

DOWNTOWN PARKING ANALYSIS

PREPARED FOR:
THE CITY OF MANITOWOC, WI.

JUNE, 2018

RICH & ASSOCIATES
PARKING CONSULTANTS

ALONG WITH JIM CONSIDINE & ASSOCIATES

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EXECUTIVE SUMMARY

This Downtown Parking Analysis prepared for the City of Manitowoc is a comprehensive examination of parking needs. The goal of the report is to evaluate the use of existing parking supply and determine if the supply is adequate to meet current and future parking demand. The report discusses how to manage the current supply more effectively and provides tools to aid in determining when and where new parking is necessary.

This report compiles the following assessments and findings:

- Overview of the parking study process.
- Assessment of how the existing parking is operating and how much new parking may be required based on current and anticipated future developments.
- Public input.
- Policy and management recommendations.
- Zoning recommendations.
- New parking.

The study process consisted of a two-part analysis. The first part included a determination of the parking demand by block based on the provided building inventory and calculated parking generation factors per 1,000 square feet of gross floor space. The demand was compared to the available supply and the resulting surplus or deficit determined on a block-by-block basis.

The second part of the analysis involved comparing the parking surplus and deficit patterns to the observed conditions as determined by the turnover and occupancy data. This comparison offered a benchmark by which the surplus and deficit data was calibrated.

PARKING STUDY AREA

The study area determined by the City of Manitowoc is comprised of 54 blocks covering the majority of the downtown. This area contains the Municipal offices, County Court system along with other County offices, retail, restaurant and office space. Rich & Associates evaluated the parking conditions, supply and activity of the 54 block study area along with certain blocks just outside the study boundaries.

PARKING SUPPLY

The following table summarizes the existing parking supply in the study area. There is a total of 4,509 parking spaces in the study area. Of these spaces 1,393 (31%) are on-street spaces and 510 (11%) are public off-street spaces. The balance of 2,606 (58%) are privately controlled off-street spaces.

Public Parking Supply				
	On-Street Totals	1,393	31%	
	Off-Street Totals	510	11%	
	Public Parking Total	1,903	42%	
Private Parking Supply				
	Private Parking Total	2,606	58%	
TOTAL PARKING SUPPLY		4,509		

The City of Manitowoc manages and controls 42% of the parking in the downtown core area. Based on Rich & Associates experience and best practices, we have found that it is desirable for the municipality to have control of at least 50% of the supply in order to successfully manage municipal parking. This allows the municipality to effectively manage the parking in terms of allocation, changing demand and market pricing, and allows greater efficiency with enforcement. Manitowoc does not meet this benchmark.

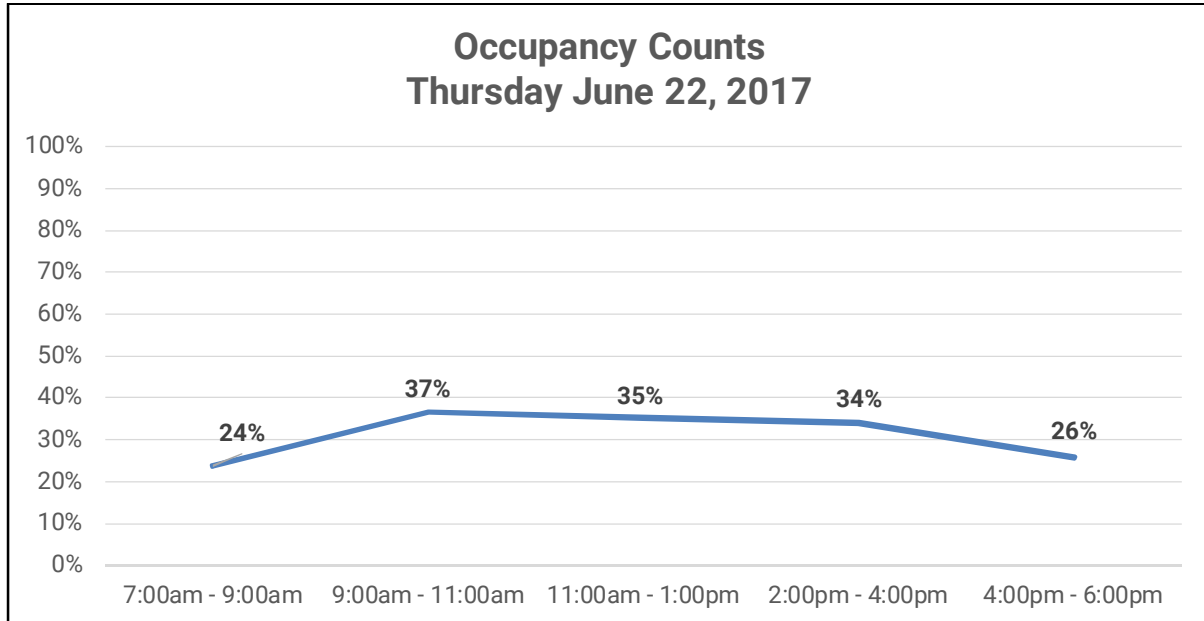
TURNOVER AND OCCUPANCY

Fieldwork for the study included a turnover and occupancy study conducted by Rich & Associates' staff. This study involved an examination of on-street and off-street parking occupancies and vehicle movements encompassing both daytime and evening hours. Parking was observed in both public and private areas.

Occupancy

The occupancy study occurred on Thursday, June 22, 2017 between the hours of 7:00am – 6:00pm. Thursdays are most often an overall average day that has a good amount of evening traffic with restaurants. A second count was conducted by City staff on Wednesday, June 28, 2017 around the Library due to the Library being closed during the first count.

Occupancy Count Summary



Type of Parking	# of spaces	7:00am - 9:00am	% Occ.1	9:00am - 11:00am	% Occ.2	11:00am - 1:00pm	% Occ.3	2:00pm - 4:00pm	% Occ.4	4:00pm - 6:00pm	% Occ.5
Public On-Street	1311	174	13%	331	25%	353	27%	375	29%	296	23%
Public Off-Street	630	210	33%	266	42%	264	42%	230	37%	157	25%
Private	2189	596	27%	914	42%	843	39%	797	36%	616	28%
Totals	4130	980	24%	1511	37%	1460	35%	1402	34%	1069	26%

Key observations from the occupancy counts:

- The 9:00am – 11:00am circuit was the overall peak at 37% occupancy, with 1,511 parking spaces occupied out of the 4,130 parking spaces observed.
- During the peak circuit the off-street parking (both public and private parking) had a higher occupancy at 42% than the on-street at 25% occupancy.
- Some on-street block faces had 100% occupancy throughout the day.
- The public parking occupancy (on-street and off-street) peaked during the 11:00am-1:00pm circuit with 32% occupancy.

Turnover

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. There were 82 vehicles parked beyond two hours in two hour zones, meaning that during course of the day approximately 14 percent of vehicles observed were in violation. A violation rate of five percent or less is generally considered a sign of adequate enforcement. Manitowoc is not meeting this benchmark. With circuits lasting approximately two hours, presumably, a vehicle could be observed twice in these spaces and not be in violation.

Turnover and Occupancy Summary

The occupancy numbers in downtown Manitowoc are relatively low. The peak overall occupancy was 37% occupied. This tells us that there is an abundance of parking in the downtown area that is available during peak hours. The issue is that the parking may not be available for all users, if it is private and it may not be located in the most convenient places.

PARKING DEMAND

The current parking situation is calculated showing an overall surplus of 1,327 spaces. As development continues to change and additional businesses come to downtown Manitowoc there is a potential for an increase in the intensity (number of people visiting each land use) of overall land use. Block 239 has a large deficit due to a large amount of government offices with only a small number of parking spaces located on the block. The majority of the government employee parking is located on adjacent blocks.

In our opinion, one of the biggest reasons that many stakeholders perceive there is a parking shortage in the downtown is because some employees and business owners are parking on-street, taking prime customer and visitor spaces. When an employee parks on-street due to greater convenience when their business has a private parking or public leased space available for their use, the employee is actually taking two spaces out of the parking supply. This is because the space is not a shared parking space, instead it is reserved only for the business, whereas the public on-street spaces are intended to be available for anyone visiting the downtown to visit multiple destinations.

Manitowoc currently leases out off-street public parking spaces individually. This makes the public off-street parking like private parking that is reserved and can only be used by a specific person or business. This means that even though the City currently controls 42% of the parking this number should be much lower because this parking is not working as shared use parking. With several respondents admitting that they will not walk to their reserved parking space, this means that several of the reserved public spaces sit empty because they are reserved for a specific user. Although the occupancy was only 37% during the analysis, the effective occupancy was much higher due to this.

Shared use is an important component of parking that allows municipalities to develop less parking for each land use due to the ability to park once and visit multiple locations. There is a higher concentration of private parking in the downtown that is not shared parking. Much of the private parking was underutilized during the occupancy analysis. This is why it is important that a municipality control at least 50% of the parking supply in a downtown, so it can adjust allocation and durations to accommodate all users of the parking system. The other issue that should be noted is that the majority of permit spaces are leased specifically to a person or business and cannot be used by anyone else. This means that the majority of the off-street public parking supply is not available for shared use.

FUTURE

When projecting the future demand scenarios we used a rate of 40% re-occupancy (or absorption) of currently vacant building space in the five year projections, 80% in the 10 year projections, and 100% in the 15-20 year projections. A mixed use parking generation ratio of 2.25 parking spaces per 1,000 square feet was used to project the parking need of the existing 330,497sf of vacant space in the downtown. The Future Demand Scenario on the following page, is a detailed list of potential projects provided to Rich & Associates and these potential projects were included in the future demand matrix projections.

With these potential projects factored into the demand model, the 5 year future scenario is reduced to a surplus of 510 spaces. The 10 year future scenario further reduces the surplus to 165 spaces and the 15-20 year future scenario becomes a small surplus of 33 spaces. It should be noted that these are all potential projects and that they are included in the demand model without any additional parking. Rich includes these projects to help understand the potential impacts to the parking supply.

Future Demand Scenario

Block #	Square Feet (from vacant, use change, or new constr)	Potential Project	Timeframe			
			Immediate (in current demand)	5 yrs	10 yrs	15-20 yrs
230	11,000	Redevelopment - commercial	X			
230	18,000	Redevelopment - 18 apartments	X			
241	6,000	Office expansion (re-occupancy of vacant space)	X			
156	25,000	Mixed-use redevelopment		X		
163	-	Residential redevelopment (20 units)		X		
164	-	Renovation		X		
173	20,000	Office		X		
179	3,000	Renovation - restaurant		X		
216	-	Renovation or redevelopment (10,000sf grocery at 5.00/1,000sf, 19,034 office)		X		
219/220	70,000	Mixed-use redevelopment (50 parking spaces remain)		X		
230	10,000	Redevelopment - 10 apartments		X		
227	10,000	Renovation or redevelopment		X		
228	30,000	Renovation or redevelopment		X		
154	12,000	Mixed-use redevelopment			X	
165	30,000	Mixed-use redevelopment			X	
173	40,000	Apartments			X	
184	15,000	Mixed-use redevelopment			X	
240	-	Renovation or redevelopment (50 condos)			X	
241	15,000	Mixed-use redevelopment			X	
173	5,000	Mixed-use development				X

PARKING DEMAND ZONES

A second analysis was run to look at the core downtown separately from the surrounding blocks that have ample parking and less density. With much of the core parking areas fairly well occupied and the parking just outside the core area underutilized, we felt that it was important to look at different zones in the downtown to get a more realistic view of the parking demand. Three zones were determined, the first is Zone 1, the core business area to the north of the river. Zone 2 is the core business area north of the County Courthouse and south of the river and Zone 3 is the combined business area made up of Zone 1 and Zone 2.

When we look at the current and future scenarios in the zones we get a different look at the parking situation.

Zone Surplus Deficit

	Parking Surplus Deficit			
	Current	5 Years	10 Years	15-20 Years
Zone 1	57	-106	-153	-186
Zone 2	-24	-361	-437	-468
Zone 3	33	-467	-590	-654

Although the overall study area has an existing parking surplus, it is clear to see that this will quickly change with additional development, when considered in the context that the core downtown has an existing and projected deficit of parking that could be exacerbated if new developments are built on existing parking lots that increase the parking demand while at the same time reducing the parking supply. It is time for the City to begin looking toward the future and how to add more public parking to the downtown either with new parking facilities or working with private parking owners to allow for shared use parking. As in many downtowns there is an issue with “convenient parking” within the core area.

PUBLIC INPUT

Public input was solicited in the form of surveys and several meetings with property and business owners as well as other downtown stakeholders. Discussions with stakeholders included questions specific to where they worked, lived or had encounters with parking in the downtown.

Most stakeholders stated that there is a parking shortage, though some did state that they felt it was more a perception rather than an actual parking shortage in the downtown. It was also stated that it is sometimes difficult to find parking on street, though additional parking is available within a reasonable walking distance. Other discussions that came out of the stakeholder meetings included discussions of how parking shortages are becoming an issue for any future developments.

Other Stakeholder comments:

- Many employers and employees are parking on the street and should park in the lots.
- Safety of employees walking in the downtown.
- Lighting.
- Snow removal or lack of snow removal.
- People will not walk in the winter.
- Not enough barrier free parking.
- Wayfinding signs.
- Not enough permit parking for employees.
- Some felt that there is not enough parking while others felt that there was sufficient parking.

Surveys were employed for gaining input from the community. The surveys were sent out by Manitowoc staff via the email lists of various groups involved with the downtown. There were three surveys developed; the first was a business operator survey, the second was an employee survey and the third was for customers of the downtown.

On-Line Parking Survey Results:

- *Business Operator: 36 Responded*
- *Employee: 229 Responded*
- *Customer: 536 responded*

RECOMMENDATIONS

The recommendations presented are intended to enhance the existing supply of parking through operational, management, parking pricing and allocation changes. While aimed primarily at increasing the efficiency of the parking system, the recommendations are comprehensive and provide a holistic approach to improving parking in the downtown today and provide a plan for accommodating future infill and development of the downtown study area.

The recommendations provided in this report are a set of tools that Manitowoc staff can use to manage the parking system. Manitowoc will also be given the demand matrix chart to maintain and manage the parking surplus and deficit in the downtown. This chart can be updated with new development, vacancy or in-fill, and any changes to the parking inventory. The chart allows staff to understand the impacts of potential development and allocate parking and durations to meet the needs in the downtown.

A parking system is not just about parking vehicles, it also involves the walkability of a downtown, signage, enforcement, lighting as well as marketing parking to business owners, employees and customers/visitors. The utilization of lots can depend on any or all of these factors, as well as the overall condition of a lot. Fundamentally, these issues can impact a parking system and therefore downtown economics in general. A recommendation summary can be found on **pages 34-35**.

ZONING RECOMMENDATIONS

Parking is often overlooked from a public policy perspective. Yet, it has significant impact on urban design and affects both the land use and transportation systems. However, it is generally not addressed in municipal comprehensive and land use plans because it is not a primary land use and it is also overlooked in transportation plans because it is not part of the street network. This parking study provides an opportunity to examine the City's parking policies and programs.

The parking supply is a result of policies and programs implemented by the City of Manitowoc. The City through public investment has provided both on-street and off-street parking spaces. Private off-street parking is created as a result of zoning regulations enacted by the City. This section will explain how the City policies create the private parking supply and suggest how changes in the zoning ordinance can work to improve how parking is provided in light of the Rich & Associates analysis. Zoning recommendations can be found on **page 67**.

NEW PARKING

The amount of parking needed depends on whether developments are implemented. Without additional development occurring in the downtown the deficit is not large enough to warrant a parking structure. In order to determine the size of a potential structure, the 5 year scenario demand from each zone was averaged, giving us a need for 311 spaces. This number was rounded to 300 for this current level of site analysis. Rich & Associates analyzed various parking structure potentials on the five sites, developed a decision matrix with prepared cost estimates for parking structures and an estimated expense analysis for the downtown can be found on starting on **page 74**.

DEFINITIONS

The following are definitions used for the analysis:

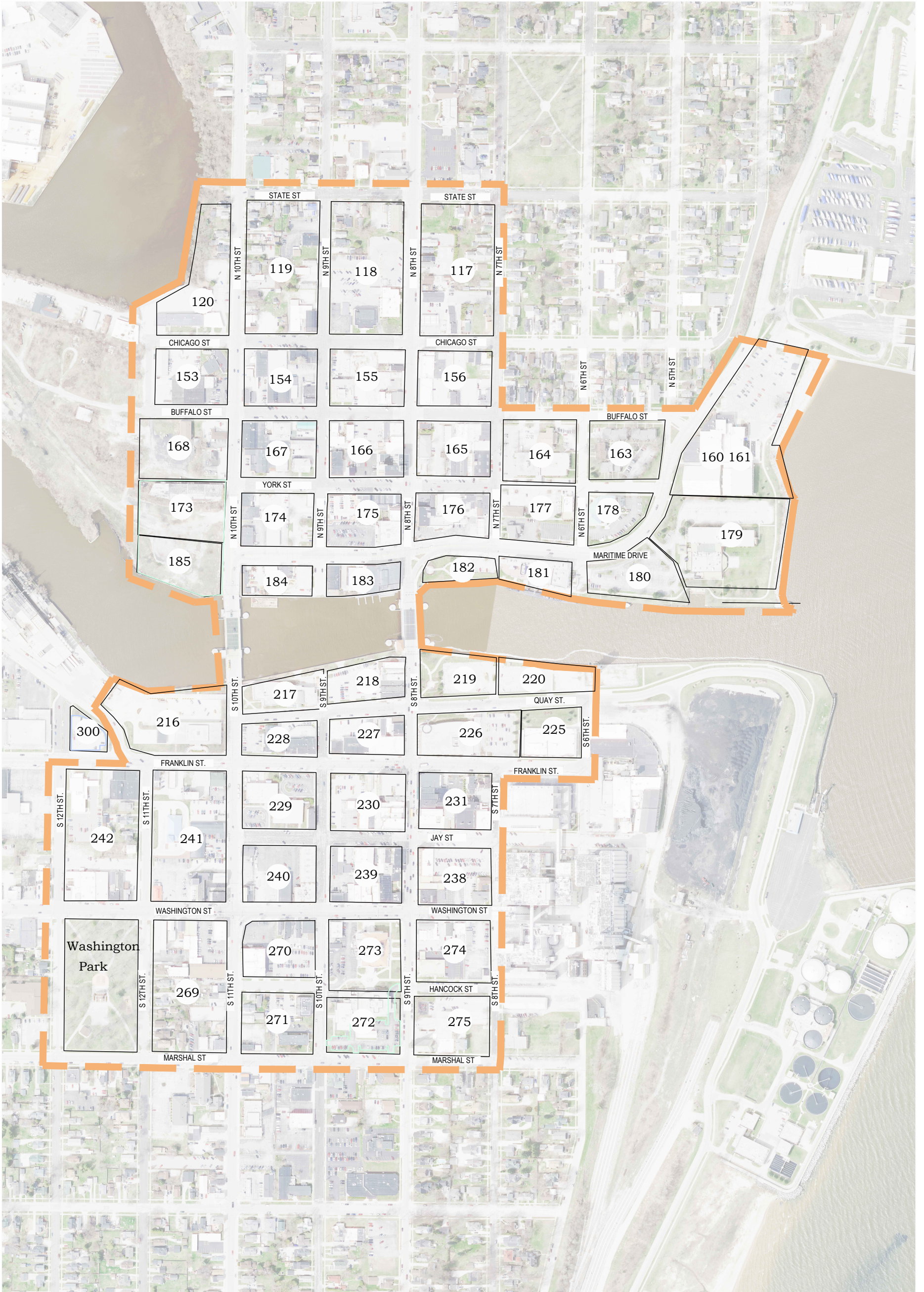
- **Parking Supply** – The number of parking spaces available for use by a specified group or groups of individuals (i.e. shoppers, employees, etc.).
- **Turnover** - Turnover is the number of vehicles that occupied a parking space in a particular period. For example, if a parking lot has 100 spaces and during the course of the day, 250 different vehicles occupied the lot, then the turnover is two and a half times (2.5).
- **Occupancy** - The number of vehicles observed in a specific lot or block face represented as a percentage of spaces occupied.
- **Occupancy Rate** – The percentage of all parking spaces with vehicles parked in them at a given time.
- **Circuit** - A circuit refers to the two-hour period between observances of any one particular parking space. For the turnover and occupancy study, a defined route was developed for each survey vehicle. One circuit of the route took approximately two hours to complete and each space was observed once during that circuit.
- **Block Face** - A number was assigned to each block within the study area. Each block is then referenced by its block number and by a letter (A, B, C or D). The letter refers to the cardinal face of the block; with (A) being the north face, (B) the east face, (C) the south face and (D) the west face. Therefore, a block designated as 1A would refer to the north face of block 1.
- **Modal Split** – Fractional split identifying what percentage of people travel by a certain transportation type (i.e. automobile, bicycle, walking, etc.).
- **Parking Demand** – The number of parking spaces generated by a single-purpose building, multi-purpose building, group of buildings or outdoor amenity.
- **Parking Need** – Represents the number of parkers who need to be accommodated in a given block after the use of alternative parking facilities is considered. Use is affected by price, location, accessibility and user restriction.

INTRODUCTION

This Downtown Parking Analysis prepared for the City of Manitowoc is a comprehensive study of the downtown parking system. The study was undertaken to analyze the parking needs unique to the City and the forces that have created those needs. This analysis includes a detailed review of the existing parking, how it is currently being used along with potential future changes to the downtown area to determine the current and future demand of parking. A number of issues were examined including pedestrian activity, enforcement operations, parking policy, current parking demand, development scenarios and future needs. Additionally, Considine and Associates teamed with Rich & Associates to provide a review of codes and planning recommendations.

Study Area

The study area determined by the City of Manitowoc is comprised of 54 blocks covering the majority of the downtown. Rich & Associates evaluated the parking conditions, supply and activity in the study area along with blocks just outside the study boundaries to determine potential impacts and parking supply opportunities. **Map 1** details the boundaries of the study area and can be found on **page 2**.



**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

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11 01 17 sar

BLOCK NUMBER

LEGEND:

STUDY AREA

BLOCK FACE KEY PLAN:

Sheet Title:

**STUDY
AREA**

MAP Number:

MAP 1

Pg. 2

ANALYSIS

This Analysis provides an assessment of how the existing parking system is operating, the current conditions and how potential new developments may affect the parking system. Rich & Associates compiled and reviewed turnover and occupancy data, parking inventories and building inventories to develop a working demand model. The analysis was further refined based on our previous experience.

The process consisted of a two-part analysis. The first part of the analysis included a determination of the current parking demand by block based on the building inventory provided by City staff and parking generation factors calculated per 1,000 square feet of gross floor area. The demand was compared to the available supply and the resulting surplus or deficit determined on a block-by-block basis.

The second part of the analysis involved comparing the parking surplus and deficit patterns to the observed conditions as determined by the turnover and occupancy data. This comparison offered a benchmark for calibration of the surplus and deficit data.

PARKING INVENTORY

Field work for this study entailed a review and update of the parking supply within the study area. **Table A** summarizes the existing parking supply in the study area for downtown Manitowoc. There are a total of 4,509 parking spaces in the study area. Of these spaces 1,393 (31%) are on-street spaces and 510 (11%) are public off-street spaces. The balance of 2,606 (58%) are privately controlled off-street spaces.

Table A

Public Parking Supply			
	On-Street Totals	1,393	31%
	Off-Street Totals	510	11%
	Public Parking Total	1,903	42%
Private Parking Supply			
	Private Parking Total	2,606	58%
TOTAL PARKING SUPPLY		4,509	

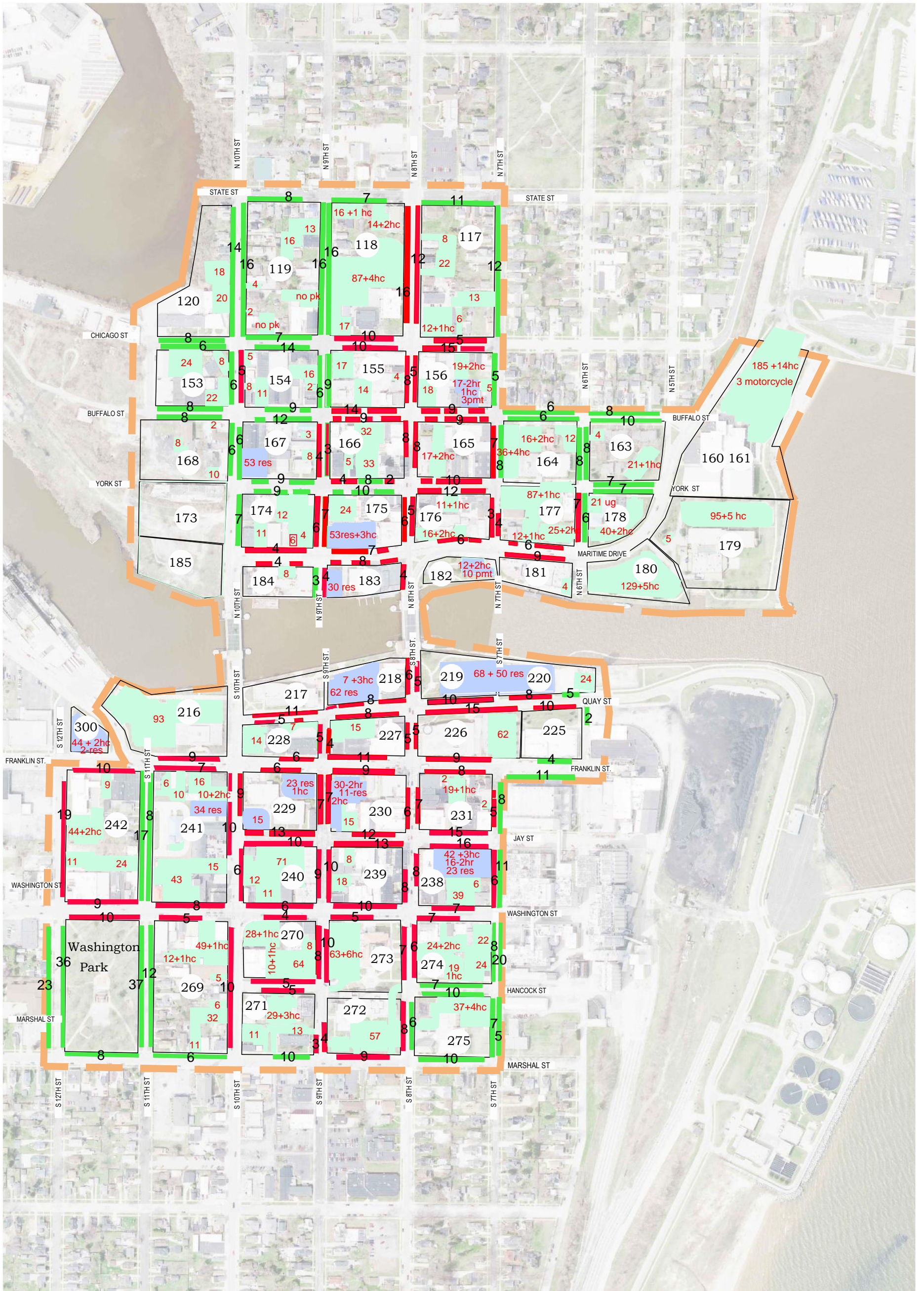
Table B on **page 5** is a detailed supply listing types and durations of parking by each block. **Map 2** is a spatial view of the parking supply. In cases where parking spaces were not marked, the number of spaces was estimated.

