



## LA CROSSE AREA PLANNING COMMITTEE TRANSPORTATION DEMAND MANAGEMENT INITIATIVE

### Parking Worksheet

Overview: The members of the LAPC Policy Board are seeking viable transportation demand management (TDM) strategies that will reduce the need for new and expanded highways as growth continues across the region, consistent with Coulee Vision 2050. The Board has requested, for their **March meeting**, a discussion about **parking practices and policies**, including current practices and future opportunities.

Request: Staff for each LAPC member community is requested to report out on current policies and programs regarding their consistency with Coulee Vision 2050 (CV2050), and also to identify changes to enhance consistency with that vision.

Please complete this worksheet and use it to support a 5-10-minute presentation to the Policy Board on March 15.

CV2050 includes the following principle:

***Public and private landowners will reduce their subsidy of automobile use through a mix of strategies.***

*This principle recognizes that a wide range of policies will be needed to effectively implement the preferred land use alternative. One such policy is for public and private landowners to reduce their subsidy of automobile use through a mix of strategies including shared parking, fees for parking, and incentives to encourage alternative travel modes such as transit. The policy would also result in a reduction of the ratio of off-street parking spaces to building area in the region, especially in community centers. Such policies are essential if regional transit is to be successful.*

To be clear, parking policies cannot, by themselves, reduce traffic on congested arterials, but they are an essential component of an urban ecosystem in which carpooling and transit are viable and attractive alternatives to single-occupancy vehicle trips.

Questions for municipalities:

- 1) Does your community charge for the use of on-street parking? If yes, describe where (in general terms) and how much?
- 2) Does your community have off-street public parking, excluding parking for municipal facilities? If yes, do you charge for use of that parking? When and how much?

- 3) Please estimate your annual costs and annual revenues, if any, associated with off-street parking.
- 4) Please describe your off-street parking requirements.  
Offer some specific examples. How much parking do you require for:
  - a. An apartment complex in a multifamily district with ten 2-bedroom apartments
  - b. A 15,000 SF office building
  - c. A 60,000 SF retail building
- 5) In your opinion, how do your off-street parking requirements compare to what the private sector wants? Higher? Lower? About right?  
And how do your requirements compare to typical use of that parking?
- 6) Do you have a downtown zoning district that does not require the provision of off-street parking? If yes, describe how parking needs are met downtown.
- 7) Describe other issues you have encountered and/or programs you have developed to manage the cost and supply of parking.
- 8) What is one thing you could change in the next two years to transfer more of the cost of public parking to those who use the parking? Are you willing to do this?

Questions for schools and businesses:

- 1) Do you have private, off-street parking for staff and/or customer use?
  - a. If yes, approximately how many spaces?
  - b. If yes, do you charge for parking? When and how much?
- 2) Please estimate your total annual costs and revenues, if any, associated with off-street parking. If you pay property taxes, please include an estimate of that cost for parking.
- 3) Do staff or customers incur costs for off-site parking? If so, describe any subsidies or reimbursements of those costs by your organization.
- 4) Describe any programs or incentives for which your organization has spent money to reduce your parking demand, as an alternative to providing more parking.
- 5) Describe other issues you have encountered and/or programs you have developed to manage the cost and supply of parking
- 6) What is one thing you could do (or the City could do) to transfer more of the cost of parking to those who use it? Are you willing to do this?