a limited number of blocks as a pilot program to evaluate how the system works and if it would be a viable option to manage parking in the City of La Crosse. While the program was effective, it also resulted in some patrons simply moving further into the neighborhood to take advantage of the free/unrestricted parking. This has resulted in inconvenience to some residence who can no longer park in front of their homes.

There are larger institutions located within the University and Gund-Mayo districts that contribute to the economic vitality of the area. Many employees and students of these institutions are parking in nearby neighborhoods because it is either more convenient or less expensive than the parking provided by these entities. However, for some of the residents this creates a situation where they are unable to park near their homes.

**Action:** Increase the passport parking zones to include more streets in the Gund-Mayo and University Districts. Streets that are not part of the pay to park zone should be restricted by a residential parking permit. The maps on the following pages display the recommended expansion areas for Gund-Mayo North (Map R1), Gund-Mayo South (Map R2), and the University (Map R3) districts. This would add an estimated \$500,000 in revenue to the parking system

350 Spaces Pilot Program P2P Revenue (2019)		<b>\$116,322</b>
Full-Year Revenue P2P Pilot Program Spaces	\$240,660	
Additional 391 Spaces University District Revenue	\$268,860	
Additional 267 Spaces Gund-Mayo District Revenue	\$120,150	
Total Full-Year Revenue expanded P2P		<b>\$629,670</b>
Revenue Increase with expanded P2P		<b>\$513,350</b>

### 3.3 - Expand Residential Permit System

**Discussion:** Patrons seeking to avoid paying for parking at one of the educational institutions or seeking a more convenient alternative are choosing to park within the residential neighborhoods which creates issues for the residents trying to park in front of their homes. Expansion of a residential parking permit (RPP) system on streets outside the boundaries of the pay-to-park system prevents the condition of simply pushing the parking problem further into the neighborhood.

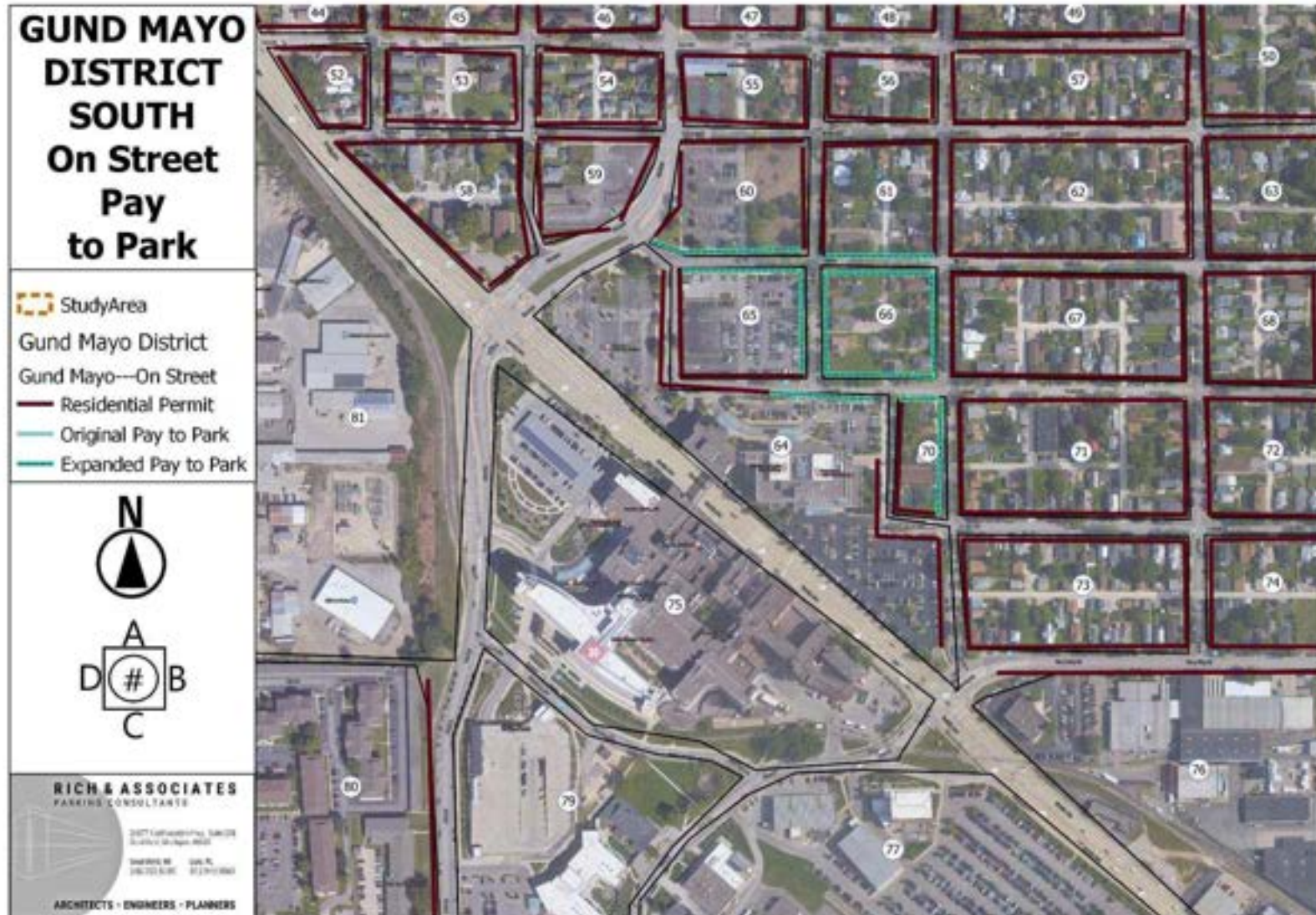
**Action:** In conjunction with expanding the Passport® pay-to-park zones (recommendation 3.2 above), implement a residential parking permit program for the neighborhood areas. This will allow residents to park on the street near their homes without complying to the pay-to-park restrictions.

Map – R1 Gund Mayo District North



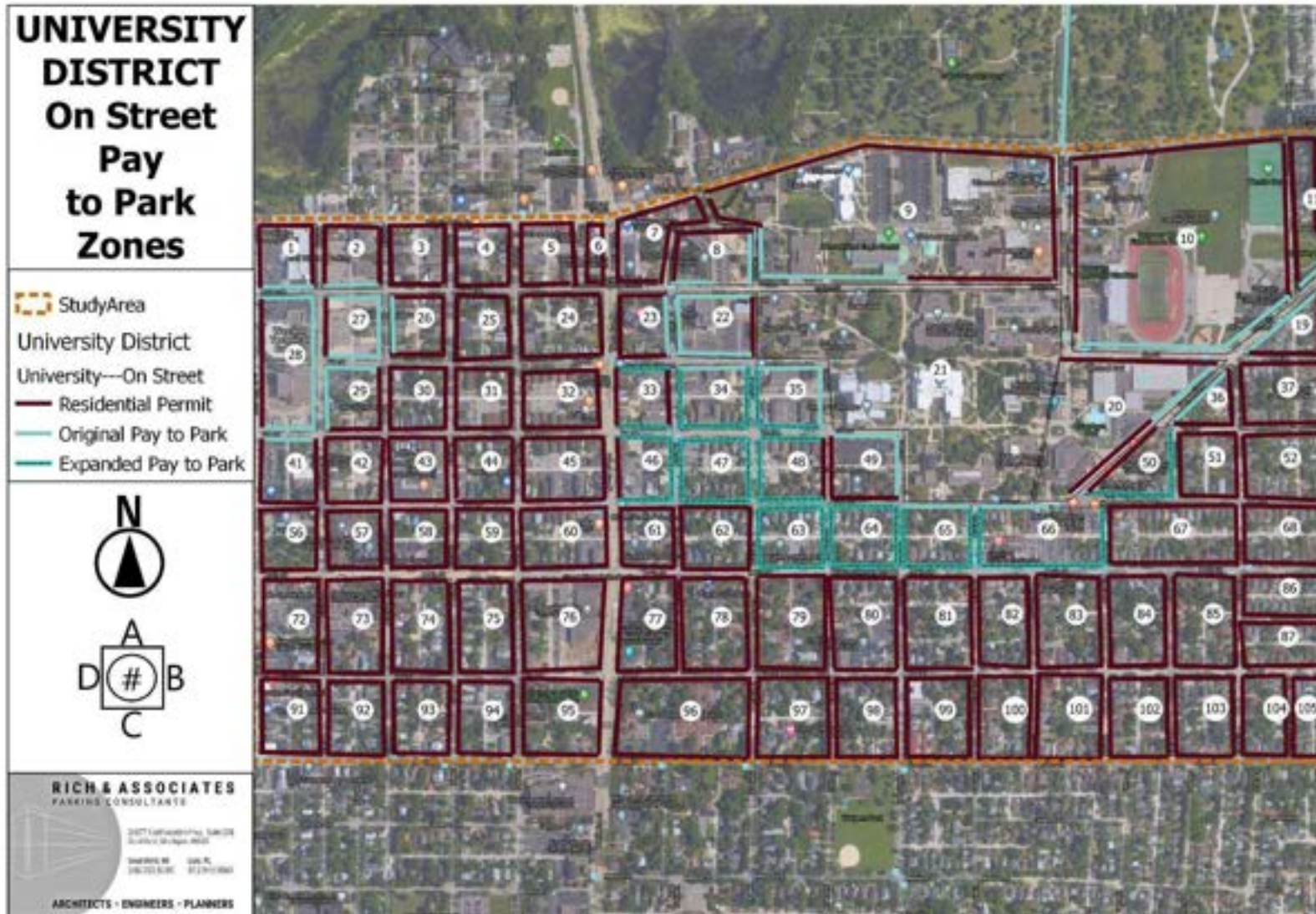


Map – R2 Gund Mayo District South





Map – R3 University District



#### 4.0 – Ramp Permit System

**Discussion:** Currently ramp permits are sold by ramp. A holder of a ramp permit can only park within their assigned ramp but can use essentially any parking stall. Because of the need to ensure that the ramp is not oversold for transient uses, this limits the number of permits which can be sold if someone does not want to be assigned to a different ramp. Some employees also may elect not to purchase a permit due to the costs and instead seek to use on-street parking and simply move their vehicle every two hours.

**Action:** The recommendations below exclude the Riverside ramp due to contractual agreements that are currently in place. However, once the term of this contract is fulfilled, these recommendations can be expanded to incorporate the Riverside ramp.

##### Ramp Permit Parking:

- 4.1 Allow monthly ramp permit holders to park in any City operated ramp, in any space that does not have restrictions as mentioned above (ADA, reserved, visitor only, etc.)
- 4.2 Reserve a minimum of 50 spaces on the ground level to be used by transient users. Increase the minimum amount as needed and as demand dictates in higher use areas.
- 4.3 Implement an employee parking permit system that utilizes the top floor of the ramp.
  - 4.3.1 Provide a reduced rate employee permit for low wage earners. An example of the Santa Rosa, CA program can be found here: <https://srcity.org/2523/Low-Wage-Employee>

The following pages 12-13, provide an example of an employee discount parking application found on the Oak Park, Illinois website: <https://www.oak-park.us/sites/default/files/parking/2019-employee-discount-parking-program-application.pdf>

Figure 1 – Example Employee Discount Parking Application (page 1)



**Employee Discount Parking Program**

Parking Services  
123 Madison St.  
Oak Park, IL 60302

708.358.7275  
parking@oak-park.us  
www.oak-park.us/parking

**Program Description**

The Employee Discount Parking Program offers Oak Park businesses an opportunity to purchase monthly parking cards at discounted rates for employees who meet earnings guidelines. The program provides a limited number of parking spaces in select locations. The prepaid discount parking card is a debit-type paper card with a magnetic information strip. To be eligible, employees must earn wages of \$14 per hour or less. An employer may purchase a card for employees for \$1 per card. Each card is valid for one month.

Discount Employee Parking cards are sold for the following lots:

- Holley Court Garage, 1125 Ontario St. – **roof level parking only.**
- Avenue Garage, 720 North Blvd. – **roof level parking only.**

**Program Facts**

- Discounted employee parking cards are sold from the 25th day of the month until the fifth day of the following month or until all spaces have been sold.
- Cards are sold on a first-come, first-served basis.
- Cards expire monthly, regardless of use.
- Cards are non-refundable.
- Lost or stolen cards will not be replaced.
- Employer is required to attest to the applicant's wages, which are subject to verification. False reporting of wages will preclude participation in the Employee Discount Parking Program.
- Parking is limited to roof level only.

2019 Employee Discount Card Sale Dates	
Sale Dates	
1/25 - 2/6	
2/25 - 3/6	
3/25 - 4/5	
4/25 - 5/7	
5/28 - 6/7	
6/25 - 7/5	
7/25 - 8/6	
8/26 - 9/9	
9/25 - 10/7	
10/25 - 11/6	
11/25 - 12/5	
12/26 - 1/7	

**How to Use the Card**

- To enter the garage, press button and pull a standard parking ticket.
- Proceed to roof level (nesting area).
- At the roof gate, scan your barcode and then scan your ticket. This will apply your employee discount rate.

**To Leave:**

- Pay at any pay station or when exiting the ground level of the garage.
- To exit the roof, scan your ticket. You will have 15 minutes to leave the garage at the discounted rate.
- At the ground level exit, scan your ticket.

**Prevent Card Damage**

Treat your card carefully. Discount parking cards contain a barcode that can be damaged. If you believe your card is damaged, stop by the Holley Court Security Office, 1125 Ontario St., from 9 a.m. to 3 p.m., Monday – Friday for assistance. **Note:** If for any reason your card is not working, please see the security office.

**Contact**

For more information call 708.358.7275, email [parking@oak-park.us](mailto:parking@oak-park.us) or visit [www.oak-park.us/parking](http://www.oak-park.us/parking).

Holley Court Garage	
Hours	Price
0 to 1.5	FREE
1.5 to 6	\$2
6 to 12	\$3
12+	Daily Rates
Avenue Garage	
Hours	Price
0 to 1	FREE
1 to 6	\$2
6 to 12	\$3
12+	Daily Rates

Revised 12.2018



Figure 1 – Example Employee Discount Parking Application (page 2)



**Employee Discount Parking Application**

Parking Services  
123 Madison St.  
Oak Park, IL 60302

708.358.7275  
parking@oak-park.us  
www.oak-park.us/parking

**BUSINESS INFORMATION - MUST BE COMPLETED BY BUSINESS OWNER/MANAGER**

Business Name \_\_\_\_\_ Owner/Manager Name \_\_\_\_\_

Business Street Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone Number \_\_\_\_\_ E-mail \_\_\_\_\_

*As owner/manager, I attest that all information provided herein is accurate, the business is in Oak Park, the individuals identified herein are current employees and the wage information is accurate. I am aware these pre-paid cards are non-refundable and availability is limited. (This form must be submitted and received before card may be purchased. Please allow 24 hours for application review.)*

Signature \_\_\_\_\_ Date \_\_\_\_\_

Print Name \_\_\_\_\_ Job Title \_\_\_\_\_

**GARAGE LOCATION**

- Avenue Garage, 720 North Blvd.
- Holley Court Garage, 1125 Ontario St.

**Note:** Cards are limited and are sold on a first-come, first-sold basis. Cards are non-refundable.

**EMPLOYEE INFORMATION**

Employee Name	Number of Cards	License Plate Number	Vehicle Make	Card # <small>OFFICE USE ONLY</small>
<b>TOTAL # of Cards</b>				

**OFFICE USE ONLY**

Purchase Date \_\_\_\_\_ Expiration Date \_\_\_\_\_



## ADA PARKING

### 5.1 – ADA Parking

**Discussion:** According to people surveyed, there is concern that on-street ADA parking is inadequate.

Accessible parking is important to many patrons. These spaces should be disbursed throughout the downtown area and ideally located at the end of a block with accessible curb ramps for mobility.

While there are not currently any Federally mandated ADA parking regulations, the City can choose to set their own standards. The City of Birmingham, Michigan designed their own guidelines and information about their ADA Parking Policy can be found here: [https://www.bhamgov.org/government/departments/police/ada\\_parking\\_policy.php](https://www.bhamgov.org/government/departments/police/ada_parking_policy.php)



**Action:** Enhance the available ADA parking by adding on-street spaces disbursed throughout the downtown district.

## ENFORCEMENT RECOMMENDATIONS

### 6.0 - Citations

#### 6.1 – Change parking citations to a graduated fee payment schedule

**Discussion:** Contrary to popular opinion, the purpose of enforcement is not to generate revenue but to ensure that the parking regulations are followed which are intended to make the parking system functional for all. Even when there are policies restricting employees from parking for long periods in on-street spaces, when enforcement is not performed, downtown employees will often take the closest, most convenient spaces to the detriment of downtown visitors. Patrons, on which the businesses depend, will perceive that parking is insufficient because of the lack of convenient parking and will often seek other alternatives. The convenient, on-street parking should be used by transient patrons, not business employees. A well-managed parking system should serve everyone. Some of the business owners feel that the LPR enforcement has improved the parking situation in the Downtown District. However, the current price of a citation is less than the cost of a parking permit which does very little to dissuade repeat offenders from abusing the parking system.



The citation fee schedule should be designed so as not to discourage first time visitors who innocently overstay the limit from enjoying their visit to the downtown for shopping and entertainment opportunities, and yet be stringent enough to deter the habitual offenders.

**Action:** Implementing a graduated payment schedule will allow a courtesy warning for first time offenders, offer a discount to those who pay in a timely manner, and provide incentive for repeat offenders to either follow the regulations or to purchase a permit. Encourage people to pay citations in a timely manner by giving a discount if paid before 7 days. Double the fee if not paid after 14 days and

double again after 45 days. The fine scale should also increase with each offense and double as previously stated. This type of fee schedule should incentivize daily users of the parking system to park in a manner that will allow transient patrons access to the convenient spaces.

Table 1 below is an example of a graduated fee schedule.

Table 1 – Graduated Fee Schedule

Offence	1st	2nd	3rd	4th	5th	6th
Regular Citation	warning	\$20	\$25	\$30	\$35	\$50
Discount for paying before 7 days	n/a	\$5	\$5	\$0	\$0	\$0
Double after 14 day	n/a	\$40	\$50	\$60	\$70	\$100
Double again after 45 day	n/a	\$80	\$100	\$120	\$140	\$200
Boot (B) after 60 days	n/a	B	B	B	B	B
Handicap Citation	\$150	\$300	\$450			

## 7.0 – Safe Park

### 7.1 – Implement a Safe Park permit program

**Discussion:** People don’t always plan to become impaired when they visit a restaurant or bar; sometimes, it just happens. However, parking regulations make it difficult for impaired drivers to do the responsible thing and leave their vehicle parked overnight. Now they have to choose between getting a ticket for parking illegally or potentially causing harm to another individual or themselves.

A few Cities have changed their parking laws to protect public safety by adopting a Safe Park program. This program allows alcohol serving establishments the ability to issue an overnight parking permit to impaired individuals so they don’t have to risk receiving a DUI, parking ticket or having their vehicle towed.

**Action:** Implement a temporary overnight parking permit program.

1. Determine which establishments qualify
2. Provide guidelines and conditions in which the permits can be issued
3. Determine where the parking permits will be allowed (on-street, off-street)
4. Establish the time the vehicle must be removed
5. Implement a fee to be charged per hour if not removed on time

Examples of other Cities that have implemented this program are:

- Oconomowoc, WI - <https://www.oconomowoc-wi.gov/241/Parking-Regulations>
- Green Bay, WI - <https://www.wbay.com/content/news/Two-dozen-bars-sign-up-for-Green-Bay-Safe-Park-program-562232431.html>

Figure 2 below is an example permit that could be adhered to the inside of the vehicle.

Figure 2 – Example Safe Park Permit

**Safe Park**

Issuing Establishment Name

JAN FEB MAR APR MAY JUN  
 JUL AUG SEP OCT NOV DEC

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17			
18	19	20	21	22	23	24			
25	26	27	28	29	30	31			

Server Initials

AM or PM

**ANY ALTERATIONS VOIDS THIS FORM**

**ANY ALTERATIONS VOIDS THIS FORM**

**Safe Park Rules:**

1. Please place on rearview mirror **VISIBLY**.
2. This voucher overrides on-street, overnight parking restrictions from 2:00 am – 7:00 am on the city streets in La Crosse **ONLY**.
3. This voucher **DOES NOT** override any other downtown parking restrictions.
4. This voucher is **VOID** during times of snow emergencies.
5. Failure to pick up your vehicle prior to 7:00 am will result in a parking ticket.
6. Permit can not be used by the same vehicle twice during a 24 hour period.

**THANK YOU FOR CHOOSING TO USE SAFE PARK!**  
**YOU ARE SAVING LIVES, INCLUDING YOUR OWN!!**

## MANAGEMENT / OPERATIONS RECOMMENDATIONS

### 8.0 – On-Street

#### 8.1 – Parking limits

**Discussion:** Many patrons will seek to park as close as possible to their destination. This often means using on-street spaces and when convenient parking isn't available, the perception is that the parking is insufficient. Rich & Associates believes that this is the case in La Crosse as the analysis has determined that the supply of parking is not an issue in Downtown La Crosse. However, due to employee use of the most convenient on-street spaces, and the likely use of the most convenient spaces in the ramps by permit holders (see recommendation 4.2) there is a perception of insufficient parking.

Current policy allows employees to simply relocate to a new block face every two hours which is taking a convenient space away from a potential customer. When a customer perceives that parking is not available, they may instead bypass a shop or restaurant in the downtown for another community. This is an opportunity lost to downtown businesses.

In our opinion, far too many of the most convenient on-street spaces are being utilized as employee parking within the downtown. Thus, transient parkers are forced to circulate looking for a vacant on-street space or to circulate through multiple floors of a ramp looking for a spot. These situations facilitate the perception that there is not enough parking available in the downtown district.

Economic activity in the downtown is dependent upon visitor patronage. The parking system needs to function in a way that will manage parking for all users and allow the transient users to access convenient parking. Furthermore, when employees use the on-street parking and shuffle their cars every two hours, there is a potential of lost revenue to the downtown as well as a cost to the employer.

When an employee parks in an on-street space, shuffling every two hours, each employee is effectively using one parking space per day that could have been used by multiple visitors. If the employees spend \$15 per day the potential income to the downtown from the use of that space is \$15 per day. Over the course of 350 days per year which excludes holidays the potential revenue to the downtown generated per parking space is \$5,250 per year. If this practice was followed by 400 employees parking on-street effectively for 8 hours per day the potential revenue to the downtown is \$2,100,000 per year.

However, the income to the downtown can be increased substantially if that same convenient parking stall can be utilized by shoppers and turns over an average of 4 times a day. If we further assume that each shopper vehicle has 1.5 persons and that each spend the same \$15.00 average per visit, the potential income from the use of that convenient parking space increases from \$5,250 in downtown income to \$31,500 in downtown income. The same 400 on-street spaces now not being used by employees instead of generating just over \$2 million in downtown revenue based on the employee use could generate as much as \$12.6 million in revenue earned from goods and services to the downtown if customers were afforded use of these convenient spaces. **Table 2** on the following page provides additional examples.



Additionally, when an employee making \$14.00 per hour leaves work in order to move their vehicle every two hours and repeats this for 5 days, the weekly cost in lost productivity to the employer is nearly \$50 per week and \$3000 annually.