The City of Manitowoc manages and controls 42% of the parking in the downtown. Based on Rich & Associates experience and best practices, we have found that to successfully manage municipal parking it is desirable for the municipality to have control of at least 50% of the supply. This allows the municipality to effectively manage the parking in terms of allocation, changing demand, market pricing, and allows the parking to be enforced with greater efficiency. Manitowoc does not meet this benchmark.

Table B
Parking Supply

Block >	117	118	119	120	153	154	155	156	160/161	163	164/177	165	166	167	168	174	175	176	178	179/180	181	182	183	184	185	216	217	218	219/220	225	226	227	228	229	230	231	238	239	240	241	242	268	269	270	271	272/273	274	275	Totals	
Public On-Street																																																		
2 hr	17	26				5	32	29			17	34	26	4		10	20	26			9	16	4		9	11	14	18	10	29	28	16	35	34	35	37	41	31	25	38	10	15	17	8	43	13		792		
Unrestricted	23	23	47	22	20	29	9	5		33	28		8	27	14	16	10		13				3						5	17						8	11			8	17	104	18		10		35	38		601
Barrier Free																																																	0	
																																1393																		
Off-Street																																																		
2 hr								17																				7																					70	
permit							3						53			53					10						62	50				38	11		23														303	
Unrestricted																					12								68						42															122
Barrier Free							1									3					2						3					1	2		3															15
																																510																		
Private																																																		
Off-Street	61	134	35	38	54	42	35	42	185	25	188	17	70	11	20	33	48	27	61	229	4		30	8		93			24		62	15	21		15	23	45	26	94	100	88	115	110	53	120	89	37	2527		
Motorcycle									3									3	2	10																													18	
Barrier Free	1	7						2	14	1	9	2																							1				2	2		2	2	3	6	3	4	61		
																																2606																		
Summary	102	190	82	60	74	76	76	99	202	59	242	53	104	95	34	59	134	56	76	239	13	24	46	15	0	102	11	86	165	27	91	43	37	74	92	67	177	67	125	135	145	114	150	129	74	169	140	79	4509	

Source: Rich & Associates and City of Manitowoc Staff



<p>MANITOWOC PARKING STUDY</p> <p>MANITOWOC, WISCONSIN</p>	<p>RICH & ASSOCIATES PARKING CONSULTANTS</p> <p>2627 North Adams Hwy. Suite 230 Southfield, MI 48034 734.352.7080</p> <p>ARCHITECTS - ENGINEERS - PLANNERS</p> <p>10 24 17 sar</p>	<p>LEGEND:</p> <p>STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p>	<p>ON ST. PARKING</p> <p>2 HOUR</p> <p>UNLIMITED</p> <p>OFF ST. PARKING</p> <p>PUBLIC PARKING</p> <p>PRIVATE PARKING LOTS</p>	<p>Sheet Title:</p> <p>PARKING SUPPLY</p>	<p>MAP Number:</p> <p>MAP 2</p> <p>Pg. 6</p>
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TURNOVER & OCCUPANCY ANALYSIS

Rich & Associates, along with the assistance of City staff, conducted a turnover and occupancy analysis in the study area. The turnover and occupancy study involved an examination of the on-street and off-street parking supply. Additionally, we observed vehicle movements throughout the day from morning until early evening. We observed parking in both public and private parking areas in order to understand how the system was working. The goal of the turnover and occupancy analysis is to observe a large portion of the overall parking system, not the entire supply.

The occupancy study occurred on Thursday, June 22, 2017 between the hours of 7:00am – 6:00pm. Thursday was chosen to conduct the analysis because Thursdays are most often an overall average day that has a good amount of evening traffic with restaurants. A second count was conducted by City staff on Wednesday, June 28, 2017 around the Library due to the Library being closed during our first count.

Turnover

The turnover portion of the analysis, where license plate numbers were recorded, applied to short term (2 hours or less) on-street spaces in the downtown and were observed during each two-hour circuit. This is done to determine how long specific vehicles were parked in certain spaces and if parkers were moving their vehicles to different spaces to avoid being cited for overtime parking. At the same time, the turnover information also yields occupancy results for the parking area, and therefore, for each circuit a composite occupancy can be derived.

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. Turnover is most relevant to the short term customer trying to find parking. **Table C** on the following page summarizes the results of the turnover findings. The on-street spaces observed for parking turnover were signed as two hour parking. There were 532 short term on-street parking spaces observed for turnover from the hours of 7:00am to 6:00pm. The turnover for this day was just over one. This means that there is not much turnover occurring on-street.

Turnover can be low for two reasons: 1) when vehicles are parking for extended periods in the same space, or 2) the overall on-street occupancy is low. Although 82 vehicles were in violation, if these vehicles all complied with the time limits and 82 additional vehicles parked in the same spaces the turnover rate would only be slightly improved. This suggests that the low turnover is due to a low on-street occupancy.

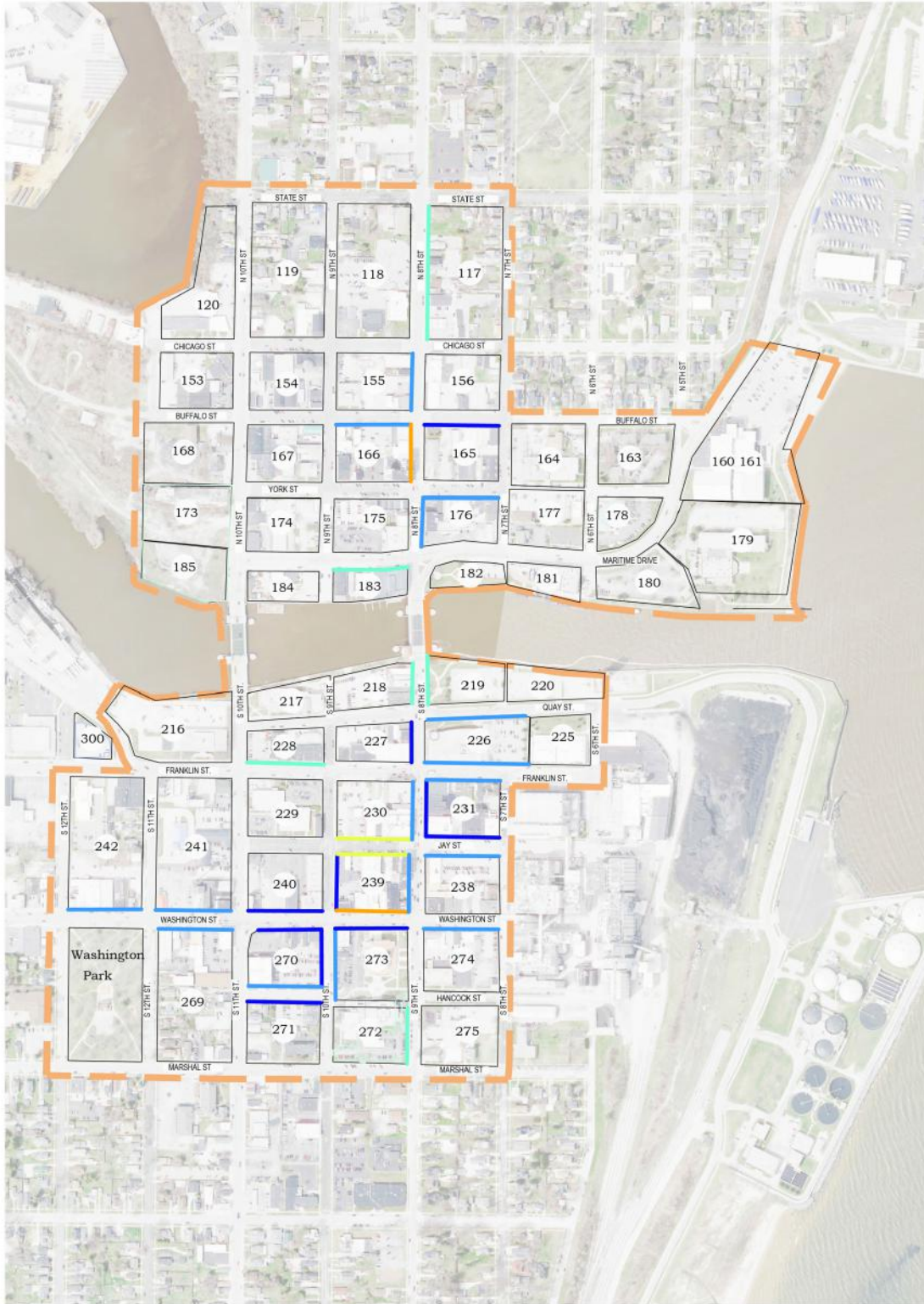
There was a total of 82 vehicles parked beyond two hours. Fifty-seven (57) vehicles stayed between two and four hours, 16 vehicles were observed in the same space between four and six hours and 9 additional vehicles were observed parked in the same space for over six hours. This means that during the course of the day approximately 14% of the 575 vehicles observed in on-

street time limited parking spaces were in violation, during the day. A violation rate of 5% or less is generally considered a sign of adequate enforcement. Manitowoc is not meeting this benchmark. The areas where the violations occur can be found in **Map 3** on **page 9**.

Table C
Turnover

Parking Turnover Summary of 2 hour or less on-street spaces		
Vehicles that remained less than 2 hours	493	86%
Vehicles that remained between 2 and 4 hours	57	10%
Vehicles that remained between 4 and 6 hours	16	2%
Vehicles that remained between 6 and 8 hours	8	1%
Vehicles that remained between 8 and 10 hours	1	less than 1%
Total number of vehicles observed	575	
Total number of stalls analyzed for turnover	532	

Source: Rich and Associates Field Observations



<p>MANITOWOC PARKING STUDY</p> <p>MANITOWOC, WISCONSIN</p>	<p>RICH & ASSOCIATES PARKING CONSULTANTS</p> <p>ARCHITECTS - ENGINEERS - PLANNERS</p> <p>11.01.17 B&P</p>	<p>LEGEND:</p> <p>STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p>	<p>PARKING VIOLATIONS</p> <ul style="list-style-type: none"> 1 2-3 4-5 6-7 8-9 10+ 	<p>Sheet Title:</p> <p>PARKING VIOLATIONS</p>	<p>MAP number:</p> <p>MAP 3</p> <p>Pg. 9</p>
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Occupancy

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how demand fluctuates throughout the day. Overall, the occupancy data is used by Rich & Associates to calibrate the parking demand model. **Graph 1** and **2**, **Table D** and **Map 3.1** are the summary results of Rich & Associates occupancy findings. The full occupancy counts can be found in **Appendix A**.

Graph 1

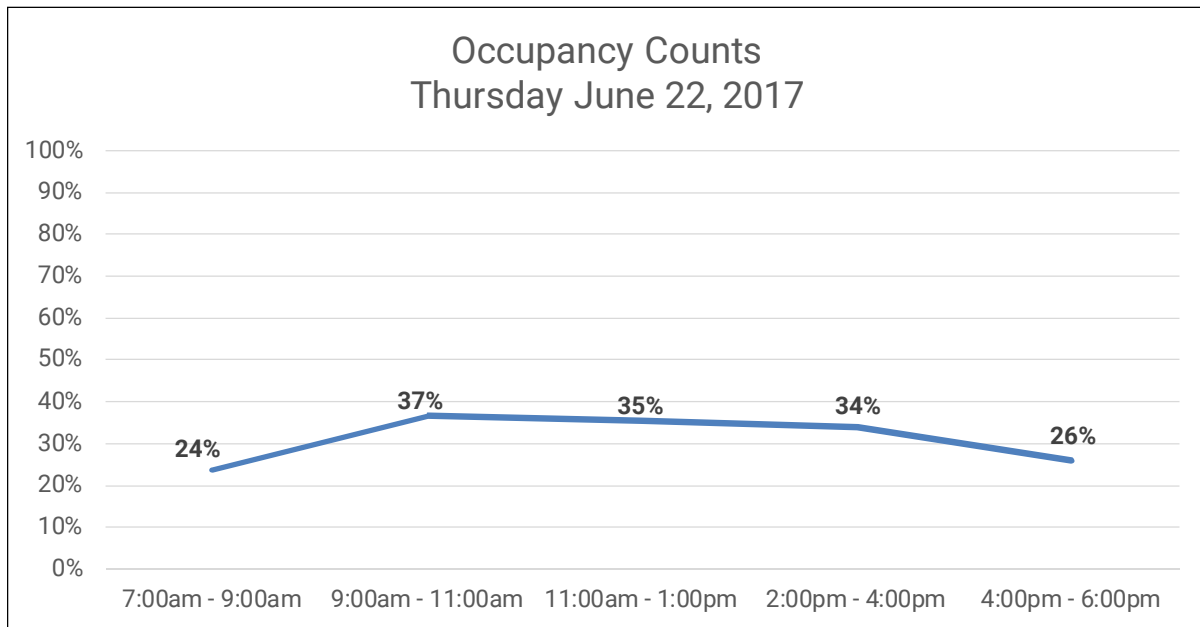
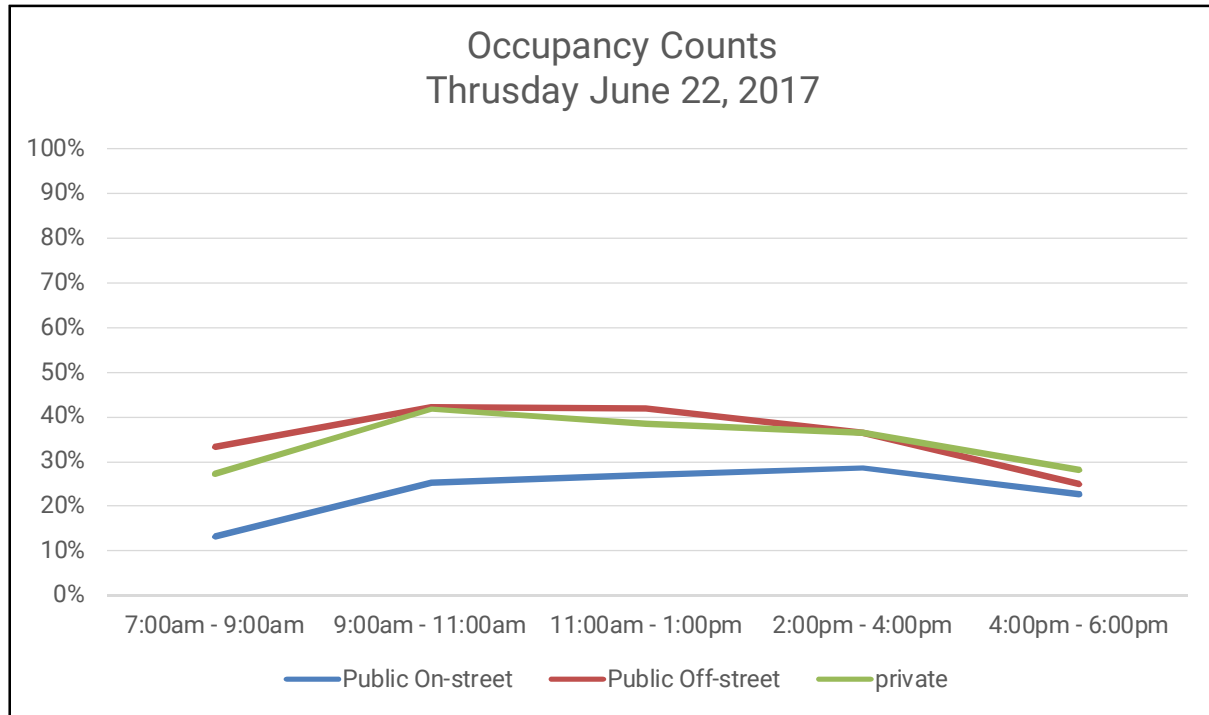


Table D
Occupancy Count Summary

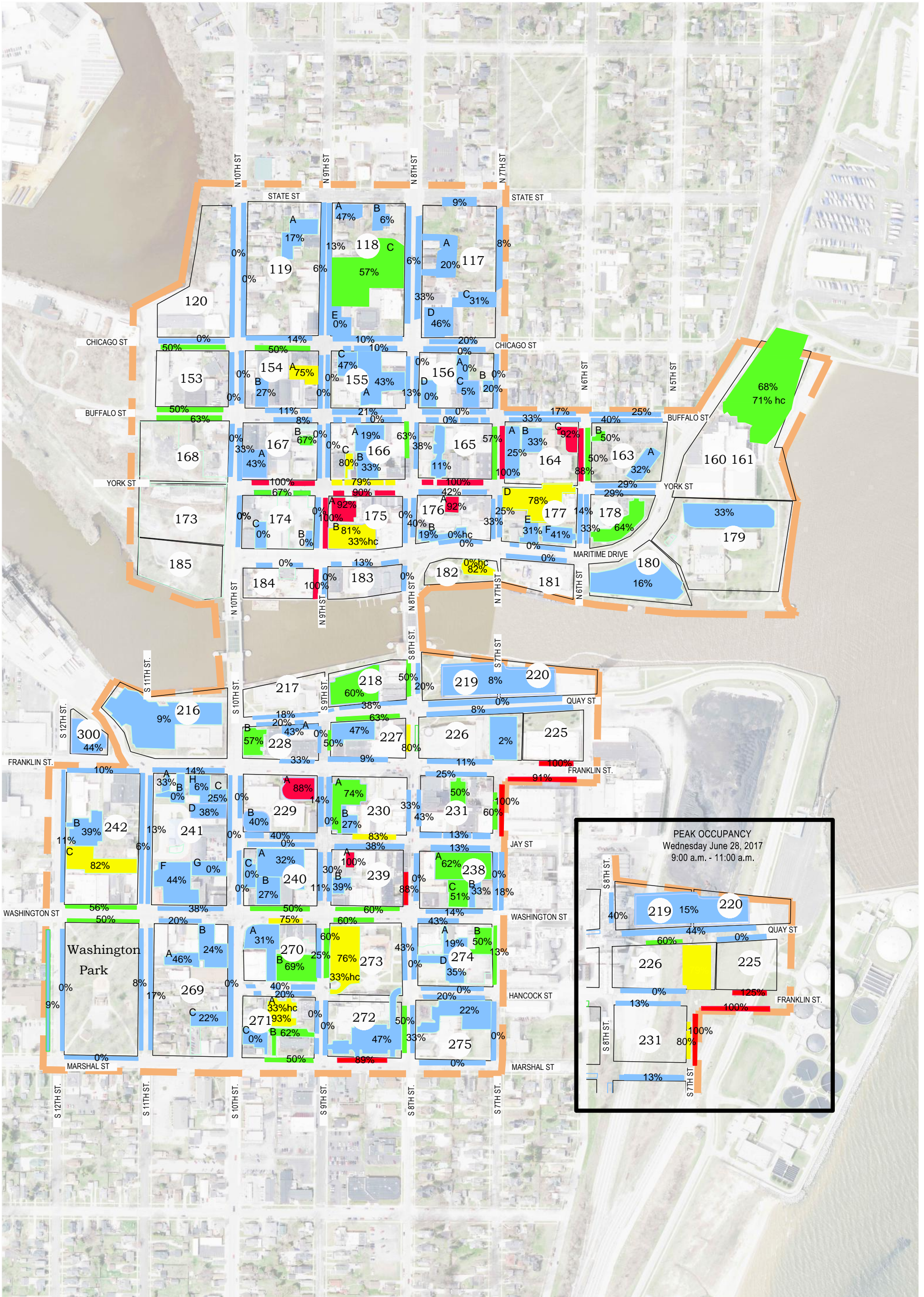
Type of Parking	# of spaces	7:00am - 9:00am	% Occ.1	9:00am - 11:00am	% Occ.2	11:00am - 1:00pm	% Occ.3	2:00pm - 4:00pm	% Occ.4	4:00pm - 6:00pm	% Occ.5
Public On-Street	1311	174	13%	331	25%	353	27%	375	29%	296	23%
Public Off-Street	630	210	33%	266	42%	264	42%	230	37%	157	25%
Private	2189	596	27%	914	42%	843	39%	797	36%	616	28%
Totals	4130	980	24%	1511	37%	1460	35%	1402	34%	1069	26%

Graph 2



Key observations from the occupancy counts:

- The 9:00am – 11:00am circuit was the overall peak at 37% occupancy, with 1,511 parking spaces occupied out of the 4,130 parking spaces observed.
- During the peak circuit the off-street parking (both public and private parking) had a higher occupancy at 42% than the on-street at 25% occupancy.
- Some on-street block faces had 100% occupancy throughout the day.
- The public parking occupancy (on-street and off-street) peaked during the 11:00am-1:00pm circuit with 32% occupancy.



Occupancy Counts Around the Library

Counts were provided by City staff on Wednesday, June 28. **Graph 3** compares the counts from June 22 and June 28 and **Table E** summarizes the overall occupancy of the second count. The counts around the library from Wednesday were more in line with the overall occupancy from the June 22 counts and shows the impact of parking when the library is open.

Graph 3

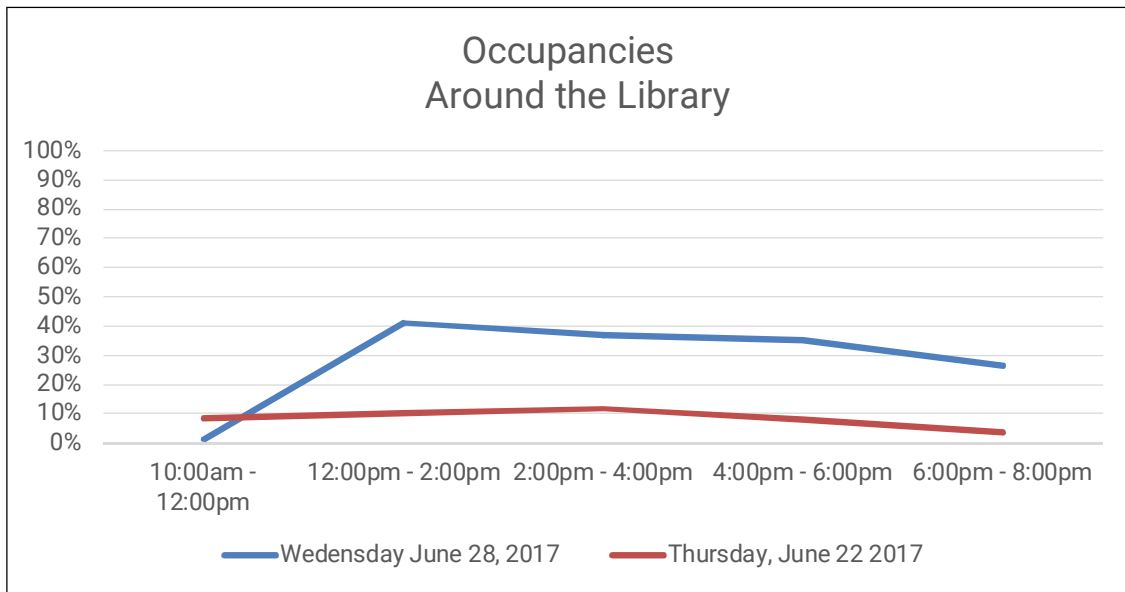


Table E
Library Occupancy

Occupancy Counts												
Wednesday June 28, 2017												
Block - Face	Description	# of spaces	7:00am - 9:00am	% Occ.2	9:00am - 11:00am	% Occ.3	11:00am - 1:00pm	% Occ.4	2:00pm - 4:00pm	% Occ.5	4:00pm - 6:00pm	% Occ.6
219/220	Public Off-Street	118	2	2%	18	15%	18	15%	20	17%	10	8%
219/220C	On-Street 2 hr	18	0	0%	8	44%	6	33%	7	39%	2	11%
219D	On-Street 2 hr	5	0	0%	2	40%	3	60%	5	100%	5	100%
225A	Unmarked	10	0	0%	0	0%	0	0%	0	0%	0	0%
225C	Unmarked	4	0	0%	5	125%	3	75%	2	50%	0	0%
225CC	On-Street 2 hr	11	0	0%	11	100%	10	91%	10	91%	4	36%
226	Library Off-Street	62	0	0%	49	79%	42	68%	40	65%	40	65%
226A	On-Street 2 hr	15	0	0%	9	60%	10	67%	7	47%	7	47%
226C	On-Street 2 hr	9	0	0%	0	0%	1	11%	1	11%	2	22%
231A	On-Street Unmarked	8	2	25%	1	13%	1	13%	0	0%	2	25%
231B	On-Street 2 hr	5	0	0%	4	80%	4	80%	4	80%	0	0%
231BB	On-Street Unmarked	8	0	0%	8	100%	4	50%	3	38%	3	38%
	Totals	273	4	1%	115	42%	102	37%	99	36%	75	27%

Occupancy Summary

The occupancy numbers in downtown Manitowoc are relatively low. The industry goal is to run parking between 85% and 90% occupied. When looking at the map the majority of the parking areas are shaded in blue which represents an occupancy percentage between 0 and 49. The peak overall occupancy was 37%, this tells us that there is an abundance of parking in the downtown area that is available during peak hours though the parking may not be available for all users (much is private or restricted) and it may not be located in the most convenient places. The occupancies are used to calibrate the parking demand model.

PARKING DEMAND CALCULATION

Analyses were performed to determine the current and future parking demands and needs for the study area. The data collected and compiled by Rich & Associates to calculate the parking demand included:

- An inventory of the study area on-street and off-street parking supplies (City of Manitowoc and Rich & Associates field work)
- Turnover and occupancy studies for public and private on-street and off-street parking areas (City of Manitowoc and Rich & Associates field work)
- Block-by-block analysis of square footage and type of land use in the study area. (City of Manitowoc field work)
- This demand analysis contains two levels of parking analyses to determine the number of parking spaces needed. First is a mathematical or hypothetical model of parking demand based on the building square footage. The mathematical model multiplies a parking generation ratio (PGR) by the area of specific land uses to derive the number of spaces needed. The second is a method of using field observations to calibrate the mathematical model and help to establish projected spaces needed.
- The demand model is based on a weekday peak between 9:00am and 1:00pm.

A point to consider regarding the parking supply and demand is that motorists in general perceive off-street spaces with occupancies greater than 85% to be at capacity, depending on the overall capacity. The greater the capacity, the less this perception is valid. When this occurs, motorists will begin to re-circulate to seek more parking, adding to traffic congestion and the drivers' perception that there is no parking available in the downtown.

The PGR's were established from Rich & Associates field work and previous experience with work in similar communities. The demand factor for each land use type includes an estimate for employees and patrons to that particular land use and reflect a daytime peak. Once parking demand has been calculated for both current and future conditions, a comparison with the

existing supply of parking is made. The resulting figures are parking surplus or deficit figures for each block.

The PGR's are used in conjunction with information from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). These two sources are the generally accepted standards for parking generation. Rich & Associates uses experience along with these sources to modify or customize the parking generation ratios specifically to the study area.

Once a parking demand model is developed that illustrates the surpluses and deficits numerically and graphically, we then compare the model with the actual field observations, specifically the turnover and occupancy counts. The comparison serves as a test of the demand model and allows Rich & Associates staff to make further revisions or adjustments where necessary, thus ensuring accuracy to the overall parking dynamic in the downtown area. It is important to not that the demand calculations are slightly higher than the observed observations due to changes in land use, intensity in demand and allowance for some growth of current businesses.

The assumptions used in developing the PGR's and the parking demand calculations are:

- Assumption 1:** It was assumed that parking demand per block was dependent on the floor area contained in the block. Demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply is not used to offset calculated shortfalls on adjacent blocks.
- Assumption 2:** The projected parking demand for the future was derived under the assumption that currently occupied properties would remain occupied at existing or higher than existing levels into the future.
- Assumption 3:** Parking demand is not affected by parking availability, use, location and price.

Parking Need

Once we have determined the parking demand calculation, we then need to determine the actual parking need for the downtown. Rich & Associates considers several qualitative factors which then temper the assessment, such as walking distances to public parking locations, conditions of parking lots and the conditions of the path to and from the lots. Parking demand will fluctuate based on several factors such as use changes and intensity of land use. A restaurant or retail space could become a destination in the region increasing the overall demand for that specific land use or an office space could go from selling insurance to a call center which requires a much larger staff and will have an evening shift. Parking systems should to be continually monitored and will fluctuate based on several factors. The following issues are considered when developing the number of parking spaces needed.

- Building size, purpose and special use conditions.
- Alternative modes of transportation, including availability, level of use, attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple-use or linked (available shared use parking).
- Vehicle traffic.
- Cost of parking.
- The intensity of developments in the downtown.
- The overall number of businesses in a downtown drawing customers.

The square footage of the sorted land use categories by block was provided by the City of Manitowoc. The different land uses for each block are in general multiplied by a parking generation ratio (PGR) of spaces required per 1,000 square feet. The resulting demand number is deducted from the available parking supply on each block to determine a surplus or deficit condition for each block.

Table F on page 19 is the Parking Demand Matrix, followed by a summary of the parking demand represented spatially in **Map 4**. This model is intended to be used as a tool to determine the current parking demand and help project the future parking demand. The parking generation ratios are not for zoning purposes, they are to be used along with the demand matrix as a tool to determine the parking impact of existing and new development coming into the study area. The results from the parking demand matrix are compared to the turnover and occupancy results to make sure that there is a correlation with the observed needs of the downtown.

Though many stakeholders stated that peak time is in the summer to fall months, most business survey respondents stated that downtown was fairly consistent with some having a peak season in the fall and holiday season. With this information we can adjust the calculations to reflect that the overall demand could be slightly higher. If the demand was 15% higher, the overall parking system would still peak at just over 50% occupied. The demand model was adjusted to factor an increased peak time. The model is not designed around an overall peak event in the downtown, but instead it is designed to reflect accommodating parking for the average weekday peak.

Key factors that required adjusting the demand model are:

- 1) The current demand model has development projects that were provided to us by the City and determined as immediate. This includes 11,000 sf of commercial, 18 apartments and 6,000 sf of office. The entire table listing all new development can be found in **Table G on page 22**.

2) During the turnover and occupancy study we found that only 37% of the parking spaces analyzed were occupied. The turnover and occupancy study covered 4,130 spaces, 92% of the total supply of 4,509 of the parking spaces in the study area. The parking demand model used all parking occupancy provided to benchmark a typical day.

In our opinion, one of the biggest reasons that many stakeholders perceive there is a parking shortage in the downtown is because some employees and business owners are parking on-street, taking prime customer and visitor spaces. This is occurring both north and south of the river. When an employee parks on-street due to greater convenience when their business has a private parking or public leased space available for their use, the employee is actually taking two spaces out of the parking supply. This is because the space is not a shared parking space, instead it is reserved only for the business, whereas the public on-street spaces are intended to be available for anyone visiting the downtown to visit multiple destinations.

Manitowoc currently leases out off-street public parking spaces individually. This makes the public off-street parking like private parking that is reserved and can only be used by a specific person or business. This means that even though the City currently controls 42% of the parking this number should be much lower because this parking is not working as shared use parking. With several respondents admitting that they will not walk to their reserved parking space, this means that several of the reserved public spaces sit empty because they are reserved for a specific user. Though the occupancy was only 37% during the analysis, the effective occupancy was much higher due to this.

Shared use is an important component of parking that allows municipalities to develop less parking for each land use due to the ability to park once and visit multiple locations. There is a higher concentration of private parking in the downtown that is not shared parking. Much of the private parking was underutilized during the occupancy analysis. This is why it is important that a municipality control at least 50% of the parking supply in a downtown, so it can adjust allocation and durations to accommodate all users of the parking system. The other issue that should be noted is that the majority of permit spaces are leased specifically to a person and cannot be used by anyone else. This means that the majority of the off-street public parking supply is not available for shared use.

The current parking situation is calculated showing an overall surplus of 1,327 spaces. As development continues to change and additional businesses come to downtown Manitowoc there is a potential for an increase in the intensity (number of people visiting each land use) of overall land use. Block 239 has a large deficit due to a large amount of government offices with only a small number of parking spaces located on the block. The majority of the government employee parking is located on adjacent blocks.

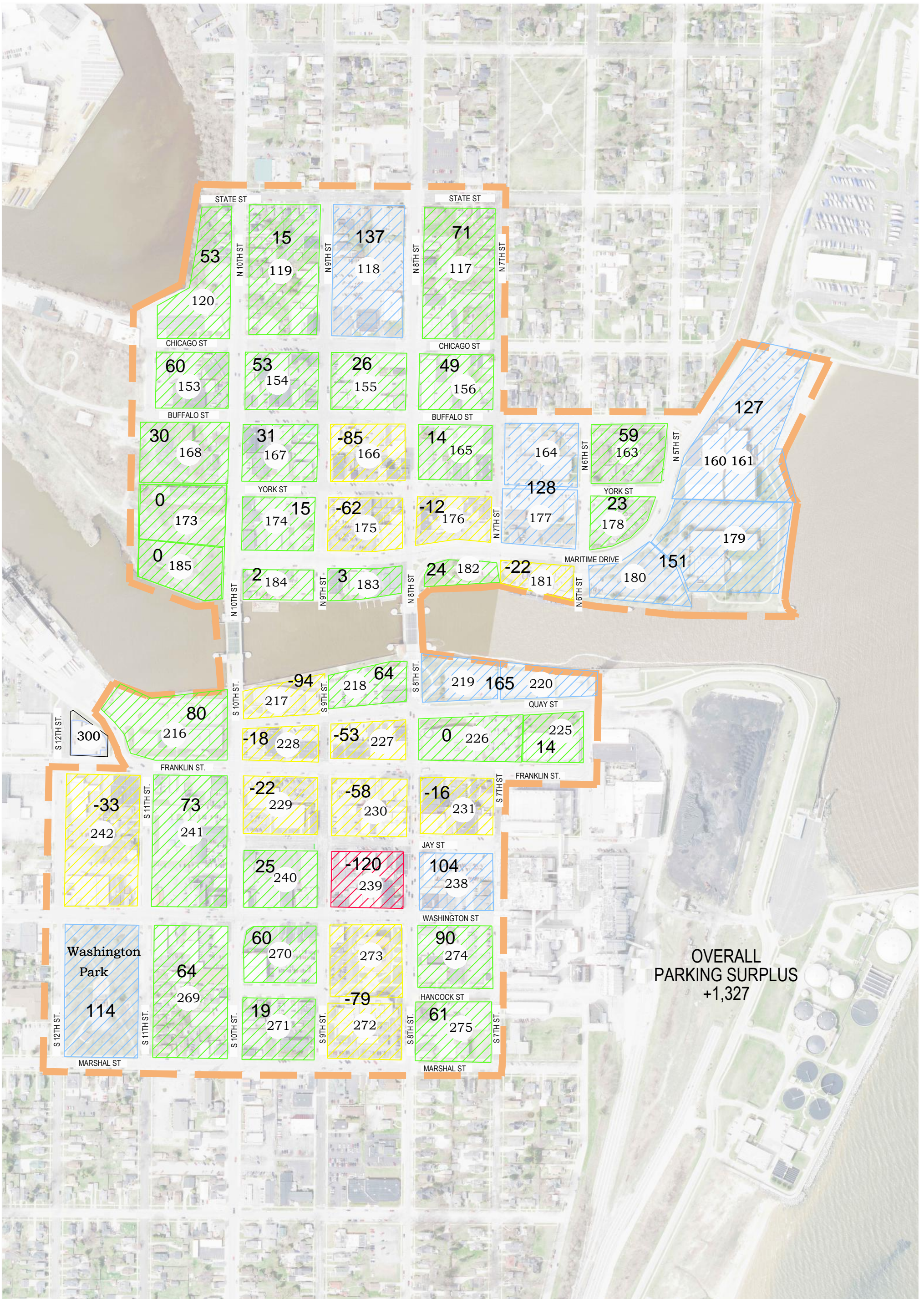
It is important to constantly monitor the parking system and update the demand model with any changes to the parking system or land use changes. The updated model should then be compared to occupancy counts from the parking system.

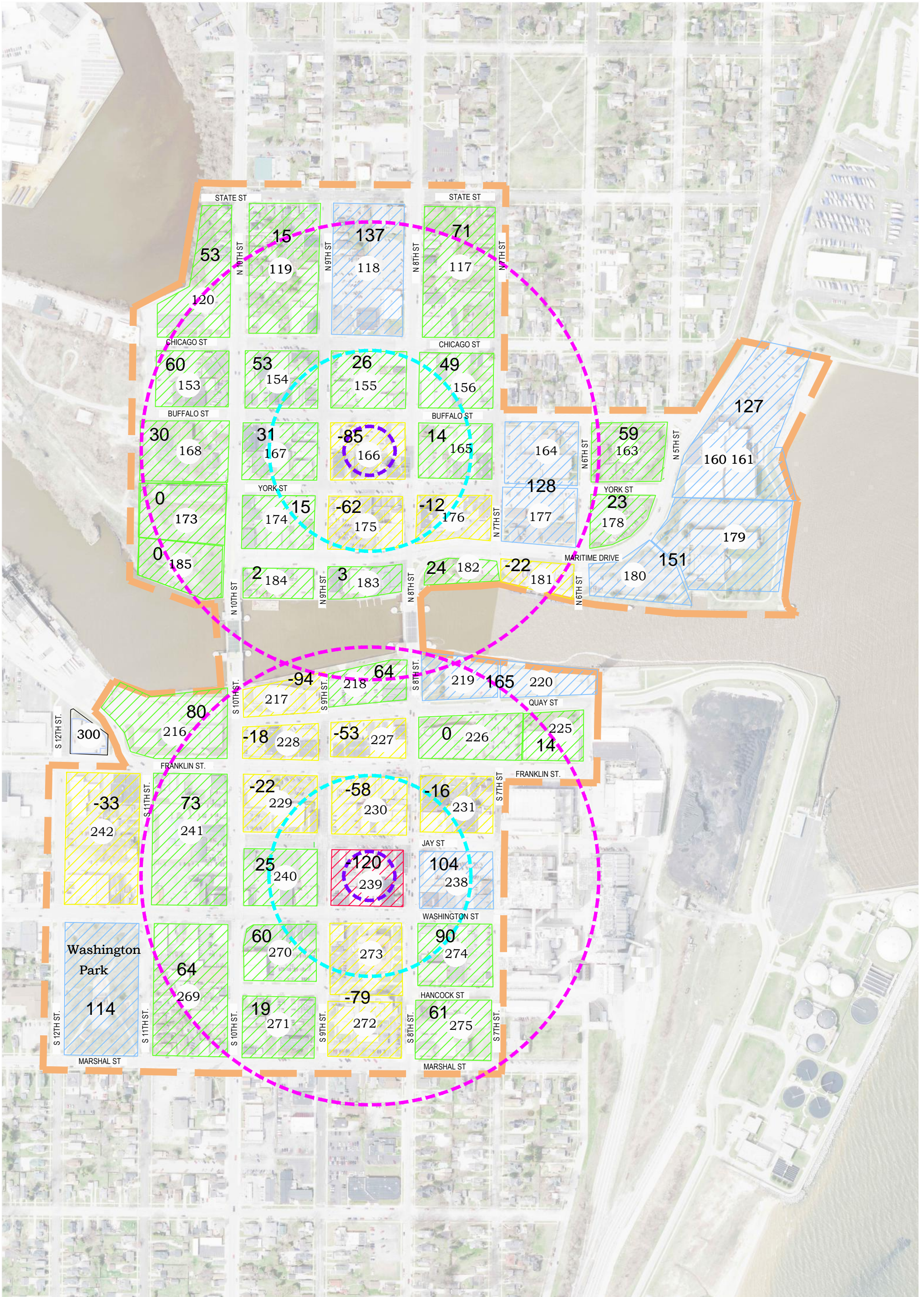
Table F
Daytime Parking Demand Matrix

Block	Office	Medical Office	Gov.	Retail	Service	Mixed Use	Restaurant/Bar	Hotel	Residential (per unit)	Warehouse/Auto Repair & Sales	Library	Theater	Community	Vacant	Demand	Parking Supply	Surplus/Deficit	Projected Surplus/Deficit	Projected Surplus/Deficit	Projected Surplus/Deficit
per/1,000sf								per unit	per unit			per seat								
Parking Generation Ratios	1.50	2.50	2.00	1.25	1.50	2.25	4.50	0.81	1.50	0.45	1.50	0.25	0.50	2.25	Day		Current	Future 5 yr + 40% re-occupancy of vacant	Future 10 yr + 80% re-occupancy of vacant	Future 15-20 yr + 100% re-occupancy of vacant
117	1,424	-	-	9,552	4,279	-	-	-	4	-	-	-	9,869	-	31	102	71	71	71	71
118	27,987	-	-	-	-	-	-	-	-	-	-	-	21,164	-	53	190	137	137	137	137
119	-	-	-	-	-	-	11,110	-	8	11,840	-	-	-	-	67	82	15	15	15	15
120	2,861	-	-	-	-	-	-	-	2	-	-	-	-	31,174	7	60	53	25	-3	-17
153	2,704	-	-	-	-	-	-	-	-	22,944	-	-	-	-	14	74	60	60	60	60
154**	-	740	-	6,900	-	-	-	-	2	20,084	-	-	-	16,131	23	76	53	39	10	10
155	14,185	-	-	4,106	-	-	1,493	-	9	8,195	-	-	-	1,979	50	76	26	24	22	21
156*	-	-	-	16,488	-	-	4,567	-	6	-	-	-	-	34,989	50	99	49	-22	-22	-28
160/161	-	-	-	-	-	-	-	-	-	-	-	-	150,000	-	75	202	127	127	127	127
163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	59	59	59	59	59
164/177	9,554	39,336	-	-	-	-	-	-	1	-	-	-	-	-	114	242	128	128	128	128
165**	-	-	-	6,348	-	-	1,430	-	5	38,696	-	-	-	10,380	39	53	14	-93	-84	-89
166	11,144	-	-	15,068	-	-	16,406	-	53	-	-	-	-	2,428	189	104	-85	-87	-89	-90
167	-	-	-	-	-	-	9,400	-	6	27,829	-	-	-	-	64	95	31	31	31	31
168	-	-	-	-	1,892	-	-	-	-	2,297	-	-	-	10,560	4	34	30	21	11	6
173 (1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	-35	-80	-93
174	3,707	-	-	16,436	-	-	2,000	-	6	-	-	-	-	5,608	44	59	15	10	5	2
175	7,008	48,828	-	48,669	-	-	-	-	1	1,853	-	-	-	39,808	196	134	-62	-98	-133	-151
176	-	-	-	15,435	3,888	6,700	5,500	-	-	6,851	-	-	-	14,280	68	56	-12	-25	-38	-44
178	35,189	-	-	-	-	-	-	-	-	-	-	-	-	-	53	76	23	23	23	23
179/180*	-	-	-	-	-	-	-	109	-	-	-	-	-	3,000	88	239	151	136	136	136
181	-	-	-	-	-	-	-	-	-	-	-	-	70,920	-	35	13	-22	-22	-22	-22
182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	24	24	24	24	24
183	9,980	4,073	-	-	-	-	-	-	12	-	-	-	-	-	43	46	3	3	3	3
184**	9,000	-	-	-	-	-	-	-	-	-	-	-	-	-	14	15	2	2	-23	-23
185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0
216*	14,517	-	-	-	-	-	-	-	-	-	-	-	-	14,517	22	102	80	4	4	4
217	-	-	52,694	-	-	-	-	-	-	-	-	-	-	-	105	11	-94	-94	-94	-94
218	-	-	-	10,254	2,335	-	-	-	4	-	-	-	-	13,831	22	86	64	51	39	33
219/220*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	165	165	-78	-78	-78
225	-	-	-	-	-	-	-	-	-	28,000	-	-	-	-	13	27	14	14	14	14
226	-	-	-	-	-	-	-	-	-	-	60,480	-	-	-	91	91	0	0	0	0
227*	1,855	-	-	39,530	-	6,982	5,690	-	-	5,800	-	-	-	4,999	96	43	-53	-80	-82	-82
228*	31,532	-	-	-	5,227	-	-	-	-	-	-	-	-	-	55	37	-18	-40	-40	-40
229	-	-	48,000	-	-	-	-	-	-	-	-	-	-	7,146	96	74	-22	-28	-35	-38
230*	-	11,730	-	5,430	-	35,418	-	-	22	2,112	-	-	-	4,512	150	92	-58	-47	-51	-53
231 (2)	13,730	-	-	26,128	-	-	2,957	-	11	-	-	1,000	-	-	83	67	-16	-16	-16	-16
238	34,363	-	-	7,666	-	-	-	-	8	-	-	-	-	21,650	73	177	104	84	65	55
239	8,829	-	34,444	5,950	24,068	4,567	4,113	-	22	-	-	-	-	17,086	187	67	-120	-136	-151	-159
240**	-	-	-	20,293	-	-	5,965	53	3	-	-	-	-	2,933	100	125	25	23	6	5
241**	6,312	9,200	4,900	-	-	-	2,251	-	2	14,483	-	-	-	21,816	62	135	73	53	19	9
242 (2)	18,163	-	-	1,526	3,453	-	25,171	-	17	11,617	-	200	-	1,112	178	145	-33	-34	-35	-36
268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	114	114	114	114	114
269	8,490	-	-	18,301	-	-	3,081	-	20	2,546	-	-	11,200	28,240	86	150	64	38	13	0
270	9,073	-	-	8,193	-	-	6,242	-	-	38,535	-	-	-	8,777	69	129	60	52	44	40
271	-	-	27,700	-	-	-	-	-	-	-	-	-	-	7,223	55	74	19	12	6	2
272/273	-	-	123,900	-	-	-	-	-	-	-	-	-	-	-	248	169	-79	-79	-79	-79
274	15,594	-	-	1,708	-	-	5,508	-	-	-	-	-	-	6,320	50	140	90	84	78	75
275	-	-	-	-	-	-	-	-	-	-	-	-	35,642	-	18	79	61	61	61	61
Totals	297,200	113,907	291,638	283,979	45,140	53,667	112,882	162	224	243,681	60,480	1,200	298,795	330,497	3,182	4,509	1,327	510	165	33
															(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)

Blocks 230 & 241 have immediate future developments included in current demand
 * 5 year developments
 **10 year developments
 ***15-20 year developments
 (1) Block 173 has development in all three phases
 (2) Block 231 and 242 have the daytime theater removed from the demand







**MANITOWOC
PARKING STUDY**
MANITOWOC, WISCONSIN

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Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

ARCHITECTS • ENGINEERS • PLANNERS

10 24 17 sar

#
BLOCK NUMBER

LEGEND:

STUDY AREA

BLOCK FACE KEY PLAN:

A
D # B
C

SURPLUS OF PARKING

+100
0 through 99

DEFICIT OF PARKING

-99 through -1
-100 +

WALKING DISTANCE

100 feet
400 feet
1,000 feet

* measured from center of the block

Sheet Title:
**WALKING DISTANCES
FROM LARGE
DEFICITS**

Future

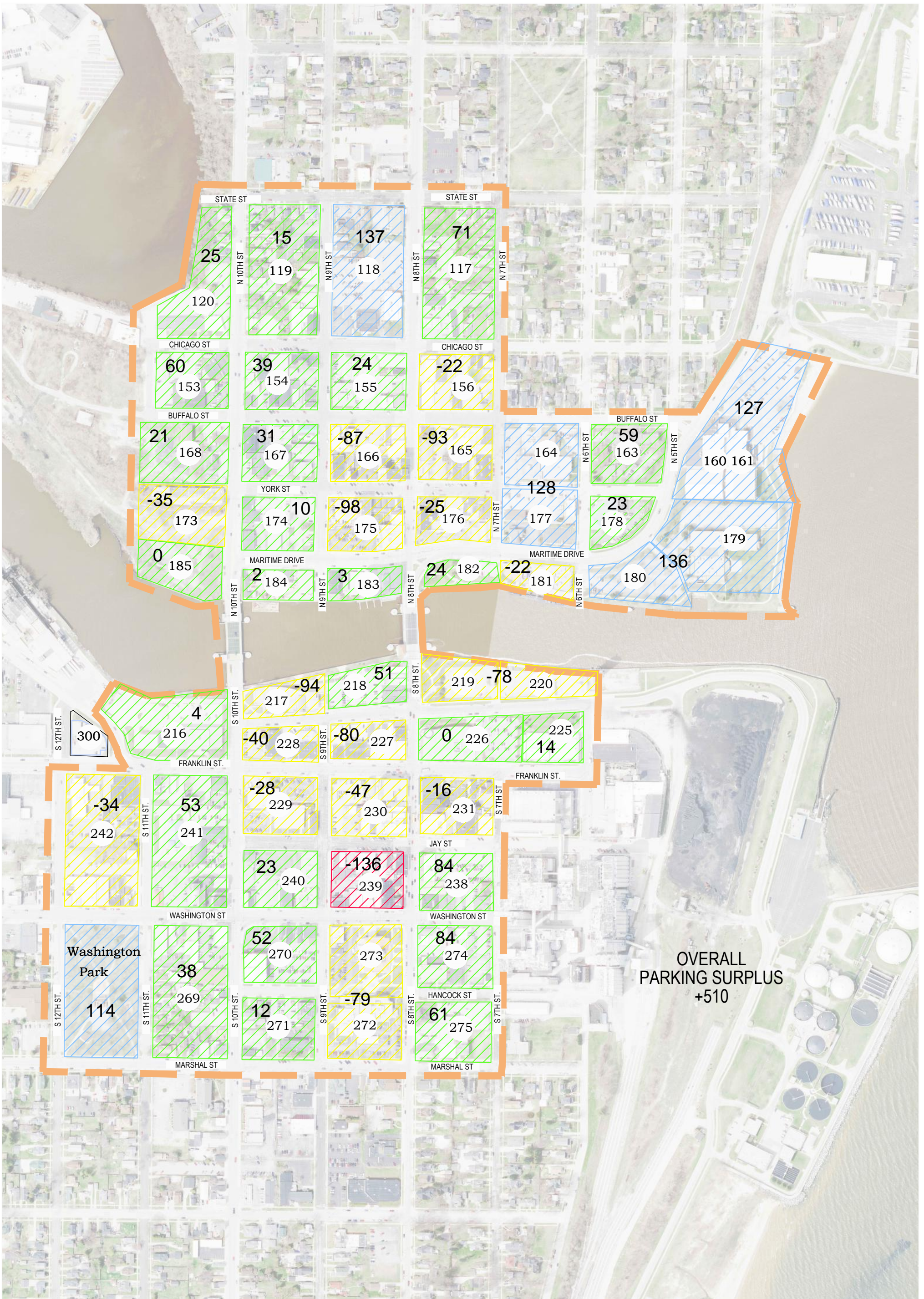
When projecting the future demand scenarios, we used a rate of 40% re-occupancy of vacant space in the five year projections, 80% in the 10 year projections, and 100% in the 15-20 year projections. A mixed use parking generation ratio of 2.25 parking spaces per 1,000 square feet was used to project the parking need of the existing 330,497sf of vacant space in the downtown.

Table G is a detailed list of potential projects provided to Rich & Associates, these potential projects were included in the future demand matrix projections.

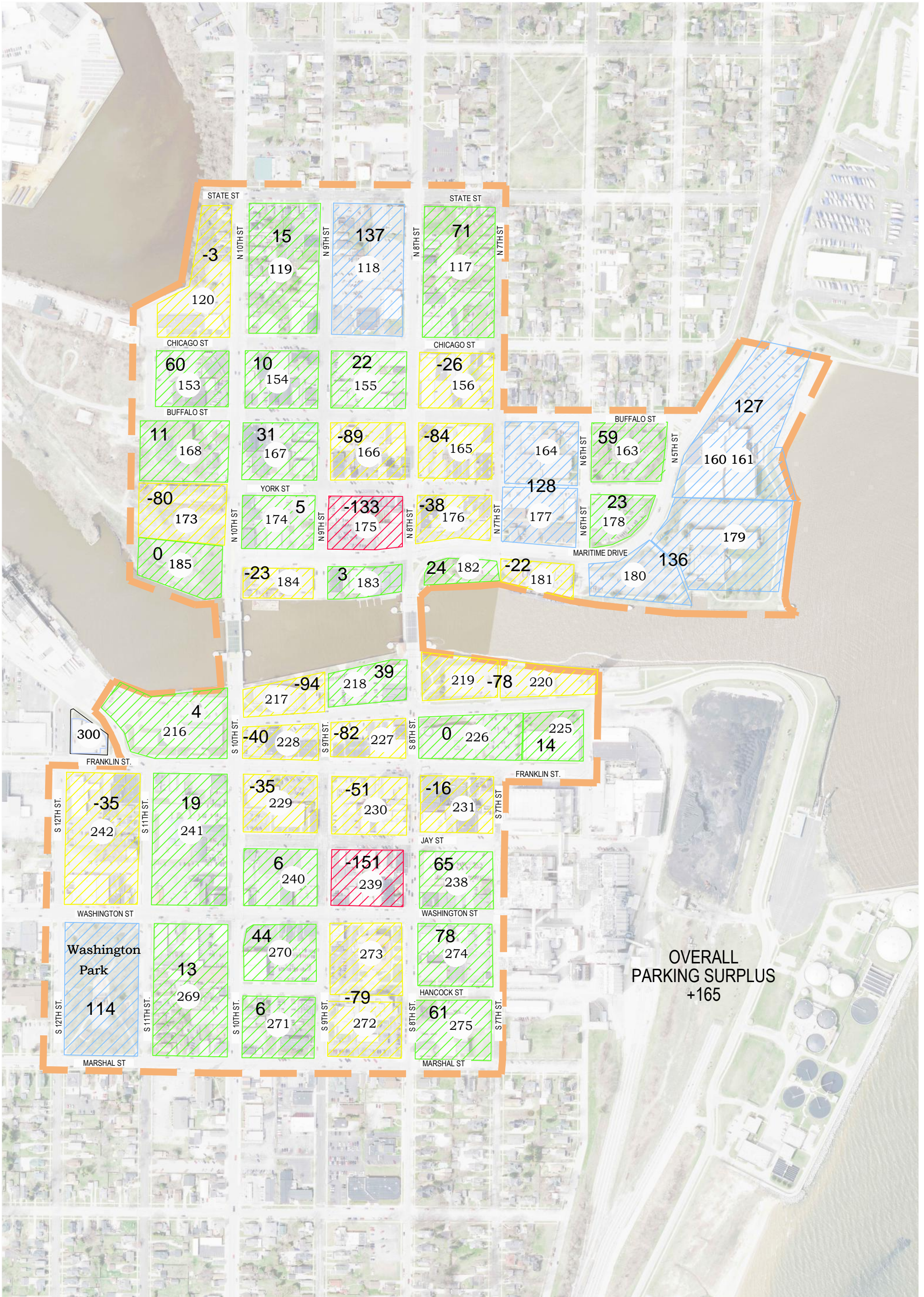
With these potential projects factored into the demand model, the 5 year future scenario is reduced to a surplus of 510 spaces. The 10 year future scenario further reduces the surplus to 165 spaces and the 15-20 year future scenario becomes a small surplus of 33 spaces. It should be noted that these are all potential projects and that they are included in the demand model without any additional parking. We include these projects to help understand the potential impacts to the parking supply.