Table 2 – Potential Revenue

**Potential Additional Downtown Revenue from Moving Employees from On-Street Parking**

Employee Parking On Street (Estimated)	Instead if These Spaces Used for Shoppers					
	400	400	400	400	400	400
On-Street Parking Spaces	400	400	400	400	400	400
Avg Turnover	1.00	2.00	2.50	3.00	3.50	4.00
Patrons / Car	1	1.5	1.5	1.5	1.5	1.5
Potential Patrons	400	1200	1500	1800	2100	2400
Avg Sale / Patron	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Daily Sales	\$4,000	\$12,000	\$15,000	\$18,000	\$21,000	\$24,000
Annual Sales (350 dys)	\$1,400,000	\$4,200,000	\$5,250,000	\$6,300,000	\$7,350,000	\$8,400,000
Value of Each Space		\$10,500	\$13,125	\$15,750	\$18,375	\$21,000
Avg Sale / Patron	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00
Daily Sales	\$6,000	\$18,000	\$22,500	\$27,000	\$31,500	\$36,000
Annual Sales (350 dys)	\$2,100,000	\$6,300,000	\$7,875,000	\$9,450,000	\$11,025,000	\$12,600,000
Value of Each Space		\$15,750	\$19,688	\$23,625	\$27,563	\$31,500
Avg Sale / Patron	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Daily Sales	\$8,000	\$24,000	\$30,000	\$36,000	\$42,000	\$48,000
Annual Sales (350 dys)	\$2,800,000	\$8,400,000	\$10,500,000	\$12,600,000	\$14,700,000	\$16,800,000
Value of Each Space		\$21,000	\$26,250	\$31,500	\$36,750	\$42,000

\* In La Crosse Market Analysis 2017, of 3,800 downtown employees, 20% (760) admitted to using on-street parking. Parking management changes have likely since reduced this number to the estimated 400 spaces shown

**Action:** Restrict on-street parking within the downtown to a maximum of two hours per day. This means that an employee cannot move to a new block face to start a new parking session. Patrons wishing to stay for more than two hours should be encouraged to use one of the ramps or in the case of the employees purchase a permit. This policy would provide the most convenient spaces for downtown patrons.

### 8.2 On-Street Loading Zones

**Discussion:** Best practice in the downtown area is to have active 15-minute loading zones for the in-and-out business (pizza, dry cleaners, etc.), locations where loading / unloading forces a delivery to stand in traffic, or where it is a safety concern (school bus drop-off by the Children’s Museum).

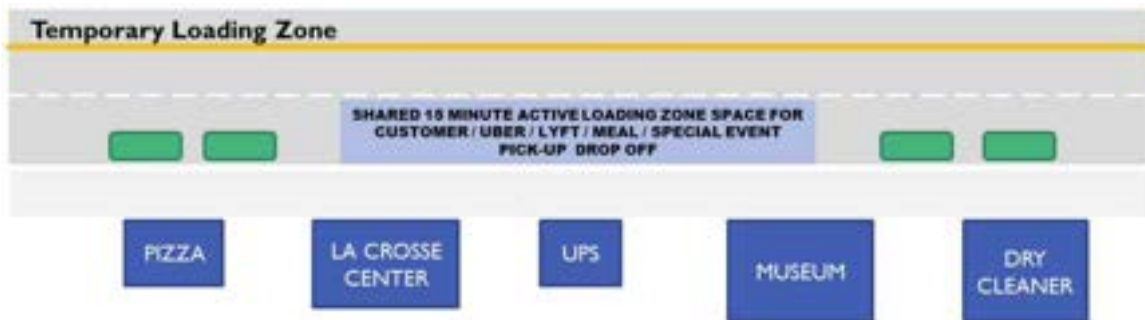
**Action:** In areas where there is a true need for short-term parking, convert some of the on-street parking to active 15-minute, multi-use loading zones that can be shared by patrons, delivery personnel, Uber, and Lyft. With the exception of the Children’s Museum and the La Crosse Center which need longer spaces, the loading zones should be located at the ends of the block where needed.

8.2 – Add 15-minute loading zones where appropriate

8.3 – Share loading zone space with Uber, Lyft, Delivery, etc.

**Delivery vehicle loading zones:** Restaurants and other business may have a need for a designated on-street delivery loading zone which could be restricted for loading up until 10:00 am after which they can become regular parking spaces.

**Children’s Museum loading zone:** The Children’s Museum needs a bus loading and unloading zone at the main entrance for safety reasons. This space can also be utilized by individuals dropping off families during museum hours or by ride sharing services as a pick-up/drop-off location during the evening when the Museum is closed. The City and the La Crosse Center may need to work out a special event policy for temporary use of on-street parking for delivery vehicles, food trucks or other large event needs.



8.4 - North Side District On-street

**Discussion:** The two-hour parking duration works well for most customers and visitors to the Downtown allowing them time to run quick errands, shop or obtain other services.

**Action:** Convert the one-hour parking spaces located in the Northside District to two-hour parking creating consistency in the parking system.

8.5 –Alternate parking regulations

**Discussion:** Alternate-side parking dictates on which side of a street vehicles can be parked on a given day. This ordinance is intended to allow snowplows to reach the curb without parked cars impeding their progress. Currently, the City enforces alternate side parking from November 15<sup>th</sup> to March 15<sup>th</sup> which, residents feel, creates a parking problem within the neighborhood because they are required to adhere to the alternate side parking regulations even when there is no snow or no snow forecast. Changing the on-street parking during the winter season to alternate parking only during a snow emergency might prove to be easier on residents during non-emergency periods.

However, the review of the policy has found that one reason that some cities, such as Eau Clair, have noted that having the alternate side parking ordinance throughout the winter months makes for a more consistent system which, in turn, allows for a more efficient clearing of streets. Having alternate side only during snow emergencies leads to ineffective cleaning because some individuals claim that they did not get the notice or message of the snow emergency (even if there is a push notice system such as in the City of La Crosse). This creates the obvious downside issues of snow left in roadways and ineffective clearing and / or increased towing. While suspending the alternate side parking regulations would benefit some residents, we have to agree that the consistent application of alternate side parking regulations allows snowplows to reach the curb without impediments. This leads to a more efficient clearing of the roadway, with the consequent improvements in traffic flow and easier access for emergency vehicles, which would have a greater benefit for more people in the City of La Crosse.

**Action:** Maintain Alternate Side Parking Regulations

### 9.0 Lease Agreement

9.1 – *Terminate lease agreement for City owned, off-street surface parking lot on King and Front Street.*

**Discussion:** The lease agreement for the City owned lot on the corner of King and Front Street is not a beneficial use of the property.

**Action:** Do not renew the lease agreement and convert the lot into a 2-hour limited Passport® parking zone or a permit lot.

### 10.0 Permit Payment Options

10.1 – *Implement an option for EFT - automatic payments of monthly permit fees*

**Discussion:** Currently, all permit billing takes place via a paper monthly billing system. If the payment is not received on-time, the system suspends the permit.



**Action:** Most people are familiar with and like the ability to pay bills on-line or via Electronic Funds Transfer (EFT). Provide an EFT payment option to permit holders.

### 11.0 – Parking Benefit Districts (PBD's)

**Discussion:** Parking Benefit Districts are designated areas in which a portion of the revenue generated within the designated district are returned to the district to finance neighborhood improvements. The City of La Crosse already has guidelines in place should any of the residents or the downtown as a whole decide to implement a PBD. According to the City guidelines, available funds for improvements will be determined by the Parking Utility staff, after a review of parking revenues and expenses and shall specify the percentage of funds that will be allocated to improvements within the district.

**Action:** Implement a Parking Benefit District in the Downtown or as requested by neighborhood groups.

## 12.0 – Bicycle Parking

### 12.1 – Develop and adopt bicycle parking standards

**Discussion:** Creating bicycle parking standards and implementing them throughout the City will encourage people to incorporate more cycling trips into their transportation routines.

**Action:** Engage local bike shops to assist in developing and adopting bicycle parking standards. Guidelines can be found at The Associate of Pedestrian and Bicycle Professionals (APBP) website: [www.apbp.org](http://www.apbp.org)

### 12.2 – Expand bicycle parking options

**Discussion:** In order to encourage more people to use cycling as an alternative mode of transportation, they need to feel confident that their bike will be secure and awaiting them upon their return.

#### 12.2.1 – Work with private building owners to offer secure bicycle parking

**Discussion:** One bicycle parking opportunity is for an employer to provide covered and secure parking in a bike locker. The locker can be placed in a location on the interior of the building’s lobby or a storage room or in an exterior location or off-street parking space.

**Action:** Engage the local bike shops and cyclist to promote employee parking options by working with the DMI, City and businesses to install bike lockers in underutilized spaces. More information on the benefits of installing employee bicycle parking can be found here: <https://cyclesafe.com/how-to-ask-for-commuter-bike-parking/>

#### 12.2.2 – Add bicycle parking corrals in on-street spaces during warmer months



**Discussion:** In warmer months, bike corral parking could provide additional parking, especially for restaurants, the waterfront, and events. A single parking space can be converted to provide parking for up to 10 bicycles.

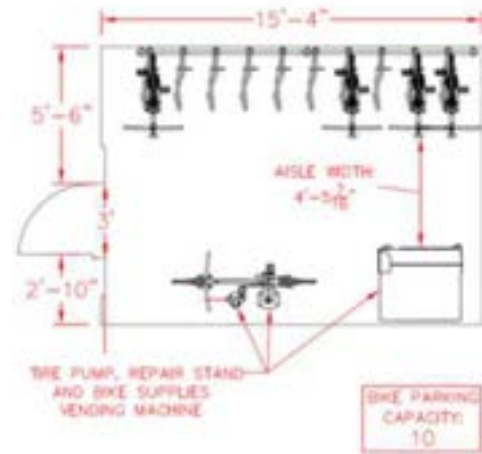
**Action:** Consider allocating individual on-street spaces in key locations to be used for bicycle corral parking. Work with local store owners for design input.

#### 12.2.3 – Bicycle Parking in City owned ramps



**Discussion:** The parking ramp designs afford an excellent opportunity to provide covered, secure and well lit bicycle parking. To promote cyclists parking in the ramp, the parking area needs to be well lit and secure from the possibility of theft or being hit by a vehicle.

**Action:** Create a safe area for cycle parking by increasing lighting, installing secure racks, lockers or cages. Additional amenities such as a repair station and vending machine with repair supplies would also be appropriate.



The websites below provide more information on organizations that can provide additional resources:

- <https://usacycling.org/resources/advocacy>
- <https://peopleforbikes.org/>
- <https://www.bikeleague.org/>

## MAINTENANCE RECOMMENDATIONS

### 13.0 Painting / Striping

13.1 – *Define on-street parking spaces with painted stripes. Annually review condition of all on-street, ramp stalls, no-parking and loading zones and repaint as necessary.*

**Discussion:** Without striping, vehicles may park too close together or too far apart. Parking stall striping clearly informs the driver of the appropriate location to park and maximizes the utilization of the parking supply. Additionally, it makes enforcement more efficient.

**Action:** Identify parking with stall markings. Annually, at a minimum, review the condition of all stall markings, no-parking and loading zones and repaint as necessary.

### 14.0 Parking System Economics

14.1 – *Develop sinking fund for long term expenses and upgrades*

**Discussion:** There is a cost to provide and maintain parking. These costs include not only salaries and benefits for those who operate and administer the parking system, but also the costs of properly maintaining and providing for the overall parking systems.

As such, a functional parking system must also provide for some higher expenses involved in the periodic maintenance that must be performed on the parking ramps in order to ensure that they reach

their full design service life. In our opinion, the revenues should be sufficiently high enough so that an annual reserve balance is generated which can be used for system upgrades and to cover the costs of other than routine maintenance items.

Analysis of the FY2020 budget figures for the parking system shows expenses projected at approximately \$2.9 million. Fiscal 2019 revenues although greater than projected was still some \$400,000 short of the projected FY20 expenses.

Also, the budget figures do not appear to provide for the long-term maintenance needs of the garages through allocation of money to a sinking fund. While some of the proposed system changes such as the expanded pay-to-park zones and additional discounted employee permit parking on the top floors of the existing ramps should result in increased revenues, revenues are still likely to fall short of the needs of the system, particularly given the costs to implement some of the recommended changes. Although the budgeted expenses on a costs per space basis (\$239) do not seem unreasonable compared to other cities in Wisconsin such as Sheboygan (\$192 per space) or Green Bay (\$344 per space), the funds to provide for long-term maintenance needs if not available often result in these items being deferred.

While it is unclear how the shortfalls in the parking system are currently covered and whether this method could continue in the future, it appears clear that additional revenue will be needed. While paid on-street parking in the downtown is one possibility (as noted in recommendation 14.2) we are not recommending that at this time but feel that this is something that should be investigated in the future.

**Action:**

1. As the financial figures indicate, additional revenue will likely be needed. The current economic conditions as a result of the current pandemic would make it extremely difficult, in our opinion, to raise permit rates or hourly parking rates at this time. However, a similar result can be achieved, by reducing the number of free hours in the ramp from three hours to two hours. However, this must be carefully considered because of the potential that some patrons will thus limit their time (and thus their spending) downtown to stay within the free parking period. In the future with the implementation of paid parking, one option would be to offer 1 hour of free on-street parking (still with a maximum of two-hours on the street) or two-hours of free parking in a ramp. This would be consistent with the best practice for the differential that on-street parking should carry a higher rate. This could also be done with on-street parking carrying an immediate charge while publicly available off-street spaces would give the first one or two hours free.
2. Consider the periodic need to increase permit rates so that total system revenues will cover reasonable increases in operating expenses and provide for a reserve which can be used for system upgrades.
3. In the budget, set aside between \$150 and \$200 per ramp space per year into a sinking fund. This money is then available when significant garage repairs such as expansion joints, elevator replacement or other structural elements need repair.
4. Implement a special event pay-on-entry parking system that requires a flat fee upon entry. Engage community groups to help collect entrance fees or prepaid parking passes and give them a percentage of the income for assisting.

14.2 – Implement a fully paid parking system (Future)

**Discussion:** Unrecognized by many patrons coming to visit any downtown is that there is a cost to provide and maintain parking. Sources of funding parking are either user-fees or general fund dollars. In the latter case, every City taxpayer is paying for parking, even if they don’t use it. Under the user-fees options, those who use the parking and benefit from it, are paying for its development and maintenance just as a user of any other services. Best practices for a paid parking system are that the most convenient spaces are charged a higher rate than less convenient parking. The differential between the convenient on-street parking and less convenient garage parking is already partially accomplished with recommendation 8.1 which provides for a maximum of two hours of on-street parking (which is free) while three hours of free parking is allowed in the ramps.

When it comes to implementing paid on-street parking within a downtown there are often two opposing views. On one-hand, there are those who are concerned that paid on-street parking will discourage customers from coming downtown to visit shops and services to only when necessary. The other side of the argument is that implementation of a paid parking program will discourage use of the most convenient spaces by employees making the convenient on-street parking more available.

While many downtowns with paid parking systems have been and continue to be successful, the recent pandemic has, in our opinion, drastically changed the environment. Restaurants are forced to limit the number of dining patrons by spreading tables further apart. Other shoppers who were forced to stay home have discovered that many goods can be bought on-line and delivered to their door. Even some services have been learned for home administration.

La Crosse Paid On-Street?					
Paid On-Street Spaces (Dntn)	1,324	1,324	1,324	1,324	1,324
Assume (hrs / day)	2.05	2.05	2.05	2.05	2.05
Assumed Hourly Rate	\$1.00	\$1.25	\$1.50	\$1.75	\$2.00
Revenue / Day	\$2,714	\$3,393	\$4,071	\$4,750	\$5,428
Days / Year (6 days / wk)	312	312	312	312	312
Annual Revenue	\$846,830	\$1,058,538	\$1,270,246	\$1,481,953	\$1,693,661

**Action:** For the reasons noted above, Rich is not recommending implementation of paid on-street parking within the downtown at this time. As activity increases and returns to more normal levels, this issue should be revisited so that revenues necessary to support the downtown parking system can be generated. Depending on the rates charged for on-street parking, revenues could be increased by from \$850,000 to nearly \$1.7 million per year. This can be used not only for maintenance on existing parking ramps but can provide for various system enhancements. These enrichments make the parking system more user-friendly to patrons with enhanced lighting, technology improvements, or other changes that may be required.

## 15.0 – Ramp Lighting

### 15.1 – Increase lighting in ramps

**Discussion:** Lighting plays an important part in promoting visibility and safety in the parking ramps. Lighting should be distributed evenly throughout the ramp. The Illuminating Engineering Society (IES) of North America provides recommendations based upon design and area. During daytime hours, low lighting is suggested for basic parking areas with higher levels for ramps and even higher levels at entrance areas to allow for easy transition from outside lighting into the parking lighting.

**Action:** Update lighting in the ramps to provide the required lighting for visibility and safety.

Guidelines and more information can be found at this website:

[https://www.energy.gov/sites/prod/files/2014/02/f7/parking\\_structure\\_lighting\\_guide.pdf](https://www.energy.gov/sites/prod/files/2014/02/f7/parking_structure_lighting_guide.pdf)

## 16.0 – Communications

16.1 – Communicate upcoming maintenance and events to businesses, permit holders, and patrons via the text alert system, website and Facebook.

**Discussion:** Experiencing unexpected maintenance when trying to park can be frustrating to the parking users as well and the people performing the maintenance. When the parking system is designed in a way to effectively communicate maintenance and event schedules that will impact parking arrangements, the users feel like they are informed and not imposed upon.

**Action:** Work with the different departments that need to perform the maintenance to create a schedule in advance (as much as possible) and post this schedule to the website. Use the text notification system to send reminders a week, three days and one day in advance to notify users of the areas that will be closed.

## WEBSITE RECOMMENDATIONS

### 17.0 – Website

17.1 – 17.1.6 – Update website to clearly communicate information

**Discussion:** Knowledge about how the parking system functions helps users feel confident in their ability to park without receiving a citation. Information should be detailed and provide clear direction on such topics as:

1. Parking ramp locations along with maps, fees how to pay, and a downloadable PDF brochure
  - a. **Figure 3** on page 26 & 27, provides an example brochure
2. Permits – how to obtain and pay for one and what the regulations are
  - a. Include the option to register for a permit on-line – allowing people the ability to download the required documents





3. Citations –
  - a. How to pay the fees associated with the common types of infractions
    - i. Parking in a Loading zone
    - ii. Parking in an ADA space
    - iii. Over time limit
  - b. How to Dispute a citation
    - i. How the process works once a dispute has been submitted
  - c. How to Make a payment or set up a payment plan
  - d. Explain how the incremental citations work
    - i. 1<sup>st</sup> ticket within calendar year – courtesy
    - ii. 2<sup>nd</sup> ticket (fee)
    - iii. Etc.
4. Event schedules – calendar showing upcoming events that will require users to park elsewhere or move vehicle by a certain time
5. How to use the Passport® Parking App
6. How to use the ramp pay stations
7. Marketing the parking system
  - a. What’s new
  - b. What’s changed
  - c. How to – 30 second commercials for the website and Facebook

Below are links to websites that are good examples:

**City of Birmingham, MI:**

Home page: <https://www.bhamgov.org/>

Why we like it: this has a widget on the home page that directs you to a list of the currently available ramp parking

Parking page: <https://www.bhamgov.org/government/departments/police/parking.php> -

Why we like it: it is informative and easy to read.

**City of Madison, WI:**

Parking Utility home page: <https://www.cityofmadison.com/parking-utility/garages-lots/hourly-rates/explanation-of-rates>

Why we like it: High level of detail, yet easy to read and find the information you are looking for.

Figure 3 – Example Brochure (page 1)

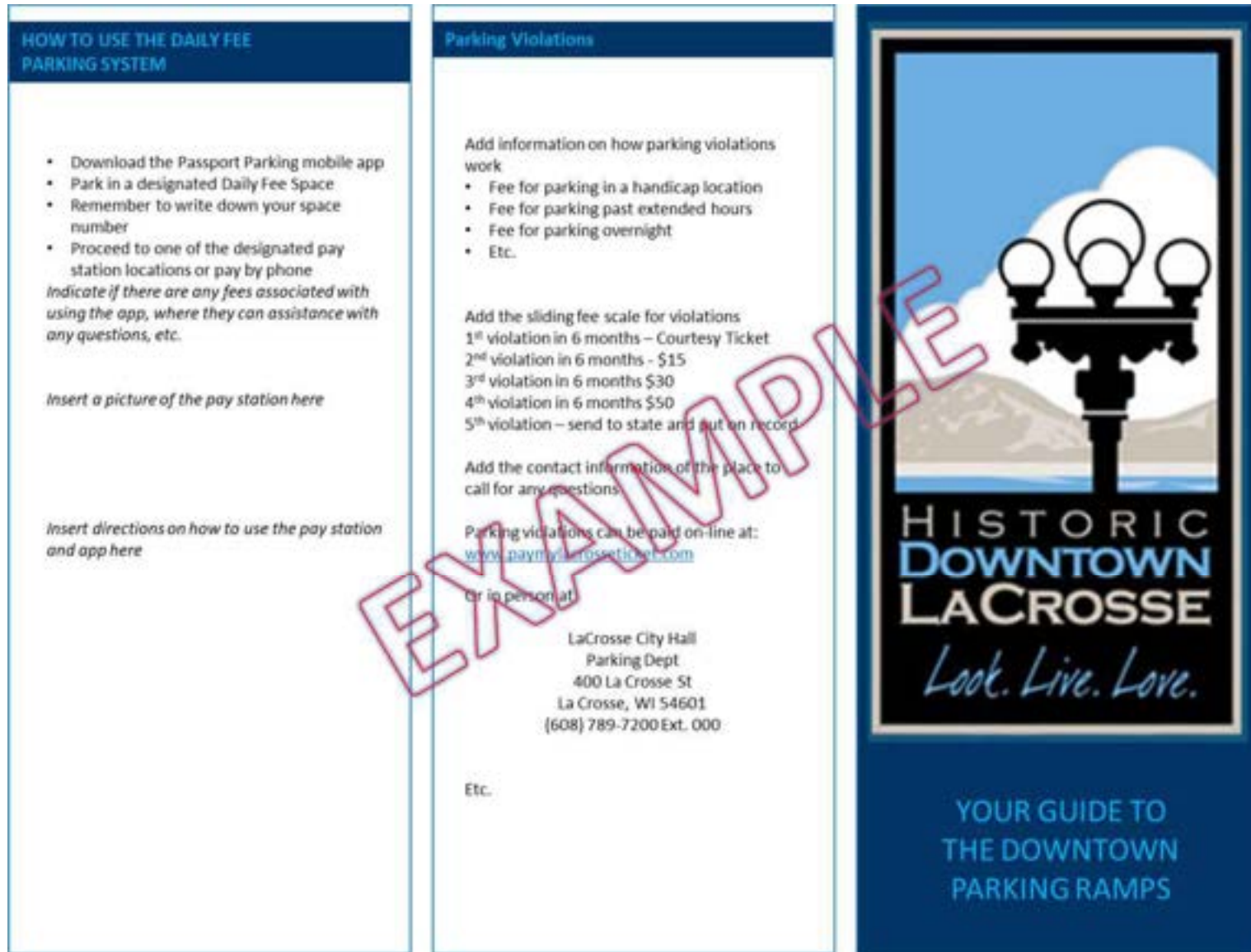


Figure 3 – Example Brochure (page 2)

### DOWNTOWN PARKING RAMPS

**LA CROSSE CENTER RAMP**  
893 Pay spots

**RIVERSIDE RAMP**  
903 spots  
*Now leased, to pay gate*

**MAIN STREET RAMP**  
395 spots | Pay Stations

**PINE STREET RAMP**  
605 spots | Pay Stations

**MARKET SQUARE RAMP**  
635 spots | Pay Stations

**PARKING**

1. Parking in Downtown La Crosse is **EASY** and at many times **FREE!**
2. Two **FREE** hours of parking on our Streets Everyday 8 am - 6 pm!
3. Three **FREE** hours of parking in our Ramps Monday- Friday 8 am - 6 pm!

**Free** FREE Parking in our Parking Ramps on Evenings and Weekends!

**DOWNTOWN LA CROSSE**

MORE INFORMATION AT [WWW.CITYOFLACROSSE.ORG/PARKING](http://WWW.CITYOFLACROSSE.ORG/PARKING)

### Downtown Parking Ramps

**Main Street Ramp**  
500 Main St  
Enter from State Street  
Hours: 8am – 6pm; \$1.00/hour  
6pm – 10pm free  
closed 10pm – 6am  
Pay Station location: 1<sup>st</sup> fl, 3<sup>rd</sup> fl

**Pine Street Ramp**  
222 Pine St  
Hours: 8am – 6pm; \$1.00/hour  
6pm – 10pm free  
closed 10pm – 6am  
Pay Station location: 1<sup>st</sup> fl, 3<sup>rd</sup> fl

**LaCrosse Center Ramp**  
222 Pine St  
Enter from 2<sup>nd</sup> St  
Hours: 8am – 6pm; \$1.00/hour  
6pm – 10pm free  
closed 10pm – 6am  
Pay Station location: 1<sup>st</sup> fl, 3<sup>rd</sup> fl

**Market Square Ramp**  
432 Jay St  
Enter from Jay St  
Hours: 8am – 6pm; \$1.00/hour  
6pm – 10pm free  
closed 10pm – 6am  
Pay Station location: 1<sup>st</sup> fl, 3<sup>rd</sup> fl

**Riverside Ramp**  
424 2<sup>nd</sup> St S  
Enter from 2<sup>nd</sup> St or Jay St  
Hours: 8am – 6pm; \$1.00/hour  
6pm – 10pm free  
closed 10pm – 6am  
Pay Station location: 1<sup>st</sup> fl, 3<sup>rd</sup> fl

## PROMOTE / MARKET ALTERNATIVE TRANSPORTATION RECOMMENDATIONS

### 18.0 – MTU

#### 18.1 – 18.1.2 Promote MTU Transportation Options

**Discussion:** Current pandemic conditions may impact the usage of public transportations for the near future. Once public interactions increase again, the public transportation system could provide more viable options for people looking to travel within La Crosse. Currently, the 30-minute headways are not flexible enough to meet work schedule demands. For example, it may take less time to drive than it would take to wait for another bus. Additionally, people may not be aware of how the MTU system operates.

**Actions:** Work with MTU to promote to the general public as well as the students, the benefits of alternative transportation. Set-up a pilot program for an agreed upon amount of time (six months) where headways are reduced to every 15 or 20 minutes.

### 19.0 – Cycling

#### 19.1 – 19.1.4 Promote Cycling in La Crosse

**Discussion:** Many people are beginning to adopt cycling as an alternative form of transportation. However, many cyclists feel it is not safe to ride on the downtown streets – vehicle drivers do not like and do not know how to share the road with cyclists.

**Actions:** Work with local cycle shop owners to obtain information on cycling: best practices, parking options, education, marketing and to promote special cycle events.

Below are some suggested activities:

1. Utilize the website to provide cycling information
  - a. Created 30 second commercials
    - i. To teach how to use cyclist hand signals and what they mean
    - ii. To teach vehicle drivers how to share the road
    - iii. To promote cycling best practices
2. Co-sponsor training classes with shop owners
3. Co-sponsor cycling events
  - a. Participate in the annual bike to work / school days
4. Get creative and involve the community





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# APPENDIX- Downtown District

On-Street Supply

Off-Street Supply

**La Crosse Downtown On-Street Supply**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Public									Private			
			Unsigned / Free	Private On-Street	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	30 Min / 1 hour	Metered	Pay to Park	15 min/ Bus / Loading Zone	Barrier Free	Total Public	Private On-Street	Total Private	
1	A	not striped	0	0	0	14	0	0	0	0	0	0	14	0	0
1	B	not striped	0	0	0	6	0	0	0	0	0	0	6	0	0
1	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
1	D	not striped	0	0	0	13	0	0	0	0	0	0	13	0	0
<b>1</b>		<b>Block 1 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
2	A	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
2	B	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
2	C	not signed	0	0	0	0	0	0	0	0	0	0	0	0	0
2	D	not striped	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>2</b>		<b>Block 2 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
3	A	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
3	B	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
3	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
3	D	not striped	0	0	0	14	0	0	0	0	0	0	14	0	0
<b>3</b>		<b>Block 3 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
4	A	not striped	0	0	0	30	0	0	0	0	0	0	30	0	0
4	B	not striped	0	0	0	11	0	0	0	0	0	0	11	0	0
4	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
4	D	not striped	0	0	0	5	0	0	0	0	0	0	5	0	0
<b>4</b>		<b>Block 4 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
5	A	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
5	B	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
5	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
5	D	not striped	0	0	0	9	0	0	0	0	0	0	9	0	0
<b>5</b>		<b>Block 5 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
6	A	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
6	B	not striped	0	0	0	5	0	0	0	0	0	0	5	0	0
6	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
6	D	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
<b>6</b>		<b>Block 6 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>
8	B	not striped	0	0	0	15	0	0	0	4	2	21	0	0	0
8	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>8</b>		<b>Block 8 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
9	A	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
9	B	not striped	0	0	0	9	0	0	0	0	0	0	9	0	0
9	C	not striped	0	0	0	11	0	0	0	0	1	12	0	0	0
9	D	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>9</b>		<b>Block 9 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
10	A	not striped	0	0	0	5	0	0	0	0	0	0	5	0	0
10	B	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
10	C	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
10	D	not striped	0	0	0	4	0	0	0	0	3	7	0	0	0
<b>10</b>		<b>Block 10 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
11	A	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
11	B	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
11	C	not striped	0	0	0	5	0	0	0	0	0	0	5	0	0
11	D	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
<b>11</b>		<b>Block 11 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
12	A	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
12	B	not striped	0	0	0	9	0	0	0	0	2	11	0	0	0
12	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
12	D	not striped	0	0	0	9	0	0	0	0	0	0	9	0	0
<b>12</b>		<b>Block 12 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
13	A	not striped	0	0	1	10	0	0	0	1	1	13	0	0	0
13	B	not striped	0	0	0	17	0	0	0	0	0	17	0	0	0
13	C	not striped	0	0	0	14	0	0	0	0	1	15	0	0	0
13	D	not striped	0	0	0	17	0	0	0	0	1	18	0	0	0
13	DA	spaces on Jay St	0	0	0	6	0	0	0	0	2	8	0	0	0
<b>13</b>		<b>Block 13 Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
14	A	not striped	0	0	0	4	0	0	0	0	0	4	0	0	0
14	B	not striped	0	0	0	10	0	0	0	0	0	10	0	0	0
14	C	not striped	0	0	0	7	0	0	0	0	0	7	0	0	0
14	D	not striped	0	0	0	19	0	0	0	0	0	19	0	0	0
<b>14</b>		<b>Block 14 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
16 & 16A	A	striped	0	0	0	39	0	0	0	0	0	39	0	0	0
16 & 16A	B	not striped	0	0	15	7	0	0	10	0	1	33	0	0	0
16 & 16A	C	not striped	1	0	0	0	0	0	0	0	2	3	0	0	0
16 & 16A	D	not striped	0	0	0	11	0	0	0	0	2	13	0	0	0
<b>16/A</b>		<b>Blocks 16/16A Total</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>
17	A	striped	0	0	0	8	0	0	0	0	0	8	0	0	0
17	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
17	C	not striped	0	0	0	8	0	0	0	0	0	8	0	0	0
17	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>17</b>		<b>Block 17 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Downtown On-Street Supply continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Public										Private		
			Unsigned / Free	Private On-Street	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	30 Min / 1 hour	Metered	Pay to Park	15 min/ Bus / Loading Zone	Barrier Free	Total Public	Private On-Street	Total Private	
18	A	striped	0	0	0	13	0	0	0	0	0	0	13	0	0
18	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
18	C	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
18	D	not striped	0	0	0	6	0	0	0	0	0	0	6	0	0
<b>18</b>		<b>Block 18 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>
19	A	not striped	0	0	1	10	0	0	0	0	1	0	12	0	0
19	B	in summer 1 space used for bike parking and 1 used for seating	0	0	0	11	0	0	0	0	0	1	12	0	0
19	C	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
19	D	9 striped/ 4 not striped	0	0	0	12	0	0	0	0	0	1	13	0	0
<b>19</b>		<b>Block 19 Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>0</b>	<b>0</b>
20	B	striped/not striped	0	0	0	47	0	0	0	0	0	0	47	0	0
<b>20</b>		<b>Block 20 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
21	A	not striped	0	0	0	12	0	0	0	0	0	1	13	0	0
21	B	unmarked/ 1 space used for bike in summer	0	0	0	12	0	0	0	0	0	0	12	0	0
21	C	striped	0	0	0	15	0	0	0	0	0	0	15	0	0
21	D	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
<b>21</b>		<b>Block 21 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>
22	A	striped	0	0	0	10	0	0	0	0	0	0	10	0	0
22	B	striped	0	0	0	10	0	0	0	0	0	0	10	0	0
22	C	striped	0	0	0	11	0	0	0	0	0	0	11	0	0
22	D	striped	0	0	0	11	0	0	0	0	1	0	12	0	0
<b>22</b>		<b>Block 22 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
23	A	not striped	0	0	0	4	0	0	0	0	0	0	4	0	0
23	B	striped	0	0	0	7	0	0	0	0	0	0	7	0	0
23	C	striped	0	0	0	10	0	0	0	0	0	0	10	0	0
23	D	not striped	0	0	0	6	0	0	0	0	0	0	6	0	0
<b>23</b>		<b>Block 23 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>
24	A	striped / not striped	0	0	0	9	0	0	0	0	0	0	9	0	0
24	B	striped / not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
24	C	striped / not striped	0	0	0	11	0	0	0	0	0	1	12	0	0
24	D	striped	0	0	0	8	0	0	0	0	0	0	8	0	0
<b>24</b>		<b>Block 24 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>0</b>
25	A	not striped	0	0	0	6	0	0	0	0	0	0	6	0	0
25	B	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
25	C	not striped	0	0	0	9	0	0	0	0	0	0	9	0	0
25	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>25</b>		<b>Block 25 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>
26	A	not striped	0	0	1	6	0	0	0	0	0	0	7	0	0
26	B	not striped	0	0	2	2	3	0	0	0	0	0	7	0	0
26	C	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
26	D	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
<b>26</b>		<b>Block 26 Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
27	A	not striped	0	0	0	5	0	0	0	0	0	0	5	0	0
27	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0	0
27	C	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
27	D	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
<b>27</b>		<b>Block 27 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>
29	A	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
29	B	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
29	C	not striped	0	0	0	3	0	0	0	0	0	0	3	0	0
29	D	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
<b>29</b>		<b>Block 29 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>
30	A	not striped	0	0	0	7	0	0	0	0	0	0	7	0	0
30	B	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
30	C	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
30	D	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
<b>30</b>		<b>Block 30 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
31	A	not striped	0	0	0	11	0	0	0	0	0	0	11	0	0
31	B	not striped	0	0	0	10	0	0	0	0	0	0	10	0	0
31	C	not striped	0	0	0	7	0	0	0	0	2	0	9	0	0
31	D	not striped	0	0	0	11	0	0	0	0	0	0	11	0	0
<b>31</b>		<b>Block 31 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>
32	A	not striped	0	0	0	11	0	0	0	0	4	0	15	0	0
32	B	not striped	0	0	0	12	0	0	0	0	0	0	12	0	0
32	C	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
32	D	not striped	0	0	0	8	0	0	0	0	0	0	8	0	0
<b>32</b>		<b>Block 32 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>



**Downtown On-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Public										Private	
			Unsigned / Free	Private On-Street	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	30 Min / 1 hour	Metered	Pay to Park	15 min/ Bus / Loading Zone	Barrier Free	Total Public	Private On-Street	Total Private
33	A	no striping	0	0	0	0	0	0	8	0	3	11	0	0
33	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
33	C	no striping	0	0	0	11	0	0	0	0	0	11	0	0
33	D	not striped	0	0	0	11	0	0	0	0	0	11	0	0
<b>33</b>		<b>Block 33 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>0</b>	<b>0</b>
35	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
35	B	not striped	0	0	0	35	0	0	0	0	0	35	0	0
35	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
35	D	not striped	0	0	0	22	0	0	0	0	0	22	0	0
<b>35</b>		<b>Block 35 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>
35A	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
35A	B	not striped	0	0	0	36	0	0	0	0	0	36	0	0
35A	C	not striped	0	0	0	9	0	0	0	0	0	9	0	0
35A	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>35A</b>		<b>Block 35A Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
36	A	not striped	0	0	0	9	0	0	0	0	0	9	0	0
36	B	not striped	0	0	0	12	0	0	0	0	0	12	0	0
36	C	not striped	0	0	0	6	0	0	0	0	0	6	0	0
36	D	no parking ????	0	0	0	8	0	0	0	0	0	8	0	0
<b>36</b>		<b>Block 36 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>
37	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
37	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
37	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
37	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>37</b>		<b>Block 37 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
38N	A	Changed to off-street lot	0	0	0	0	0	0	0	0	0	0	0	0
38N	B	no striping	0	0	0	0	0	0	10	0	1	11	0	0
38N	C	Changed to off-street lot	0	0	0	0	0	0	0	0	0	0	0	0
38N	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>38N</b>		<b>Block 38N Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>
38S	A	Changed to off-street lot	0	0	0	0	0	0	0	0	0	0	0	0
38S	B	No Parking	0	0	0	0	0	0	0	0	0	0	0	0
38S	C	not striped	0	0	0	8	0	0	0	0	0	8	0	0
38S	D	not striped	0	0	0	8	0	0	0	0	0	8	0	0
<b>38S</b>		<b>Block 38S Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>
39	A	not signed	0	0	0	5	0	0	0	0	0	5	0	0
39	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
39	C	not striped	0	0	0	0	0	0	10	0	0	10	0	0
39	D	not striped	0	0	0	0	0	0	24	0	0	24	0	0
<b>39</b>		<b>Block 39 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
41	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
41	B	not striped	0	0	0	8	0	0	0	0	2	10	0	0
41	C	not striped	0	7	0	4	0	0	0	0	0	11	7	7
41	D	not striped	0	0	0	7	0	0	0	0	0	7	0	0
<b>41</b>		<b>Block 41 Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>7</b>	<b>7</b>
42	A	not striped	0	0	0	3	0	0	0	0	0	3	0	0
42	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
42	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
42	D	not striped	0	0	0	8	0	0	0	0	0	8	0	0
<b>42</b>		<b>Block 42 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>
43	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
43	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
43	C	not striped	0	0	0	4	0	0	0	0	0	4	0	0
43	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>43</b>		<b>Block 43 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>
44	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
44	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
44	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
44	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>44</b>		<b>Block 44 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals</b>			<b>1</b>	<b>7</b>	<b>20</b>	<b>1191</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>25</b>	<b>1325</b>	<b>7</b>	<b>7</b>

**La Crosse - Downtown District Off-Street Supply**

Blk#	Ltr	Description	Private					Total Private
			Reg	Barrier Free	Permit	Meters	15 Min / or LZ	
1	A	Smoking Blues Lounge / Piggys Restaurant	32	2	0	0	0	34
1	B	500 Second St Bldg	134	3	0	0	0	137
1	C	Courtyard Marriott	46	0	0	0	0	46
<b>1</b>		<b>Total Block 1</b>	<b>212</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>
2	A	Fairfield Inn	90	4	0	0	0	94
<b>2</b>		<b>Total Block 2</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>
3	A	No supply	0	0	0	0	0	0
<b>3</b>		<b>Total Block 3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4	A	Bimbo Bakeries	12	0	0	0	0	12
<b>4</b>		<b>Total Block 4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
5	A	People's Food Co-op	27	2	0	0	0	29
5	B	Wells Fargo	124	4	0	0	0	128
5	C	236 6th Street	7	3	0	0	0	10
<b>5</b>		<b>Total Block 5</b>	<b>158</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
6	A	600 King St. Apts.	10	0	0	0	0	10
6	B	Pizza Dr. Rest.	30	0	0	0	0	30
6	C	Social Security / Restaurant	37	3	0	0	0	40
6	D	Milage Gas Station	9	0	0	0	0	9
6	E	Solberg Heights Apts.	20	0	0	0	0	20
<b>6</b>		<b>Total Block 6</b>	<b>106</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>
8	A	The Waterfront Restaurant and Tavern	28	3	0	0	0	31
8	B	Courtyard Marriott	8	0	0	0	0	8
8	C	Courtyard Marriott	70	3	0	0	0	73
<b>8</b>		<b>Total Block 8</b>	<b>106</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>
9	A	The Pumphouse / Piggy's Restaruant	31	1	0	0	0	32
9	B	2nd Street - Riverside RAMP	0	0	0	0	0	0
<b>9</b>		<b>Total Block 9</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
10	A	202 2nd St. / Hilton Home 2	59	4	0	0	0	63
10	B	300 3rd St. / Lovechild Rest.	13	0	0	0	0	13
10	C	316 3rd St. / Office Bldg	16	0	0	0	0	16
10	D	324 3rd St / Trim Design Sign Shop	13	0	0	0	0	13
10	E	202 2nd St. / Hilton Home 2	13	0	0	0	0	13
<b>10</b>		<b>Total Block 10</b>	<b>114</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>118</b>
11	A	316 4th St. / River City Gold / Designing Jewelers	16	0	0	0	0	16
11	B	318 4th St. / Hunan Lounge	15	0	0	0	0	15
11	C	No name/address	6	0	0	0	0	6
11	D	324 4th St. / Glory Days Sports Pub	10	0	0	0	0	10
<b>11</b>		<b>Total Block 11</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
12	A	Century Link	31	0	0	0	0	31
12	B	Century Link	12	2	0	0	0	14
12	C	432 Jay St / Market Sq. Public RAMP	0	0	0	0	0	0
<b>12</b>		<b>Total Block 12</b>	<b>137</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>
13	A	Cathedral of St. Joseph	0	2	200	0	0	202
13	B	Cathedral of St. Joseph	24	4	0	0	0	28
<b>13</b>		<b>Total Block 13</b>	<b>24</b>	<b>6</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>230</b>
14	A	103 6th St. / H & R Block	3	0	0	0	0	3
14	B	620 Main St. / Citizens Bank	36	1	0	0	0	37
14	C	118 7th St / Vacant	9	0	0	0	0	9
14	D	118 7th St / Vacant	28	0	0	0	0	28
14	E	130 7th St / Apts	10	0	0	0	0	10
14	F	138 7th St / Apts	8	0	0	0	0	8
14	G	Vacant	8	0	0	0	0	8
14	H	629 King St / Apts	5	0	0	0	0	5
14	I	603 6th St / Herbal Healings	9	0	0	0	0	9
14	J	141 6th St. / CBS 8 News	7	0	0	0	0	7
14	K	123 6th St. / Three Rivers Martial Arts	28	1	0	0	2	31
<b>14</b>		<b>Total Block 14</b>	<b>151</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>155</b>
16	A	Radison Hotel	190	6	0	0	0	196
16A	A	100 Harborview Plaza	152	4	0	0	0	156
16A	B	100 Harborview Plaza	11	2	0	0	0	13
<b>16/16A</b>		<b>Total Block 16</b>	<b>353</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>365</b>

**Downtown Off-Street Supply continued...**

Blk#	Ltr	Description	Private					Total Private
			Reg	Barrier Free	Permit	Meters	15 Min / or LZ	
17	A	200 Pearl St. /Holiday Inn	20	2	0	0	0	22
17	B	222 Pearl St. / Starlite Lounge	4	0	0	0	0	4
17	C	202 3rd St. / Subway	17	1	0	0	0	18
17	D	La Crosse Center RAMP	0	0	0	0	0	0
<b>17</b>		<b>Total Block 17</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
18	A	227 3rd St. / Enterprise Rent-A-Car	8	0	0	0	0	8
18	B	327 Jay St. / Pickerman's Soup & Sandwich	7	0	0	0	0	7
<b>18</b>		<b>Total Block 18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
19	A	400 Main St. / Fuel Good Nutrition	7	0	0	0	0	7
19	B	112-114 5th Ave / Anytime Fitness	4	0	0	0	0	4
19	C	116 5th Ave / Metre	4	0	0	0	0	4
19	D	118 5th Ave / 10 Best Photographers	10	0	0	0	0	10
19	E	137 4th St / Top Shots Pool & Darts	3	0	0	0	0	3
<b>19</b>		<b>Total Block 19</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
20		No supply	0	0	0	0	0	0
<b>20</b>		<b>Total Block 20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
21	A	110 3rd St. / Antique Center	13	0	0	0	0	13
21	B	111 2nd St. / State Farm Ins	0	0	18	0	0	18
21	C	111 2nd St. / State Farm Ins	9	0	0	0	0	9
<b>21</b>		<b>Total Block 21</b>	<b>22</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>40</b>
22	A	115 3rd St. / Big Al's Pizza	0	0	7	0	0	7
22	B	107 3rd St / Christos Tavern	6	0	0	0	0	6
22	C	324 Main / Howes Jewelery	8	0	0	0	0	8
<b>22</b>		<b>Total Block 22</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>
23	A	201 Main St / US Bank	9	1	0	0	0	10
23	B	Alley behind Garage	10	0	0	0	0	10
23	C	Main St RAMP	0	0	0	0	0	0
<b>23</b>		<b>Total Block 23</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
24	A	125 4th St / Vendi Advertising	16	0	0	0	0	16
24	B	Verve Bank	27	0	0	0	0	27
24	C	313 Main / Addiecake bakery	0	0	2	0	0	2
<b>24</b>		<b>Total Block 24</b>	<b>43</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>45</b>
25	A	Stall Bank	143	2	0	0	0	145
<b>25</b>		<b>Total Block 25</b>	<b>143</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>
26	A	115 6th St / Sub-Par Holdings	14	0	0	0	0	14
26	B	Full Circle Supply	5	0	0	0	0	5
26	C	Unique Boutique	7	0	0	0	0	7
<b>26</b>		<b>Total Block 26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
27	A	602 State St / Robertson Insurance	6	0	0	0	0	6
27	B	602 State St / Robertson Insurance	8	0	0	0	0	8
27	C	630 State St / Smiths Bike Shop	9	0	0	0	0	9
27	D	Western University only	0	0	27	0	0	27
27	E	Western University	4	0	0	0	0	4
27	F	Great River Vinyard Church	24	1	0	0	0	25
<b>27</b>		<b>Total Block 27</b>	<b>51</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>79</b>
29	A	Trust Point	68	3	0	0	0	71
29	B	The Charmant Hotel	0	0	174	0	0	174
<b>29</b>		<b>Total Block 29</b>	<b>68</b>	<b>3</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>245</b>
30	A	?? 2nd St / Apts	27	0	0	0	0	27
30	B	223 3rd St / Independent Law	22	1	0	0	0	23
30	C	214 Vine St / Wettstein Brothers Electric	24	0	0	0	0	24
<b>30</b>		<b>Total Block 30</b>	<b>73</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
31	A	323 State St / The Residence at Belle Sq.	91	5	0	0	0	96
<b>31</b>		<b>Total Block 31</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>