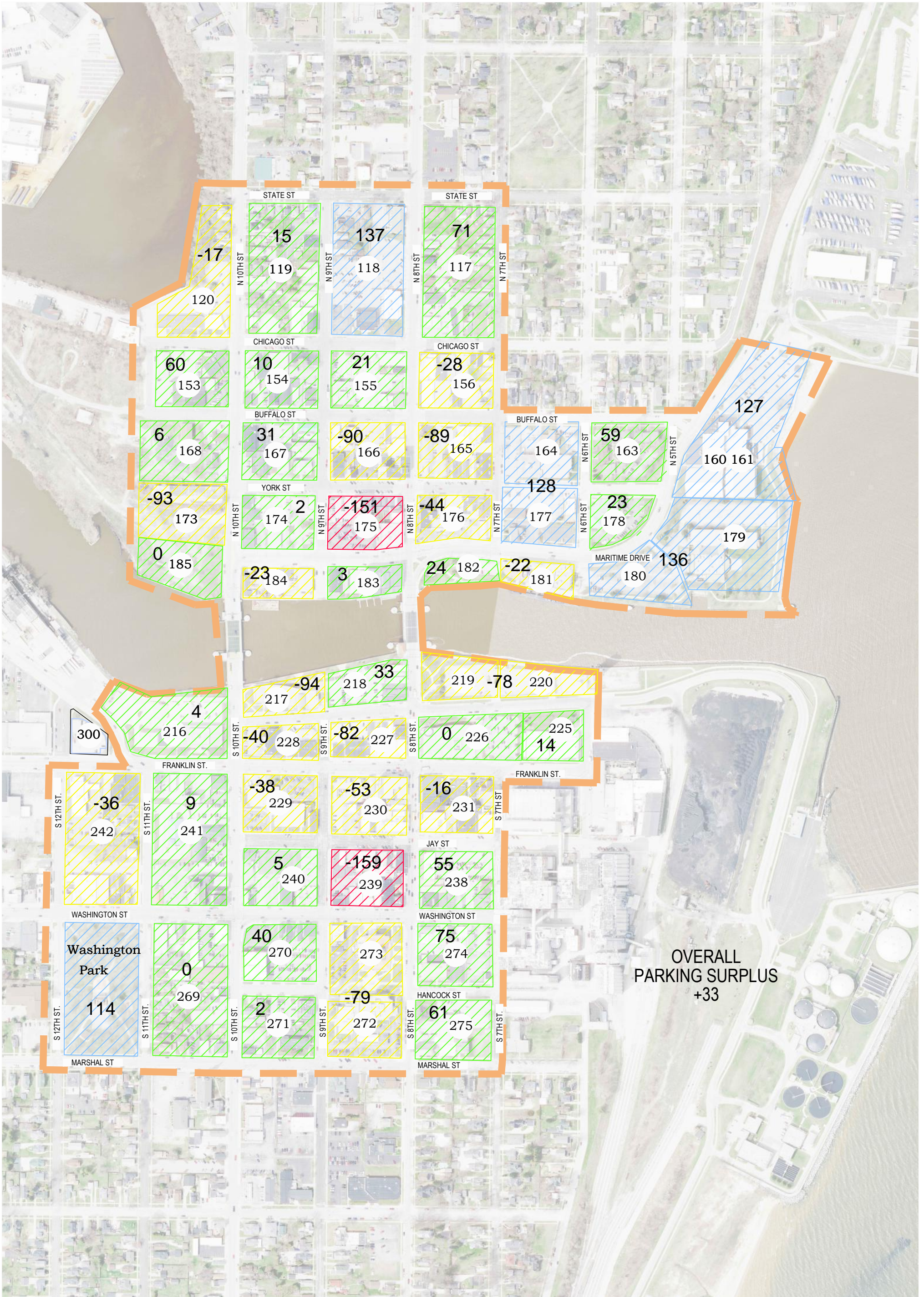
Table G
Potential Projects for Future Demand Scenarios

Block #	Square Feet (from vacant, use change, or new constr)	Potential Project	Timeframe			
			Immediate (in current demand)	5 yrs	10 yrs	15-20 yrs
230	11,000	Redevelopment - commercial	X			
230	18,000	Redevelopment - 18 apartments	X			
241	6,000	Office expansion (re-occupancy of vacant space)	X			
156	25,000	Mixed-use redevelopment		X		
163	-	Residential redevelopment (20 units)		X		
164	-	Renovation		X		
173	20,000	Office		X		
179	3,000	Renovation - restaurant		X		
216	-	Renovation or redevelopment (10,000sf grocery at 5.00/1,000sf, 19,034 office)		X		
219/220	70,000	Mixed-use redevelopment (50 parking spaces remain)		X		
230	10,000	Redevelopment - 10 apartments		X		
227	10,000	Renovation or redevelopment		X		
228	30,000	Renovation or redevelopment		X		
154	12,000	Mixed-use redevelopment			X	
165	30,000	Mixed-use redevelopment			X	
173	40,000	Apartments			X	
184	15,000	Mixed-use redevelopment			X	
240	-	Renovation or redevelopment (50 condos)			X	
241	15,000	Mixed-use redevelopment			X	
173	5,000	Mixed-use development				X



<p>MANITOWOC PARKING STUDY</p> <p>MANITOWOC, WISCONSIN</p>	<p>RICH & ASSOCIATES PARKING CONSULTANTS</p> <p>26877 Northwestern Hwy, Suite 208 Southfield, Michigan 48033</p> <p>Southfield, MI 248.353.5080 Lutz, FL 813.949.9860</p> <p>ARCHITECTS • ENGINEERS • PLANNERS</p> <p> 10 24 17 sar</p>	<p>LEGEND:</p> <p> STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p> <p>A D B C</p>	<p>SURPLUS OF PARKING</p> <p> +100</p> <p> 0 through 99</p> <p>DEFICIT OF PARKING</p> <p> -99 through -1</p> <p> -100 +</p>	<p>Sheet Title:</p> <p>PARKING DEMAND SURPLUS/DEFICIT FUTURE 5 YEARS</p>	<p>MAP Number:</p> <p>MAP 5</p> <p>Pg. 23</p>
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<p>MANITOWOC PARKING STUDY</p> <p>MANITOWOC, WISCONSIN</p>	<p>RICH & ASSOCIATES PARKING CONSULTANTS</p> <p>26877 Northwestern Hwy, Suite 208 Southfield, Michigan 48033</p> <p>Southfield, MI 248.353.5080 Lutz, FL 813.949.9860</p> <p>ARCHITECTS • ENGINEERS • PLANNERS</p> <p>10 24 17 sar</p>	<p>LEGEND:</p> <p>STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p>	<p>SURPLUS OF PARKING</p> <ul style="list-style-type: none"> +100 0 through 99 <p>DEFICIT OF PARKING</p> <ul style="list-style-type: none"> -99 through -1 -100 + 	<p>Sheet Title:</p> <p>PARKING DEMAND SURPLUS/DEFICIT FUTURE 15-20 YEARS</p>	<p>MAP Number:</p> <p>MAP 7</p> <p>Pg. 25</p>
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Parking Demand Zones

A second analysis was run to look at the core downtown separately from the surrounding blocks that have ample parking and less density. With much of the core parking areas fairly well occupied and the parking just outside the core area underutilized, we felt that it was important to look at different zones in the downtown to get a more realistic view of the parking demand. Three zones were determined, the first is Zone 1, the core business area to the north of the river. Zone 2 is the core business area north of the County Courthouse and south of the river and Zone 3 is the combined business area made up of Zone 1 and Zone 2. **Map 8** gives a spatial view of the current surplus/deficit split into Zone 1 (**Table H**) and Zone 2 (**Table I**) followed by **Map 9**, a spatial view of Zone 3 (**Table J**).

When we look at the current and future scenarios in the zones we get a different look at the parking situation:

	Current	5 Years	10 Years	15-20 Years
Zone 1	57	-106	-153	-186
Zone 2	-24	-361	-437	-468
Zone 3	33	-467	-590	-654

Although the overall study area has an existing parking surplus, it clear to see that this will quickly change with additional development, when considered in the context that the core downtown has an existing and projected deficit of parking that could be exacerbated if new developments are built on existing parking lots that increase the parking demand while at the same time reducing the parking supply. It is time for the City to begin looking toward the future and how to add more public parking to the downtown either with new parking facilities or working with private parking owners to allow for shared use parking. As in many downtowns there is an issue with “convenient parking” within the core area.

Table H

Zone 1						
Daytime Parking Demand Matrix						
Block	Demand	Parking Supply	Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit
per/1,000sf						
Parking Generation Ratios	Day		Current	Future 5 yr + 40% re-occupancy of vacant	Future 10 yr + 80% re-occupancy of vacant	Future 15-20 yr + 100% re-occupancy of vacant
164/177	114	242	128	128	128	128
165**	39	53	14	-93	-84	-89
166	189	104	-85	-87	-89	-90
167	64	95	31	31	31	31
174	44	59	15	10	5	2
175	196	134	-62	-98	-133	-151
176	68	56	-12	-25	-38	-44
178	53	76	23	23	23	23
181	35	13	-22	-22	-22	-22
182	0	24	24	24	24	24
183	43	46	3	3	3	3
Totals	845	902	57	(106)	(153)	(186)
	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)
**10 year developments						

Table I

Zone 2						
Daytime Parking Demand Matrix						
Block	Demand	Parking Supply	Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit
per/1,000sf						
Parking Generation Ratios	Day		Current	Future 5 yr + 40% re-occupancy of vacant	Future 10 yr + 80% re-occupancy of vacant	Future 15-20 yr + 100% re-occupancy of vacant
217	105	11	-94	-94	-94	-94
218	22	86	64	51	39	33
219/220*	0	165	165	-78	-78	-78
226	91	91	0	0	0	0
227*	96	43	-53	-80	-82	-82
228*	55	37	-18	-40	-40	-40
229	96	74	-22	-28	-35	-38
230*	150	92	-58	-47	-51	-53
231 (2)	83	67	-16	-16	-16	-16
238	73	177	104	84	65	55
239	187	67	-120	-136	-151	-159
240**	100	125	25	23	6	5
Totals	1,059	1,035	(24)	(361)	(437)	(468)
	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)
Blocks 230 & 241 have immediate future developments included in current demand						
* 5 year developments						
**10 year developments						
(2) Block 231 and 242 have the daytime theater removed from the demand						

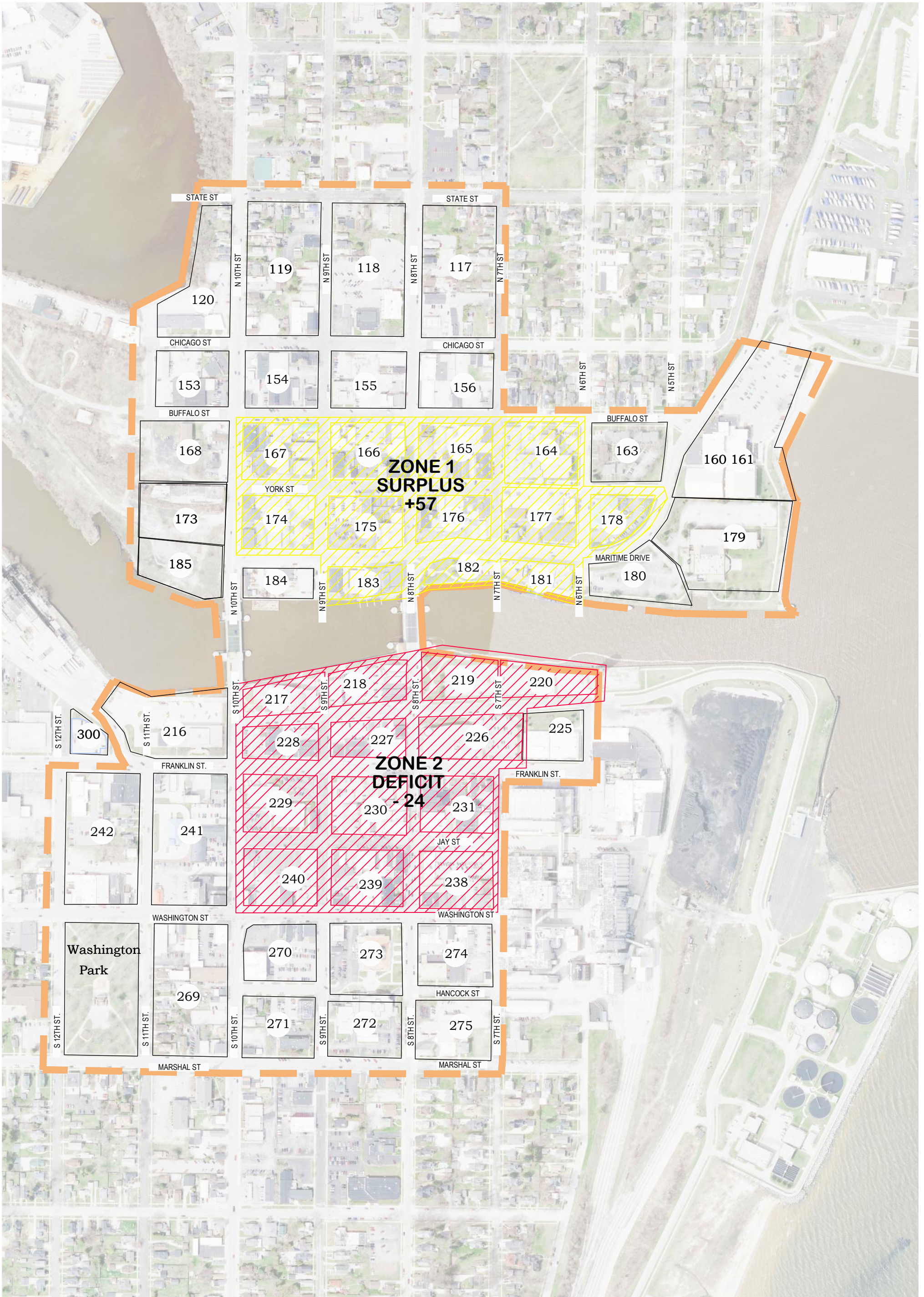
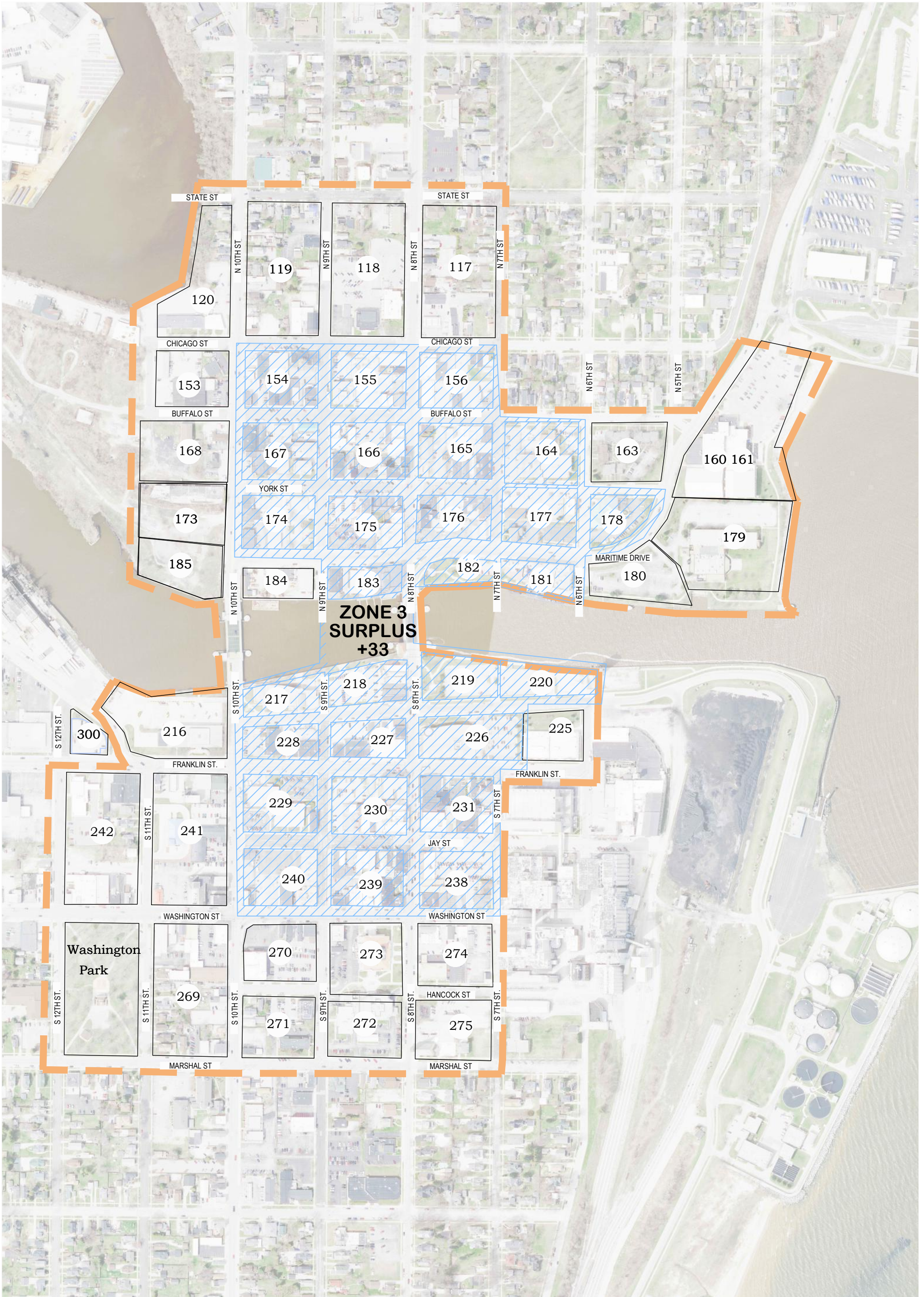


Table J

Zone 3						
Daytime Parking Demand Matrix						
Block	Demand	Parking Supply	Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit	Projected Surplus/ Deficit
per/1,000sf						
Parking Generation Ratios	Day		Current	Future 5 yr + 40% re-occupancy of vacant	Future 10 yr + 80% re-occupancy of vacant	Future 15-20 yr + 100% re-occupancy of vacant
164/177	114	242	128	128	128	128
165**	39	53	14	-93	-84	-89
166	189	104	-85	-87	-89	-90
167	64	95	31	31	31	31
174	44	59	15	10	5	2
175	196	134	-62	-98	-133	-151
176	68	56	-12	-25	-38	-44
178	53	76	23	23	23	23
181	35	13	-22	-22	-22	-22
182	0	24	24	24	24	24
183	43	46	3	3	3	3
217	105	11	-94	-94	-94	-94
218	22	86	64	51	39	33
219/220*	0	165	165	-78	-78	-78
226	91	91	0	0	0	0
227*	96	43	-53	-80	-82	-82
228*	55	37	-18	-40	-40	-40
229	96	74	-22	-28	-35	-38
230*	150	92	-58	-47	-51	-53
231 (2)	83	67	-16	-16	-16	-16
238	73	177	104	84	65	55
239	187	67	-120	-136	-151	-159
240**	100	125	25	23	6	5
Totals	1,904	1,937	33	(467)	(590)	(654)
	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)
Blocks 230 & 241 have immediate future developments included in current demand						
* 5 year developments						
**10 year developments						
(2) Block 231 and 242 have the daytime theater removed from the demand						



Public Input

Public input was solicited in the form of surveys and several meetings with stakeholders of the downtown. Discussions with stakeholders included questions specific to where they worked, lived or had encounters with parking in the downtown.

Most stakeholders stated that there is a parking shortage, though some did state that they felt it was more a perception rather than an actual parking shortage in the downtown. It was also stated that it is sometimes difficult to find parking on street, though additional parking is available within a reasonable walking distance. Other discussions that came out of the stakeholder meetings included discussions of how parking shortages are becoming an issue for any future developments.

Other Stakeholder comments:

- Many employers and employees are parking on the street and should park in the lots.
- Safety of employees walking in the downtown.
- Lighting.
- Snow removal or lack of snow removal.
- People will not walk in the winter.
- Not enough barrier free parking.
- Wayfinding signs.
- Not enough permit parking for employees.
- Some felt that there is not enough parking while others felt that there was sufficient parking.

Surveys were employed for gaining input from the community. The surveys were sent out by Manitowoc staff to the business owners and managers in the downtown. There were three surveys developed; the first was a business operator survey, the second was an employee survey and the third was for customers of the downtown.

There was a great deal of participation in the surveys. The surveys collected are as follows:

- *Business Operator: 36 Responded*
- *Employee: 229 Responded*
- *Customer: 536 responded*

The surveys included a series of questions pertaining to how individuals traveled downtown, where they parked, how many businesses they visited, and how long they stayed. Many questions provided an opportunity for participants to offer an opinion on various aspects of the parking system. The surveys solicited respondent's views on topics ranging from paid parking to overall parking adequacy. Detailed results of the various survey types are located in the **Appendices B, C and D**.

POLICY AND MANAGEMENT RECOMMENDATIONS

Introduction

The recommendations presented here are intended to enhance the existing supply of parking through operational and management changes. While aimed primarily at increasing the efficiency of the parking system, the recommendations are comprehensive and provide a holistic approach to improving parking in the downtown today as well as provide a plan for accommodating future growth of the downtown study area.

The recommendations in this section are a set of tools that Manitowoc can use to manage the parking system. Manitowoc will also be given the demand matrix chart (**Table F**) to use as a tool to manage parking data in the City. This chart can be updated with new development, vacancy or in-fill data, and any changes to the parking inventory. The chart allows Manitowoc to understand the impacts of potential development and will assist in meeting the future parking needs of the City.

A parking system is not just about parking vehicles, it also involves the walkability of a downtown, and elements such as signage, enforcement, lighting as well as marketing parking to business owners, employees and customers/visitors. The utilization of individual lots can depend on any or all of these factors, as well as the overall condition of the lot. Fundamentally, these issues can impact a parking system and therefore downtown economics in general.

All recommendations within this section, whether used individually or as a package of system wide improvements will aid Manitowoc in creating a parking system. With a unified approach, Manitowoc will be best prepared to address parking related issues and handle new development now and in the future.

Some of these recommendations can be implemented easily and quickly with little or no cost to the City while others may require significant budgeting and time to complete. The Recommendations section of the report focuses on policy and actions to the current parking system and changes with the proposed new development where the New Parking section addresses new parking options and timing.

Downtown Parking Study Implementation Plan		Time Frame			
Recommendations		Immediate Action	0-3 Years	3-6 Years	6-10 Years
1. Parking Management					
1.1	Appoint a Parking Manager to oversee the parking system.	✓			
2. Develop a Downtown Parking Authority					
2.1	A parking authority that includes public and private representation could be formed as a quasi-government agency to assist with guiding the downtown parking policies and practices.	✓			
3. Discourage the Development of Any New Private Parking Lots in the Downtown					
3.1	The city should discourage the development of any new private parking lots in the downtown that are not for residential use or public parking.	✓			
4. Work with Private Parking Lot Owners in the Downtown to Create additional Shared Use Parking.					
4.1	The City should work with owners of private lots to allow for public shared use of the private parking areas where possible.	✓			
5. ADA Parking					
5.1	Add additional parking spaces to the lots with barrier free deficiencies. The barrier free spaces near City Hall are hidden and difficult to find. These spaces are not clearly defined and are near the building, sidewalk and river without any separation.	✓			
5.2	The spaces are awkward and would be difficult to back out of, especially when vehicles are parked along the building.	✓			
6. Marketing					
6.1	Develop a flyer that can be distributed to businesses and can be carried by the Parking Enforcement Officers.	✓			
6.2	Develop a marketing program to promote bicycle use as an alternative to driving.	✓			
6.3	Promote bicycle use and aim to achieve designation as "Bicycle Friendly Community."		✓		
7. Bicycle Racks					
7.1	Add additional bicycle racks to the downtown following the guidelines provided.	✓			
8. Special Event Parking					
8.1	Develop a flyer that can be distributed to businesses and purchase sandwich boards to be used as temporary wayfinding signs during special events.	✓			
9. Parking Signs					
9.1	Name all public lots and add introduction signs to all public lots to aid in marketing and signage.	✓			
9.2	Rich & Associates recommends the addition of a family of parking wayfinding in the downtown.	✓			
9.3	All of the parking signs should use the same text size and color scheme. The text should remain consistent for parking signs both on-street and off-street. The lot introductions signs should be placed at the entrance of all lots and the text should be large enough to read while driving. The text on the current signs is a bit small when describing the hours of operation. The name of the lot should be clearly at the top and the hours of operation should be prominent.	✓			
9.4	Permit parking and free visitor parking should be clearly identified. There are lots where it is difficult to find the visitor parking because it is mixed in the permit parking. Clearly identify areas in the lot with the visitor parking being the most convenient and closest to the demand generators.	✓			
10. Pedestrian Enhancements & Activity					
10.1	Follow landscaping criteria outlined in the land use ordinance for all parking lots in the downtown (public and private).	✓			
10.2	Conduct a lighting study along sidewalks and in all public lots.	✓			
10.3	Add police officers to a downtown route walking and on bicycles to help address safety concerns in the downtown.	✓			
11. Residential Parking /Overnight Parking					
11.1	Create a residential parking flyer clearly defining overnight parking and locations of approved overnight parking.	✓			

Downtown Parking Study Implementation Plan		Time Frame			
		Immediate Action	0-3 Years	3-6 Years	6-10 Years
Recommendations					
12. Walking Considerations for Shared-Use Parking					
12.1	Encourage employees to walk to the appropriate parking areas so they are not taking the most convenient customer spaces.	✓			
13. Parking Duration & Allocation					
13.1	The majority of on-street parking should be 2 hour.	✓			
13.2	Add loading zones or short term spaces (15-30 minute) to blocks as the end or middle stall as necessary.		✓		
13.3	Convert both sides of South 7th Street on blocks 231, 238 and 274 to permit only parking until 11:00am, allowing 3 hour parking after 11:00am.	✓			
13.4	Convert convenient public non-permit off-street parking to long term (3 hours or more).	✓			
13.5	As leases are renewed and new leases are executed, convert permit parking to general areas rather than specific spaces. Charge a premium for specific spaces assignments there warranted (see Recommendation 12). Provide some 3 hour parking in all lots.		✓		
13.6	Consider working with the owner of the lot on block 216 to move the city employees to this lot freeing up space in the city lot on block 218. This move could free up 62 spaces for 3 hour and premium permit spaces that are needed for Zone 2.	✓			
13.7	As leases are renewed and new leases are executed, convert permit parking to general areas rather than specific spaces. Charge a premium for specific spaces assignments there warranted (see Recommendation 12). Provide some 3 hour parking in all lots.		✓		
14. Permit Types/Parking Pricing					
14.1	Offer a premium permit for a reserved space at \$350/year for a stall.		✓		
14.2	Offer a standard non-reserved parking permit at \$250/year.		✓		
14.3	Allow any downtown employee the opportunity to purchase a parking permit.	✓			
14.4	On-street long term spaces that do not need to turnover can be used as a free parking alternative for those willing to walk.	✓			
14.5	Parking enforcement must be conducted throughout the downtown, on-street and off-street in order for the system to work properly.	✓			
15. Parking Enforcement					
15.1	Continue enforcement managed through one full time parking enforcement staff.	✓			
15.2	PEO's should continue to use chalk to mark tires and hand write tickets until handheld parking ticket writers that track license plate numbers and print tickets can be purchased.		✓		
15.3	PEO's should be dedicated to parking duties as an ambassador of the downtown, only being reassigned during emergencies or special circumstances that may arise.	✓			
15.4	PEO's should enforce the parking lots and on-street parking to create an equitable system that works for everyone.	✓			
16. Parking Fines					
16.1	Adopt the recommended fine schedule along with courtesy tickets.		✓		
16.2	It is recommended that all fines revenue go into the parking fund.	✓			
17. Maintenance of Parking Spaces On-street and Off-street					
17.1	Develop clear policy on how information is communicated with business that defines when streets and lots will be cleaned (sweeping and plowing), how the sidewalks should be cleared and where the snow should go.	✓			
17.2	Stripe all on-street spaces.		✓		
17.3	Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs.	✓			
17.4	Use the parking Stall Requirements requiring parallel parking, angled parking, and 90 degree parking found in Exhibit A.	✓			
18. Create a Sinking Fund for Maintenance and Upgrades to the Parking System					
18.1	Create a sinking fund for maintenance and upgrades to the parking system.	✓			
19. Autonomous Vehicles					
19.1	Keep educated with the progress of autonomous vehicles.	✓			
20. Provide Additional Public Parking in the Downtown					
20.1	Develop additional public parking in the downtown.	✓			

1. Parking Management

The City's parking system is large enough to consider having one person overseeing the whole parking function and having a single point of contact for the parking system. This person would act as a liaison between the City Commission, City departments, Downtown Parking Advisory Committee and the public.