**Downtown Off-Street Supply continued...**

Blk#	Ltr	Description	Private					Total Private
			Reg	Barrier Free	Permit	Meters	15 Min / or LZ	
32	A	US Post Office	93	2	0	0	0	95
32	B	US Post Office	24	2	0	0	0	26
<b>32</b>		<b>Total Block 32</b>	<b>117</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>
33	A	Western College Horticulture	21	0	0	0	0	21
33	B	LaCrosse County Admin Bldg	56	0	0	0	0	56
<b>33</b>		<b>Total Block 33</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>
35	A	Freighthouse	47	0	0	0	0	47
35	B	Freighthouse	68	0	0	0	0	68
35	C	Freighthouse	62	2	0	0	0	64
35	D	Landmark Bldg	158	5	0	0	0	163
<b>35</b>		<b>Total Block 35</b>	<b>335</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>342</b>
35A	A	Grand Stay	70	3	0	0	0	73
35A	B	Century Link Office Building (main lot)	121	9	0	0	0	130
35A	C	Century Link Office Building Visitor lot)	9	1	0	0	0	10
<b>35A</b>		<b>Total Block 35A</b>	<b>200</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
36	A	Plow Bldg. / Marine Credit Union	87	3	0	0	3	93
36	B	Pine Street RAMP	0	0	0	0	0	0
<b>36</b>		<b>Total Block 36</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>
37	A	La Crosse County Courthouse	16	0	0	0	0	16
37	B	La Crosse County Courthouse	25	1	0	0	0	26
<b>37</b>		<b>Total Block 37</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
38N	A	The Hub on 6th	40	1	0	0	0	41
<b>38N</b>		<b>Total Block 38N</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
38S	A	County Parking	33	1	0	0	0	34
38S	B	County Parking	93	2	0	0	0	95
38S	C	County Parking	0	7	0	37	2	46
<b>38S</b>		<b>Total Block 38S</b>	<b>126</b>	<b>10</b>	<b>0</b>	<b>37</b>	<b>2</b>	<b>175</b>
39	A	College	28	2	0	0	0	30
39	B	College	50	4	0	0	0	54
<b>39</b>		<b>Total Block 39</b>	<b>78</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
41	A	Hampton Inn Suites	122	5	0	0	0	127
41	B	Tribune	42	0	0	0	0	42
41	C	Tribune	15	1	0	0	0	16
<b>41</b>		<b>Total Block 41</b>	<b>179</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>
42	A	County Courthouse	67	0	0	0	0	67
42	B	Dee's Auto Care Specialist	8	0	0	0	0	8
42	C	Dee's Auto Care Specialist	0	0	8	0	0	8
42	D	County Cour - Meters	0	0	0	15	0	15
<b>42</b>		<b>Total Block 42</b>	<b>75</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>98</b>
43	A	Burger King	30	0	0	0	0	30
<b>43</b>		<b>Total Block 43</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
44	A	City Hall - Employee Parking	105	0	0	0	0	105
44	B	City Hall - Visitor Parking	33	4	0	0	0	37
44	C	City Hall - Employee Parking	49	0	0	0	0	49
<b>44</b>		<b>Total Block 44</b>	<b>187</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
<b>Totals</b>			<b>3747</b>	<b>125</b>	<b>436</b>	<b>52</b>	<b>7</b>	<b>4367</b>



## **APPENDIX – University District**

On-Street Supply

Off-Street Supply

**La Crosse University On-Street Supply**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
1	A	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
1	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
1	C	no striping	0	0	0	0	0	0	12	0	0	12	0	0
1	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>1</b>	<b>0</b>	<b>Block 1 Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>
2	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
2	B	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
2	C	no striping	0	0	0	0	0	0	14	0	0	14	0	0
2	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>2</b>	<b>0</b>	<b>Block 2 Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>
3	A	no striping	6	0	4	0	0	0	0	0	0	10	0	0
3	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
3	C	no striping	5	0	0	0	5	0	0	0	0	10	0	0
3	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>3</b>	<b>0</b>	<b>Block 3 Total</b>	<b>40</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
4	A	no sign or striping	4	0	0	0	0	0	0	0	0	4	0	0
4	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
4	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
4	D	no or striping	11	0	0	0	0	0	0	0	0	11	0	0
<b>4</b>	<b>0</b>	<b>Block 4 Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>
5	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
5	B	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
5	C	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
5	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>5</b>	<b>0</b>	<b>Block 5 Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>
6	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
6	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
6	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
6	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>6</b>	<b>0</b>	<b>Block 6 Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>
7	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
7	B	no striping	0	0	0	4	0	0	0	2	0	6	0	0
7	C	no striping	0	0	6	0	0	0	0	0	0	6	0	0
7	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>7</b>	<b>0</b>	<b>Block 7 Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>
8	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
8	B	no striping	0	0	0	0	0	0	6	0	0	6	0	0
8	C	no striping	0	0	0	0	0	0	7	0	0	7	0	0
8	D	no striping	0	0	0	15	0	0	0	0	0	15	0	0
<b>8</b>	<b>0</b>	<b>Block 8 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
9	A	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
9	B	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
9	C	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
9	D	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
<b>9</b>	<b>0</b>	<b>Block 9 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10	A	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
10	B	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
10	C	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
10	D	University - not counted	0	0	0	0	0	0	0	0	0	0	0	0
<b>10</b>	<b>0</b>	<b>Block 10 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
11	B	no striping	0	0	0	32	0	0	0	0	0	32	0	0
11	C	no parking during school days 7:30 - 4:30 no striping	23	0	0	0	0	0	0	0	0	23	0	0
11	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>11</b>	<b>0</b>	<b>Block 11 Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>
12	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
12	B	no striping	0	0	0	25	0	0	0	0	0	25	0	0
12	C	no sign or striping	9	0	0	7	0	0	0	0	0	16	0	0
12	D	no striping	0	0	0	26	0	0	0	0	0	26	0	0
<b>12</b>	<b>0</b>	<b>Block 12 Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>
13	A	no parkng	0	0	0	0	0	0	0	0	0	0	0	0
13	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
13	C	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
13	D	no striping / no shuffling	0	0	0	18	0	0	0	0	0	18	0	0
<b>13</b>	<b>0</b>	<b>Block 13 Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
14	A	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
14	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
14	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
14	D	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
<b>14</b>	<b>0</b>	<b>Block 14 Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
15	A	no parking?	0	0	0	0	0	0	0	0	0	0	0	0
15	B	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
15	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
15	D	no sign or striping	5	0	0	0	0	0	0	0	0	5	0	0
<b>15</b>	<b>0</b>	<b>Block 15 Total</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>

University On-Street Supply continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
16	A	no striping	0	0	0	2	0	0	0	0	0	2	0	0
16	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
16	C	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
16	D	no sign or striping	20	0	0	0	0	0	0	0	0	20	0	0
<b>16</b>	<b>0</b>	<b>Block 16 Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>
17	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
17	B	no sign or striping	20	0	0	0	0	0	0	0	0	20	0	0
17	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
17	D	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
<b>17</b>	<b>0</b>	<b>Block 17 Total</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>
18	A	no sign no parking	0	0	0	0	0	0	0	0	0	0	0	0
18	B	no sign or striping	30	0	0	0	0	0	0	0	0	30	0	0
18	C	no striping	0	0	0	10	0	0	0	0	0	10	0	0
18	D	no striping	0	0	0	17	0	0	0	0	0	17	0	0
<b>18</b>	<b>0</b>	<b>Block 18 Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>
19	A	no striping	6	0	0	10	0	0	0	0	0	16	0	0
19	B	no striping	0	0	0	16	0	0	0	0	0	16	0	0
19	C	no striping	0	0	0	15	0	0	0	0	0	15	0	0
19	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>19</b>	<b>0</b>	<b>Block 19 Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
22	A	No supply	0	0	0	0	0	0	0	0	0	0	0	0
22	B	No supply	0	0	0	0	0	0	0	0	0	0	0	0
22	C	No supply	0	0	0	0	0	0	0	0	0	0	0	0
22	D	No supply	0	0	0	0	0	0	0	0	0	0	0	0
<b>22</b>	<b>0</b>	<b>Block 22 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
23	A	no striping	0	0	0	5	0	0	0	0	0	5	0	0
23	B	no striping	0	0	0	0	0	0	12	0	0	12	0	0
23	C	no sign or striping	5	0	0	0	0	0	0	0	0	5	0	0
23	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>23</b>	<b>0</b>	<b>Block 23 Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>
24	A	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
24	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
24	B1	interior no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
24	C	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
24	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
24	D2	interior no sign or striping	5	0	0	0	0	0	0	0	0	5	0	0
<b>24</b>	<b>0</b>	<b>Block 24 Total</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>
25	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
25	B	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
25	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
25	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>25</b>	<b>0</b>	<b>Block 25 Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
26	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
26	B	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
26	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
26	D	no striping	0	0	0	0	0	0	14	0	0	14	0	0
<b>26</b>	<b>0</b>	<b>Block 26 Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>
27	A	no striping	0	0	0	0	0	0	12	0	0	12	0	0
27	B	no striping	0	0	0	0	0	0	12	0	0	12	0	0
27	C	no striping	0	0	0	0	0	0	12	0	0	12	0	0
27	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>27</b>	<b>0</b>	<b>Block 27 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
28	A	no striping	0	0	0	0	0	0	14	0	0	14	0	0
28	B	no striping	0	0	0	0	0	0	17	0	0	17	0	0
28	C	no striping	0	0	0	0	0	0	12	0	0	12	0	0
28	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>28</b>	<b>0</b>	<b>Block 28 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
29	A	no striping	0	0	0	0	0	0	10	0	0	10	0	0
29	B	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
29	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
29	D	no striping	0	0	0	0	0	0	12	0	0	12	0	0
<b>29</b>	<b>0</b>	<b>Block 29 Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>
30	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
30	B	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
30	C	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
30	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>30</b>	<b>0</b>	<b>Block 30 Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
31	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
31	B	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
31	C	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
31	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>31</b>	<b>0</b>	<b>Block 31 Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
32	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
32	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
32	C	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
32	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>32</b>	<b>0</b>	<b>Block 32 Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>

**University On-Street Supply continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
33	A	no sign or striping	6	0	0	0	0	0	0	0	0	6	0	0
33	B	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
33	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
33	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>33</b>	<b>0</b>	<b>Block 33 Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>
34	A	no striping	0	0	0	0	0	0	16	0	0	16	0	0
34	B	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
34	C	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
34	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>34</b>	<b>0</b>	<b>Block 34 Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>
35	A	no striping	0	0	0	0	0	0	14	0	0	14	0	0
35	B	no striping	0	0	0	0	0	0	13	0	0	13	0	0
35	C	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
35	D	no sign / some marked	15	0	0	0	0	0	0	0	0	15	0	0
<b>35</b>	<b>0</b>	<b>Block 35 Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>
36	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
36	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
36	C	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
36	D	no striping	0	0	0	11	0	0	0	0	0	11	0	0
<b>36</b>	<b>0</b>	<b>Block 36 Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
37	A	no striping / no shuffling	0	0	0	12	0	0	0	0	0	12	0	0
37	B	no striping / no shuffling	0	0	0	14	0	0	0	0	0	14	0	0
37	C	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
37	D	no striping	7	0	0	0	5	0	0	0	0	12	0	0
<b>37</b>	<b>0</b>	<b>Block 37 Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>
38	A	no striping / no shuffling	0	0	0	10	0	0	0	0	0	10	0	0
38	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
38	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
38	D	no striping	0	0	0	15	0	0	0	0	0	15	0	0
<b>38</b>	<b>0</b>	<b>Block 38 Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
39	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
39	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
39	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
39	D	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
<b>39</b>	<b>0</b>	<b>Block 39 Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
40	A	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
40	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
40	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
40	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>40</b>	<b>0</b>	<b>Block 40 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
41	A	no striping	0	0	0	0	0	0	11	0	0	11	0	0
41	B	no striping	0	0	0	9	0	0	0	0	0	9	0	0
41	C	no striping	0	0	0	8	0	0	0	0	0	8	0	0
41	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>41</b>	<b>0</b>	<b>Block 41 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
42	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
42	B	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
42	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
42	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>42</b>	<b>0</b>	<b>Block 42 Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
43	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
43	B	no striping	0	0	0	8	0	0	0	0	0	8	0	0
43	C	no striping	0	0	0	14	0	0	0	0	0	14	0	0
43	D	no striping	0	0	0	11	0	0	0	0	0	11	0	0
<b>43</b>	<b>0</b>	<b>Block 43 Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
44	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
44	B	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
44	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
44	D	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
<b>44</b>	<b>0</b>	<b>Block 44 Total</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
45	A	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
45	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
45	C	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
45	D	no striping	0	0	0	12	0	0	0	0	0	12	0	0
<b>45</b>	<b>0</b>	<b>Block 45 Total</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
46	A	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
46	B	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
46	C	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
46	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>46</b>	<b>0</b>	<b>Block 46 Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>
47	A	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
47	B	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
47	C	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
47	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>47</b>	<b>0</b>	<b>Block 47 Total</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>



**University On-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
48	A	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
48	B	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
48	C	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
48	D	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
<b>48</b>	<b>0</b>	<b>Block 48 Total</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>
49	A	no striping / shuffling	0	0	0	0	0	0	11	0	0	11	0	0
49	B	no striping / no shuffling	0	0	0	0	0	0	12	0	0	12	0	0
49	C	no striping	0	0	0	17	0	0	0	0	0	17	0	0
49	D	no striping	0	0	0	12	0	0	0	0	0	12	0	0
<b>49</b>	<b>0</b>	<b>Block 49 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>
50	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
50	B	no striping	0	0	0	11	0	0	0	0	0	11	0	0
50	C	no striping	0	0	0	12	0	0	0	0	0	12	0	0
50	D	no striping	0	0	0	0	15	0	0	0	0	15	0	0
<b>50</b>	<b>0</b>	<b>Block 50 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>
51	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
51	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
51	C	no striping	0	0	0	7	0	0	0	0	0	7	0	0
51	D	no striping	0	0	0	15	0	0	0	0	0	15	0	0
<b>51</b>	<b>0</b>	<b>Block 51 Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
52	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
52	B	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
52	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
52	D	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
<b>52</b>	<b>0</b>	<b>Block 52 Total</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
53	A	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
53	B	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
53	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
53	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>53</b>	<b>0</b>	<b>Block 53 Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>
54	A	no sign or striping	6	0	0	0	0	0	0	0	0	6	0	0
54	B	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
54	C	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
54	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>54</b>	<b>0</b>	<b>Block 54 Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>
55	A	no sign or striping	6	0	0	0	0	0	0	0	0	6	0	0
55	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
55	C	no sign or striping	6	0	0	0	0	0	0	0	0	6	0	0
55	D	no sign or striping	13	0	0	0	0	0	0	0	0	13	0	0
<b>55</b>	<b>0</b>	<b>Block 55 Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>
56	A	no striping	0	0	0	6	0	0	0	0	0	6	0	0
56	B	no striping	0	0	0	9	0	0	0	0	0	9	0	0
56	C	no striping	0	0	0	5	0	0	0	0	0	5	0	0
56	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>56</b>	<b>0</b>	<b>Block 56 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>
57	A	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
57	B	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
57	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
57	D	no striping	0	0	0	8	0	0	0	0	0	8	0	0
<b>57</b>	<b>0</b>	<b>Block 57 Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>
58	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
58	B	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
58	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
58	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>58</b>	<b>0</b>	<b>Block 58 Total</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
59	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
59	B	no striping	0	0	0	12	0	0	0	0	0	12	0	0
59	C	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
59	D	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
<b>59</b>	<b>0</b>	<b>Block 59 Total</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
60	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
60	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
60	C	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
60	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>60</b>	<b>0</b>	<b>Block 60 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
61	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
61	B	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
61	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
61	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>61</b>	<b>0</b>	<b>Block 61 Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
62	A	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
62	B	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
62	C	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
62	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>62</b>	<b>0</b>	<b>Block 62 Total</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>
63	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
63	B	no striping	0	0	0	11	0	0	0	0	0	11	0	0
63	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
63	D	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
<b>63</b>	<b>0</b>	<b>Block 63 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>

**University On-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
64	A	no striping	0	0	0	13	0	0	0	0	0	13	0	0
64	B	no striping	0	0	0	7	0	0	0	0	0	7	0	0
64	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
64	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>64</b>	<b>0</b>	<b>Block 64 Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
65	A	no striping	0	0	0	0	0	0	12	0	0	12	0	0
65	B	no striping / no shuffling	0	0	0	6	0	0	0	0	0	6	0	0
65	C	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
65	D	no striping / no shuffling	0	0	0	12	0	0	0	0	0	12	0	0
<b>65</b>	<b>0</b>	<b>Block 65 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>
66	A	no striping	0	0	3	0	0	0	11	0	0	14	0	0
66	B	no striping	0	0	0	11	0	0	0	0	0	11	0	0
66	C	no striping / no shuffling	0	0	0	13	0	0	0	0	0	13	0	0
66	D	no striping / no shuffling	0	0	0	11	0	0	0	0	0	11	0	0
<b>66</b>	<b>0</b>	<b>Block 66 Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
67	A	no striping / no shuffling	0	0	0	24	0	0	0	0	0	24	0	0
67	B	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
67	C	no striping / no shuffling	7	0	0	12	0	0	0	0	0	19	0	0
67	D	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
<b>67</b>	<b>0</b>	<b>Block 67 Total</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>
68	A	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
68	B	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
68	C	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
68	D	no striping	0	0	0	11	0	0	0	0	0	11	0	0
<b>68</b>	<b>0</b>	<b>Block 68 Total</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
69	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
69	B	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
69	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
69	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>69</b>	<b>0</b>	<b>Block 69 Total</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
70	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
70	B	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
70	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
70	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>70</b>	<b>0</b>	<b>Block 70 Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
71	A	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
71	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
71	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
71	D	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
<b>71</b>	<b>0</b>	<b>Block 71 Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
72	A	no striping	0	0	0	5	0	0	0	0	1	6	0	0
72	B	no striping	0	0	0	23	0	0	0	0	0	23	0	0
72	C	no striping	0	0	0	11	0	0	0	0	0	11	0	0
72	D	no striping	0	0	0	11	0	0	0	0	0	11	0	0
<b>72</b>	<b>0</b>	<b>Block 72 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>0</b>	<b>0</b>
73	A	no striping	0	0	0	0	9	0	0	0	0	9	0	0
73	B	no sign or striping	9	0	0	0	7	0	0	0	0	16	0	0
73	C	no striping	0	0	0	10	0	0	0	0	0	10	0	0
73	D	no striping	0	0	0	19	0	0	0	0	0	19	0	0
<b>73</b>	<b>0</b>	<b>Block 73 Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
74	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
74	B	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
74	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
74	D	no striping	0	0	0	0	18	0	0	0	0	18	0	0
<b>74</b>	<b>0</b>	<b>Block 74 Total</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>
75	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
75	B	no sign or striping	20	0	0	0	0	0	0	0	0	20	0	0
75	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
75	D	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
<b>75</b>	<b>0</b>	<b>Block 75 Total</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>
76	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
76	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
76	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
76	D	no sign or striping	21	0	0	0	0	0	0	0	0	21	0	0
<b>76</b>	<b>0</b>	<b>Block 76 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
77	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
77	B	no sign or striping	22	0	0	0	0	0	0	0	0	22	0	0
77	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
77	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>77</b>	<b>0</b>	<b>Block 77 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
78	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
78	B	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
78	C	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
78	D	no sign or striping	20	0	0	0	0	0	0	0	0	20	0	0
<b>78</b>	<b>0</b>	<b>Block 78 Total</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>

**University On-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
79	A	no striping / no shuffling	0	0	0	11	0	0	0	0	0	11	0	0
79	B	no striping / shuffling	0	0	0	19	0	0	0	0	0	19	0	0
79	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
79	D	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
<b>79</b>	<b>0</b>	<b>Block 79 Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>
80	A	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
80	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
80	C	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
80	D	no striping / no shuffling	0	0	0	19	0	0	0	0	0	19	0	0
<b>80</b>	<b>0</b>	<b>Block 80 Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
81	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
81	B	no striping / no shuffling	0	0	0	16	0	0	0	0	0	16	0	0
81	C	no striping / no shuffling	0	0	0	15	0	0	0	0	0	15	0	0
81	D	no striping	0	0	0	12	0	0	0	0	0	12	0	0
<b>81</b>	<b>0</b>	<b>Block 81 Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>
82	A	no striping	0	0	0	8	0	0	0	0	0	8	0	0
82	B	no striping	0	0	0	20	0	0	0	0	0	20	0	0
82	C	no striping	0	0	0	9	0	0	0	0	0	9	0	0
82	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>82</b>	<b>0</b>	<b>Block 82 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>
83	A	no striping	0	0	0	6	0	0	0	0	0	6	0	0
83	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
83	C	no striping	0	0	0	11	0	0	0	0	0	11	0	0
83	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>83</b>	<b>0</b>	<b>Block 83 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>
84	A	no striping / no shuffling	0	0	0	10	0	0	0	0	0	10	0	0
84	B	no striping / no shuffling	0	0	0	19	0	0	0	0	0	19	0	0
84	C	no striping / no shuffling	0	0	0	9	0	0	0	0	0	9	0	0
84	D	no striping / no shuffling	0	0	0	16	0	0	0	0	0	16	0	0
<b>84</b>	<b>0</b>	<b>Block 84 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
85	A	no striping	0	0	0	14	0	0	0	0	0	14	0	0
85	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
85	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
85	D	no striping / no shuffling	0	0	0	15	0	0	0	0	0	15	0	0
<b>85</b>	<b>0</b>	<b>Block 85 Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
86	A	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
86	B	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
86	C	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
86	D	no sign or striping	7	0	0	0	0	0	0	0	0	7	0	0
<b>86</b>	<b>0</b>	<b>Block 86 Total</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
87	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
87	B	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
87	C	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
87	D	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
<b>87</b>	<b>0</b>	<b>Block 87 Total</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
88	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
88	B	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
88	C	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
88	D	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
<b>88</b>	<b>0</b>	<b>Block 88 Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
89	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
89	B	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
89	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
89	D	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
<b>89</b>	<b>0</b>	<b>Block 89 Total</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>
90	A	no parking	0	0	0	0	0	0	0	0	0	0	0	0
90	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
90	C	no sign or striping	3	0	0	0	0	0	0	0	0	3	0	0
90	D	no sign or striping	22	0	0	0	0	0	0	0	0	22	0	0
<b>90</b>	<b>0</b>	<b>Block 90 Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>
91	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
91	B	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
91	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
91	D	no striping	0	0	0	8	0	0	0	0	0	8	0	0
<b>91</b>	<b>0</b>	<b>Block 91 Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
92	A	no striping	0	0	0	7	0	0	0	0	0	7	0	0
92	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
92	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
92	D	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
<b>92</b>	<b>0</b>	<b>Block 92 Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>
93	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
93	B	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
93	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
93	D	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
<b>93</b>	<b>0</b>	<b>Block 93 Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>

**University On-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	30 Minute-free	2hr 8am-6pm	1 hr 2am-8am	Permit	Pay to Park	Loading Zone	Barrier Free	Total Public	Private	Total Private
94	A	no sign or striping	12	0	0	0	0	0	0	0	0	12	0	0
94	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
94	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
94	D	no striping	0	0	0	16	0	0	0	0	0	16	0	0
<b>94</b>	<b>0</b>	<b>Block 94 Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
95	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
95	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
95	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
95	D	no striping	0	0	0	14	0	0	0	0	0	14	0	0
<b>95</b>	<b>0</b>	<b>Block 95 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
96	A	no striping	16	0	0	7	0	0	0	0	0	23	0	0
96	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
96	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
96	D	no parking	0	0	0	0	0	0	0	0	0	0	0	0
<b>96</b>	<b>0</b>	<b>Block 96 Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>
97	A	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
97	B	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
97	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
97	D	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
<b>97</b>	<b>0</b>	<b>Block 97 Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
98	A	no striping	0	0	0	10	0	0	0	0	0	10	0	0
98	B	no striping / no shuffling	0	0	0	15	0	0	0	0	0	15	0	0
98	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
98	D	no sign or striping	14	0	0	0	0	0	0	0	0	14	0	0
<b>98</b>	<b>0</b>	<b>Block 98 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
99	A	no striping	0	0	0	10	0	0	0	0	0	10	0	0
99	B	no striping / no shuffling	0	0	0	15	0	0	0	0	0	15	0	0
99	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
99	D	no striping / no shuffling	0	0	0	15	0	0	0	0	0	15	0	0
<b>99</b>	<b>0</b>	<b>Block 99 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
100	A	no striping / no shuffling	0	0	0	9	0	0	0	0	0	9	0	0
100	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
100	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
100	D	no striping	0	0	0	6	0	0	0	0	0	6	0	0
<b>100</b>	<b>0</b>	<b>Block 100 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
101	A	no striping	0	0	0	9	0	0	0	0	0	9	0	0
101	B	no sign or striping	15	0	0	0	0	0	0	0	0	15	0	0
101	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
101	D	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
<b>101</b>	<b>0</b>	<b>Block 101 Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
102	A	no striping	0	0	0	11	0	0	0	0	0	11	0	0
102	B	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
102	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
102	D	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
<b>102</b>	<b>0</b>	<b>Block 102 Total</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
103	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
103	B	no sign or striping	18	0	0	0	0	0	0	0	0	18	0	0
103	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
103	D	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
<b>103</b>	<b>0</b>	<b>Block 103 Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
104	A	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
104	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
104	C	no parking	0	0	0	0	0	0	0	0	0	0	0	0
104	D	no sign or striping	16	0	0	0	0	0	0	0	0	16	0	0
<b>104</b>	<b>0</b>	<b>Block 104 Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>
105	A	no sign or striping	8	0	0	0	0	0	0	0	0	8	0	0
105	B	no sign or striping	20	0	0	0	0	0	0	0	0	20	0	0
105	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
105	D	no sign or striping	17	0	0	0	0	0	0	0	0	17	0	0
<b>105</b>	<b>0</b>	<b>Block 105 Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
106	A	no sign or striping	11	0	0	0	0	0	0	0	0	11	0	0
106	B	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
106	C	no sign or striping	9	0	0	0	0	0	0	0	0	9	0	0
106	D	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
<b>106</b>	<b>0</b>	<b>Block 106 Total</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>
107	A	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
107	B	no striping	5	0	0	12	0	0	0	0	0	17	0	0
107	C	no sign or striping	10	0	0	0	0	0	0	0	0	10	0	0
107	D	no sign or striping	19	0	0	0	0	0	0	0	0	19	0	0
<b>107</b>	<b>0</b>	<b>Block 107 Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>
108	A	no sign or striping	5	0	0	0	0	0	0	0	0	5	0	0
108	B	no parking	0	0	0	0	0	0	0	0	0	0	0	0
108	C	no parking school days	0	0	0	0	0	0	0	0	0	0	0	0
108	D	no sign or striping	6	0	0	0	0	0	0	2	0	8	0	0
<b>108</b>	<b>0</b>	<b>Block 108 Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>
<b>Summary Totals</b>			<b>2951</b>	<b>0</b>	<b>13</b>	<b>1043</b>	<b>59</b>	<b>0</b>	<b>266</b>	<b>4</b>	<b>1</b>	<b>4337</b>	<b>0</b>	<b>0</b>



**University Off-Street Supply**

**La Crosse - University District Off-Street Supply**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private													Public		
			Study Area					WTC / UWL Property					Study Area					
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total			
1	A	Indochinese Grocery Store / 704 La Crosse St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
1	B	WTU Property	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0
1	C	WTU Property	0	0	0	0	0	282	0	0	7	289	0	0	0	0	0	0
1	D	WTU Property	0	0	0	0	0	195	0	0	0	195	0	0	0	0	0	0
<b>1</b>	<b>0</b>	<b>Block 1 Totals</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>483</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	A	WTU Property	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0
2	B	WTU Property	0	0	0	0	0	92	0	0	7	99	0	0	0	0	0	0
2	C	WTU Property	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0
<b>2</b>	<b>0</b>	<b>Block 2 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
3	A	Multi-Residential / 529 9th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
3	B	Bob's Lock and Safe Lots/ 924 La Crosse St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
3	C	Apartments / 533 10th St	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
3	D	Apartments / 521 10th St	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0
3	E	Apartments / 515 10th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
3	F	Apartments / 509 10th St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
3	G	Apartments / 508 9th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
3	H	Multi-Residential / 514 9th St N	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
3	I	Apartments / 524 9th St N	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
<b>3</b>	<b>0</b>	<b>Block 3 Totals</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4	A	Drive In Diner Lot/carport / 1004 La Crosse St	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0
4	B	Drive In Diner Lot South / 1004 La Crosse St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
4	C	Multi-Residential/ 527 11th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
4	D	Little Ceasar / Boost Mobile / 1022 La Crosse	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
4	E	Multi-Residential / 521 11th St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4	F	Multi-Residential / 515 11th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
4	G	Multi-Residential / 209 11th St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
4	H	Multi-Residential / 1001 Badger St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
4	I	Multi-Residential / 508 10th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
4	J	Apartment / 514 10th St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
<b>4</b>	<b>0</b>	<b>Block 4 Totals</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5	A	Apartments / 1100 La Crosse St	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
5	B	Multi-Residential / 1118 La Crosse St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
5	C	Howie's Restaurant Pub / 521 12th St	24	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0
5	D	Unmarked Lot / 521 12th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
5	E	Apartments / 509 12 St	38	0	0	2	40	0	0	0	0	0	0	0	0	0	0	0
5	F	Multi-Residential / 1109 Badger St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
5	G	Apartments / 510 11th St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
5	H	Apartments / 518 11th St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
5	I	Apartments / 520 11th St	12	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0
<b>5</b>	<b>0</b>	<b>Block 5 Totals</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
6	A	Subway Restaurant / 1200 La Crosse St	15	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0
6	B	Multi-Residential / 514 12th St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6	C	Tequila Restaurant / 515 West Ave	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
<b>6</b>	<b>0</b>	<b>Block 6 Totals</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
7	A	Kwik Trip Gas Station / 1224 La Crosse	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
7	B	Apartments / 1230 La Crosse/ 529 13th St	53	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0
7	C	Apartments / 1242 LaCrosse St	11	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0
7	D	Apartments / 1246 - 1256 La Crosse	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
7	E	Apartments / 1260 La Crosse	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
7	F	National Guard Recruitment / 530 West Ave	19	0	0	2	21	0	0	0	0	0	0	0	0	0	0	0
<b>7</b>	<b>0</b>	<b>Block 7 Totals</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8	A	Apartments / 1311 Badger St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
8	B	Apartments / 528 Oakland-529 14th St	79	0	0	0	79	0	0	0	0	0	0	0	0	0	0	0
8	C	Apartments / 502-512 Oakland St	32	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0
8	D	Apartments / 505-509 14th / 1335 Badger	44	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
8	E	The Ping Manor Residential / 1311 Badger St	51	0	0	1	52	0	0	0	0	0	0	0	0	0	0	0
<b>8</b>	<b>0</b>	<b>Block 8 Totals</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>9</b>	<b>0</b>	<b>Block 9 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>10</b>	<b>0</b>	<b>Block 10 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>11</b>	<b>0</b>	<b>Block 11 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

University Off-Street Supply continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private										Public		
			Study Area					WTC / UWL Property					Study Area		
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total
12		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12</b>	<b>0</b>	<b>Block 12 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>13</b>	<b>0</b>	<b>Block 13 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>14</b>	<b>0</b>	<b>Block 14 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>15</b>	<b>0</b>	<b>Block 15 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>16</b>	<b>0</b>	<b>Block 16 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>17</b>	<b>0</b>	<b>Block 17 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18		no supply	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>18</b>	<b>0</b>	<b>Block 18 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
19 A		Multi-Family / 2106-8 Campbell Rd	2	0	0	0	2	0	0	0	0	0	0	0	0
<b>19</b>	<b>0</b>	<b>Block 19 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
22 A		UWL Parking / 1306 Badger St	0	0	0	0	0	81	0	0	5	86	0	0	0
<b>22</b>	<b>0</b>	<b>Block 22 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
23 A		Apartment 1230 Badger St	60	0	0	3	63	0	0	0	0	0	0	0	0
<b>23</b>	<b>0</b>	<b>Block 23 Totals</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
24 A		Apartment / 421 12th St	12	0	0	0	12	0	0	0	0	0	0	0	0
24 B		Apartment / 423 W Ave	3	0	0	0	3	0	0	0	0	0	0	0	0
24 C		Apartment / 410 11th St	13	0	0	0	13	0	0	0	0	0	0	0	0
24 D		Apartment / 414 11th St	11	0	0	0	11	0	0	0	0	0	0	0	0
24 E		Apartment / 419 12th st	8	0	0	0	8	0	0	0	0	0	0	0	0
24 F		Apartment / 420 11th St	11	0	0	1	12	0	0	0	0	0	0	0	0
<b>24</b>	<b>0</b>	<b>Block 24 Totals</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
25 A		Apartment / 1012 Badger St	3	0	0	0	3	0	0	0	0	0	0	0	0
25 B		Apartment / 429 11th St	10	0	0	0	10	0	0	0	0	0	0	0	0
25 C		Apartment / 421 11th St	7	0	0	1	8	0	0	0	0	0	0	0	0
25 D		Apartment / 415 11th St	7	0	0	0	7	0	0	0	0	0	0	0	0
25 E		Apartment / 411 11th St	6	0	0	0	6	0	0	0	0	0	0	0	0
25 F		Apartment / 410 10th St	25	0	0	0	25	0	0	0	0	0	0	0	0
<b>25</b>	<b>0</b>	<b>Block 25 Totals</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
26 A		Apartment / 430 9th St	3	0	0	0	3	0	0	0	0	0	0	0	0
26 B		Apartment / 912 Badger	4	0	0	0	4	0	0	0	0	0	0	0	0
26 C		Apartment / 425 10th St	12	0	0	0	12	0	0	0	0	0	0	0	0
26 D		Apartment / 421 10th St	8	0	0	0	8	0	0	0	0	0	0	0	0
26 E		Apartment / 931 Pine St	7	0	0	0	7	0	0	0	0	0	0	0	0
26 F		Apartment / 909 Pine St	10	0	0	0	10	0	0	0	0	0	0	0	0
26 G		Apartment 414 9th St	10	0	0	0	10	0	0	0	0	0	0	0	0
26 H		Apartment / 420 9th St	9	0	0	1	10	0	0	0	0	0	0	0	0
26 I		Apartment / 428 9th St	10	0	0	0	10	0	0	0	0	0	0	0	0
<b>26</b>	<b>0</b>	<b>Block 26 Totals</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
27 A		Western Tech Parking	28	0	0	1	29	0	0	0	0	0	0	0	0
27 B		Western Tech Parking	26	0	0	1	27	0	0	0	0	0	0	0	0
27 C		Western Tech Parking	22	0	0	3	25	0	0	0	0	0	0	0	0
27 D		Western Tech Parking	32	0	0	3	35	0	0	0	0	0	0	0	0
27 E		Western Tech Parking	72	0	0	2	74	0	0	0	0	0	0	0	0
<b>27</b>	<b>0</b>	<b>Block 27 Totals</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
28 A		Western Tech Parking	50	0	0	1	51	0	0	0	0	0	0	0	0
28 B		Western Tech Parking	105	0	0	5	110	0	0	0	0	0	0	0	0
<b>28</b>	<b>0</b>	<b>Block 28 Totals</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
29 A		Apartment 326-339 8th St / 812-814 Pine	64	0	0	0	64	0	0	0	0	0	0	0	0
29 B		Apartment / 327 9th St	3	0	0	0	3	0	0	0	0	0	0	0	0
29 C		Apartment / 323 9th St	6	0	0	0	6	0	0	0	0	0	0	0	0
29 D		Apartment / 309 9th St	7	0	0	0	7	0	0	0	0	0	0	0	0
29 E		Apartment / 303 9th St	3	0	0	0	3	0	0	0	0	0	0	0	0
29 F		Apartment / 310 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0
29 G		Apartment / 314 8th St	9	0	0	0	9	0	0	0	0	0	0	0	0
29 H		Apartment / 322 8th St	3	0	0	0	3	0	0	0	0	0	0	0	0
<b>29</b>	<b>0</b>	<b>Block 29 Totals</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
30 A		Apartment / 902 Pine St	6	0	0	0	6	0	0	0	0	0	0	0	0
30 B		Apartment / 320 9th St	10	0	0	0	10	0	0	0	0	0	0	0	0
30 C		Apartment / 919 Vine St	8	0	0	0	8	0	0	0	0	0	0	0	0
30 D		Apartment / 917 Vine St	12	0	0	0	12	0	0	0	0	0	0	0	0
30 E		Apartment / 316 9th St	4	0	0	0	4	0	0	0	0	0	0	0	0
<b>30</b>	<b>0</b>	<b>Block 30 Totals</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**University Off-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private												Public			
			Study Area					Study Total	WTC / UWL Property					Study Area				
			Reg	2 Hr	Permit	Hcp	Reg		2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total			
31	A	Apartment / 320 10th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
31	B	Apartment / 1008 Pine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
31	C	Apartment / 1014 Pine St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
31	D	Apartment / 1022 Pine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
31	E	Apartment / 1018 Pine St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
31	F	Apartment / 321 11th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
31	G	Apartment / 1021 Vine St	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0
31	H	Apartment / 1013 Vine St	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0
31	I	Apartment / 310 10th St	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0
<b>31</b>	<b>0</b>	<b>Block 31 Totals</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
32	A	Apartment / 1106 Pine St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
32	B	Apartment / 1114 Pine St	11	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0
32	C	Apartment / 1120 Pine Street	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
32	D	Apartment / 1124 Pine St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
32	E	Apartment / 1128 Pine ST	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
32	F	Mexican Grille / 325 West Ave	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
32	G	Toppers Pizza / 325 West Ave	15	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0
32	H	Taco Bell / 315 West Ave	50	0	0	2	52	0	0	0	0	0	0	0	0	0	0	0
32	I	Apartment / 1129 Vine St	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
32	J	Apartment / 1123 Vine St	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
32	K	Apartment / 1113 Vine St	11	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0
32	L	Apartment / 1109 Vine St	11	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0
32	M	Apartment / 1109 Vine St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
<b>32</b>	<b>0</b>	<b>Block 32 Totals</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>203</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
33	A	Retail 1st / Apartment 2nd floor / 334 West Ave	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
33	B	Apartment / 1228 Pine St	34	0	0	2	36	0	0	0	0	0	0	0	0	0	0	0
33	C	Apartment / 320 West Ave	42	0	0	2	44	0	0	0	0	0	0	0	0	0	0	0
33	D	Apartment / 1211 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
33	E	New Apart Lot / 320 West Ave	43	0	0	3	46	0	0	0	0	0	0	0	0	0	0	0
33	F	Benson Management / 320 West Ave	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
33	G	Apartment/ 320 West Ave	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
<b>33</b>	<b>0</b>	<b>Block 33 Totals</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
34	A	Apartment / 1300 Pine St	34	0	0	1	35	0	0	0	0	0	0	0	0	0	0	0
34	B	Apartment / 1316 Pine St	24	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0
34	C	Apartment / 1328 Pine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
34	D	Apartment / 1332 Pine St	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
34	E	Common Ground / 325 14th St	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0
34	F	Apartment / 313 14th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
34	G	Apartment / 1333 Vine St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
34	H	Apartment / 1329 Vine St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
34	I	Apartment / 1317 Vine St	25	0	0	1	26	0	0	0	0	0	0	0	0	0	0	0
34	J	Apartment / 1309 Vine	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
34	K	Apartment / 1303 Vine St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
34	L	Apartment / 322 13th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>34</b>	<b>0</b>	<b>Block 34 Totals</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
35	A	Munson Realty / 326 14th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
35	B	Apartment / 1414 Pine St	33	0	0	2	35	0	0	0	0	0	0	0	0	0	0	0
35	C	Apartment / 1426 Pine St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
35	D	Apartment / 331 15th St	12	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0
35	E	Apartment / 1431 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
35	F	Apartment / 1425 Vine St	37	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0
35	G	Apartment / 1411 Vine St	34	0	0	1	35	0	0	0	0	0	0	0	0	0	0	0
35	H	Apartment / 314 14th St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
<b>35</b>	<b>0</b>	<b>Block 35 Totals</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
36	A	Apartment / 2028 Campbell Rd	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
36	B	Apartment / Campbell Rd LLC (16 units)	24	0	0	2	26	0	0	0	0	0	0	0	0	0	0	0
<b>36</b>	<b>0</b>	<b>Block 36 Totals</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
37	A	Apartment / 330 21st St N (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
37	B	Apartment / 2119 Vine St (4 units)	4	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0
<b>37</b>	<b>0</b>	<b>Block 37 Totals</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
38	A	Apartment / 317-9 23rd St N (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>38</b>	<b>0</b>	<b>Block 38 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
39	A	Apartment / 330 23rd St N / 2306 Pine (2 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>39</b>	<b>0</b>	<b>Block 39 Totals</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
40	A	Apartment / 2422-4 Pine (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>40</b>	<b>0</b>	<b>Block 40 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
41	A	County Parking Permit / 230 7th St	115	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0
41	B	County Parking Permit / 716 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
41	C	Salvation Army / 223 8th St	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
41	D	Salvation Army / 223 8th St	16	0	0	2	18	0	0	0	0	0	0	0	0	0	0	0
41	E	Family Medical Supply / 713 State St	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
<b>41</b>	<b>0</b>	<b>Block 41 Totals</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

University Off-Street Supply continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private											Public				
			Study Area					WTC / UWL Property					Study Area					
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total			
42	A	Apartment / 804 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
42	B	Apartment / 221 9th St	32	0	0	1	33	0	0	0	0	0	0	0	0	0	0	0
42	C	Apartment / 215 9th St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
42	D	Apartment / 821 State St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
42	E	Apartment / 208 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
42	F	Apartment / 216 8th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
42	G	Apartment / 228 8th St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
<b>42</b>	<b>0</b>	<b>Block 42 Totals</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
43	A	Apartment / 902 Vine St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
43	B	Apartment / 910 Vine St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
43	C	Apartment / 912 Vine St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
43	D	Apartment / 918 Vine St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
43	E	Apartment / 231 Vine St	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0
43	F	The Hive / 921 State St	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
43	G	Retail/Office/Apts / 921 State St	50	22	0	5	77	0	0	0	0	0	0	0	0	0	0	0
43	H	The Hive / 921 State St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
<b>43</b>	<b>0</b>	<b>Block 43 Totals</b>	<b>124</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
44	A	Apartment / 1010 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
44	B	Apartment / 1022 Vine St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
44	C	Apartment / 217 11th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
44	D	Apartment / 1023 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
44	E	Apartment / 1019 State St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
44	F	Apartment / 1013 State St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
44	G	Apartment / 1009 State St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
44	H	Apartment / 212 10th St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
<b>44</b>	<b>0</b>	<b>Block 44 Totals</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
45	A	Apartment / 230 11th St -1108 Vine	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
45	B	Apartment / 1116 Vine St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
45	C	Apartment / 1118 Vine St	12	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0
45	D	Apartment / 1122 Vine St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
45	E	Apartment / 1128 Vine St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
45	F	Apartment / 225 West Ave	13	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0
45	G	Apartment / 225 West Ave	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
45	H	Apartment / 1141 State St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
45	I	Apartment / 205 West Ave	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
45	J	Apartment / 1127- 1131 State St	48	0	0	2	50	0	0	0	0	0	0	0	0	0	0	0
45	K	Apartment / 1113 State St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
45	L	Apartment / 212 11th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>45</b>	<b>0</b>	<b>Block 45 Totals</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
46	A	Apartment / 228 West Ave	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0
46	B	Apartment / 1218 Vine St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
46	C	Apartment / 231 13th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
46	D	Apartment / 221 13th St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
46	E	Apartment / 217 13th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
46	F	Apartment / 2229 State St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
46	G	Apartment / 1217 State St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
46	H	Apartment / 202 West Ave	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
46	I	Apartment / 212 West Ave	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
46	J	Apartment / 216 West Ave	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
<b>46</b>	<b>0</b>	<b>Block 46 Totals</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
47	A	Apartment / 1300 Vine St	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0
47	B	Apartment / 1318 Vine St	10	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0
47	C	Apartment / 1320 Vine St	11	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0
47	D	Apartment / 1326-1332 Vine St	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
47	E	Apartment / 211 14th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
47	F	Apartment / 1333 State St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
47	G	Apartment / 1317 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
47	H	Apartment / 202 13th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
<b>47</b>	<b>0</b>	<b>Block 47 Totals</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
48	A	Apartment/ 230 14th St	16	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0
48	B	Apartment / 1408 Vine St	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
48	C	Apartment / 1414 Vine St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
48	D	Apartment / 1418 Vine St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
48	E	Apartment / 1428 Vine St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
48	F	Apartment / 225 15th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
48	G	Apartment / 1437 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
48	H	Apartment / 1425 State St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
48	I	Apartment / 1423 State St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
48	J	Apartment / 1417 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
48	K	Apartment / 1411 State St	14	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0
48	L	Apartment / 214 14th St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
<b>48</b>	<b>0</b>	<b>Block 48 Totals</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**University Off-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private													Public		
			Study Area					Study Total	WTC / UWL Property					College Total	Study Area			
			Reg	2 Hr	Permit	Hcp	Reg		2 Hr	Permit	Hcp	Reg	Hcp		Study Total			
49	A	UWL Parking / 1306 Badger St / 1514 Vine St	0	0	0	0	0	141	0	0	2	143	0	0	0			
49	B	Apartment / 1525 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
49	C	Apartment / 1521 State St	3	0	0	0	3	0	0	0	0	0	0	0	0			
49	D	Apartment / 1509 State St	12	0	0	0	12	0	0	0	0	0	0	0	0			
49	E	Apartment / 212 15th St	6	0	0	0	6	0	0	0	0	0	0	0	0			
49	0	<b>Block 49 Totals</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>			
50	A	Green Grass Café / 1911 State ST	8	0	0	0	8	0	0	0	0	0	0	0	0			
50	B	Multi-Residential / 1917 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
50	C	Humfield Auto Care / 1805 State St	5	0	0	0	5	0	0	0	0	0	0	0	0			
50	0	<b>Block 50 Totals</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
51	A	Apartment / 227 21st St	10	0	0	0	10	0	0	0	0	0	0	0	0			
51	B	Apartment / 220-6 20th St N (4 units)	2	0	0	0	2	0	0	0	0	0	0	0	0			
51	C	Apartment / 228 20th St N / 2002 Vine (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0			
51	0	<b>Block 51 Totals</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
52	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0			
52	0	<b>Block 52 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
53	A	Apartment / 217-23 Vine (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0			
53	0	<b>Block 53 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
54	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0			
54	0	<b>Block 54 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
55	A	Apartment / 2417 State St / 205 Losey Blvd N (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0			
55	0	<b>Block 55 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
56	A	Park Bank / 700 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
56	B	Park Bank / 700 State St	29	0	0	2	31	0	0	0	0	0	0	0	0			
56	0	<b>Block 56 Totals</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
57	A	Apartment / 801 Main St	36	0	0	4	40	0	0	0	0	0	0	0	0			
57	B	Christ Church Episcapel / 831 Main St	13	0	0	0	13	0	0	0	0	0	0	0	0			
57	0	<b>Block 57 Totals</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
58	A	Law Office Lot / 908 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
58	B	Apartment / 914 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
58	C	Apartment / 919 Main St	3	0	0	0	3	0	0	0	0	0	0	0	0			
58	0	<b>Block 58 Totals</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
59	A	Apartment / 122 10th St	4	0	0	0	4	0	0	0	0	0	0	0	0			
59	B	Apartment / 1014 State St	5	0	0	0	5	0	0	0	0	0	0	0	0			
59	C	Apartment / 1020 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
59	D	Apartment / 121 11th St	6	0	0	0	6	0	0	0	0	0	0	0	0			
59	E	Apartment / 1015 Main St	6	0	0	0	6	0	0	0	0	0	0	0	0			
59	F	Apartment / 114 10th St	6	0	0	0	6	0	0	0	0	0	0	0	0			
59	0	<b>Block 59 Totals</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
60	A	Apartment / 1110 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
60	B	Apartment / 1112 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
60	C	Apartment / 1120 -1124 State St	14	0	0	0	14	0	0	0	0	0	0	0	0			
60	D	Apartment / 1128 State St	11	0	0	0	11	0	0	0	0	0	0	0	0			
60	E	Apartment / 127 West Ave	9	0	0	0	9	0	0	0	0	0	0	0	0			
60	F	Bank Lot / 127 West Ave	11	0	0	2	13	0	0	0	0	0	0	0	0			
60	G	Apartment / 1135 Main St	17	0	0	0	17	0	0	0	0	0	0	0	0			
60	H	Apartment / 1135 Main St	18	0	0	1	19	0	0	0	0	0	0	0	0			
60	I	Apartment / 1131 Main St	8	0	0	0	8	0	0	0	0	0	0	0	0			
60	J	Apartment / 1123 Main St	8	0	0	0	8	0	0	0	0	0	0	0	0			
60	K	Apartment / 1113 Main St	6	0	0	0	6	0	0	0	0	0	0	0	0			
60	L	Apartment / 112 11th St	4	0	0	0	4	0	0	0	0	0	0	0	0			
60	0	<b>Block 60 Totals</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
61	A	Staffing Service Lot / 1202 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
61	B	Apartment / 1210 State St	9	0	0	0	9	0	0	0	0	0	0	0	0			
61	C	Apartment / 1220 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
61	D	Apartment / 1205 Main St	14	0	0	2	16	0	0	0	0	0	0	0	0			
61	0	<b>Block 61 Totals</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
62	A	Apartment / 1310 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
62	B	Apartment / 1316 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
62	C	Apartment / 1320 State St	9	0	0	0	9	0	0	0	0	0	0	0	0			
62	D	Apartment / 1326 State St	5	0	0	0	5	0	0	0	0	0	0	0	0			
62	E	Apartment / 1328 State St	5	0	0	0	5	0	0	0	0	0	0	0	0			
62	F	Apartment / 111 14th St	2	0	0	0	2	0	0	0	0	0	0	0	0			
62	0	<b>Block 62 Totals</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
63	A	Apartment / 1410 State St	8	0	0	0	8	0	0	0	0	0	0	0	0			
63	B	Apartment / 1414 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
63	C	Apartment / 1418 State St	2	0	0	0	2	0	0	0	0	0	0	0	0			
63	D	Apartment / 1424 State St	3	0	0	0	3	0	0	0	0	0	0	0	0			
63	E	Apartment / 1428 State St	3	0	0	0	3	0	0	0	0	0	0	0	0			
63	F	Apartment / 1432 State St	4	0	0	0	4	0	0	0	0	0	0	0	0			
63	G	Fraternity Lot / 1429 Main St	8	0	0	0	8	0	0	0	0	0	0	0	0			
63	H	Church Lot / 1407 Main St	36	0	0	4	40	0	0	0	0	0	0	0	0			
63	0	<b>Block 63 Totals</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