Having a single parking management source expedites decision making and allows for better integration of the various aspects of parking. The revision to the parking system under the direction of one person will benefit the parking system from an ability to adapt to changes in the downtown. If possible, it is helpful to have all parking related expenditures and enforcement under one budget, allowing for an efficient way to track the system and create checks and balances.

Additionally, a managed parking system is able to adapt to changes in that are brought on by new development, businesses moving in and or out along with land use changes in buildings in the downtown area. Some communities are also able to create a whole new philosophy for the parking system by changing the traditional parking enforcement role into one where the enforcement officer acts as an ambassador on behalf of the community.

Applications to develop parking facilities or lots on private property and zoning related requirements for parking would still be handled through the respective City departments (Planning and Engineering).

Actions, Time Frame and Cost:

1.1 Action – Appoint a Parking Manager to oversee the parking system

Time Frame – 0-3 Years

Cost – To be determined

2. Develop a Downtown Parking Authority

A parking authority that includes public and private representation could be formed as a quasi-government agency to assist with guiding the downtown parking policies and practices. This organization could be created in conjunction with the new tax increment financing (TIF) district that is being created or a stand-alone parking authority could be created. The parking authority could encourage public-private partnerships that could be used to increase the public parking supply while decreasing the private-sector financial burden associated with providing parking.

This committee could meet monthly to keep up with addressing parking issues in the downtown. This committee would review and advise the City Commission on proposals for parking improvements and requests for changes to the system such as time durations, allocation of parking and the implementation of the parking report. The committee should have a set of goals

and then make sure that policies are in place to meet the goals, reporting to council on parking issues and changes that need to be made.

Actions, Time Frame and Cost:

- 2.1 Action - A parking authority that includes public and private representation could be formed as a quasi-government agency to assist with guiding the downtown parking policies and practices.

Time Frame – 0-3 Years

Cost – N/A

3. Discourage the Development of Any New Private Parking Lots in the Downtown

A parking system works best when the parking can be shared and the municipality is in control of 50% or more of the available parking in the downtown. This is an important benchmark because it allows shared use parking. Maximizing the percentage of the parking supply that is shared use allows the parking needs of the City to be met with fewer spaces, thereby requiring less investment. The City's control of 42% of the parking does not meet the 50% benchmark. At higher percentages of public parking, even more flexibility is available.

When parking spaces are reserved for specific businesses or uses and are not available for multiple businesses in the downtown, they often go unused during parts of the day. While the current parking demand analysis showed that there is an overall sufficient parking supply, the availability of shared use public parking is vital for downtown businesses to succeed. When there is a lack of available public parking because the parking is reserved for specific uses, this makes it difficult for a customer/visitor of the downtown to visit more than one location. This also makes it difficult to provide a sufficient amount of employee parking off-street for those businesses without their own lots.

Density combined with a mixture of land use types encourages activity in an urban setting. Privately developed surface parking lots can be discouraged through zoning ordinances. Some communities outright ban parking development by private developers, while others implement parking maximums that limit the amount of on-site parking that can be built with development.

When a community chooses to discourage private parking within a specific business district, the Municipality takes on the task of providing enough parking to support economic activity for all developments (other than residential) within the district. Like Manitowoc, most successful downtowns do not require parking in Central Business Districts. The reasoning behind this move is that a dense downtown can be created without an excess of parking or driveways. The parking that is built is intended for all businesses and encourages walking, thus encouraging customers

to visit multiple locations. Additionally, this allows the City to keep development where they want, parking in locations that benefit the whole district and a more pedestrian friendly downtown.

Under this scenario, all of the parking need is provided by the City. The City can then consider charging an in-lieu of fee for new development or create an assessment district to fund new parking projects. This is discussed further in New Parking regarding funding options for the parking system.

Excepting parking requirements for development in Downtown Business Districts encourages density, mixed land use and development in the district. Most communities do require residential developments to provide parking in a Downtown Business District. Residential parking can sometimes work as shared use parking, though it is difficult to rent or sell units when there is not a dedicated parking space provided, especially in an area that does not have multiple forms of public transportation.

Actions, Time Frame and Cost:

- 3.1 Action - The City should discourage the development of any new private parking lots in the downtown that are not for residential use or public parking.

Time Frame - Immediately

Cost – To be determined

4. Work with Private Parking Lot Owners in the Downtown to Create Additional Shared Use Parking

Public and private partnerships are another key factor in providing additional shared use parking. It is recommended that the City work with lot owners that have underutilized lots to bring these spaces into the public parking system, through a lease or an agreement to plow, sweep and enforce. Where possible it will benefit the City to seek out additional public/private partnerships with parking to increase the amount of publicly available parking.

Actions, Time Frame and Cost:

- 4.1 Action - The City should work with owners of private lots to allow for public shared use of the private parking areas where possible.

Time Frame – 0-3 years

Cost – Potentially would require plowing, sweeping and enforcement of lots and agreement.

5. ADA Parking

As part of the parking analysis, Rich & Associates reviewed the number of barrier free (handicap) parking stalls in Manitowoc. **Table L** is a copy of the Americans with Disabilities Act (ADA) parking guidelines followed by **Table M** listing the public lots and the number of barrier free parking stalls provided.

Rich & Associates encourages the development of on-street barrier free stalls to ensure the downtown is accessible to everyone. Generally, the number and location of these spaces on-street should be based on where the existing off-street spaces are located and if there have been requests by the public for additional barrier free spaces. Locating these spaces as either the first or last space or in the middle of the block face tends to work best.

Table L
ADA Parking Guidelines

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
1001 and over	20, plus 1 for each 100 over 1000

One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible".

Table M
Comparison of Off-Street ADA Provided to ADA Recommended

Block #	Lot	Total Capacity	# of Barrier Free Spaces Required	# of Barrier Free Spaces Provided	Surplus/ Shortfall
156	1	22	1	1	~
175	2	56	3	3	~
218	3	71	3	2	~
219/220	4	118	5	0	~
229	5	15	1	0	-1
229	6	24	1	1	~
238	7	84	4	3	-1
241	8	34	2	0	-2
300	9	48	2	2	~
230	11	43	2	2	~
182	12	24	1	2	-1
167	13	53	3	0	-3
				Total	-8

Manitowoc does not meet the guidelines for ADA compliance in providing adequate barrier free parking spaces. There are five lots that need additional barrier free parking spaces. Along with the parking guidelines it is important to make sure that once a person is parked they will be able to access the sidewalk from where they are parked. All intersections should have sidewalks that are barrier free and all lots should have a clear path of access.

Actions, Time Frame and Cost:

5.1 Action - Add additional parking spaces to the lots with barrier free deficiencies.

Time Frame – As soon as possible.

Cost – Approximately \$450-\$550 per space



5.2 Action – The barrier free spaces near City Hall are hidden and difficult to find. These spaces are not clearly defined and are near the building, sidewalk and river without any separation. The spaces are awkward and would be difficult to back out of, especially when vehicles are parked along the building.

Cost – To be determined

Time Frame – 0-1 years.

6. Marketing

Marketing is a key aspect of a successful parking system. Marketing should be done every time there is a change to the parking system and should be directed towards downtown employees, business owners, residents and customers and visitors of the downtown. It is important to help encourage downtown employees to park in the long term parking areas, leaving the most valuable on-street parking for customers and visitors. Additionally, an individual's perception of Manitowoc is greatly enhanced if they know ahead of time where they can park and what, if any, restrictions on parking duration apply.

Marketing materials can include direct mailings, brochures, maps, kiosks, on-line web pages and articles in magazines and newspapers. Information contained in the marketing materials should include location, up-coming changes, regulations, fine payment options and any other information relating to the parking system.

Flyers that list the downtown businesses included with a map showing parking areas and key attractions work well to market both the businesses and the parking system. The flyer is even more beneficial if it includes the durations of parking both on-street and off-street. Marketing will be vital to a successful transition of adding time limited durations and parking enforcement to the downtown.

Develop a flyer that explains parking rules for public distribution and that can be carried by the Parking Enforcement Officers (discussed further in the Parking Enforcement recommendation).

The flyer should be available on the City website and in businesses. This is intended to be marketed toward customers and visitors of the City as well as employees. There should be clear distinctions of where employees should park and where customers wanting to spend more than two hours downtown can park.

Rich & Associates included an example of a parking flyer on **page 43 and 44**. This flyer is intended to be specific to parking in the downtown including locations of bicycle racks. Selling advertising space to businesses on the flyer will help cut the costs of printing.



Welcome to Manitowoc

Whether you are a first time visitor, a local resident who enjoys all that downtown Manitowoc has to offer, a business operator or employee, we want to make your downtown experience even better. This brochure will guide you to where you can park.

Parking is Easy in Downtown Manitowoc

The map indicates time restrictions for on-street parking, lots open to the public and lots with parking available for monthly lease.

Most parking in public lots are available for use free of charge. Please be aware of overnight restrictions in public lots .

If you would like to check on availability of leasing a parking space in a public lot or if you would like to discuss a parking idea or concern please contact the Manitowoc Police Department.



Parking Rates / Fines

Visitor Information

The Chamber of Manitowoc County
1515 Memorial Drive
Manitowoc 54220 WI
Phone: 920.684.5575 or 866.727.5575
Fax: 920.684.1915
info@chambermanitowoccounty.org
www.chambermanitowoccounty.org

Questions?

Manitowoc Police Department
910 Jay Street
Manitowoc, WI 54220
Phone: 920.686.6500 ♦ Fax: 920.686.6588

Hours:
Monday - Friday
7:30 am - 4:30 pm



DOWNTOWN PARKING GUIDE



Customer / Visitor Parking

The City of Manitowoc offers Free 2 hour, on-street parking to customers and visitors of the downtown. For customers and visitors planning to spend more than two hours in the downtown, there are parking lots with long term parking available at \$0.25 / 2 hours.

Employee Parking

There are employee permit lots available. The cost for a monthly permit is \$15. The lots are well lighted and conveniently located to the core downtown. Permits are available at _____. Overtime parking and space to space movement create problems by reducing the number of convenient customer parking spaces needed for downtown businesses.

City of Manitowoc thanks you for leaving the most convenient parking spaces for the customers and visitors of the downtown

Parking Legend

- On-Street Parking (No Time Limit)
- On-Street Parking (Time Limit)
- Off-Street Parking (No Time Limit)
- Off-Street Parking (Time Limit)
- Permit Lots
- Handicapped Accessible Parking Space



Marketing Bicycle Ridership

Continue to work toward improved bicycle infrastructure in the downtown. Develop a comprehensive bicycle and pedestrian plan that includes education, enforcement and encouragement measures. Encouragement measures could include a marketing program to promote bicycle use as an alternative to driving. A future goal could be achieving the designation as a "Bicycle Friendly Community" recognized by the League of American Bicyclists to assist in this program. Additional encouragement measures could include hosting a special event to promote bicycle ridership in a City-wide effort to use alternative modes of transportation. This will in turn cut down on the number of parking spaces needed.

"Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness" www.bikeleague.org.

- There are several communities throughout the U.S. that participate in National "Ride Your Bike to Work Day/Month" in May. Information can be found through the League of American Bicyclists www.bikeleague.org.
- Source of possible grant funding through people for bikes, <http://peopleforbikes.org/>.
- Pedestrian and Bicycling Information Center is a helpful link that offers advice on funding and marketing bicycling in downtowns. <http://www.pedbikeinfo.org/>

Actions, Time Frame and Cost:

6.1 Action - Develop a flyer that can be distributed to businesses and carried by the Parking Enforcement Officer.

Time Frame – 0-1 year and continued yearly.

Cost – \$300-\$500 for flyers with \$800 annually for ongoing maintenance.

6.2 Action – Continue to improve downtown bicycle infrastructure and aim to update the City's Bicycle and Pedestrian plan.

Time Frame – 3-6 years.

Cost - To be determined

6.3 Action - Develop a marketing program to encourage bicycle use as an alternative to driving.

Time Frame – 3-6 years, then yearly.

Cost - \$300-\$500 initially and then wrap into cost of annual marketing.

7. Bicycle Racks

Manitowoc should consider making the downtown more bicycle friendly and providing additional and useable bicycle parking which in turn cuts down on the number of motor vehicle spaces needed.

Guidelines on Bicycle Racks:

- Racks should allow bike frame to make contact at two points.
- Should allow for more than one bike per rack.
- Needs to allow for popular “U” shape lock.
- Racks should be placed where they will not impede upon pedestrian traffic, though need to be readily identifiable.
- Should be clearly signed with a bicycle parking sign or pavement markings.



Actions, Time Frame and Cost:

7.1 Action - Add additional bicycle racks to the downtown following the guidelines provided.

Time Frame - 0-3 years

Cost - \$100 - \$300/rack, depending on size and number of racks



This bicycle rack can only be used from one side due to its location and this type of rack does not support a bicycle at two points.





This is an example of popular U-rack that meets the guidelines. This picture shows an on-street parking space turned into 12 parking spaces for bicycles.



This is a preferred bike rack that allows for parking of two bicycles and provides two points of contact and allows for the use of a “U” lock to secure the bike. However it is not signed or marked as bicycle parking.

8. Special Event Parking

Rich & Associates recommend that a plan be developed for parking during special events. This plan should include a remote lot location (public school, church, City or county owned lot) and if necessary an agreement with the lot owner, as well as some form of shuttle service possibly arranged with the local transit service, or schools. The need for adequate and quality event parking will enhance visitors’ overall downtown experience.

Purchase sandwich boards and flyers to be used during special events. The flyers can be handed out to businesses and used in marketing the event on the City website. The sandwich boards are used as temporary wayfinding signs during special events leading parkers to the temporary lots.

Actions, Time Frame and Cost:

8.1 Action - Develop a flyer that can be distributed to businesses and purchase sandwich boards to be used as temporary wayfinding signs during special events.

Time Frame – Monitor the need.

Cost - \$500-\$1,000

9. Parking Signs

Parking areas can be difficult to find if they are located behind buildings, particularly if someone is not familiar with the downtown. There should be more directional/location signs in the downtown, especially to lead parkers to public parking lots. The parking lots need identification signs that let a visitor of the downtown know that the parking is public and free. It is helpful to name the lots so

that a customer can remember where they parked. Naming the lots can also help with giving directions to businesses in the downtown. The names should reflect the lot locations by using street names.

Pedestrian wayfinding is critical once a person parks and transitions to walking. Being able to follow wayfinding maps or signs to aid pedestrians in locating key destinations, and then the way back to where they parked, are important elements in tourist/customer/visitor oriented downtowns. Manitowoc should consider adding one or two kiosks to the downtown with business listings and parking locations.

Rich & Associates has developed a parking signage best practices package that is detailed in this recommendation. The information is provided to show how the signs work together and provide a comprehensive wayfinding system.

Best Practice Sign types include

The following four types of parking signs are strongly recommended as best practices for improving driver wayfinding. Communities often miss the important role that signs play in making visitors comfortable with their surroundings and the effect that signs can have on vehicle travel and parking use efficiency.

Directional/Location:



Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. Parking location signage complements the directional parking signage. The signs can have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights, on the streets directing parkers to off-street lots.

Identification:



Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available as well as hours of enforcement and the hours of lot operation are listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height. The text should be large enough to read while driving.

Vehicular Wayfinding:



Vehicular wayfinding signs are placed at points in the downtown leading drivers to places of interest and parking locations. The sign also points out the various landmarks or attractions that can be found. These types of signs are placed at key locations easily found by a driver and are intended to help a driver orient themselves to the downtown area. Arrows should always point forward, to the left and right. Avoid using downward pointing arrows causing drivers turn around.

Pedestrian Wayfinding:



Pedestrian wayfinding signs or kiosks are placed at the points of pedestrian entry/exit to parking lots. Typically, a map illustrating the downtown area that points out the various shops or attractions. These types of signs are placed at locations easily found by a pedestrian and are intended to help that person orient themselves to the downtown area, to locate their destination and then be able to return to where they parked.

Action, Time Frame and Cost:

9.1 Action - Name all public lots and add introduction signs at the entrance to all public lots. This will aid in marketing and wayfinding.

Time Frame – As soon as possible

Cost –See 7.2.

9.2 Action - Rich & Associates recommends the addition of a family of parking wayfinding (4 sign types) in the downtown.

Time Frame – 0-3 years

Cost – \$100,000-\$300,000 for a package of signs.

- 9.3 Action - All of the parking signs should use the same text size and color scheme. The text should remain consistent for parking signs both on-street and off-street. The lot introduction signs should be placed at the entrance of all lots and the text should be large enough to read while driving. The text on the current signs is small, specifically describing the hours of operation. The name of the lot should be clearly visible at the top of the sign and the hours of operation should be prominent.

Time Frame – Replace as needed

Cost - Included in sign package cost.



- 9.4 Action – Permit parking and free visitor parking should be clearly identified. There are lots where it is difficult to find the visitor parking because it is mixed in the permit parking. Clearly identify areas in the lot with the visitor parking being the most convenient.

Time Frame – 0-3 years with continued maintenance

Cost - Included in sign package cost.

10. Pedestrian Enhancements & Activity

Pedestrian movement is an important aspect of parking. It is extremely difficult to get people to park beyond the front door of their destination if there is any concern regarding safety or if the experience is not pleasant. Lighting and landscaping can greatly change a perception of safety in lots and along sidewalks. Murals, art, window decorations and flowers can create a pleasant walking experience during the day and night. Consider creating landscaping criteria for all parking lots in the downtown.

In the surveys, several people commented about not feeling safe in the downtown area. A lighting study is recommended along the sidewalks and in the public parking lots to assure that there is enough lighting. It is also recommended to have police officers in the downtown on a regular basis both in the daytime and at night, walking and on bicycles. Whether the feeling of not being safe is a perception or it is reality, people have stated that they will not walk in downtown Manitowoc due to not feeling safe, and this needs to be addressed.

All pedestrian walkways should be barrier free and easy to navigate. Minimize pedestrian and vehicular interaction by creating a clear differential between the street and sidewalk. This can be done by using texture, colors, trees, or planters between the sidewalks and streets. It is also important to provide handicap accessibility at all intersections. There were several complaints in the survey responses regarding the one-way streets and the speed that vehicles travel. It is

difficult to have a vibrant downtown when people are unwilling to walk and bicycle, due to a fear of being hit by a vehicle.

Having two-way streets with on-street parking typically reduces the speed of vehicles in a downtown setting. One-way streets can be difficult for someone unfamiliar with the area to navigate. They can make it difficult to find parking for a particular destination. Trees, banners, art and window displays are other ways to help reduce the speed in downtowns. Bump outs or bulb outs help provide an area of safety when pedestrians are crossing the street. Creating a more pedestrian friendly downtown encourages people to park once while visiting the downtown helping cut down on congestion.

Action, Time Frame and Cost:

10.1 Action - Follow landscaping criteria outlined in the land use ordinance for all parking lots in the downtown (public and private) in order to enhance pedestrian safety by increasing the separation from motor vehicle traffic.

Time Frame – 0-3 years

Cost – Must be determined on a case by case basis.

10.2 Action - Conduct a lighting study along sidewalks and in all public lots.

Time Frame – 0-3 years

Cost – \$15,000-\$30,000

10.3 Action – As funding and officers are available, add police officers to a downtown route walking and on bicycles to help address safety concerns in the downtown.

Time Frame – 0-3 years

Cost – To be determined

11. Residential Parking/Overnight Parking

Downtown residents are an important part of downtown revitalization. It would be beneficial if the City worked with downtown landlords to create a flyer for locations of permitted overnight parking. The flyer should include a map identifying locations to park overnight without the worry of a parking ticket, the ordinance relating to overnight parking and the fine for parking in the parking spaces that are not identified as overnight parking. This flyer would be distributed to all existing and provided to new downtown residents when signing leases.

Action, Time Frame and Cost:

11.1 Action- Create a residential parking flyer clearly defining overnight parking and locations of approved overnight parking.

Time Frame – 0-3 years

Cost – Minimal

12. Walking Considerations for Shared-Use Parking

Customer and visitor parking should remain close and convenient, while it is generally expected that employees walk farther in downtown settings. Educating business owners, managers and employees on appropriate parking behaviors is important. There should be a clear understanding with business owners and employees that leaving on-street parking along with the close and convenient off-street spaces for customers is vital to the success of businesses in the downtown. The intent is to provide an equitable parking system that works for all businesses in the downtown. As discussed earlier, education and marketing are a key component to a successful parking system.

The following chart details people’s tolerance for walking depending on the environment. We understand that every community is different and that this will vary depending on the vibrancy, density and age of the downtown.

Chart to illustrate people's tolerance for walking

	Minutes	Feet
In a highly attractive, completely weather protected and artificially acclimatized environment	20	5,000
In a highly attractive environment in which sidewalks are protected from sunshine and rain	10	2,500
In an attractive but not weather-protected area during periods of inclement weather	5	1,250
In an unattractive environment (parking lot, garage, traffic-congested streets)	2	600

Gruen, Victor, The Heart of Our Cities. The Urban Crisis: Diagnosis and Cure. Simon and Schuster 1964, New York, p. 250:

“An average walk is at a speed of 2.5 miles per hour. This converts to 13,200 feet per hour or 220 feet per minute. On this basis, a 5-minute walk would be 1,100 feet and a 10 minute walk would be at 2,200 feet.”

Pushkarev and Zupan. Public Transportation and Land Use Policy. Indiana University Press from a study by Regional Plan Association of New York (RPA).

During the turnover and occupancy surveys, 14% of the vehicles observed were overstaying the posted time durations in on-street spaces in front of and near retail businesses. It is difficult for a retail business to survive in an area when there is not convenient on-street parking available. If a customer wanting to visit a retail store to run a specific errand cannot find convenient parking they will go elsewhere. If a customer is planning on visiting more than one retail location they will be willing to park a bit further away and if a customer is planning on spending the day in a downtown they are willing to park off-street and even further away. It is important to move the employees to further away on-street spaces where turnover is not needed and or into the off-street parking.

Action, Time Frame and Cost:

12.1 Action- Encourage employees to walk to the appropriate parking areas so they are not taking the most convenient customer spaces.

Time Frame – As soon as possible.

Cost – Is included Marketing and enforcement.

13. Parking Duration & Allocation

On-Street

Two hour parking should be the predominant duration for on-street parking as it suits the needs of the majority of customers and visitors. Based on parking Best Practices, it is generally agreed that on-street parking should be reserved for customers and visitors. Individuals requiring more than two hours should be directed to off-street parking areas. The other duration that should be found on-street is 15 or 30 minute parking for use as pick-up and drop off and loading spaces. The 15 or 30 minute spaces (loading zones) should be located as either the first or last space on the block face where needed. These spaces do not belong to a specific use, rather the space is for anyone who has a short term errand or quick pick up.

Long term (three hours or more) parking is acceptable in areas where turnover is not the desired effect. This parking can be used for additional employee or customer/visitor parking. The customer/visitor parking is often set at three hours to discourage employees from parking in these spaces. Three hour parking requires most employees to move their vehicle two times in a

workday discouraging this action. Unrestricted or permit on-street parking where turnover is not required is typically used for employee parking.

Off-Street

The majority of the off-street parking should be long term for customers and visitors who plan on spending longer periods of time in the City. Public off-street parking is where most employees of City businesses that do not have parking should park. It is important that long term parking be easily differentiated from the short term parking with signs that are easy to understand.

Currently the permit spaces in the lots are individually assigned to a specific permit. This practice is not recommended for the majority of permit spaces and tends to leave a large portion of the parking underutilized. Not every person who has a permit will need their parking space every day, due to vacations, sick days, home work days and various other reasons. It is a best practice to oversell permit lots by up to 20% depending on the users of the lot. Parking permits would still be issued, but the permit holder could park anywhere in an assigned lot rather than an assigned space.

The City could continue to sell a limited amount of reserved permit spaces at an extra fee in designated lots. These spaces would be limited and found in some of the core downtown lots. The rest of the permit spaces would then remain the same fee but would not be reserved. Alternatively, these areas of the lots would be signed for general permit parking.

There also needs to be long term parking for customers/visitors of the downtown available in the public lots. There are currently two hour parking spaces offered in some of the public lots. These spaces should be converted to three hour parking. See **Map 10** on **page 56** for changes to parking duration and allocations.

Action, Time Frame and Cost:

13.1 Action- The majority of on-street parking should be 2 hour.

Time Frame – 0-3 years

Cost – Minimal (signs)

13.2 Action- Consider adding loading zones or short term spaces (15-30 minute) as the end or middle stall of blocks as necessary. Adopt an enforcement strategy before implementing loading space plans.