**University Off-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private											Public		
			Study Area					WTC / UWL Property					Study Area			
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total	
64	C	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>64</b>	<b>0</b>	<b>Block 64 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
65	A	Apartment / 1626 State St	8	0	0	0	8	0	0	0	0	0	0	0	0	
65	B	Apartment / 1635 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	
65	C	Apartment / 1617 Main St	8	0	0	0	8	0	0	0	0	0	0	0	0	
<b>65</b>	<b>0</b>	<b>Block 65 Totals</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
66	A	Apartment / 126 17th St	4	0	0	0	4	0	0	0	0	0	0	0	0	
66	B	Apartment / 1712 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	
66	C	Apartment / 1718 State St	5	0	0	0	5	0	0	0	0	0	0	0	0	
66	D	Apartment / 1720 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	
66	E	Apartment / 1722 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	
66	F	UWL Parking / 1741 State St	0	0	0	0	0	23	0	0	1	24	0	0	0	
66	G	J Company Design Studio / 1802 State St	5	0	0	0	5	0	0	0	0	0	0	0	0	
66	H	Global Grounds Coffe/Rave/State St Gallery / 1808 State St	3	0	0	1	4	0	0	0	0	0	0	0	0	
66	I	The Mint Café / Three Sixty Real Estate / 125 19th St	11	0	0	0	11	0	0	0	0	0	0	0	0	
66	J	Apartment / 115 19th St	8	0	0	0	8	0	0	0	0	0	0	0	0	
66	K	Apartment / 1803 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	
66	L	UWL Parking / 1731 Main St	0	0	0	0	0	100	0	0	0	100	0	0	0	
66	M	Family Childrens Center / 1707 Main St	0	0	48	1	49	0	0	0	0	0	0	0	0	
66	N	Family Childrens Center / 1707 Main St	0	0	17	3	20	0	0	0	0	0	0	0	0	
66	O	Genoa Healthcare / 1707 Main st	0	0	24	0	24	0	0	0	0	0	0	0	0	
<b>66</b>	<b>0</b>	<b>Block 66 Totals</b>	<b>52</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>146</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	
67	A	Apartment / 1906 State St	4	0	0	0	4	0	0	0	0	0	0	0	0	
67	B	Apartment / 1931 Main St	2	0	0	0	2	0	0	0	0	0	0	0	0	
67	C	Apartment / 110-12 19th St N (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	
67	D	Apartment / 1929-31 Main St (2 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	
67	E	Apartment / 2025-27 Main St (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	
<b>67</b>	<b>0</b>	<b>Block 67 Totals</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
68	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>68</b>	<b>0</b>	<b>Block 68 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
69	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>69</b>	<b>0</b>	<b>Block 69 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
70	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>70</b>	<b>0</b>	<b>Block 70 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
71	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>71</b>	<b>0</b>	<b>Block 71 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
72	A	Farmers Insurance Lot / North Central Wholesalers / 105 7th St	15	0	0	0	15	0	0	0	0	0	0	0	0	
72	B	Pittman & Pittman Law Offices / 712 Main St	6	0	0	1	7	0	0	0	0	0	0	0	0	
72	C	Masonic Center Lot / 118 8th St	51	0	0	2	53	0	0	0	0	0	0	0	0	
72	D	Bridges United Methodist Church / 136 8th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
72	E	King Street Kitchen / 141 7th St	57	0	0	3	60	0	0	0	0	0	0	0	0	
72	F	Davy Engineering Co Lot / 131 7th St	20	0	0	0	20	0	0	0	0	0	0	0	0	
72	G	Fitzpatrick Skemp Assoc Lot / 123 7th St	24	0	0	1	25	0	0	0	0	0	0	0	0	
<b>72</b>	<b>0</b>	<b>Block 72 Totals</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
73	A	Lacrosse Public Library / 131 8th St	78	0	0	5	83	0	0	0	0	0	0	0	0	
73	B	Apartment / 132 9th St	9	0	0	0	9	0	0	0	0	0	0	0	0	
73	C	Apartment / 136 9th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
73	D	Apartment / 825 King St	9	0	0	0	9	0	0	0	0	0	0	0	0	
73	E	Apartment / 141 8th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
73	F	Apartment / 135 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0	
<b>73</b>	<b>0</b>	<b>Block 73 Totals</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
74	A	Apartment / 101 9th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
74	B	Apartment/ 912 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	
74	C	Apartment / 922 Main St	3	0	0	0	3	0	0	0	0	0	0	0	0	
74	D	Apartment / 112 10th St	9	0	0	0	9	0	0	0	0	0	0	0	0	
74	E	Apartment / 120 10th St	4	0	0	0	4	0	0	0	0	0	0	0	0	
74	F	Apartment / 122 10th St	7	0	0	0	7	0	0	0	0	0	0	0	0	
74	G	Apartment / 130 10th St	6	0	0	0	6	0	0	0	0	0	0	0	0	
74	H	Apartment / 136 10th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
74	I	Apartment / 919 King St	2	0	0	0	2	0	0	0	0	0	0	0	0	
74	J	Apartment / 141 9th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
74	K	Apartment / 133 9th St	8	0	0	0	8	0	0	0	0	0	0	0	0	
74	L	Apartment / 125 9th St	4	0	0	0	4	0	0	0	0	0	0	0	0	
74	M	Apartment / 121 9th St	3	0	0	0	3	0	0	0	0	0	0	0	0	
74	N	Apartment Garages / 111 9th St	5	0	0	0	5	0	0	0	0	0	0	0	0	
<b>74</b>	<b>0</b>	<b>Block 74 Totals</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

University Off-Street Supply continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private											Public			
			Study Area					WTC / UWL Property					Study Area				
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total		
75	A	Apartment / 103 10th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
75	B	Apartment / 1016 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
75	C	Apartment / 1020 Main St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
75	D	Apartment / 112 11th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
75	E	Apartment / 120 11th St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
75	F	Apartment / 124 11th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
75	G	Apartment / 140 11th St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
75	H	Dentist Lot / 1025 King St	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0
75	I	Apartment / 131 10th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
75	J	Apartment / 127 10th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
75	K	Apartment / 119 10th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
75	L	Apartment / 115 10th St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
75	M	Apartment / 107 10th St	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0
<b>75</b>	<b>0</b>	<b>Block 75 Totals</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
76	A	Permit Lot / 103 11th St	0	0	32	0	32	0	0	0	0	0	0	0	0	0	0
76	B	YMCA Family Center Lot / 148 West Ave	0	0	114	6	120	0	0	0	0	0	0	0	0	0	0
76	C	YMCA Family Center Lot / 148 West Ave	0	0	15	2	17	0	0	0	0	0	0	0	0	0	0
76	D	YMCA Family Center Lot / 148 West Ave	52	0	0	2	54	0	0	0	0	0	0	0	0	0	0
76	E	YMCA / 1105 King St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0
76	F	Apartment / 131 11th St	22	0	0	1	23	0	0	0	0	0	0	0	0	0	0
76	G	Apartment / 127 11th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
76	H	Apartment / 123 11th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
76	I	Apartment / 117 11th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
<b>76</b>	<b>0</b>	<b>Block 76 Totals</b>	<b>93</b>	<b>0</b>	<b>161</b>	<b>11</b>	<b>265</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
77	A	LaCrosse Dental Center / 1200 Main St	47	0	0	2	49	0	0	0	0	0	0	0	0	0	0
77	B	Apartment / 1222 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
77	C	Historic Society Lot / 145 West St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
77	D	Apartment / 131 West Ave	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
<b>77</b>	<b>0</b>	<b>Block 77 Totals</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
78	A	Apartment / 1304-12 Main St (5 units)	5	0	0	3	8	0	0	0	0	0	0	0	0	0	0
78	B	Apartment / 115 -19 13th St S (3 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>78</b>	<b>0</b>	<b>Block 78 Totals</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
79	0	SPACE HOLDER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>79</b>	<b>0</b>	<b>Block 79 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
80	A	Apartment / 1504 Main St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
80	B	Apartment / 1510 Main St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
80	C	Apartment / 1530 Main St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
80	D	First Presbyterian Church / 126-132 16th St	53	0	0	3	56	0	0	0	0	0	0	0	0	0	0
80	E	Apartment / 133 15th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>80</b>	<b>0</b>	<b>Block 80 Totals</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
81	A	Apartment / 1620-2 Main St (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
81	B	First Presbyterian Church / 126-132 16th St	4	0	0	3	7	0	0	0	0	0	0	0	0	0	0
<b>81</b>	<b>0</b>	<b>Block 81 Totals</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
82	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>82</b>	<b>0</b>	<b>Block 82 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
83	A	Church / 1820 Main St	7	0	0	2	9	0	0	0	0	0	0	0	0	0	0
83	B	Apartment / 133 17th Pl	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
83	C	Apartment / 1747 King st	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
<b>83</b>	<b>0</b>	<b>Block 83 Totals</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
84	A	Apartment / 130-2 20th St S (2 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>84</b>	<b>0</b>	<b>Block 84 Totals</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
85	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>85</b>	<b>0</b>	<b>Block 85 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
86	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>86</b>	<b>0</b>	<b>Block 86 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
87	A	Apartment / 139-41 21st St S (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>87</b>	<b>0</b>	<b>Block 87 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
88	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>88</b>	<b>0</b>	<b>Block 88 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
89	A	Apartment / 116-18 24th St S (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>89</b>	<b>0</b>	<b>Block 89 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
90	A	Church Lot / 124 Losey Blvd	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
<b>90</b>	<b>0</b>	<b>Block 90 Totals</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
91	A	Dental Lot / 201 7th St	18	0	0	1	19	0	0	0	0	0	0	0	0	0	0
91	B	Apartment / 212 8th St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0
91	C	Apartment / 216 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
91	D	Apartment / 222 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
91	E	Apartment / 226 8th St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
91	F	Apartment / 719 Cass St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
91	G	Apartment / 713 Cass St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
91	H	Apartment / 235 7th St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
91	I	Hair Salon / Computer Shop / 229 7th St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0
91	J	Apartment/ 217 7th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
91	K	Law Office Lot / 209 7th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
<b>91</b>	<b>0</b>	<b>Block 91 Totals</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**University Off-Street Supply continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk#	Ltr	Description	Private										Public				
			Study Area					WTC / UWL Property					Study Area				
			Reg	2 Hr	Permit	Hcp	Study Total	Reg	2 Hr	Permit	Hcp	College Total	Reg	Hcp	Study Total		
92	A	Apartment / 804 King St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
92	B	Apartment / 814 King St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
92	C	Apartment / 207 8th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
92	D	Apartment / 211 8th St	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
92	E	Apartment / 215 8th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
92	F	Apartment / 221 8th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
92	G	Apartment / 231 8th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
92	H	Apartment / 813 Cass St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
92	I	Apartment / 801 Cass St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>92</b>	<b>0</b>	<b>Block 92 Totals</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
93	A	Apartment / 928 King St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
93	B	Apartment / 907 Cass St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
93	C	Apartment / 233 9th St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
<b>93</b>	<b>0</b>	<b>Block 93 Totals</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
94	A	Apartment / 203 10th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
94	B	Health Building Lot / 212 11th St	41	0	0	2	43	0	0	0	0	0	0	0	0	0	0
94	C	Apartment / 232 11th St	18	0	0	1	19	0	0	0	0	0	0	0	0	0	0
94	D	Staff Parking Lot / 215 10th St	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0
94	E	Apartment / 209 10th St	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
<b>94</b>	<b>0</b>	<b>Block 94 Totals</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
95	A	Funeral Home Lot / 1122 King-200 West Ave	46	0	0	2	48	0	0	0	0	0	0	0	0	0	0
95	B	Apartment / 220 West Ave	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0
95	C	Apartment / 220 West Ave	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
95	D	Historic Building Lot / 1127 Cass St	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0
95	E	Apartment / 1108 King St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>95</b>	<b>0</b>	<b>Block 95 Totals</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
96	A	Multi-Residential / 207 West Ave	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
96	B	Church Lot / 1315 Cass St	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
96	C	Church Lot / 1315 Cass St	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0
96	D	Church Lot / 1223 Cass St	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0
96	E	Church Lot / 1223 Cass St	87	0	0	2	89	0	0	0	0	0	0	0	0	0	0
<b>96</b>	<b>0</b>	<b>Block 96 Totals</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
97	A	Residential / 1415 Cass St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
97	B	Bed & Breakfast / 1419 Cass St	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
97	C	Multi-Residential / 1431 Cass St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
<b>97</b>	<b>0</b>	<b>Block 97 Totals</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
98	A	Apartment / 230 16th St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
98	B	Apartment / 222-24 16th St S (2 units)	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
98	C	Apartment / 218-20 16th St S (2 units)	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
<b>98</b>	<b>0</b>	<b>Block 98 Totals</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
99	A	Apartment / 203 16th St	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0
99	B	Apartment / 1614 King St	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
99	C	Multi-Residential / 223-227 16th St	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
99	D	Apartment / 231 16th St	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
<b>99</b>	<b>0</b>	<b>Block 99 Totals</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
100	0	no supply	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0
<b>100</b>	<b>0</b>	<b>Block 100 Totals</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
101	A	Apartment / 218-20 19th St S (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>101</b>	<b>0</b>	<b>Block 101 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
102	A	Apartment / 217-19 19th St S (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
102	B	Apartment / 220-24 20th St S (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>102</b>	<b>0</b>	<b>Block 102 Totals</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
103	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>103</b>	<b>0</b>	<b>Block 103 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
104	0	no supply	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>104</b>	<b>0</b>	<b>Block 104 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
105	A	Apartment / 2136-38 King St (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>105</b>	<b>0</b>	<b>Block 105 Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
106	A	Apartment / 229-31 22nd St S (2 units)	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
<b>106</b>	<b>0</b>	<b>Block 106 Totals</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
107	A	Apartment / 207 23rd St (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
107	B	Apartment / 212 24th St (2 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
107	C	Apartment / 226 24th St (2 units)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
107	D	Apartment / 230-32 24th St S (2 units)	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
<b>107</b>	<b>0</b>	<b>Block 107 Totals</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
108	A	Apartment / 2415 Cass St (28 units)	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0
<b>108</b>	<b>0</b>	<b>Block 108 Totals</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>			<b>4881</b>	<b>22</b>	<b>250</b>	<b>139</b>	<b>5292</b>	<b>939</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## APPENDIX – Gund-Mayo District

On-Street Supply

Off-Street Supply

Gund-Mayo On-Street Supply Continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
1	A	not signed / not striped	12	0	0	0	0	0	0	12	0	0
1	B	not signed / not striped	7	0	0	0	0	0	0	7	0	0
1	C	not signed / not striped	9	0	0	0	0	0	0	9	0	0
1	D	not signed / not striped	9	0	0	0	0	0	0	9	0	0
<b>1</b>		<b>Block 1 Total</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>
2	A	resid. st / no sign or strip	10	0	0	0	0	0	0	10	0	0
2	B	no signs or striping	8	0	0	0	0	0	0	8	0	0
2	C	no signs or striping	8	0	0	0	0	0	0	8	0	0
2	D	no signs or striping	4	0	0	0	0	0	0	4	0	0
<b>2</b>		<b>Block 2 Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>
3	A	no signs or striping	9	0	0	0	0	0	0	9	0	0
3	B	no signs or striping	11	0	0	0	0	0	0	11	0	0
3	C	no signs or striping	8	0	0	0	0	0	0	8	0	0
3	D	no signs or striping	11	0	0	0	0	0	0	11	0	0
<b>3</b>		<b>Block 3 Total</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>
4	A	no signs or striping	10	0	0	0	0	0	0	10	0	0
4	B	no striping	0	0	14	0	0	0	0	14	0	0
4	C	no striping	0	0	0	8	0	0	0	8	0	0
4	D	no signs or striping	14	0	0	0	0	0	0	14	0	0
<b>4</b>		<b>Block 4 Total</b>	<b>24</b>	<b>0</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
5	A	no sign or striping	9	0	0	0	0	0	0	9	0	0
5	B	no sign or striping	13	0	0	0	0	0	0	13	0	0
5	C	no striping	0	0	11	0	0	0	0	11	0	0
5	D	no striping	0	0	13	0	0	0	0	13	0	0
<b>5</b>		<b>Block 5 Total</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
6	A	no sign or striping	16	0	0	0	0	0	0	16	0	0
6	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
6	C	no striping	0	0	9	0	0	0	0	9	0	0
6	D	no striping	5	0	0	0	0	0	0	5	0	0
<b>6</b>		<b>Block 6 Total</b>	<b>31</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
7	A	no sign or striping	13	0	0	0	0	0	0	13	0	0
7	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
7	C	no parking	0	0	0	0	0	0	0	0	0	0
7	D	no striping	0	0	10	0	0	0	0	10	0	0
<b>7</b>		<b>Block 7 Total</b>	<b>24</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>
8	A	no sign or striping	8	0	0	0	0	0	0	8	0	0
8	B	no parking	0	0	0	0	0	0	0	0	0	0
8	C	no parking	0	0	0	0	0	0	0	0	0	0
8	D	no sign or striping	6	0	0	0	0	0	0	6	0	0
<b>8</b>		<b>Block 8 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>
9	A	no parking 6:30am-4:30pm no striping	4	0	0	0	0	0	0	4	0	0
9	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
9	C	no sign or striping	10	0	0	0	0	0	0	10	0	0
9	D	no sign or striping	9	0	0	0	0	0	0	9	0	0
<b>9</b>		<b>Block 9 Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>
10	A	no striping	0	0	7	0	0	0	0	7	0	0
10	B	no sign or striping	6	0	0	0	0	0	0	6	0	0
10	C	no sign or striping	6	0	0	0	0	0	0	6	0	0
10	D	no sign or striping	9	0	0	0	0	0	0	9	0	0
<b>10</b>		<b>Block 10 Total</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
11	A	no sign or striping	6	0	0	0	0	1	0	7	0	0
11	B	no sign or striping	9	0	0	0	0	2	0	11	0	0
11	C	no sign or striping	11	0	0	0	0	0	0	11	0	0
11	D	no sign or striping	9	0	0	0	0	0	2	11	0	0
<b>11</b>		<b>Block 11 Total</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>
12	A	no striping	0	0	0	9	0	0	0	9	0	0
12	B	no sign or striping	14	0	0	0	0	0	0	14	0	0
12	C	no sign or striping	9	0	0	0	0	0	0	9	0	0



**Gund-Mayo On-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
12	D	no sign or striping	15	0	0	0	0	0	0	15	0	0
<b>12</b>		<b>Block 12 Total</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>
13	A	no sign or striping	7	0	0	0	0	0	0	7	0	0
13	C	no parking	0	0	0	0	0	0	0	0	0	0
13	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>13</b>		<b>Block 13 Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>
14	A	not striped	0	0	11	0	0	1	1	13	0	0
14	B	not striped	0	0	9	0	0	0	0	9	0	0
<b>14</b>		<b>Block 14 Total</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>
15	A	no parking	0	0	0	0	0	0	0	0	0	0
15	B	no parking	0	0	0	0	0	0	0	0	0	0
15	C	no parking	0	0	0	0	0	0	0	0	0	0
15	D	not striped	0	6	13	0	0	0	2	21	0	0
<b>15</b>		<b>Block 15 Total</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>
16	A	no parking	0	0	0	0	0	0	0	0	0	0
16	B	no parking	0	0	0	0	0	0	0	0	0	0
16	C	no parking	0	0	0	0	0	0	0	0	0	0
16	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>16</b>		<b>Block 16 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17	A	no sign or striping	13	0	0	0	0	0	0	13	0	0
17	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
17	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
17	D	no striping	0	0	6	0	0	0	0	6	0	0
<b>17</b>		<b>Block 17 Total</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
18	A	no sign or striping	9	0	0	0	0	0	0	9	0	0
18	B	no sign or striping	6	0	0	0	0	0	0	6	0	0
18	C	no sign or striping	11	0	0	0	0	0	0	11	0	0
18	D	no sign or striping	9	0	0	0	0	0	0	9	0	0
<b>18</b>		<b>Block 18 Total</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>
19	A	no sign or striping	11	0	0	0	0	0	0	11	0	0
19	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
19	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
19	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>19</b>		<b>Block 19 Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
20	A	no striping	10	0	0	2	0	0	0	12	0	0
20	B	no striping	0	0	6	0	0	0	0	6	0	0
20	C	no striping	0	0	12	0	0	0	0	12	0	0
20	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>20</b>		<b>Block 20 Total</b>	<b>22</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>
21	B	not striped	0	0	30	0	0	0	0	30	0	0
21	C	not striped	3	0	0	0	0	0	0	3	0	0
21	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>21</b>		<b>Block 21 Total</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
22	A	no sign or striping	11	0	0	0	0	0	0	11	0	0
22	B	no sign or striping	14	0	0	0	0	0	0	14	0	0
22	C	no sign or striping	5	0	0	0	0	0	0	5	0	0
22	D	no sign or striping	15	0	0	0	0	0	0	15	0	0
<b>22</b>		<b>Block 22 Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
23	A	no sign or striping	12	0	0	0	0	0	0	12	0	0
23	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
23	C	no sign or striping	8	0	0	0	0	0	0	8	0	0
23	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>23</b>		<b>Block 23 Total</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
24	A	no sign or striping	8	0	0	0	0	0	0	8	0	0
24	B	no sign or striping	15	0	0	0	0	0	0	15	0	0
24	C	no sign or striping	4	0	0	0	0	0	0	4	0	0
24	D	no sign or striping	15	0	0	0	0	0	0	15	0	0
<b>24</b>		<b>Block 24 Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>
25	A	no striping	0	0	10	0	0	0	0	10	0	0



**Gund-Mayo On-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
25	B	no sign or striping	14	0	0	0	0	0	0	14	0	0
25	C	no parking	0	0	0	0	0	0	0	0	0	0
25	D	no sign or striping	13	0	0	0	0	0	0	13	0	0
<b>25</b>		<b>Block 25 Total</b>	<b>27</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>
26	A	no parking	0	0	0	0	0	0	0	0	0	0
26	B	no parking	0	0	0	0	0	0	0	0	0	0
26	C	no sign or striping	3	0	0	0	0	0	0	3	0	0
26	D	no sign or striping	14	0	0	0	0	0	0	14	0	0
<b>26</b>		<b>Block 26 Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>
27	A	no parking	0	0	0	0	0	0	0	0	0	0
27	B	no striping	0	0	12	0	0	0	0	12	0	0
27	C	no striping	0	0	14	0	0	0	0	14	0	0
27	D	no sign or striping	14	0	0	0	0	0	0	14	0	0
<b>27</b>		<b>Block 27 Total</b>	<b>14</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
28	A	no sign or striping	10	0	0	0	0	0	0	10	0	0
28	B	no parking	0	0	0	0	0	0	0	0	0	0
28	C	no parking	0	0	0	0	0	0	0	0	0	0
28	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>28</b>		<b>Block 28 Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>
29	A	no sign or striping	9	0	0	0	0	0	0	9	0	0
29	B	no sign or striping	14	0	0	0	0	0	0	14	0	0
29	C	no sign or striping	14	0	0	0	0	0	0	14	0	0
29	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>29</b>		<b>Block 29 Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>
30	A	no sign or striping	10	0	0	0	0	0	0	10	0	0
30	B	no sign or striping	13	0	0	0	0	0	0	13	0	0
30	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
30	D	no sign or striping	15	0	0	0	0	0	0	15	0	0
<b>30</b>		<b>Block 30 Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
31	A	no parking	0	0	0	0	0	0	0	0	0	0
31	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
31	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
31	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>31</b>		<b>Block 31 Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>
32	A	no parking	0	0	0	0	0	0	0	0	0	0
32	B	no striping	0	0	15	0	0	0	0	15	0	0
32	C	no sign or striping	11	0	0	0	0	0	0	11	0	0
32	D	no sign or striping	8	0	0	0	0	0	0	8	0	0
<b>32</b>		<b>Block 32 Total</b>	<b>19</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>
33	A	no striping	0	0	9	0	0	0	0	9	0	0
33	B	no striping	0	0	15	0	0	0	0	15	0	0
33	C	no sign or striping	11	0	0	0	0	0	0	11	0	0
33	D	no striping	0	0	15	0	0	0	0	15	0	0
<b>33</b>		<b>Block 33 Total</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
34	A	no striping	4	0	6	0	0	0	0	10	0	0
34	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
34	C	no sign or striping	19	0	0	0	0	0	0	19	0	0
34	D	no striping	0	0	8	0	0	0	0	8	0	0
<b>34</b>		<b>Block 34 Total</b>	<b>35</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>
35	A	no striping	0	0	10	0	0	0	0	10	0	0
35	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
35	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>35</b>		<b>Block 35 Total</b>	<b>23</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>
36	A	no parking	0	0	0	0	0	0	0	0	0	0
36	B	no parking	0	0	0	0	0	0	0	0	0	0
36	C	no sign or striping	6	0	0	0	0	0	0	6	0	0
36	D	no sign or striping	23	0	0	0	0	0	0	23	0	0
<b>36</b>		<b>Block 36 Total</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>
37	A	no sign or striping	14	0	0	0	0	0	0	14	0	0



**Gund-Mayo On-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
37	B	no sign or striping	14	0	0	0	0	0	0	14	0	0
37	C	no sign or striping	10	0	0	0	0	0	0	10	0	0
37	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>37</b>		<b>Block 37 Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
38	A	no sign or striping	10	0	0	0	0	0	0	10	0	0
38	B	no sign or striping	15	0	0	0	0	0	0	15	0	0
38	C	no sign or striping	10	0	0	0	0	0	0	10	0	0
38	D	no sign or striping	15	0	0	0	0	0	0	15	0	0
<b>38</b>		<b>Block 38 Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
39	A	no striping	0	0	10	0	0	0	0	10	0	0
39	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
39	C	no sign or striping	0	0	10	0	0	0	0	10	0	0
39	D	no sign or striping	13	0	0	0	0	0	0	13	0	0
<b>39</b>		<b>Block 39 Total</b>	<b>23</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
40	A	no parking school days 7:30-3:30 no striping	7	0	0	0	0	0	1	8	0	0
40	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
40	C	no parking school days 7:30-3:30 no striping	5	0	0	0	0	0	0	5	0	0
40	D	no parking / drop off area	0	0	0	0	0	6	0	6	0	0
<b>40</b>		<b>Block 40 Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>
41	A	no sign or striping	11	0	0	0	0	0	0	11	0	0
41	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
41	C	no sign or striping	9	0	0	0	0	0	0	9	0	0
41	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>41</b>		<b>Block 41 Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>
42	A	no sign or striping	16	0	0	0	0	0	0	16	0	0
42	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
42	C	no sign or striping	20	0	0	0	0	0	0	20	0	0
42	D	no sign or striping	8	0	0	0	0	0	0	8	0	0
<b>42</b>		<b>Block 42 Total</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>
43	A	no sign or striping	12	0	0	0	0	0	0	12	0	0
43	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
43	C	no sign or striping	11	0	0	0	0	0	0	11	0	0
43	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>43</b>		<b>Block 43 Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
44	A	no sign or striping	11	0	0	0	0	0	0	11	0	0
44	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
44	C	no sign or striping	5	0	0	0	0	0	0	5	0	0
44	D	no parking / no signage	0	0	0	0	0	0	0	0	0	0
<b>44</b>		<b>Block 44 Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>
45	A	no sign or striping	12	0	0	0	0	0	0	12	0	0
45	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
45	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
45	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>45</b>		<b>Block 45 Total</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>
46	A	no striping	0	0	10	0	0	0	0	10	0	0
46	B	no striping	0	0	10	0	0	0	0	10	0	0
46	C	no sign or striping	13	0	0	0	0	0	0	13	0	0
46	D	no sign or striping	12	0	0	0	0	0	0	12	0	0
<b>46</b>		<b>Block 46 Total</b>	<b>25</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>
47	A	no sign or striping	12	0	0	0	0	0	0	12	0	0
47	B	no striping	0	0	12	0	0	0	0	12	0	0
47	C	no sign or striping	9	0	0	0	0	0	0	9	0	0
47	D	no sign or striping	9	0	0	0	0	0	0	9	0	0
<b>47</b>		<b>Block 47 Total</b>	<b>30</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>
48	A	no sign or striping	12	0	0	0	0	0	0	12	0	0
48	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
48	C	no sign or striping	10	0	0	0	0	0	0	10	0	0



**Gund-Mayo On-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
48	D	no sign or striping	0	0	12	0	0	0	0	12	0	0
<b>48</b>		<b>Block 48 Total</b>	<b>34</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
49	A	no sign or striping	23	0	0	0	0	0	0	23	0	0
49	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
49	C	no sign or striping	20	0	0	0	0	0	0	20	0	0
49	D	no sign or striping	11	0	0	0	0	0	0	11	0	0
<b>49</b>		<b>Block 49 Total</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>
50	A	no sign or striping	10	0	0	0	0	0	0	10	0	0
50	B	no sign or striping	20	0	0	0	0	0	0	20	0	0
50	C	no sign or striping	9	0	0	0	0	0	0	9	0	0
50	D	no sign or striping	21	0	0	0	0	0	0	21	0	0
<b>50</b>		<b>Block 50 Total</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>
51	A	no sign or striping	8	0	0	0	0	0	0	8	0	0
51	B	no sign no parking	0	0	0	0	0	0	0	0	0	0
51	C	no sign or striping	7	0	0	0	0	0	0	7	0	0
51	D	no sign or striping	22	0	0	0	0	0	0	22	0	0
<b>51</b>		<b>Block 51 Total</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>
52	A	no sign or striping	7	0	0	0	0	0	0	7	0	0
52	B	no striping	4	0	0	0	0	2	0	6	0	0
52	C	no sign or striping	2	0	0	0	0	0	0	2	0	0
52	D	no sign no parking	0	0	0	0	0	0	0	0	0	0
<b>52</b>		<b>Block 52 Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
53	A	no striping	0	0	9	0	0	0	0	9	0	0
53	B	no striping	0	0	6	0	0	0	0	6	0	0
53	C	no sign or striping	12	0	0	0	0	0	0	12	0	0
53	D	no sign or striping	5	0	0	0	0	0	0	5	0	0
<b>53</b>		<b>Block 53 Total</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
54	A	no sign or striping	11	0	0	0	0	0	0	11	0	0
54	B	no striping (no shuffling)	0	0	5	0	0	0	0	5	0	0
54	C	no striping (no shuffling)	0	0	6	0	0	0	0	6	0	0
54	D	no striping (no shuffling)	0	0	7	0	0	0	0	7	0	0
<b>54</b>		<b>Block 54 Total</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>
55	A	no striping	0	0	4	0	0	0	0	4	0	0
55	B	no striping	0	0	7	0	0	0	0	7	0	0
55	C	no striping	0	0	8	0	0	0	0	8	0	0
55	D	no striping	0	0	7	0	0	0	0	7	0	0
<b>55</b>		<b>Block 55 Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>
56	A	no sign or striping	10	0	0	0	0	0	0	10	0	0
56	B	no sign or striping	7	0	0	0	0	0	0	7	0	0
56	C	no striping (no shuffling)	0	0	9	0	0	0	0	9	0	0
56	D	no striping (no shuffling)	0	0	6	0	0	0	0	6	0	0
<b>56</b>		<b>Block 56 Total</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
57	A	no sign or striping	18	0	0	0	0	0	0	18	0	0
57	B	no sign or striping	5	0	0	0	0	0	0	5	0	0
57	C	no sign or striping	17	0	0	0	0	0	0	17	0	0
57	D	no sign or striping	6	0	0	0	0	0	0	6	0	0
<b>57</b>		<b>Block 57 Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
58	A	no sign or striping	13	0	0	0	0	0	0	13	0	0
58	B	no striping	0	0	7	0	0	0	0	7	0	0
58	C	no sign / no parking	0	0	0	0	0	0	0	0	0	0
58	D	no sign / no parking	0	0	0	0	0	0	0	0	0	0
<b>58</b>		<b>Block 58 Total</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>
59	A	no striping	0	0	10	0	0	0	0	10	0	0
59	B	no sign / no parking	0	0	0	0	0	0	0	0	0	0
59	C	no sign / no parking	0	0	0	0	0	0	0	0	0	0
59	D	no striping	0	0	6	0	0	0	0	6	0	0
<b>59</b>		<b>Block 59 Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>
60	A	no striping (no shuffling)	0	0	8	0	0	0	0	8	0	0
60	B	no striping (no shuffling)	0	0	11	0	0	0	0	11	0	0



Gund-Mayo On-Street Supply Continued...

Counts are estimated in all unstriped areas (= +/-)

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
60	C	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
60	D	no sign / no parking	0	0	0	0	0	0	0	0	0	0
<b>60</b>		<b>Block 60 Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>
61	A	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
61	B	no striping (no shuffling)	0	0	11	0	0	0	0	11	0	0
61	C	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
61	D	no striping (no shuffling)	0	0	9	0	0	0	0	9	0	0
<b>61</b>		<b>Block 61 Total</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>
62	A	no sign or striping	21	0	0	0	0	0	0	21	0	0
62	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
62	C	no striping (no shuffling)	0	0	21	0	0	0	0	21	0	0
62	D	no striping	0	0	10	0	0	0	0	10	0	0
<b>62</b>		<b>Block 62 Total</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>
63	A	no sign or striping	21	0	0	0	0	0	0	21	0	0
63	B	no sign no parking	0	0	0	0	0	0	0	0	0	0
63	C	no sign or striping	22	0	0	0	0	0	0	22	0	0
63	D	no sign or striping	10	0	0	0	0	0	0	10	0	0
<b>63</b>		<b>Block 63 Total</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>
64	A-EAS	Clinic St - No sign / strip	15	0	0	0	0	0	0	15	0	0
64	A	Denton St - no striping	0	0	11	0	0	0	0	11	0	0
64	B N	Redfield St - no striping	6	0	0	0	0	0	0	6	0	0
64	B	no striping	0	0	11	0	0	0	0	11	0	0
64	C	no parking	0	0	0	0	0	0	0	0	0	0
64	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>64</b>		<b>Block 64 Total</b>	<b>21</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>
65	A	no striping (no shuffling)	0	0	12	0	0	0	0	12	0	0
65	B	no sign or striping	9	0	0	0	0	0	0	9	0	0
65	C	no parking	0	0	0	0	0	0	0	0	0	0
65	D	no sign or striping	8	0	0	0	0	0	0	8	0	0
<b>65</b>		<b>Block 65 Total</b>	<b>17</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>
66	A	no sign or striping	8	0	0	0	0	0	0	8	0	0
66	B	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
66	C	no striping (no shuffling)	0	0	13	0	0	0	0	13	0	0
66	D	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
<b>66</b>		<b>Block 66 Total</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>
67	A	no striping	0	0	20	0	0	0	0	20	0	0
67	B	no sign or striping	10	0	0	0	0	0	0	10	0	0
67	C	no striping (no shuffling)	0	0	20	0	0	0	0	20	0	0
67	D	no striping (no shuffling)	0	0	10	0	0	0	0	10	0	0
<b>67</b>		<b>Block 67 Total</b>	<b>10</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>
68	A	no sign or striping	6	0	0	0	0	0	0	6	0	0
68	B	no sign or striping	11	0	0	0	0	0	0	11	0	0
68	C	no striping (no shuffling)	0	0	8	0	0	0	0	8	0	0
68	D	no sign or striping	7	0	0	0	0	0	0	7	0	0
<b>68</b>		<b>Block 68 Total</b>	<b>24</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>
69	A	no sign or striping	7	0	0	0	0	0	0	7	0	0
69	B	no sign / no parking	0	0	0	0	0	0	0	0	0	0
69	C	no striping	0	0	9	0	0	0	0	9	0	0
69	D	no sign or striping	9	0	0	0	0	0	0	9	0	0
<b>69</b>		<b>Block 69 Total</b>	<b>16</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>
70	A	no striping (no shuffling)	0	0	5	0	0	0	0	5	0	0
70	B	no striping (no shuffling)	0	0	9	0	0	0	0	9	0	0
70	C	no sign or striping	5	0	0	0	0	0	0	5	0	0
70	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>70</b>		<b>Block 70 Total</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
71	A	no striping (no shuffling)	0	0	18	0	0	0	0	18	0	0
71	B	no sign or striping	12	0	0	0	0	0	0	12	0	0
71	C	no striping (no shuffling)	0	0	20	0	0	0	0	20	0	0
71	D	no striping (no shuffling)	0	0	8	0	0	0	0	8	0	0



**Gund-Mayo On-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Regular	15 Minute - Free	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Pay to Park	Drop-off / Loading Zone	Barrier Free	Total Public	Private	Total Private
<b>71</b>		<b>Block 71 Total</b>	<b>12</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>
72	A	no striping (no shuffling)	0	0	22	0	0	0	0	22	0	0
72	B	no sign no parking	0	0	0	0	0	0	0	0	0	0
72	C	no striping (no shuffling)	0	0	21	0	0	0	0	21	0	0
72	D	no sign or striping	10	0	0	0	0	0	0	10	0	0
<b>72</b>		<b>Block 72 Total</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>
73	A	no striping (no shuffling)	0	0	24	0	0	0	0	24	0	0
73	B	no striping (no shuffling)	0	0	9	0	0	0	0	9	0	0
73	C	no striping (no shuffling)	0	0	0	17	0	0	0	17	0	0
73	D	no striping (no shuffling)	0	0	0	7	0	0	0	7	0	0
<b>73</b>		<b>Block 73 Total</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>
74	A	no striping (no shuffling)	0	0	27	0	0	0	0	27	0	0
74	B	no parking	0	0	0	0	0	0	0	0	0	0
74	C	no sign or striping	17	0	0	0	0	0	2	19	0	0
74	D	no striping (no shuffling)	0	0	6	0	0	0	0	6	0	0
<b>74</b>		<b>Block 74 Total</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>0</b>
75	A	no parking	0	0	0	0	0	0	0	0	0	0
75	B	no parking	0	0	0	0	0	0	0	0	0	0
75	C	no parking	0	0	0	0	0	0	0	0	0	0
75	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>75</b>		<b>Block 75 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
76	A	no sign or striping	21	0	0	0	0	0	0	21	0	0
76	B	no parking	0	0	0	0	0	0	0	0	0	0
76	C	no parking	0	0	0	0	0	0	0	0	0	0
76	D	no parking	0	0	0	0	0	0	0	0	0	0
<b>76</b>		<b>Block 76 Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>
77	A	no parking	0	0	0	0	0	0	0	0	0	0
77	B	no parking	0	0	0	0	0	0	0	0	0	0
77	C	no parking	0	0	0	0	0	0	0	0	0	0
77	D	no sign or striping	10	0	0	0	0	0	0	10	0	0
<b>77</b>		<b>Block 77 Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>
78	A	no parking	0	0	0	0	0	0	0	0	0	0
78	B	no sign or striping	6	0	0	0	0	0	0	6	0	0
78	C	no parking	0	0	0	0	0	0	0	0	0	0
78	D	no sign or striping	8	0	0	0	0	0	0	8	0	0
<b>78</b>		<b>Block 78 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>
79	A	no parking	0	0	0	0	0	0	0	0	0	0
79	B	no parking	0	0	0	0	0	0	0	0	0	0
79	C	no sign or striping	17	0	0	0	0	0	0	17	0	0
79	D	no sign or striping	33	0	0	0	0	0	0	33	0	0
<b>79</b>		<b>Block 79 Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>
80	A	Interior road Bundy St - no sign or striping	18	0	0	0	0	0	0	18	0	0
80	B	no sign or striping	44	0	0	0	0	0	0	44	0	0
80	C-n	Alexander St no	23	0	0	0	0	0	0	23	0	0
80	D	no sign or striping	28	0	0	0	0	0	0	28	0	0
<b>80</b>		<b>Block 80 Total</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>
81	A	no parking	0	0	0	0	0	0	0	0	0	0
81	B	no parking	0	0	0	0	0	0	0	0	0	0
81	C	no parking	0	0	0	0	0	0	0	0	0	0
81	D	no sign or striping	20	0	0	0	0	0	0	20	0	0
<b>81</b>		<b>Block 81 Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>
<b>Totals</b>			<b>2141</b>	<b>6</b>	<b>829</b>	<b>43</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>3039</b>	<b>0</b>	<b>0</b>



La Crosse Gund - Mayo Off-Street Supply

Counts are estimated in all unstriped areas (= +/-)

Blk #	face	Description	PRIVATE												PUBLIC		
			Study Area				Viterbo / UWL Property				Gund / Mayo / Franciscian Property				Study Area		
			Regular	Hcp	Permit	Study Total	Regular	Hcp	Permit	College Total	Regular	Hcp	Permit	Hospital Total	Regular	Study Total	
1	A	Bowling Alley/Diner - 807 4th St S	38	2	0	40	0	0	0	0	0	0	0	0	0	0	0
1	B	Pla-Mor Bowling Alley/Diner	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0
1	C	Fire Dept - 726 5th Ave S	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0
1	D	415 Market St Apts (6 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
<b>1</b>		<b>Block 1 Total</b>	<b>106</b>	<b>2</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	A	Multi-Residential - 705 5th Ave	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
2	B	Multi-Residential - 512/4 Ferry St	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
2	C	Multi-Residential - 719 5th Ave	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
2	D	VFW Hall - 630 6th St S	20	2	0	22	0	0	0	0	0	0	0	0	0	0	0
<b>2</b>		<b>Block 2 Total</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
3	A	Apartment	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
3	B	Multi-Residential - 612 Ferry St (3 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
3	C	Multi-Residential - 620/2 7th St S (2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>3</b>		<b>Block 3 Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4	A	Multi-Residential - 708/10 Ferry St (2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4	B	Apartment - 606/20 8th St S (8 units)	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0
4	C	Multi-Residential - 624/6 8th St S (2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>4</b>		<b>Block 4 Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5	A	Mutli-Residential (802 Ferry/603 8th - 2 Units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
5	B	Multi-Residential (600/602 9TH ST S - 2 Units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
5	C	Multi-Residential (616 9TH ST S - 2 Units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
5	D	Apartment (625 8th St S - 8 units)	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0
5	E	Apartment (624 9th St S - VITERBO)	0	0	0	0	32	0	0	32	0	0	0	0	0	0	0
<b>5</b>		<b>Block 5 Total</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
6	A	Village Apartments (Franciscian Sisters)	0	0	0	0	0	0	0	0	40	2	0	42	0	0	0
6	B	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	149	0	0	149	0	0	0
6	C	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	323	3	0	326	0	0	0
6	D	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	46	2	0	48	0	0	0
<b>6</b>		<b>Block 6 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>558</b>	<b>7</b>	<b>0</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>0</b>
7	A	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	17	1	0	18	0	0	0
<b>7</b>		<b>Block 7 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
8	A	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	167	0	0	167	0	0	0
8	B	Mayo / Franciscian Sisters	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0
8	C	Church	38	1	0	39	0	0	0	0	0	0	0	0	0	0	0
<b>8</b>		<b>Block 8 Total</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>
9	A	Apartments (917 4th St S - 4 units)	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0
9	B	Multi-Residential (816/18 5th Ave S - 2 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
9	C	Multi-Residential (820/22 5th Ave S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
9	D	Restaurant - Ye Old Style Inn (826/28 5th Ave S)	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
9	E	Apartments (921 4th St S - 6 units)	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
<b>9</b>		<b>Block 9 Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10	A	Multi-Residential (803/05 5th Ave S - Retail/House/Apt)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
10	B	Multi-Residential	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
10	C	Apartment	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
10	D	Apartment	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
<b>10</b>		<b>Block 10 Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11	A	American Legion (711 6th St S)	33	2	0	35	0	0	0	0	0	0	0	0	0	0	0
11	B	Apartments (714 7th St S - 6 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
11	C	LaCrosse Hearing Center (720/26 7th St S)	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0
11	D	Friendship Tree Retail/ Residential (725-29 6th/ 605-7 Winnebago St - 5 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
<b>11</b>		<b>Block 11 Total</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12	A	Apartments (700 Market St - 5 units)	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0
12	B	Apartments (709 7th St S - 6 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
12	C	Viterbo Apart. Lot (not incl underground pkg)	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0
12	D	Viterbo Bldg.	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0
<b>12</b>		<b>Block 12 Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14	A	Viterbo Bldg.	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0
14	B	Viterbo Bldg.	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0
<b>14</b>		<b>Block 14 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15	A	Viterbo Bldg.	0	0	0	0	7	2	0	9	0	0	0	0	0	0	0
15	B	Viterbo Bldg.	0	0	0	0	51	22	0	73	0	0	0	0	0	0	0
15	C	Viterbo Bldg.	0	0	0	0	12	2	0	14	0	0	0	0	0	0	0
<b>15</b>		<b>Block 15 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16	A	Viterbo Bldg.	0	0	0	0	30	8	0	38	0	0	0	0	0	0	0
16	B	Viterbo Bldg.	0	0	0	0	218	17	0	235	0	0	0	0	0	0	0
<b>16</b>		<b>Block 16 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>25</b>	<b>0</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17	A	The Exchange (1009 4th St)	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0
<b>17</b>		<b>Block 17 Total</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18	A	Apartments (812 6th St S - 10 units)	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
18	B	Multi-Residential (818-22 6th St S - 3 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
<b>18</b>		<b>Block 18 Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Gund-Mayo Off-Street Supply Continued...**

Counts are estimated in all unstriped areas (= +/-)