Time Frame – 0-3 years

Cost – Minimal (signs)

13.3 Action- Convert both sides of South 7th Street on blocks 231, 238 and 274 to permit parking only before 11:00am, allowing 3 hour parking after 11:00am.

Time Frame – 0-3 years

Cost – Minimal (signs)

13.4 Action- Convert convenient public non-permit off-street parking to long term (3 hours or more). Locations that are recommended for change can be found on Recommended Duration and Allocation Changes, **Map 10** on **page 56**.

Time Frame – As soon as possible

Cost – Minimal (signs)

13.5 Action- As leases are renewed and new leases are executed, convert permit parking to general areas rather than specific spaces. Charge a premium for specific spaces assignments where warranted (see **Recommendation 12**). Provide some 3 hour parking in all lots.

Time Frame – 1-3 years

Cost – This will generate additional revenue

13.6 Action- Consider working with the owner of the lot containing 93 spaces on block 216 to move the city employees to this lot freeing up space in the city lot on block 218. This move could free up 62 spaces for 3 hour and premium permit spaces that are needed for Zone 2.

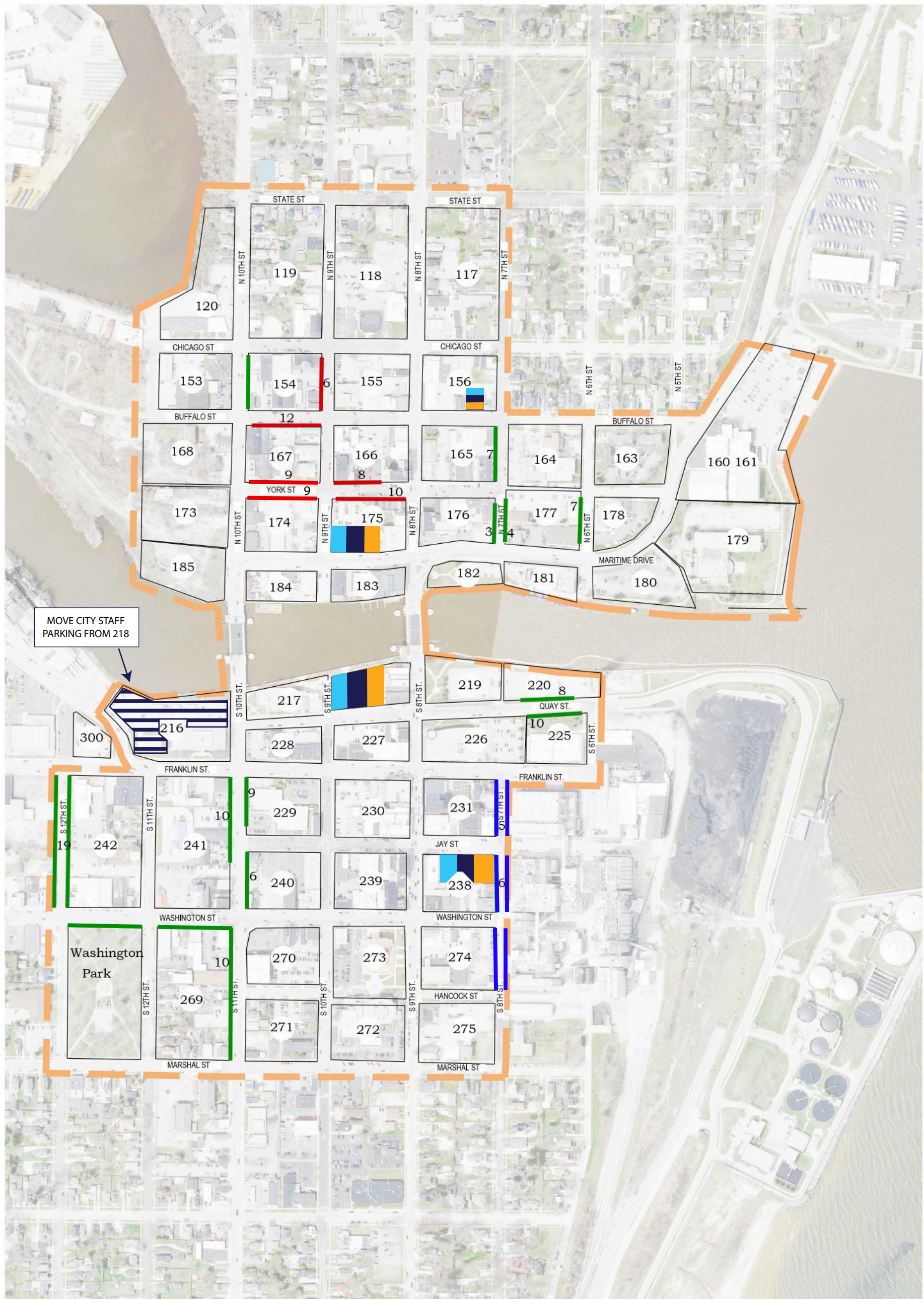
Time Frame – As soon as possible

Cost – This will generate additional revenue

13.7 Action- The public lot on Block 156 (17 2hr, 1HC, and 3 permit) is not well utilized as a two hour parking lot. This lot could be converted to permit parking to help meet the need for employee permit spaces on the north side of the river.

Time Frame – As soon as possible

Cost – Minimal (signs)



MOVE CITY STAFF
PARKING FROM 218

<p>MANITOWOC PARKING STUDY</p> <p>MANITOWOC, WISCONSIN</p>	<p>RICH & ASSOCIATES PARKING CONSULTANTS</p> <p>20077 Northwestern Hwy. Suite 200 Southfield, MI 48033 Lutz, FL 248.353.5080 813.949.9860</p> <p>ARCHITECTS - ENGINEERS - PLANNERS</p> <p> 11 01 17 sar</p> <p> BLOCK NUMBER</p>	<p>LEGEND:</p> <p> STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p> <p></p>	<p>ON-STREET PARKING</p> <p> 2 HOUR PERMIT</p> <p> UNLIMITED</p> <p>OFF-STREET PARKING</p> <p> PREMIUM PERMIT</p> <p> GENERAL PERMIT</p> <p> 3 HOUR</p>	<p>Sheet Title:</p> <p>RECOMMENDED DURATION & ALLOCATION CHANGES</p>	<p>MAP Number:</p> <p>MAP 10</p> <p>Pg. 56</p>
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14. Permit Types/Parking Pricing

Permit parking should be consistent and equitable for any employee of the downtown who would like to purchase a permit. The permits currently cost \$250 a year per stall. Of the 303 permit parking spaces, there are only 84 permits that are paid for in the downtown. The rest are negotiated as part of a development agreement.

For the parking system to work well, the parking permits should be available to anyone wanting to purchase a permit and the cost should be the same for everyone, except for a small discount (up to 10%) for purchasing several permits at one time. As stated earlier it is recommended that the City offer two levels of permits, a limited number of a premium priced permit for reserved spaces, and a standard permit (allow between 10% to 18% oversell) for a non-reserved space in a lot. The non-reserved spaces can start at \$250/year and the reserved spaces should start at \$350/year. On-street long term spaces that do not need to turnover can be used as a free parking alternative for those willing to walk.

Market (see Recommendation 4) the parking permits to all business owners and their employees. Clearly detail where to purchase, when to purchase and the cost of the permits along with the rules and regulations on where and when the permits can be used in the downtown.

In order to make the permit system work it is important to enforce the permit parking areas. Currently there is not any enforcement of the permit lots unless someone parks in a reserved parking space. This allows employees to park in the short-term lot parking spaces all day and or park in a space that is currently not reserved without a consequence. This creates a system where some pay to park but many do not. More importantly it leads to a broken system where people will not follow the rules because they know it is not necessary.

Action, Time Frame and Cost:

14.1 Action- Offer a premium permit for a reserved space at \$350/year for a stall.

Time Frame – 1-3 years

Cost – To be determined

14.2 Action- Offer a standard non-reserved parking permit at \$250/year.

Time Frame – 1-3 years

Cost – To be determined

14.3 Action- Allow any downtown employee the opportunity to purchase a parking permit and market how to purchase a permit.

Time Frame – As soon as possible

Cost – To be determined

14.4 Action- On-street long term spaces that do not need to turnover can be used as a free parking alternative for those willing to walk. This will need to be marketed.

Time Frame – As soon as possible

Cost – To be determined

14.5 Action- Parking enforcement must be conducted throughout the downtown, on-street and off-street, in order for the system to work properly.

Time Frame – As soon as possible

Cost – See Recommendation 13

15. Parking Enforcement

Parking enforcement is an important component of a parking system. By differentiating the time limits of parking between off and on-street parking, we are helping to ensure that customers and visitors always have adequate and convenient parking. However, it is necessary to enforce the parking time limits in order for the allocation to work.

Enforcement of time restrictions and other regulations should follow the posted enforcement time in the entire downtown. Within reason, the enforcement staff cannot choose who gets a ticket. Everyone in violation is treated equally. Parking regulations are necessary and implemented to increase the efficiency of the parking system by allocating certain parking areas to specific users. When the regulations are not followed the system efficiency is degraded.

Parking Enforcement Officer (PEO) staffing levels will need to be adequate to ensure that parking is routinely monitored per the applicable regulations. Specifically, one PEO can monitor a route consisting of between 600 and 800 parking spaces. This ratio assumes the use of handheld ticket writers and includes the PEO covering a mixture of long and short-term parking. If an individual is in a vehicle, a specified route of 600 to 800 parking stalls can be monitored up to four times during a standard shift (as permitted with scheduling). There should be multiple routes with varied times so that patterns are not developed allowing patrons to know when and where to park to avoid a citation.

If parking enforcement is done consistently there is no need to have full time PEOs or to cover every space for every hour of the enforcement time. It is important to maintain a level of staffing to cover the entire parking supply though this can be done randomly. As budgeting allows, follow the recommendations below for parking enforcement. The officer should work varying schedules between 9:00am – 5:00pm Monday through Friday.

The PEO should use chalk to mark tires until handheld parking ticket writers that track license plate numbers and print tickets can be purchased. Handheld units increase efficiency by storing

the license plate numbers of vehicles, thus negating the need to physically chalk tires. This allows enforcement to occur during inclement weather, whereas marking tires with chalk cannot be done in rain or snow because the chalk does not mark well on a wet tire. When using the handheld device and following a route, every parking space, whether occupied or not, is then entered into the device (typed in or a picture taken of plate) giving a time stamp of when the PEO checked the space. This helps ensure that a vehicle is not given a ticket before the posted duration.

Handheld units can also store data concerning warrants, previous offenders, shuffling of vehicles and unpaid tickets. If a vehicle needs to be booted or towed due to multiple unpaid tickets, the information will come up on the handheld unit. Software needs to be purchased to run a handheld system and process and file tickets. A cloud based back up or a "home base" where the handhelds can be downloaded and updated daily will also be required. There are several options of specific ticket writing units. Much of the software written for enforcement can be used with tablets or smart phones. The units can also take pictures of the vehicle in violation.

PEOs should be dedicated to parking duties, only being reassigned during emergencies or special circumstances that may arise. Street signs should indicate that parking is enforced from 9:00am to 5:00pm Monday – Friday in any and all areas where there is a limited duration or restrictions for parking. Enforcement of the parking lots as well as on-street parking is necessary to make the system work.

Action, Time Frame and Cost:

15.1 Action- Continue enforcement managed through one part time parking enforcement staff.
Time Frame – N/A

Cost – N/A

15.2 Action- PEOs should continue to use chalk to mark tires and hand write tickets until handheld parking ticket writers can be purchased that track license plate numbers and print tickets.
Time Frame – 0-3 years (when budget allows)

Cost – Depending on unit and software approximately \$5,000-\$10,000 per unit and then software for ticket tracking to be determined.

15.3 Action- PEOs should be dedicated to parking duties as an ambassador of the downtown, only being reassigned during emergencies or special circumstances that may arise.
Time Frame – As soon as possible

Cost – N/A

15.4 Action- PEOs should enforce the parking lots and on-street parking to create an equitable system that works for everyone.

Time Frame – As soon as possible

Cost – N/A

16. Parking Fines

When handheld ticket writers are purchased, it is recommended that the City move to a graduated fine system (i.e., the first ticket would be a courtesy ticket, and the second ticket would be \$15.00 with each ticket after increasing in price). The current parking ticket for overtime parking is \$15.00. By offering a courtesy ticket first, the parker has clearly been warned of the parking time durations and with free long-term parking available there are the appropriate parking options.

The recommended graduated parking fine schedule for overtime parking tickets:

- 1st– Courtesy ticket
- 2nd –\$15.00
- 3rd –\$25.00
- 4th –\$35.00

Offer courtesy tickets during the first few weeks of enforcement when the system is changed. After the first few weeks, adopt the recommended fine schedule and only offer a courtesy ticket when a parker has not received a ticket in six months (or whatever time frame is chosen). From a public relations standpoint, it would be preferable to issue a Courtesy ticket alerting the parker of their violation and then explaining the rules for parking in the downtown including a map of labeled parking areas.

All fines should go to a parking fund and should be used to cover parking operating expenses with any net revenue going back into the downtown area (parking fund) for things such as parking enforcement, sidewalk cleaning, signs, lighting, banners etc. Parking revenue is then helping to pay for the upkeep of the downtown.

Action, Time Frame and Cost:

16.1 Action- Adopt the recommended fine schedule along with courtesy tickets.

Time Frame – 0-3 years

Cost – Minimal

16.2 Action- It is recommended that all fines revenue go into the parking fund.

Time Frame – As soon as possible

Cost – N/A

17. Maintenance of Parking Spaces On-street and Off-street

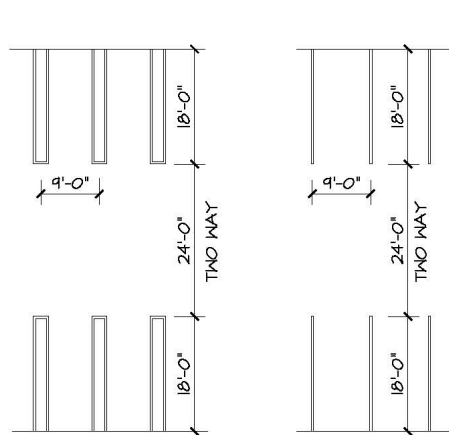
The policy that defines when streets and lots will be cleaned (sweeping and snow removal), how the sidewalks should be cleared and where the snow should go needs to be better communicated to business owners. There is a continued need to educate all downtown businesses and keep them informed with any changes. The current policy calls for mailings and press releases though there was a lack of understanding during the stakeholder meetings and there was a feeling that plowing in the downtown was not a priority. It is recommended to check the mailing list to make sure that the tenants of the buildings and not just the building owners are getting the mailings.

Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs. This should include trash removal, sweeping, striping, lighting (lens cleaning, bulb replacement), signs, landscaping and tree trimming. A rotating schedule should be developed with daily, weekly, monthly and annual tasks to assure proper maintenance is completed.

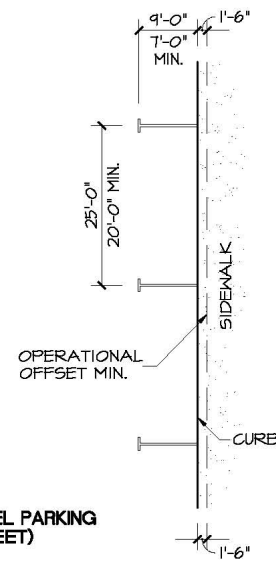
Keep up with maintenance of striping on-street parking spaces. The striping of all on-street spaces makes enforcement more efficient. It also makes it easier for parkers by providing a clear distinction of the spaces, allowing a parker to clearly see the defined parking space and not take several spaces. This also helps prevent vehicles from being blocked in on-street.

Rich & Associates recommends the following Parking Stall Requirements for parallel parking, angled parking, and 90-degree parking (see **Exhibit A** on **page 61**). Use these parking space dimensions when developing any additional parking spaces in the downtown.

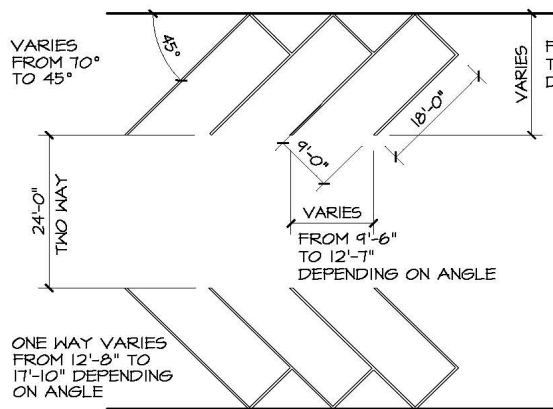
Exhibit A
Recommended Parking Layout Dimensions



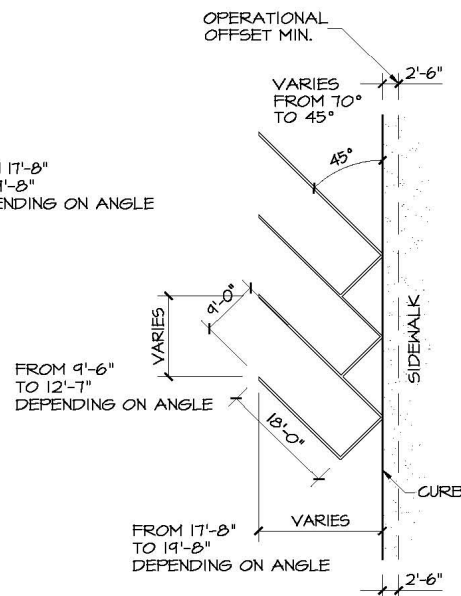
**90° PARKING
(OFF-STREET)**
N.T.S.



**PARALLEL PARKING
(ON STREET)**
N.T.S.



**ANGLE PARKING
(OFF STREET)**
N.T.S.



**ANGLE PARKING
(ON STREET)**
N.T.S.

Action, Time Frame and Cost:

17.1. Action- Maintain the policy that communicates with business on when streets and lots will be cleaned (sweeping and plowing), how the sidewalks should be cleared and where the snow should go. Work with the local downtown business organizations to help educate.

Time Frame – Annually

Cost – Minimal

17.2. Action- Maintain striping for on-street spaces as budget and resources are available.

Time Frame – 0-3 years

Cost – To be determined

17.3. Action- Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs.

Time Frame – As soon as possible

Cost – To be determined

17.4. Action- Use the parking Stall Requirements requiring parallel parking, angled parking, and 90 degree parking found in Exhibit A.

Time Frame – 0-3 years

Cost – To be determined

18. Create a Sinking Fund for Maintenance and Upgrades to the Parking System

Create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year. This money would go into a parking fund and should be allocated for long term maintenance and upgrades.

Action, Time Frame and Cost:

18.1 Action- Create a sinking fund for maintenance and upgrades to the parking system.

Time Frame – As soon as possible

Cost – Minimal

19. Autonomous Vehicles

At this point it is difficult to know when and exactly how self-driving vehicles will be introduced in cities. Most articles of late point to autonomous vehicles being used as taxis and shuttle services in the first release of autonomous vehicles. The release date is unknown and is reported

anywhere from 3 to 30 years away depending on technology and the laws regulating the technology.

Parking will be needed even with autonomous vehicles. Not everyone will live close enough to the downtown area that their vehicle can drive home after dropping them off. These cars will still have to be stored somewhere. There will most likely be a shift to store vehicles on the outskirts of downtowns. Though, because vehicles will not have a driver parking structures will be able to be restriped making the spaces smaller to allow for more vehicles to park in the structure. This will in turn make it possible for surface lots to then be developed creating additional density and thus creating additional tax revenue in the downtown.

We do know that the market will not be saturated overnight due to the high costs of the vehicles and the fact that there is still not an overall buy in to autonomous vehicles at this point. It is clear that they will someday soon be a part of the downtown fabric but we do not yet understand exactly what the impact will be.

It is important to keep up with the parking demand in the downtown. The demand matrix will be provided to update changes in land use and use as a tool in determining the parking need in the downtown. The City can conduct annual turnover and occupancy studies to monitor where the parking demand is changing and address the issues. It will also be important to keep up with the industry and follow the potential impacts on parking systems due to the changes in autonomous vehicles.

Action, Time Frame and Cost:

19.1 Action- Keep educated with the progress of autonomous vehicles.

Time Frame – Yearly

Cost – Minimal

20. Provide Additional Public Parking in the Downtown

Zone 2 in the core business area has a parking deficit and with any re-occupancy of currently vacant building space or new developments the parking situation will become more difficult. The five year scenario has all three zones (the core downtown area) in a deficit. If all developments (**Table G page 21**) go forward there will be a significant parking shortage in all zones and additional public parking will need to be developed (see **New Parking** starting on **page 73**).

Action, Time Frame and Cost:

20.1 Action- Develop additional public parking in the downtown.

Time Frame – 0-3 years

Cost – Discussed in New Parking

21. Paid Parking

Generally, cities that have parking systems that are self-sufficient rely upon revenue from several sources. This includes revenue from a paid parking system, fine revenue and fee-in-lieu programs. It is difficult if not impossible to build future parking downtown and have it fully amortize without a pooled system of revenue. This is why pooling other parking revenue sources such as all lots and on-street parking is so important.

Based on parking Best Practices it is generally agreed that on-street parking should be reserved for customers and visitors. In areas that have little commercial activity, the on-street spaces can have longer durations of stay allowed. There is a body of information that has been prepared by Donald Shoop from UCLA that suggests that all on-street parking should be metered. The rationale, simply put, is that on-street parking is the most sought after and thus the most valuable parking. Therefore there should be a charge that places a premium on this type of parking.

Further, it is suggested by Shoop, that revenue from parking meters should be used to cover parking operating expenses and any net revenue go back into the downtown assessment area for things such as sidewalk cleaning, signs, lighting, banners etc. Parking revenue is then helping to pay for the upkeep of the downtown.

Parking meters and other parking technology encourage turnover in a downtown, though enforcement can also work to keep parking spaces turning over. While parking meters or some other type of system to pay for use of an on-street space in downtown Manitowoc makes sense from a Best Practices standpoint and would provide a revenue stream to improve, maintain and expand the parking in the downtown, our experience has been that unless the property owners and business owners are behind paid on-street parking, the implementation of the system will be difficult at best.

The following is a review of potential ways to charge for parking:

Multi Space Meter

The multi space meter was designed to handle both on-street and off-street parking. The simplest multi space meters are simply a meter head that can cover multiple spaces. This type of machine will typically only accommodate credit card and coins. The more complex multi space meter can handle any number of spaces and can accommodate someone paying for parking by coin, bills, credit or value card. The parker simply inputs their stall number or license plate number into the machine and then either selects the amount of time they want to stay (up to a maximum if applicable) and then pays the amount on the screen. A receipt is issued and the parker continues on to the downtown.

The system allows a parker to add time to their space, though ideally would not tell them how much available time was on the space to dissuade someone from driving up and using someone else's unused time. The enforcement officer either wirelessly downloads a report or gets a printout from the machine that indicates spaces or vehicles that have time paid for.

Pay and Display Machine

The pay and display machine is similar to the pay by space machine except that the parking spaces do not need to be numbered. The parker pays for the amount of time they want to park and then a receipt is received that requires the parker to return to their vehicle and place the receipt on the dashboard. The receipt shows the date, the block face that the machine is on and the time the space is paid for. The PEO would walk down the parked vehicles on-street checking the receipt on the dashboard, reading the time the space is paid for and issue tickets accordingly.

Pay by Phone and Meter/Machineless

With either option there is the potential to use a pay by phone system. The parker would have to establish an account with the company which can be done in advance or while parking. Once a vehicle is parked the parker would then dial the posted phone number or enter a web address into their smart phone which would then prompt the parker to enter in their stall number along with the length of time they want to purchase. This information would be incorporated in the real time wireless data system allowing an enforcement officer to pull a report from the machine or handheld ticket writer, giving the pay by phone payment and valid time along with the payments to the meter.

ZONING RECOMMENDATIONS - PREPARED BY CONSIDINE AND ASSOCIATES

Introduction

Parking is often overlooked from a public policy perspective. Yet, it has significant impact on urban design and affects both the land use and transportation systems. However, it is generally not addressed in municipal comprehensive and land use plans because it is not a primary land use and it is also overlooked in transportation plans because it is not part of the street network. This parking study provides an opportunity to examine the City's parking policies and programs.

The parking supply is a result of policies and programs implemented by the City of Manitowoc. The City through public investment has provided both on-street and off-street parking spaces. Private off-street parking is created as a result of zoning regulations enacted by the City. This section will explain how the City policies create the private parking supply and suggest how changes in the zoning ordinance can work to improve how parking is provided in light of the Rich & Associates analysis.

Parking Study Analysis

The parking analysis provided several important findings in regard to parking demand and supply:

- Occupancy of the existing parking is low
- There is a surplus of parking in the study area, but the core downtown has a deficit of parking
- The public to private parking ratio is low – there is not enough public shared-use parking

Overall parking occupancy is low with a peak of 37% occurring between 9am-11am. There is a surplus of parking in the study area. However, a closer examination of the core downtown area shows a deficit. The deficit will grow over time as vacant buildings are re-occupied and new development occurs.

The public parking represents 42% and the private parking represents 58% of the overall parking supply. A public parking supply of 50% is recommended as rule of thumb for central business districts with mixed land use. This rule of thumb is a good starting point, but the ratio could be higher or lower depending upon land use and transportation characteristics. Still, especially given the low occupancy levels, the private supply of parking should be reduced.

Zoning Ordinance Analysis

The zoning ordinance regulates the type of land use that is allowed in a specific district. There are seven zoning districts within the parking study area: C-1 Commercial, B-1 Office Residential, B-3 General Business District, B-4 Central Business District, R-4 Single and Two Family District, R-7 Central Residence District and I-2 Heavy Industrial District. The parking study area consists primarily of commercial and business zoning with some smaller areas devoted to residential and industrial zoning.

The off-street parking and loading requirements are addressed in Section 15.430 of the Zoning Ordinance. The number of parking spaces that are required is dependent upon land use. Parking ratios are used to determine the minimum number of required spaces based on the land use type and characteristics. An example of a parking ratio is five parking spaces being required for each alley in a bowling alley. Another example, a restaurant must have five spaces plus one space for each three customer seats.

The off-street parking requirements are based on the need for parking in suburban settings where there is one type of land use on a lot. The parking ratios are often based on studies prepared by the Institute of Transportation Engineers (ITE). These parking ratios, which work well for suburban setting with one land use per lot, do not work well in a central business district where there are multiple types of land use that can share the parking.

Downtowns are not like a suburban setting and the parking regulations need to recognize the differences between the two area types. In a downtown people are more likely to visit multiple land uses and rely on alternative forms of transportation such as bicycling, transit and walking. For example, a person might work at an office and also enjoy retail shops and restaurants and bars by walking to them from their office. Similarly, a person that resides in the downtown might walk or bike to downtown establishments. The result is a reduced need for parking in downtown areas. The Rich & Associates parking analysis has demonstrated this reduced need.

Historically, many communities applied parking regulations to new development in the downtown areas. The application of suburban type parking requirements caused a glut of parking and changed the character of the downtown in an attempt to make the area more automobile friendly. However, many communities like Manitowoc are reversing this trend and working towards making their downtowns more bicycle and pedestrian friendly and less automobile dependent.