Blk #	face	Description	PRIVATE												PUBLIC		
			Study Area				Viterbo / UWL Property				Gund / Mayo / Franciscian Property				Study Area		
			Regular	Hcp	Permit	Study Total	Regular	Hcp	Permit	College Total	Regular	Hcp	Permit	Hospital Total	Regular	Study Total	
19 A		Apartments (802 7th St S - 8 units)	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
19 B		Apartments (605 Mississippi - 11 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
<b>19</b>		<b>Block 19 Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
20 A		Viterbo Parking	0	0	0	0	22	1	0	23	0	0	0	0	0	0	
20 B		Viterbo Parking	0	0	0	0	23	1	0	24	0	0	0	0	0	0	
20 C		Viterbo Bldg. (814 8th St S - 8 units)	0	0	0	0	8	0	0	8	0	0	0	0	0	0	
20 D		Viterbo Bldg. (820 8th St S - 8 units)	0	0	0	0	8	0	0	8	0	0	0	0	0	0	
20 E		Viterbo Parking	0	0	0	0	30	0	0	30	0	0	0	0	0	0	
<b>20</b>		<b>Block 20 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
21 A		Viterbo Apts. (801-9 Viterbo - 5 units)	0	0	0	0	5	0	0	5	0	0	0	0	0	0	
21 B		Viterbo San Damiano Chaple	0	0	0	0	5	3	0	8	0	0	0	0	0	0	
21 C		Viterbo	0	0	0	0	163	8	0	171	0	0	0	0	0	0	
21 D		Viterbo	0	0	0	0	35	3	0	38	0	0	0	0	0	0	
21 E		Viterbo	0	0	0	0	0	0	7	7	0	0	0	0	0	0	
<b>21</b>		<b>Block 21 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>14</b>	<b>7</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
22 A		Apartments (1026 5th Ave S - 5 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
22 B		Apartments (1010 5th Ave S - 5 units)	7	0	0	7	0	0	0	0	0	0	0	0	0	0	
22 C		Apartments (1113 4th St S - 8 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
<b>22</b>		<b>Block 22 Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
23 A		Apartments (912 6th St S - 6 units)	9	0	0	9	0	0	0	0	0	0	0	0	0	0	
23 B		Multi-Residential (916 6th St S - 6 units)	9	0	0	9	0	0	0	0	0	0	0	0	0	0	
23 C		Multi-Residential (1021/23 5th Ave S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
23 D		Multi-Residential (1011-15 5th Ave S - 3 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
<b>23</b>		<b>Block 23 Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
24 A		Multi-Residential (914/6 7th St S - 2 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	
24 B		Apartments (922 7th St S - 4 units)	15	1	0	16	0	0	0	0	0	0	0	0	0	0	
24 C		Apartments (924-30 7th St S - 4 units)	15	1	0	16	0	0	0	0	0	0	0	0	0	0	
24 D		Apartments (621 Jackson St - 8 units)	11	0	0	11	0	0	0	0	0	0	0	0	0	0	
<b>24</b>		<b>Block 24 Total</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
25 A		The Recovery Room / Apts (710/12 Mississippi St - 3 units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	
25 B		Apartments (910 8th St S - 8 units)	7	0	0	7	0	0	0	0	0	0	0	0	0	0	
25 C		Apartments (912-18 8th St S - 5 units)	12	1	0	13	0	0	0	0	0	0	0	0	0	0	
25 D		Apartments (926 8th St S - 9 units)	12	0	0	12	0	0	0	0	0	0	0	0	0	0	
25 E		Apartments (921 7th St S - 8 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
25 F		Apartments (913 7th St S - 8 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
25 G		Apartments (909 7th St S - 8 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
<b>25</b>		<b>Block 25 Total</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
26 A		Viterbo Parking	0	0	0	0	41	0	0	41	0	0	0	0	0	0	
26 B		Viterbo Parking	0	0	0	0	30	0	0	30	0	0	0	0	0	0	
<b>26</b>		<b>Block 26 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
27 A		Mayo Parking	0	0	0	0	0	0	0	0	151	0	0	151	0	0	
27 B		Mayo Parking	0	0	0	0	0	0	0	0	125	0	0	125	0	0	
27 C		Mayo Apartment (1001-7 Jackson St - 4 units)	0	0	0	0	0	0	0	0	4	0	0	4	0	0	
27 C		Mayo Parking	0	0	0	0	0	0	0	0	5	0	0	5	0	0	
<b>27</b>		<b>Block 27 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	
28 A		Walgreens (900 West Ave S)	73	3	0	76	0	0	0	0	0	0	0	0	0	0	
28 B		Laudromat/Sip& Surf / Tanning Salon (1113-21 Jackson)	13	0	0	13	0	0	0	0	0	0	0	0	0	0	
28 C		Mayo Parking	0	0	0	0	0	0	0	0	63	0	0	63	0	0	
28 D		Walgreens (900 West Ave S)	2	3	0	5	0	0	0	0	0	0	0	0	0	0	
<b>28</b>		<b>Block 28 Total</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	
29 A		Bentz Chiropractic (406 Jackson St)	12	2	0	14	0	0	0	0	0	0	0	0	0	0	
29 B		Apartments (1211 4th St S - 5 units)	20	0	0	20	0	0	0	0	0	0	0	0	0	0	
29 C		Apartments (1114 5th Ave S - 12 units)	12	0	0	12	0	0	0	0	0	0	0	0	0	0	
<b>29</b>		<b>Block 29 Total</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
30 A		Apartments (1117 5th Ave S - 7 units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	
30 A		Multi-Residential (1024/26 6th St S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
<b>30</b>		<b>Block 30 Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
32 A		Multi-Residential (1007/9/11 7th St S - 3 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
32 B		Multi-Residential (1012/14 8th St S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
32 C		Multi-Residential (1016/18 8th St S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
32 D		Multi-Residential (1018 8th St S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
32 E		Multi-Residential (1025-29 7th St S/701 Jackson - 4 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
<b>32</b>		<b>Block 32 Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
33 A		Multi-Residential (1015/17/19/21 8th St S - 4 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
<b>33</b>		<b>Block 33 Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
34 A		Multi-Residential (928/30 Jackson St - 2 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	
34 B		Multi-Residential (940/2 Jackson St - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
34 C		Mr. Stix Sports Bar (946/8 Jackson St)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
34 D		Multi-Residential (921/3 Johnson St - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	



Gund-Mayo Off-Street Supply Continued...

Counts are estimated in all unstriped areas (= +/-)

Blk #	face	Description	PRIVATE											PUBLIC			
			Study Area				Viterbo / UWL Property				Gund / Mayo / Franciscan Property			Study Area			
			Regular	Hcp	Permit	Study Total	Regular	Hcp	Permit	College Total	Regular	Hcp	Permit	Hospital Total	Regular	Study Total	
34	E	Apartments (919 Johnson St - 8 units)	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
<b>34</b>		<b>Block 34 Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
35	A	Houghton's Pub (1001 10th St S)	14	1	0	15	0	0	0	0	0	0	0	0	0	0	
35	B	Apartment (1016 Jackson St - 10 units)	12	0	0	12	0	0	0	0	0	0	0	0	0	0	
35	C	Multi-Residential (1018/20 Jackson - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
35	D	Multi-Residential 1026-30 Jackson St / 1010-18 11th St S - 7 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
35	E	Instrument Repair (1011 10th St S)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>35</b>		<b>Block 35 Total</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
36	A	Multi-Residential (1120/22 West Ave S - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
36	B	Multi-Residential (1124/26 West Ave S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>36</b>		<b>Block 36 Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
37	A	Apartments (1315 4th St S - 8 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
37	B	Apartments (1321 4th St S - 8 units)	11	0	0	11	0	0	0	0	0	0	0	0	0	0	
37	C	Multi-Residential (411/13 Adams St - 2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
<b>37</b>		<b>Block 37 Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
38	A	Multi-Residential (1120/22 6th St S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
38	B	Multi-Residential (1128 6th St S - 2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
38	C	Condo (515 Adams - 2 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
<b>38</b>		<b>Block 38 Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
39	A	Apartment (1114-20 7th St S - 4 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
39	B	Apartment (1122 7th St S - 4 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
<b>39</b>		<b>Block 39 Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
44	A	Multi-Residential (1308/10 5th Ave S - 2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
44	C	Apartment (1314-20 5th Ave S - 4 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
44	D	Apartment (1322 5th Ave S - 8 units)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	
<b>44</b>		<b>Block 44 Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
46	A	Apartments (1218-24 7th St S - 4 units)	9	0	0	9	0	0	0	0	0	0	0	0	0	0	
46	B	Apartments (601-11 Hood St - 6 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
<b>46</b>		<b>Block 46 Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
47	A	Apts. - LHA LLC (1205 7th St S - 44 units)	14	2	0	16	0	0	0	0	0	0	0	0	0	0	
47	B	Apts. Salzer Sq. II (1224 8th St S - 24 units)	7	1	0	8	0	0	0	0	0	0	0	0	0	0	
47	C	Apts. Adams on 7th (1205 7th St S - 45 units)	32	1	0	33	0	0	0	0	0	0	0	0	0	0	
<b>47</b>		<b>Block 47 Total</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
48	A	Trane Heating and Cooling (1209 8th St S)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
48	B	Multi-Residential (1211/15 8th St S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>48</b>		<b>Block 48 Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
49	A	Multi-Residential (909/11 Hood - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
49	B	Apartment (927 Hood - 4 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
49	C	Multi-Residential (957 Hood - 1 to 4 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>49</b>		<b>Block 49 Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
50	A	Candy Store (1203/5 10th St S - house/ store front/apts)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
50	B	Adams St Pub (1020 Adams; 1200/2 11th St S)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	
50	C	Multi-Residential (1207/9 10th St S - 2 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	
50	D	Multi-Residential (1305-11 10th St S - 4 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>50</b>		<b>Block 50 Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
51	A	Apartment (1206 West Ave S - 4 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
<b>51</b>		<b>Block 51 Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
53	A	Southside Neighborhood Center (1302 6th St S)	7	1	0	8	0	0	0	0	0	0	0	0	0	0	
53	B	Apts (1413 5th Ave S - 8 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	
53	C	Multi-Residential (1405/7 5th Ave S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
<b>53</b>		<b>Block 53 Total</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
56	A	Affordable (Auto) Repair Service (1303 8th St S)	15	0	0	15	0	0	0	0	0	0	0	0	0	0	
56	B	Multi-Residential (1305/7 8th St S - 2 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
<b>56</b>		<b>Block 56 Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
58	A	Apartments (506 Farnam - 5 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
58	B	Apartments (1424 6th St S - 6 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
58	C	Apartments (511 Tyler St - 6 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
58	D	Apartments (1641-47 South Ave - 4 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	
<b>58</b>		<b>Block 58 Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
59	A	Gund-Mayo Employee Lots A & G	0	0	0	0	0	0	0	79	0	0	79	0	0	0	
59	B	Gund-Mayo Apts. (1413 6th St S - 6 units)	0	0	0	0	0	0	0	8	0	0	8	0	0	0	
<b>59</b>		<b>Block 59 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	
60	A	Gund-Mayo Duplexes (12 units)	0	0	0	0	0	0	0	46	0	0	46	0	0	0	
<b>60</b>		<b>Block 60 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
61	A	Apartment (1425 8th St S - 6 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
<b>61</b>		<b>Block 61 Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
62	A	Multi-Residential (924/6 Farnam - 2 units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	
62	B	Apartment (932 Farnam - 5 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	
62	C	Multi-Residential (940/2 Farnam - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
62	D	Apartments (1418 10th St S - 12 units)	18	0	0	18	0	0	0	0	0	0	0	0	0	0	
<b>62</b>		<b>Block 62 Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Gund-Mayo Off-Street Supply Continued...

Counts are estimated in all unstriped areas (= +/-)

Blk #	face	Description	PRIVATE												PUBLIC			
			Study Area				Viterbo / UWL Property				Gund / Mayo / Franciscian Property				Study Area			
			Regular	Hcp	Permit	Study Total	Regular	Hcp	Permit	College Total	Regular	Hcp	Permit	Hospital Total	Regular	Study Total		
64 A		Gundersen Hotel	0	0	0	0	0	0	0	0	0	0	77	2	0	79	0	0
64 B		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0
64 C		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	0
64 D		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	178	4	0	182	0	0
64		<b>Block 64 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>17</b>	<b>0</b>	<b>306</b>	<b>0</b>	<b>0</b>
65 A		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0
65 B		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	83	10	0	93	0	0
65 C		Private Permit for Hospital	0	0	0	0	0	0	0	0	0	0	0	1	23	24	0	0
65 D		Gundersen Lutheran Hospital	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	0
65		<b>Block 65 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>11</b>	<b>23</b>	<b>190</b>	<b>0</b>	<b>0</b>
66 A		Gundersen Lutheran - Orange Lot	0	0	0	0	0	0	0	0	0	0	112	3	0	115	0	0
66		<b>Block 66 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>3</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>
67 A		Multi-Residential (1507/9 9th St S - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
67 B		Apartments (911-17 Denton - 4 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
67 C		Multi-Residential (1517 9th St S - 3 units)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
68		<b>Block 68 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
69 A		Apartment (1051 Denton St - 16 Units)	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
69 B		Apartment (1521 11th St S - 4 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
69 C		Apartment 1519 11th St S - 6 units)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
69		<b>Block 69 Total</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
71 A		Apartments (918 Denton St - 14 units)	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
71 B		Multi-Residential (937/9 Redfield St - 2 units)	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
71 C		Multi-Residential (917/9 Redfield St - 2 units)	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
71		<b>Block 71 Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
72 A		Apartments (1615 10th St S - 6 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
72		<b>Block 72 Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
74 A		Multi-Residential (1024 Redfield - 4 units)	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
74 B		Apartment (1035 Green Bay - 4 units)	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
74 C		Apartment garages NEW	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
74		<b>Block 74 Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
75 A		Surface parking around Ramp	0	0	0	0	0	0	0	0	0	0	94	7	0	101	0	0
75 B		Gundersen Lutheran Ramp	0	0	0	0	0	0	0	0	0	0	46	0	0	46	0	0
75 C		Gundersen Lutheran	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
75 D		Gundersen Lutheran	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0
75		<b>Block 75 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>7</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>0</b>
76 A		Gundersen Lutheran	0	0	0	0	0	0	0	0	0	0	70	2	0	72	0	0
76 B		Riverfront / Millwork	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0
76 C		Riverfront / Millwork	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
76 D		Pepsi Employee parking	76	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0
76 E		Pepsi Employee parking	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
76 F		Pepsi Employee parking	58	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0
76 G		Bluffview Corp / Conway Properties (2349 South Ave)	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0
76 H		LaCrosse Area Synod - Church (2301 South Ave)	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
76 I		Multi-Residential (2241/3 South Ave - 2 units)	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
76 J		2219 Lofts - (2219 South Ave - 25 units)	26	5	0	31	0	0	0	0	0	0	0	0	0	0	0	0
76 K		Plasco (2131 South Ave)	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
76 L		Vacant Gundersen Property	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0
76 M		Vacant Gundersen Property	0	0	0	0	0	0	0	0	0	0	12	1	0	13	0	0
76		<b>Block 76 Total</b>	<b>302</b>	<b>5</b>	<b>0</b>	<b>307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>
77 A		Gundersen Lutheran (1841 Sims Place)	0	0	0	0	0	0	0	0	0	0	10	5	0	15	0	0
77 B		Gundersen Lutheran (2108 South Ave)	0	0	0	0	0	0	0	0	0	0	462	0	0	462	0	0
77 C		Gund Brewery Lofts (2130 South Ave - 86 units)	76	7	0	83	0	0	0	0	0	0	0	0	0	0	0	0
77 D		Gundersen Lutheran (701 Bennora Lee Ct.)	0	0	0	0	0	0	0	0	0	0	497	2	0	499	0	0
77		<b>Block 77 Total</b>	<b>76</b>	<b>7</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>969</b>	<b>7</b>	<b>0</b>	<b>976</b>	<b>0</b>	<b>0</b>
78 A		Gundersen Townhouse	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
78 B		Gundersen Townhouse	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
78 C		Gundersen Townhouse	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
78		<b>Block 78 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>
79 B		Gundersen Lutheran (1901 7th St S)	0	0	0	0	0	0	0	0	0	0	215	7	0	222	0	0
79		<b>Block 79 Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>7</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>0</b>
80 A		Apartments (1901/03/05/09/11/13 Miller St - 72 units)	69	1	0	70	0	0	0	0	0	0	0	0	0	0	0	0
80 B		Apartments (same property as Lot A)	43	2	0	45	0	0	0	0	0	0	0	0	0	0	0	0
80 C		Apartments (same property as Lot A)	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0
80 D		River Road Apts (1900 7th St S - 42 units)	57	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0
80 E		Apartments (405 Alexander St - 24 units)	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0
80 F		Same property as Lot E	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0
80 G		Gundersen Lutheran (2030 7th St S)	0	0	0	0	0	0	0	0	0	0	19	1	0	20	0	0
80 H		Apartments (2000 Steele St -18 Units)	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
80 I		Apartments (1919/23/27 Miller St - 113 Units)	93	4	0	97	0	0	0	0	0	0	0	0	0	0	0	0
80 J		Same Property as Lot I (27 miller st)	61	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0
80		<b>Block 80 Total</b>	<b>447</b>	<b>7</b>	<b>0</b>	<b>454</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>



**Gund-Mayo Off-Street Supply Continued....**

*Counts are estimated in all unstriped areas (= +/-)*

Blk #	face	Description	PRIVATE											PUBLIC			
			Study Area				Viterbo / UWL Property				Gund / Mayo / Franciscian Property			Study Area			
			Regular	Hcp	Permit	Study Total	Regular	Hcp	Permit	College Total	Regular	Hcp	Permit	Hospital Total	Regular	Study Total	
81 A		Noelke Distributor (425 Nelson Place)	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
81 B		Infinity Instruments (430 Nelson Place)	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0
81 C		Benson Construction (1625 Miller St)	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
81 D		Ledegar Roofing (1701/5 Miller St)	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0
81 E		Ledegar Roofing (1711 Miller St)	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
81 F		Interior Systems International (1721 Miller St)	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0
81 G		DS Electrical Supplies (430 Jansky Pl)	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
<b>81</b>		<b>Block 81 Total</b>	<b>88</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals</b>			<b>2151</b>	<b>47</b>	<b>0</b>	<b>2198</b>	<b>788</b>	<b>68</b>	<b>7</b>	<b>863</b>	<b>3323</b>	<b>64</b>	<b>23</b>	<b>3410</b>	<b>0</b>	<b>0</b>	

## **APPENDIX – Northside District**

On-Street Supply

Off-Street Supply

**North Side On-Street Supply**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Face	Description	Public				Private	
			Regular	2hr 8am-6pm / 1hr 2am - 8am	1 hr	Total Public	Private	Total Private
1	A	not striped	10	0	0	10	0	0
1	B	not striped	18	0	0	18	0	0
<b>1</b>		<b>TOTAL BLOCK 1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
2	A	not striped	3	0	0	3	0	0
2	C	not striped	0	4	0	4	0	0
2	D	not striped	15	0	0	15	0	0
<b>2</b>		<b>TOTAL BLOCK 2</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>
3	A	not striped	0	5	0	5	0	0
3	C	not striped	3	0	0	3	0	0
3	D	not striped	0	0	11	11	0	0
<b>3</b>		<b>TOTAL BLOCK 3</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>
4	B	not striped	0	16	0	16	0	0
4	C	not striped	12	0	0	12	0	0
<b>4</b>		<b>TOTAL BLOCK 4</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>
5	A	not striped	6	3	0	9	0	0
5	B	not striped	0	7	0	7	0	0
5	C	not striped	8	0	0	8	0	0
<b>5</b>		<b>TOTAL BLOCK 5</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>
6	A	not striped	7	0	0	7	0	0
6	D	not striped	0	12	0	12	0	0
<b>6</b>		<b>TOTAL BLOCK 6</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>
7	A	not striped / St. James Church	0	0	0	0	6	6
7	C	not striped	2	0	0	2	0	0
7	D	not striped	12	0	0	12	0	0
<b>7</b>		<b>TOTAL BLOCK 7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>6</b>
8	A	not striped	10	0	0	10	0	0
8	B	not striped	13	0	0	13	0	0
8	C	not striped	8	0	0	8	0	0
8	D	not striped	15	0	0	15	0	0
<b>8</b>		<b>TOTAL BLOCK 8</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
<b>Totals</b>			<b>142</b>	<b>47</b>	<b>11</b>	<b>200</b>	<b>6</b>	<b>6</b>

**North Side Off-Street Supply**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Ltr	Description	Private			Public		
			Regular	Hcp	Total Private	Regular	Hcp	Total Public
1	A	Retail / Residential (2 retail - 4 res units) 1353-59 Caledonia St / 620-22 Logan St	6	0	6	0	0	0
1	B	Vacant / 1307 Caledonia St	2	0	2	0	0	0
1	C	Vacant / 1307 Caledonia St	3	0	3	0	0	0
1	D	BMO Bank Lot / 619 Clinton St	20	0	20	0	0	0
1	E	BMO Bank Lot / 1300 Rose St	25	2	27	0	0	0
<b>1</b>		<b>Block 1 Totals</b>	<b>56</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	A	Multi-Residential (4 units) / 1324-30 Caledonia St	4	0	4	0	0	0
2	B	Northside Comm. Church / 707 Clinton / 1300 Caledonia	11	0	11	0	0	0
<b>2</b>		<b>Block 2 Totals</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
3	A	Gold Heart / Vacant / 1230-36 Caledonia St	3	0	3	0	0	0
3	B	Carrier Ins. / Daves Coins / 1226-28 Caledonia St	8	0	8	0	0	0
3	C	Wise Owl Auctions / 1222-24 Caledonia St	2	0	2	0	0	0
3	D	Unmarked (no overnight parking)	27	1	28	0	0	0
3	E	Lawyers at Work Office / 1206 Caledonia St	5	0	5	0	0	0
3	F	Gifted Hands / WHV / 1200-02 Caledonia St	6	0	6	0	0	0
<b>3</b>		<b>Block 3 Totals</b>	<b>51</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
4	A	DNA Vintners Winery / 1229 Caledonia St	2	0	2	0	0	0
4	B	Bebop & Bundles Music / 1221 Caledonia St	4	0	4	0	0	0
4	C	Root Down Yoga / Uptown Café & Bakery / 1217/19 Caledonia St	2	0	2	0	0	0
4	D	River Bank Lot / 1216 Rose St.	9	0	9	0	0	0
4	E	River Bank Lot / 1232 Rose St.	22	1	23	0	0	0
<b>4</b>		<b>Block 4 Totals</b>	<b>39</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
5	A	Vacant Service Garage / 1131 Caledonia St	8	0	8	0	0	0
5	B	Vacant Service Garage / 1131 Caledonia St	4	0	4	0	0	0
5	C	Vacant (restoration in progress) / 1119/21 Caledonia St	8	0	8	0	0	0
5	D	Apartments (4 units) / 1108-14 Rose St	5	0	5	0	0	0
<b>5</b>		<b>Block 5 Totals</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
6	A	1120 Caledonia St (Vacant?)	7	1	8	0	0	0
<b>6</b>		<b>Block 6 Totals</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>



**North Side Off-Street Supply Continued...**

*Counts are estimated in all unstriped areas (= +/-)*

Blk#	Ltr	Description	Private			Public		
			Regular	Hcp	Total Private	Regular	Hcp	Total Public
7	A	Multi-Residential (3 units) / 1024-28 Caledonia St	4	0	4	0	0	0
7	B	Providence Academy	7	0	7	0	0	0
7	C	Providence Academy	12	1	13	0	0	0
7	D	Residential (4 units) / 713 Wall / 1004 Caledonia	3	0	3	0	0	0
<b>7</b>		<b>Block 7 Totals</b>	<b>26</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
8	A	Blaschke Funeral Home	13	0	13	0	0	0
8	B	Apartment (4 units) 1014-20 Rose St)	8	0	8	0	0	0
<b>8</b>		<b>Block 8 Totals</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals</b>			<b>240</b>	<b>6</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>0</b>