A recommendation from the Rich & Associates parking analysis is to reduce the private supply of parking. The City of Manitowoc has adopted some provisions in the zoning ordinance that can be used to reduce the private supply of parking. These provisions are reviewed below and additional changes are suggested.

Off-Street Parking Requirement Exemption

Section (4) of the parking regulations exempts the B-4 Central Business District from the minimum off-street parking requirement. The first paragraph in this section states, "The minimum number of off-street parking spaces accessory to designated uses in other districts shall be provided as follows: In the Central Business District, accessory off-street parking spaces shall not be required, except for buildings containing dwelling units or lodging rooms hereafter erected, enlarged or structurally altered or converted." This regulation aligns with the Rich & Associates recommendation to reduce the private parking supply in the Downtown. The B-4 Central Business District is smaller than the core downtown and overall Rich & Associates parking study. Consideration should be given to expanding the area where the parking exemption is allowed.

Other Provisions for Reducing Private Parking

There are other provisions in the zoning ordinance that could be used to reduce the private parking supply. The City allows a reduction under Section (5) based upon proof of lower demand, Section (8) allows for joint shared-use of parking facilities by two or more buildings, Section (14) allows a reduction in parking spaces if bicycle parking is provided, and Section (15) allows a reduction in parking spaces if motorcycle parking is provided.

Section (5) allows a parking reduction if it can be demonstrated with employment, customer or other demand data that the parking requirements are not warranted. While the physical parking would not have to be provided, the applicant must still show on a site plan where the additional parking would be placed if needed. The Rich & Associates parking analysis could be used to show that the required parking could be reduced. However, the applicant would still have to demonstrate that there is property where the other required parking could be added at a later time. This last requirement would present a hindrance for using Section (5) to reduce private parking in the Downtown.

Section (8) allows shared-use of nonresidential parking where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. An analysis must be prepared showing that the peak parking times of the uses occur at different times, and that the parking area will be large enough for the anticipated demands of all uses. Also a legal instrument such as an easement or written agreement that guarantees access to the parking for all uses is needed. Specific examples of joint use provisions are provided:

1. Parking spaces already provided to meet off-street parking requirements for theaters, stadiums, auditoriums, or other places of public assembly, stores, office buildings, and industrial establishments, lying within 400 feet of a church as measured along lines of public access that are made available for other parking, may be used to meet not more than 75% of the off-street parking requirements of the church; and
2. Parking spaces already provided to meet off-street parking requirements for stores, office buildings, and industrial establishments, lying within 400 feet of a place of public assembly as measured along lines of public access, may be used to meet not more than 50% of the total requirements of such place of assembly.

The Rich & Associates analysis could be used to demonstrate that the demands occur at different times. Still, there are several provisions in this Section that makes the joint-use provisions difficult to apply in the Downtown. Section (8) allows joint use on nonresidential parking. There may be instances in the downtown area where residential parking could be jointly used. Residences can have reduced parking demand during the day when people are working. Also, residences need additional parking for guests that would primarily be used in the evening or on weekends. These spaces could be shared with land uses that primarily operate during weekday working hours.

Also, the Section suggests that one of the land uses still has to meet a certain percentage of its required off-street parking spaces. There may be instances when the percentage could be

lowered. The Rich & Associates parking study provides a tool to help determine the number of parking spaces that can be shared without a strict reliance on meeting a percentage requirement of the off-street parking requirements.

Finally, the regulations suggest that the shared-use parking facilities must be within 400 feet of the building. As presented in **Recommendation 10** of this report, people may be willing to walk further than 400 feet.

The City makes provisions for bicycle and motorcycle parking in lieu of provided parking spaces. Section (14) of the parking regulations allows an applicant to provide bicycle parking in lieu of automobile parking spaces if more than 20 parking spaces are needed. A reduction of one parking space is allowed per five bicycle spaces provided, but the bicycle parking cannot exceed 10% of the overall required parking. Similarly, Section (15) allows a reduction of one parking space per motorcycle space provided.

Economic Benefits of Reduced Private Parking

The oversupply of parking that can be lowered by altering the zoning requirements. By reducing the parking requirements it will make the Downtown more development friendly. When off-street parking has to be provided it reduces the amount of building floor area that can be built on a lot. A developer who does not have to provide parking will get a better return on their investment and will have more incentive to build on the property. Also, with the increased investment, the government agencies will have a higher tax base and better tax income.

Incentives for Expanding the Public Supply

Eventually there will be a need for more parking that would be best provided as public parking shared by multiple land uses. The public parking could be provided by the City or the private sector. Given that most new development requires some parking, the City could negotiate to allow cash in lieu of parking spaces that could be used to build public parking. When using the cash in lieu of parking the idea is to collect the amount needed to develop a parking space in a garage. Often the amount is \$16,000 to \$18,000 per space needed. Several communities have tried in lieu of fees at a lower price, but anything less than the amount to build a parking space will result in the City paying the difference. Another incentive is to encourage developers to build parking facilities that could be opened as public parking. In order to get the private sector involved in building public parking, a price or cost would need to be placed on parking so investors could determine the potential for profit from a parking operation.

Recommendations

1. Expand the B-4 Central Business District Off-Street Parking Exemption to Other Areas

The B-4 Central Business District parking exemption provides a tool to implement the Rich & Associates recommendation to reduce the supply of private parking. The exemption could be applied to a larger area than the B-4 District. The City recently started a process to update the

Downtown Plan. This planning process along with the Rich & Associates parking study could be used to determine if the B-4 Central Business District should be expanded. Another option could be to create an overlay parking district for the parking exemption that would apply to a larger area than the B-4 District. The overlay district could also be used to apply the other changes to the parking regulations in just the Downtown.

2. Provide Incentives to Increase Public Parking Supply - Make Provision for Cash in Lieu of Parking

Eventually there will be a need for more parking as growth occurs and the oversupply is reduced through revised parking regulations and land use planning practices that promote walkable areas and mixed land uses. Public parking that can be shared by multiple buildings or land uses should be promoted over private parking that is available to only the users of one property. The public parking could be provided by the City or the private sector.

Most new development requires some parking even with a reduction in parking requirements. Given the current oversupply, the City could promote cash in lieu of providing parking spaces. That is, developers would pay cash to the City rather than construct parking. With the cash in lieu of alternative there would still need to be nearby available shared-use or public parking to meet the demand. The cash collected could be used by the City or developers to build public parking facilities.

In order to encourage the private sector to use the cash in lieu of parking incentive, a price or cost would need to be determined so developers could decide if the alternative is attractive.

Determining the cost of parking spaces can be complex given the factors involved. Surface parking can cost between \$5,000 and \$10,000 per space.¹ Land prices and site work will have a significant influence. The site work may involve demolition and earthwork, grading and filling. The type of construction practices may vary but generally will be dictated by City regulation and should be fairly standard.

The most appropriate way to determine cash in lieu of parking amount is to compile costs from several parking lot projects and compile an average cost per parking space. The cost determination should be readily available to developers to help them make decisions as to construct or pay the cash. The cost for cash in lieu of parking could be updated annually to reflect inflation through a construction cost index. The City could also monitor parking lot construction costs and update the cash in lieu of amount on a periodic basis. Generally, the cash in lieu of parking should be a less expensive alternative than constructing a lot so the developers will choose this option.

¹ Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transportation Policy Institute, July 19, 2017
www.vtpi.org/tca/tca0504.pdf

Another way of promoting parking is to encourage developers to build public parking. The City could use the cash in lieu of fund to assist with the finance of construction costs. With this alternative the City should expect some form of remuneration from the profits associated with operating the public facility. The City could encourage the adjoining land uses to use the public parking by reducing their parking requirements.

3. Encourage Reduced Parking in the Core Downtown

The City has a provision in the zoning ordinance for reducing parking based on proof of demand. The Rich & Associates study can be used to show the proof of demand. However, Section (5) requires the applicant to show where the total required parking would be built, if needed. This last requirement could be withheld for areas in the Downtown that are shown to have a surplus of parking.

4. Encourage Shared-Use Parking Provisions

The City has a shared-use parking provision (Section 8) that could be used to reduce the supply of private parking. The shared use provision only applies to nonresidential parking. However, there may be locations in the Downtown where residential uses have an oversupply that could be shared during the day if there are nearby places of work. Also, a reduction in the parking requirements could make it attractive for owners to use the shared-use parking provision where there is an oversupply of parking.

Section (8) also indicates that the shared use parking must be within 400 feet of the building. It is assumed that the 400 foot distance is based on a reasonable walking distance. As discussed in Recommendation 10, "Walking Considerations for Shared Use Parking," an acceptable walking distance could be up to 1,200 feet in an attractive area but not weather protected. The walking distance can be even further if there are weather protected areas. Increasing the distance would encourage more property owners to implement shared-use parking.

5. Encourage the Private Sector to Provide Public Parking

The private sector could be encouraged to provide the public parking supply. Along with the other recommendations involved in reducing the private parking supply, it may be easy for a developer to provide their own supply of public shared-use parking. An important way of encouraging the private sector to get involved will be to put a price on parking. A price on parking may allow for an economic return or profit that would encourage the private sector to provide the parking rather than the City.

Sources:

The documents reviewed as part of this report are:

- Chapter 15 of the Manitowoc Municipal Code – Comprehensive Zoning Ordinance
- City of Manitowoc Comprehensive Plan, 2009

- The Port of Manitowoc Downtown & River Corridor Master Plan, 2009
- Review of Development Codes Memorandum submitted to City of Manitowoc Staff and Plan Commission dated November 2, 2009

NEW PARKING

Site and Design Analysis

The goal for this study was to determine the parking demand both currently and in the future, provide recommendations on how to manage the parking system and prepare a site selection analysis and implementation program for a potential parking structure in the downtown. There are five sites that were reviewed and the sites are shown on **Map 11** on **page 76**. The five different sites were chosen based on location and sites without current development. Rich & Associates were provided basic site information with estimated dimensions for all six sites. Following the Map 11 are ground floor drawings of all sites chosen along with a pro-forma and estimated finance costs for each design. Along with this information we have also included a map showing walking distances (100ft, 400ft and 1,000ft) from each potential structure site.

As part of the scope of work for professional services, the city of Manitowoc required an evaluation for the development of a parking structure. This need would be based on the demand analysis, as provided as part of the scope of work for the parking study. The results of the demand study determined that the parking demand for each zone is:

	Current	5 Years	10 Years	15-20 Years
Zone 1	57	-106	-153	-186
Zone 2	-24	-361	-437	-468
Zone 3	33	-467	-590	-654

The amount of parking needed depends on whether developments are implemented. Without additional development occurring in the downtown the deficit is not large enough to warrant a parking structure. In order to determine the size of a potential structure, the 5 year scenario demand from each zone was averaged, giving us a need for 311 spaces. This number was rounded to 300 for this current level of site analysis. Rich & Associates analyzed various parking structure potentials on the five sites, developed a decision matrix with prepared cost estimates for parking structures at various interest rates for borrowing and a parking system cash flow analysis for each scenario.

Options

There are several options for addressing the parking situation in Manitowoc. These range from a “Do Nothing” option since there is available parking though it is not being used due to location. To a modest increase in parking supply with added surface parking, to a significant capital expense with a new parking garage.

1. Do Nothing Option

The Do Nothing Option may severely limit the development potential in the core downtown. It will affect businesses that are currently downtown as well as how the downtown currently functions. The recommended policy changes and reallocation of parking will not significantly increase the total parking supply or the availability of parking in the downtown. Therefore, Rich & Associates does not recommend this option.

2. Provide New Surface Public Parking

Another option is to increase parking supply through the re-design of existing surface parking lots or the creation of additional surface parking on vacant or underutilized property. Rich & Associates analyzed the potential for re-design of existing public parking areas and this will not help gain spaces. We also reviewed potential sites for the construction of new surface parking lots in the core downtown. However, no viable sites were identified for additional parking or re-design within the core area.

3. Provide New Public Parking in a Parking Structure

Description of sites, potential layouts and cost are provided on the following pages.



**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

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ARCHITECTS • ENGINEERS • PLANNERS

10 25 17 sar

LEGEND:

STUDY AREA

POSSIBLE PARKING STRUCTURE LOCATIONS

BLOCK FACE KEY PLAN:

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITES**

MAP Number:

MAP 11

Pg. 76

Description of Sites

Site 1 & 1A: Block 174 - Bordering York Street, N. 9th Street and Maritime Drive. Entrance and exit off Maritime Drive. There are two options for this site, one with a basement and one without. The cost for a basement increases the cost per square foot along with the need for a retaining wall on this site. This is the only site that would require additional excavation and a retaining wall due to the topography of this site. The total net add for option 1 is approximately 301 parking spaces and the 1A option net add is approximately 321 parking spaces.

Site 2 & 2A: Block 177 - Bordering York Street, N. 7th Street and Maritime Drive. Entrance and exit off of N. 7th Street. This concept would extend over the sidewalk on N. 7th Street creating a covered sidewalk. There are two options for this site, one with a basement and one without. As stated earlier, the cost for a basement increases the cost per square foot. The total net add for option 2 is approximately 236 parking spaces and the 2A option net add is approximately 257 parking spaces.

Site 3: Block 226 – Between Quay Street and Franklin Street to the east of the Library. Entrance and exit off Quay Street. This site would only need a façade on two sides because the parking structure would be up against two buildings. The total net add for option 2 is approximately 238 parking spaces.

Site 4: Block 230 – Bordering S. 9th Street, Franklin Street and Jay Street. Entrance and exit off of S 9th Street. This site is not as efficient because one module needs to be single loaded due to the narrowness of the site. The total net add for option 2 is approximately 267 parking spaces.

Site 5: Block 238 – Bordering Jay Street and S. 7th Street. Entrance and exit off of S. 7th Street. As in Site 4 this site is not as efficient because one module needs to be single loaded due to the narrowness of the site. The total net add for option 2 is approximately 274 parking spaces.

Information in addressing all sites

All sites could have the footprints expanded with additional demolition. The cost of providing commercial space on the ground floor would increase the cost of a structure and require additional construction to be added into the design in order to achieve the same capacity. Typically, at grade parking are the least expensive spaces in a multi-level parking structure. Also, additional ancillary costs need to be included such as water proofing, higher floor to floor heights, sanitary and other utilities. Due to these costs, this option was not included at this time. All concepts have zero setbacks and include allowances for bicycle parking and EV charging stations in final design. The building height was kept as low as would allow. The height depends on how many parking spaces the footprint of each site would allow.

PROJECT PROFORMA EXPLANATION

On the following pages, there is a project proforma for each of the seven garage alternatives, developed over five different sites. Each proforma covers the first 15 years of each garage's operation. **Tables N, P, R, T, V, X** and **Z** demonstrate the proforma starting with the projected expenses for each garage beginning with the expected debt service (line 1) for each facility. The debt service determination will be explained below.

In addition to the debt service, line 2 demonstrates the operating expenses for the new garage while line 3 shows the operating expenses for the rest of the parking system. The system operating expenses are based on initial data provided by the City (shown by lines 25 through 28) and assuming three percent annual increases for the 15-year term shown by the proforma. System revenues are summarized by line 6 and detailed by lines 15 through 20.

Line 8 on each of the proforma compares the total expenses for the garage and parking system against the projected revenues assuming the City continues with free parking in downtown Manitowoc (with the exception of the permits). This shows that with the costs of the parking garage included (debt service and operating expense) that the system would be in a deficit condition for each of the 15 forecast years.

The lower portion of each project proforma table simply details the revenues from each of the individual existing revenue components and initial amounts as provided by the City (lines 15 through 20 showing permit revenue, ticket revenue, and various fee revenues) and the operating expense components (lines 25 through 28). For example, of the projected \$192,212 total system revenues shown by line 6, \$21,000 is projected to be generated from permit sales (line 15), nearly \$155,000 from parking tickets (line 16), \$12,600 from parking ticket processing fees (line 17) etc.

While expenses are projected to increase by 3% per year, revenue increases are the result of increasing both the permit and parking citation amounts periodically. Lines 10 and 11 show the existing rates for parking citations (\$15.00) and the annual permit rate (\$250) charged by the City. It is assumed that fines on parking citations will increase to \$20.00 in year 2 which is an increase of \$5.00 over existing fine rates and that fines will continue to increase by \$5.00 every three years. It is also assumed that the annual permit rate will increase by \$10.00 in the second year of garage operation and then by \$10.00 every three years thereafter as shown by the proforma.

PROJECT FINANCE COST EXPLANATION

There are seven tables demonstrating the anticipated cost to develop each of the seven alternative garage schemes. These project/finance tables are shown by **Tables O, Q, S, U, W, Y** and **AA**. Certain costs detailed in the table will vary depending on the borrowing costs incurred by the City in financing the garage.

Lines 1 through 7 reflect the various "hard" costs resulting from designing and constructing the parking garage. For example, **Table O** which shows the 323-space garage on Site 1, has a

construction cost of \$10.3 million. Design fees add \$619,000 to the costs, insurance adds \$30,000, Geotech and survey costs add \$25,000 while legal and accounting fees add \$35,000. Providing for contingencies in the construction adds just over \$500,000 for a total project cost to finance of just over \$11.5 million shown by line 8. Although these “hard costs” will vary by garage scheme, they will remain the same across the varying interest rates shown on each table.

Lines 9 through 11 demonstrate the financing elements. The term of financing is projected to be 20 years. Because we do not know what the City’s interest rate would be on a general obligation bond, alternative rates ranging between 3.5 percent and 5.75 percent are shown. The proforma (as previously discussed) all have assumed the four percent interest rate in the calculations. Line 11 assumes that the garage will take approximately 12 months to construct.

Lines 12 through 17 demonstrate the financing costs which will vary depending on the interest rate since they are a function of the final financed amount. As the financing costs change, these change the total amount of the financing issue and the ultimate debt service amount. Lines 18 through 20 summarize the elements above while line 21 demonstrates the annual debt service for each calculated financing amount.

YORK STREET

N. 10TH ST.

N. 9TH ST.

MARITIME DRIVE

GROUND LEVEL FLOOR PLAN

SCALE: 1" = 30'-0"

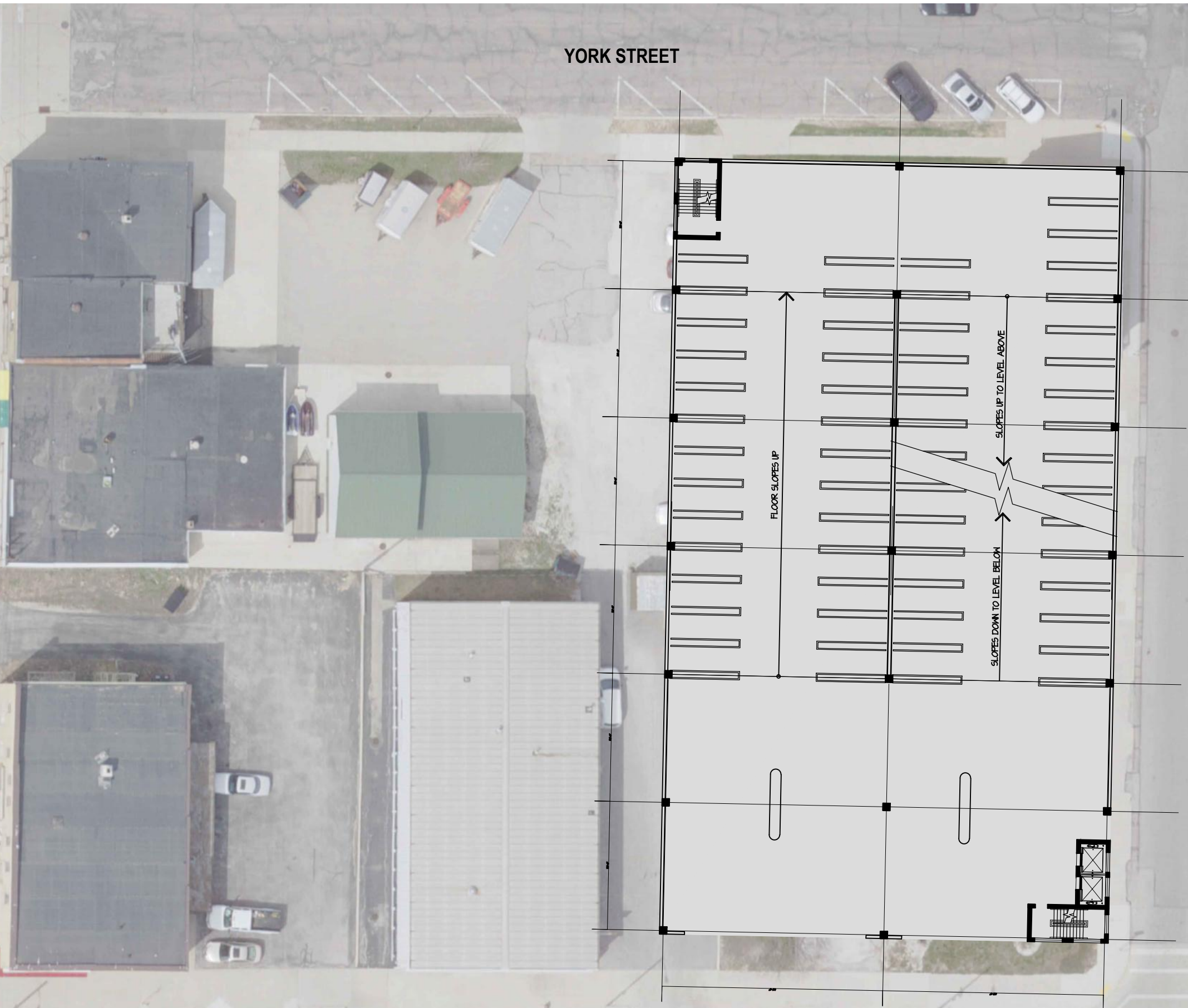
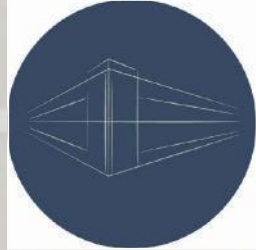
SITE I

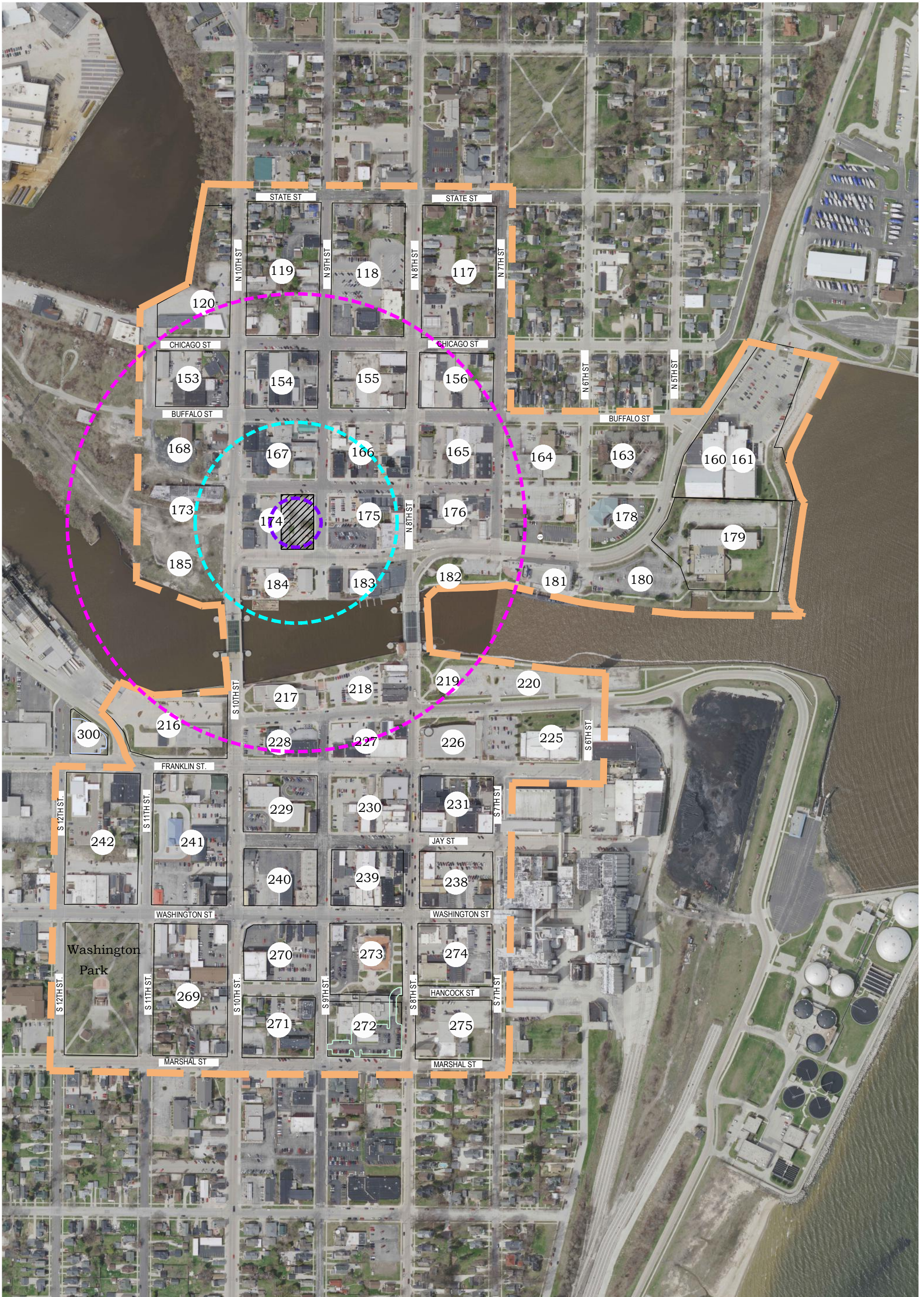
55 SPACES



CAR COUNT SUMMARY

LEVEL	OPTION I SPACES	OPTION IA SPACES
BASEMENT	55	---
GROUND	55	51
TYPICAL	73	73
TYPICAL	73	73
TYPICAL	---	73
ROOF	61	61
TOTAL	323	343





**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

RICH & ASSOCIATES
PARKING CONSULTANTS

26877 Northwestern Hwy, Suite 208
Southfield, Michigan 48033

Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

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PRO

10 25 17 sar

BLOCK
NUMBER

LEGEND:

— STUDY AREA

▨ POTENTIAL SITE 1

WALKING DISTANCE

100 feet

400 feet

1,000 feet

* measured from center of structure

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITE 1
WALKING DISTANCE**

MAP Number:

MAP 12

Pg. 81

TABLE N

**City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 1 Parking Garage**

Line #		Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1	Annual Debt Service	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	\$919,000	
2	Operating Expenses (New Garage)*	1	\$82,732	\$85,214	\$87,771	\$90,404	\$93,116	\$95,909	\$98,787	\$101,750	\$104,803	\$107,947	\$111,185	\$114,521	\$117,956	\$121,495	\$125,140
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$1,010,624	\$1,013,373	\$1,016,204	\$1,019,120	\$1,022,124	\$1,025,218	\$1,028,404	\$1,031,686	\$1,035,067	\$1,038,549	\$1,042,135	\$1,045,829	\$1,049,634	\$1,053,553	\$1,057,590
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$818,412)	(\$763,389)	(\$766,220)	(\$769,136)	(\$714,367)	(\$717,461)	(\$720,647)	(\$666,157)	(\$669,538)	(\$673,020)	(\$618,834)	(\$622,528)	(\$626,333)	(\$572,479)	(\$576,516)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																



TABLE O

City of Manitowoc, Wisconsin 323 Space Parking Garage - Site 1 Project and Finance Costs 20 Year General Obligation Bond Financing											
		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000	\$10,323,000
	Professional Fees (Architectural/Engineering & Reimbursed)										
2		\$619,000	\$619,000	\$619,000	\$619,000	\$619,000	\$619,000	\$619,000	\$619,000	\$619,000	\$619,000
3	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
4	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
5	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
6	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Contingency	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000
8	Project Cost to be Financed	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$435,000	\$467,000	\$499,000	\$532,000	\$565,000	\$598,000	\$631,000	\$664,000	\$698,000	\$732,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$124,000	\$125,000	\$125,000	\$125,000	\$126,000	\$126,000	\$126,000	\$127,000	\$127,000	\$127,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$248,000	\$249,000	\$250,000	\$250,000	\$251,000	\$252,000	\$252,000	\$253,000	\$254,000	\$255,000
17	Cost of Issuance 0.50%	\$62,000	\$62,000	\$62,000	\$63,000	\$63,000	\$63,000	\$63,000	\$63,000	\$63,000	\$64,000
18	Total Financing Costs	\$869,000	\$903,000	\$936,000	\$970,000	\$1,005,000	\$1,039,000	\$1,072,000	\$1,107,000	\$1,142,000	\$1,178,000
19	+ Project Cost to Be Financed	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000	\$11,548,000
20	Total Amount of Bonds	\$12,417,000	\$12,451,000	\$12,484,000	\$12,518,000	\$12,553,000	\$12,587,000	\$12,620,000	\$12,655,000	\$12,690,000	\$12,726,000
21	Debt Service	\$874,000	\$896,000	\$919,000	\$942,000	\$965,000	\$989,000	\$1,013,000	\$1,037,000	\$1,062,000	\$1,087,000

TABLE P

**City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 1A Parking Garage**

		Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Line #																	
1	Annual Debt Service	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	\$857,000	
2	Operating Expenses (New Garage)*	2	\$82,732	\$85,214	\$87,771	\$90,404	\$93,116	\$95,909	\$98,787	\$101,750	\$104,803	\$107,947	\$111,185	\$114,521	\$117,956	\$121,495	\$125,140
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$948,624	\$951,373	\$954,204	\$957,120	\$960,124	\$963,218	\$966,404	\$969,686	\$973,067	\$976,549	\$980,135	\$983,829	\$987,634	\$991,553	\$995,590
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$756,412)	(\$701,389)	(\$704,220)	(\$707,136)	(\$652,367)	(\$655,461)	(\$658,647)	(\$604,157)	(\$607,538)	(\$611,020)	(\$556,834)	(\$560,528)	(\$564,333)	(\$510,479)	(\$514,516)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															

* Parking Garage & System Operating Expenses Increase by 3% per Year

TABLE Q

City of Manitowoc, Wisconsin 343 Space Parking Garage - Site 1A Project and Finance Costs 20 Year General Obligation Bond Financing											
		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000	\$9,621,000
	Professional Fees (Architectural/Engineering & Reimbursed)	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000	\$577,000
2	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
3	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
4	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
5	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Contingency	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000
7											
8	Project Cost to be Financed	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$405,000	\$435,000	\$466,000	\$496,000	\$527,000	\$558,000	\$588,000	\$620,000	\$651,000	\$682,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$116,000	\$116,000	\$116,000	\$117,000	\$117,000	\$117,000	\$118,000	\$118,000	\$118,000	\$119,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$232,000	\$232,000	\$233,000	\$233,000	\$234,000	\$235,000	\$235,000	\$236,000	\$237,000	\$237,000
17	Cost of Issuance 0.50%	\$58,000	\$58,000	\$58,000	\$58,000	\$59,000	\$59,000	\$59,000	\$59,000	\$59,000	\$59,000
18	Total Financing Costs	\$811,000	\$841,000	\$873,000	\$904,000	\$937,000	\$969,000	\$1,000,000	\$1,033,000	\$1,065,000	\$1,097,000
19	+ Project Cost to Be Financed	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000	\$10,769,000
20	Total Amount of Bonds	\$11,580,000	\$11,610,000	\$11,642,000	\$11,673,000	\$11,706,000	\$11,738,000	\$11,769,000	\$11,802,000	\$11,834,000	\$11,866,000
21	Debt Service	\$815,000	\$836,000	\$857,000	\$878,000	\$900,000	\$922,000	\$944,000	\$967,000	\$990,000	\$1,014,000

YORK STREET

N. 7TH ST.

N. 6TH ST.

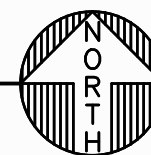
MARITIME DRIVE

GROUND LEVEL FLOOR PLAN

SCALE: 1" = 30'-0"

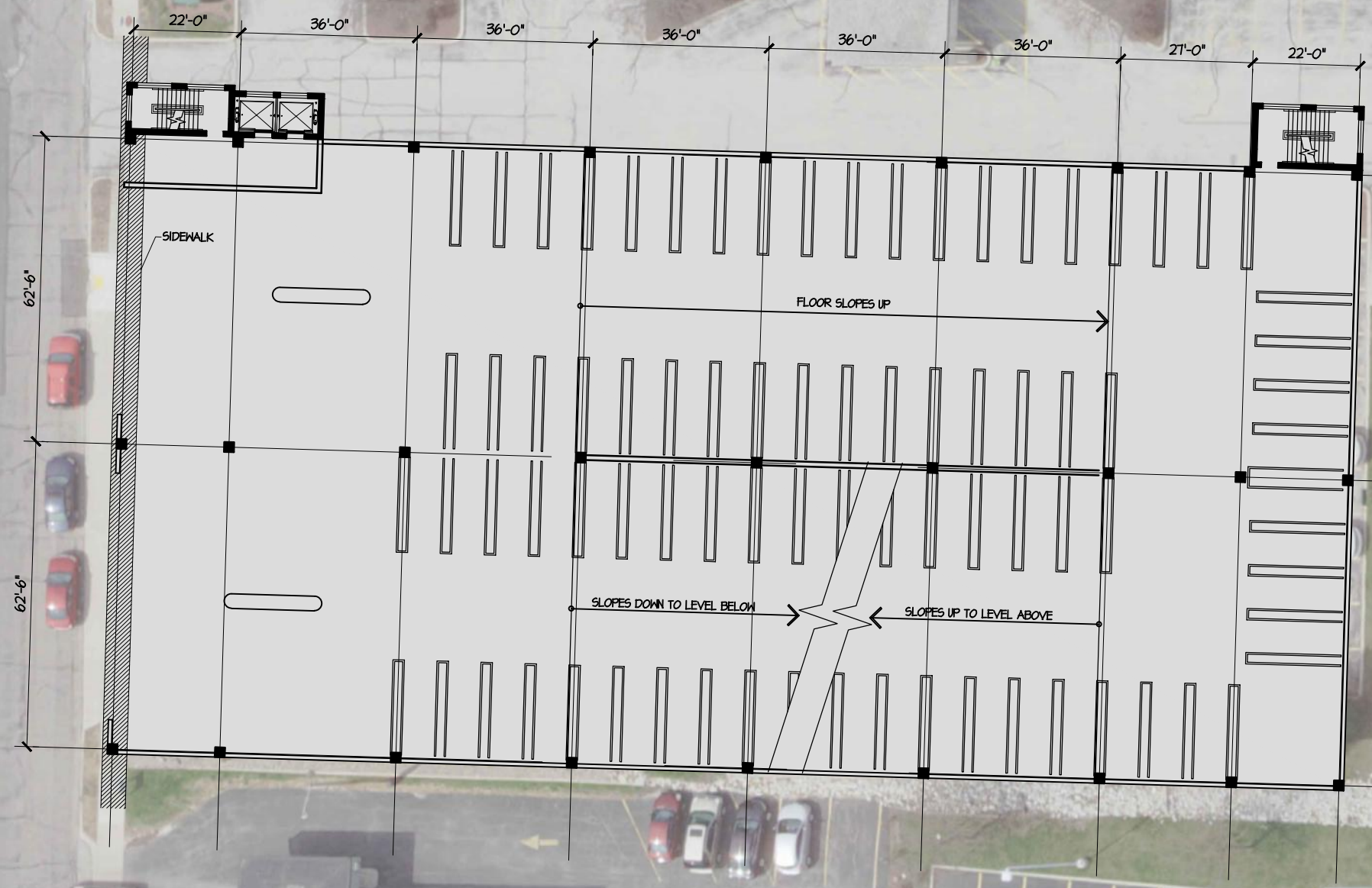
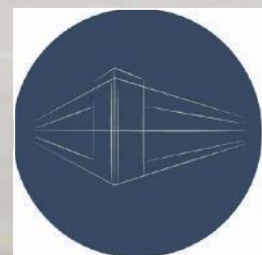
SITE 2

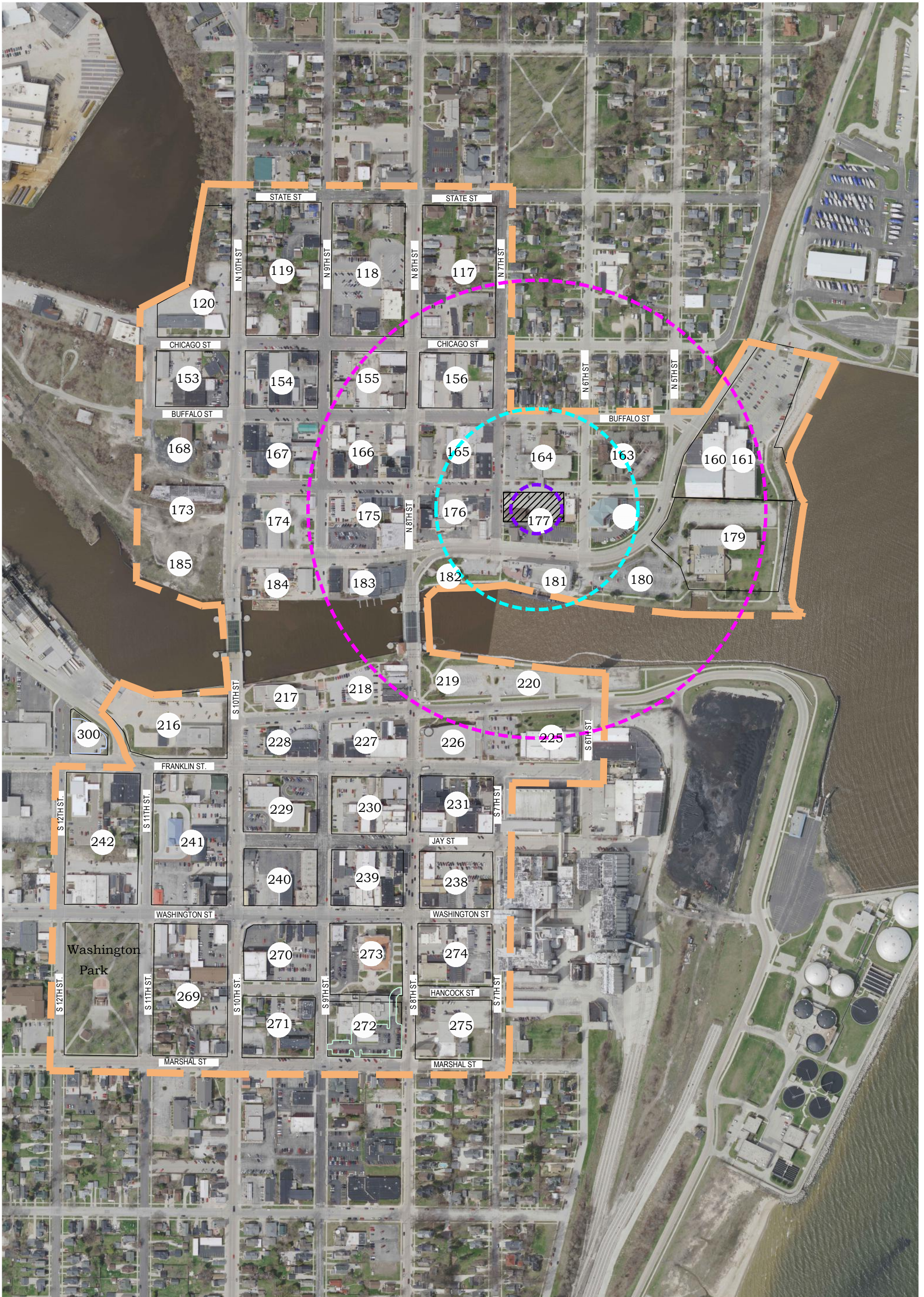
76 SPACES



CAR COUNT SUMMARY

LEVEL	OPTION 2 SPACES	OPTION 2A SPACES
BASEMENT	66	---
GROUND	76	69
TYPICAL	94	94
TYPICAL	---	94
ROOF	88	88
TOTAL	324	345





**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

RICH & ASSOCIATES
PARKING CONSULTANTS

26877 Northwestern Hwy, Suite 208
Southfield, Michigan 48033

Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

ARCHITECTS • ENGINEERS • PLANNERS

PRO

07/15

BLOCK NUMBER

LEGEND:

— STUDY AREA

▨ POTENTIAL SITE 2

WALKING DISTANCE

○ 100 feet

○ 400 feet

○ 1,000 feet

* measured from center of structure

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITE 2
WALKING DISTANCE**

MAP Number:

MAP 12.1

Pg. 87

TABLE R
City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 2 Parking Garage

Line #		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	
1	Annual Debt Service	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	\$807,000	
2	Operating Expenses (New Garage)*	3	\$82,130	\$84,593	\$87,131	\$89,745	\$92,437	\$95,211	\$98,067	\$101,009	\$104,039	\$107,160	\$110,375	\$113,686	\$117,097	\$120,610	\$124,228
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$898,022	\$900,752	\$903,565	\$906,462	\$909,446	\$912,519	\$915,684	\$918,945	\$922,303	\$925,762	\$929,325	\$932,995	\$936,775	\$940,668	\$944,678
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$705,810)	(\$650,768)	(\$653,580)	(\$656,477)	(\$601,689)	(\$604,762)	(\$607,928)	(\$553,416)	(\$556,774)	(\$560,233)	(\$506,024)	(\$509,694)	(\$513,474)	(\$459,595)	(\$463,605)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																

TABLE S

City of Manitowoc, Wisconsin 324 Space Parking Garage - Site 2 Project and Finance Costs 20 Year General Obligation Bond Financing										
	1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000	\$9,059,000
	Professional Fees (Architectural/Engineering & Reimbursed)									
2		\$544,000	\$544,000	\$544,000	\$544,000	\$544,000	\$544,000	\$544,000	\$544,000	\$544,000
3	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
4	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
5	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
6	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Contingency	\$453,000	\$453,000	\$453,000	\$453,000	\$453,000	\$453,000	\$453,000	\$453,000	\$453,000
8	Project Cost to be Financed	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$382,000	\$410,000	\$439,000	\$467,000	\$496,000	\$525,000	\$554,000	\$584,000	\$613,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$109,000	\$109,000	\$110,000	\$110,000	\$110,000	\$111,000	\$111,000	\$111,000	\$112,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$218,000	\$219,000	\$219,000	\$220,000	\$221,000	\$221,000	\$222,000	\$222,000	\$223,000
17	Cost of Issuance 0.50%	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$56,000	\$56,000
18	Total Financing Costs	\$764,000	\$793,000	\$823,000	\$852,000	\$882,000	\$912,000	\$942,000	\$973,000	\$1,003,000
19	+ Project Cost to Be Financed	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000	\$10,146,000
20	Total Amount of Bonds	\$10,910,000	\$10,939,000	\$10,969,000	\$10,998,000	\$11,028,000	\$11,058,000	\$11,088,000	\$11,119,000	\$11,149,000
21	Debt Service	\$768,000	\$787,000	\$807,000	\$827,000	\$848,000	\$869,000	\$890,000	\$911,000	\$933,000

TABLE T

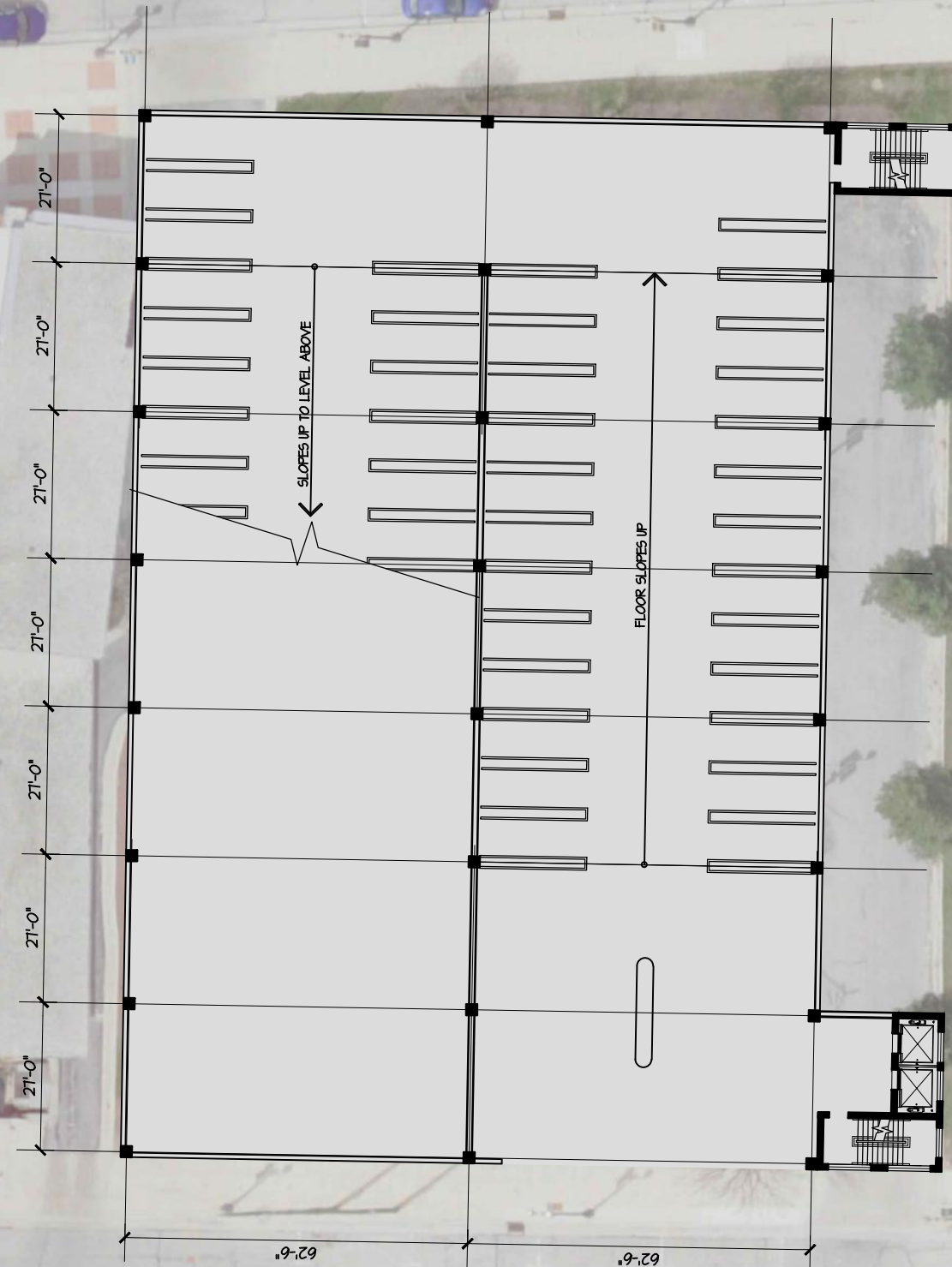
**City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 2A Parking Garage**

Line #			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
1	Annual Debt Service		\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000	\$809,000
2	Operating Expenses (New Garage)*	4	\$82,130	\$84,593	\$87,131	\$89,745	\$92,437	\$95,211	\$98,067	\$101,009	\$104,039	\$107,160	\$110,375	\$113,686	\$117,097	\$120,610	\$124,228
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$900,022	\$902,752	\$905,565	\$908,462	\$911,446	\$914,519	\$917,684	\$920,945	\$924,303	\$927,762	\$931,325	\$934,995	\$938,775	\$942,668	\$946,678
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$707,810)	(\$652,768)	(\$655,580)	(\$658,477)	(\$603,689)	(\$606,762)	(\$609,928)	(\$555,416)	(\$558,774)	(\$562,233)	(\$508,024)	(\$511,694)	(\$515,474)	(\$461,595)	(\$465,605)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																

TABLE U

City of Manitowoc, Wisconsin 345 Space Parking Garage - Site 2A Project and Finance Costs 20 Year General Obligation Bond Financing											
		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000	\$9,075,000
	Professional Fees (Architectural/Engineering & Reimbursed)	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000	\$545,000
2	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
3	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
4	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
5	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Contingency	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000	\$454,000
7											
8	Project Cost to be Financed	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$383,000	\$411,000	\$440,000	\$468,000	\$497,000	\$526,000	\$555,000	\$585,000	\$614,000	\$644,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$109,000	\$110,000	\$110,000	\$110,000	\$110,000	\$111,000	\$111,000	\$111,000	\$112,000	\$112,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$219,000	\$219,000	\$220,000	\$220,000	\$221,000	\$222,000	\$222,000	\$223,000	\$223,000	\$224,000
17	Cost of Issuance 0.50%	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$56,000	\$56,000	\$56,000	\$56,000
18	Total Financing Costs	\$766,000	\$795,000	\$825,000	\$853,000	\$883,000	\$914,000	\$944,000	\$975,000	\$1,005,000	\$1,036,000
19	+ Project Cost to Be Financed	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000	\$10,164,000
20	Total Amount of Bonds	\$10,930,000	\$10,959,000	\$10,989,000	\$11,017,000	\$11,047,000	\$11,078,000	\$11,108,000	\$11,139,000	\$11,169,000	\$11,200,000
21	Debt Service	\$769,000	\$789,000	\$809,000	\$829,000	\$849,000	\$870,000	\$891,000	\$913,000	\$935,000	\$957,000

QUAY STREET



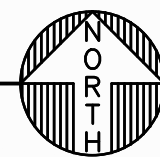
FRANKLIN STREET

GROUND LEVEL FLOOR PLAN

SCALE: 1" = 30'-0"

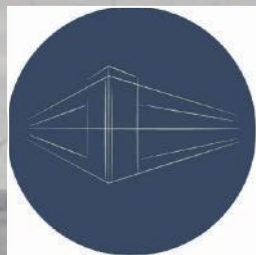
SITE 3

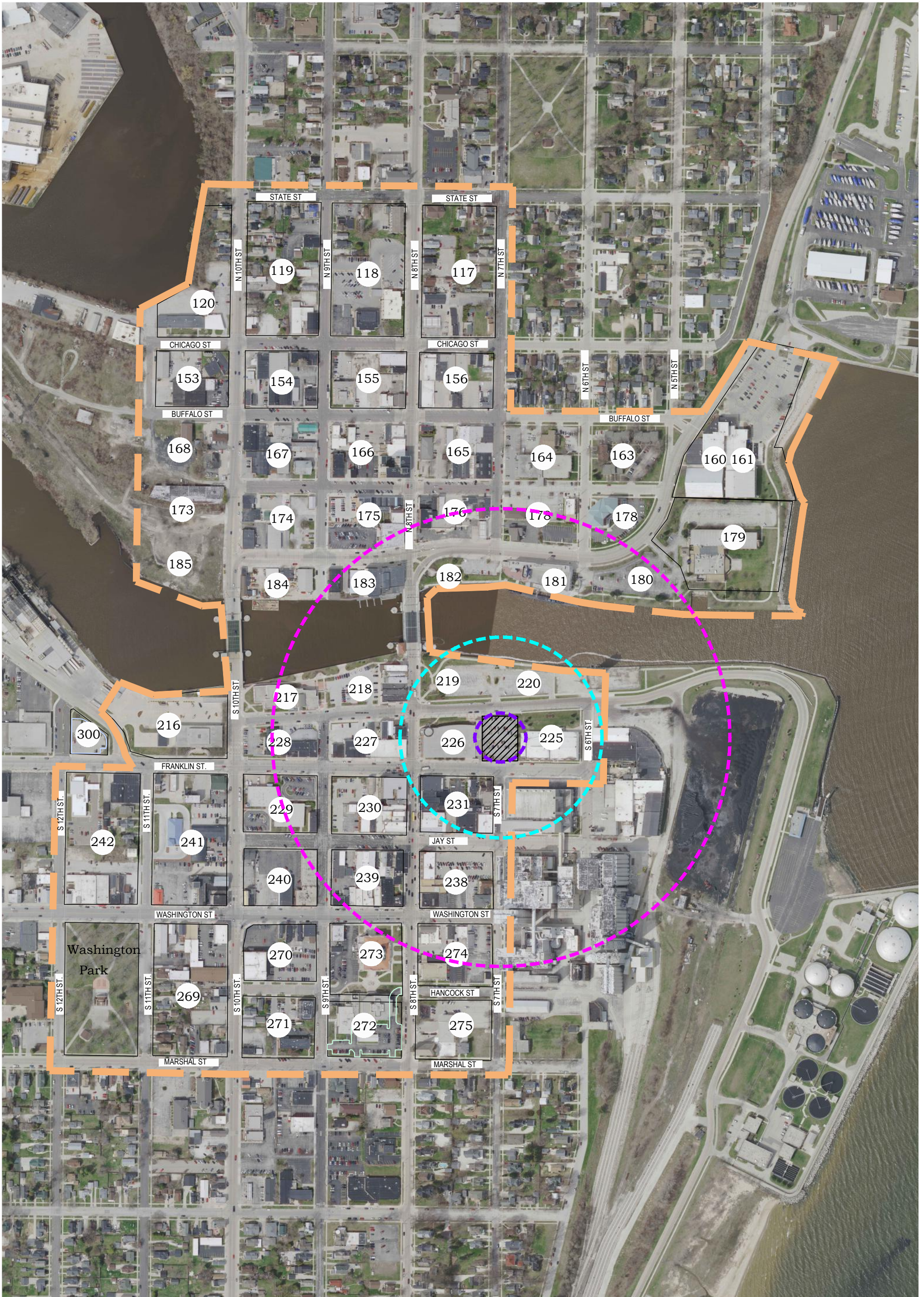
40 SPACES



CAR COUNT SUMMARY

LEVEL	SPACES
GROUND	40
TYPICAL	61
TYPICAL	61
TYPICAL	61
ROOF	54
TOTAL	300





**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

RICH & ASSOCIATES
PARKING CONSULTANTS

26877 Northwestern Hwy, Suite 208
Southfield, Michigan 48033

Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

ARCHITECTS • ENGINEERS • PLANNERS

CRON

10 25 17 sar

BLOCK
NUMBER

LEGEND:

— STUDY AREA

POTENTIAL SITE 3

WALKING DISTANCE

- 100 feet
- 400 feet
- 1,000 feet

* measured from center of structure

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITE 3
WALKING DISTANCE**

MAP Number:

MAP 12.2

Pg. 93

TABLE V

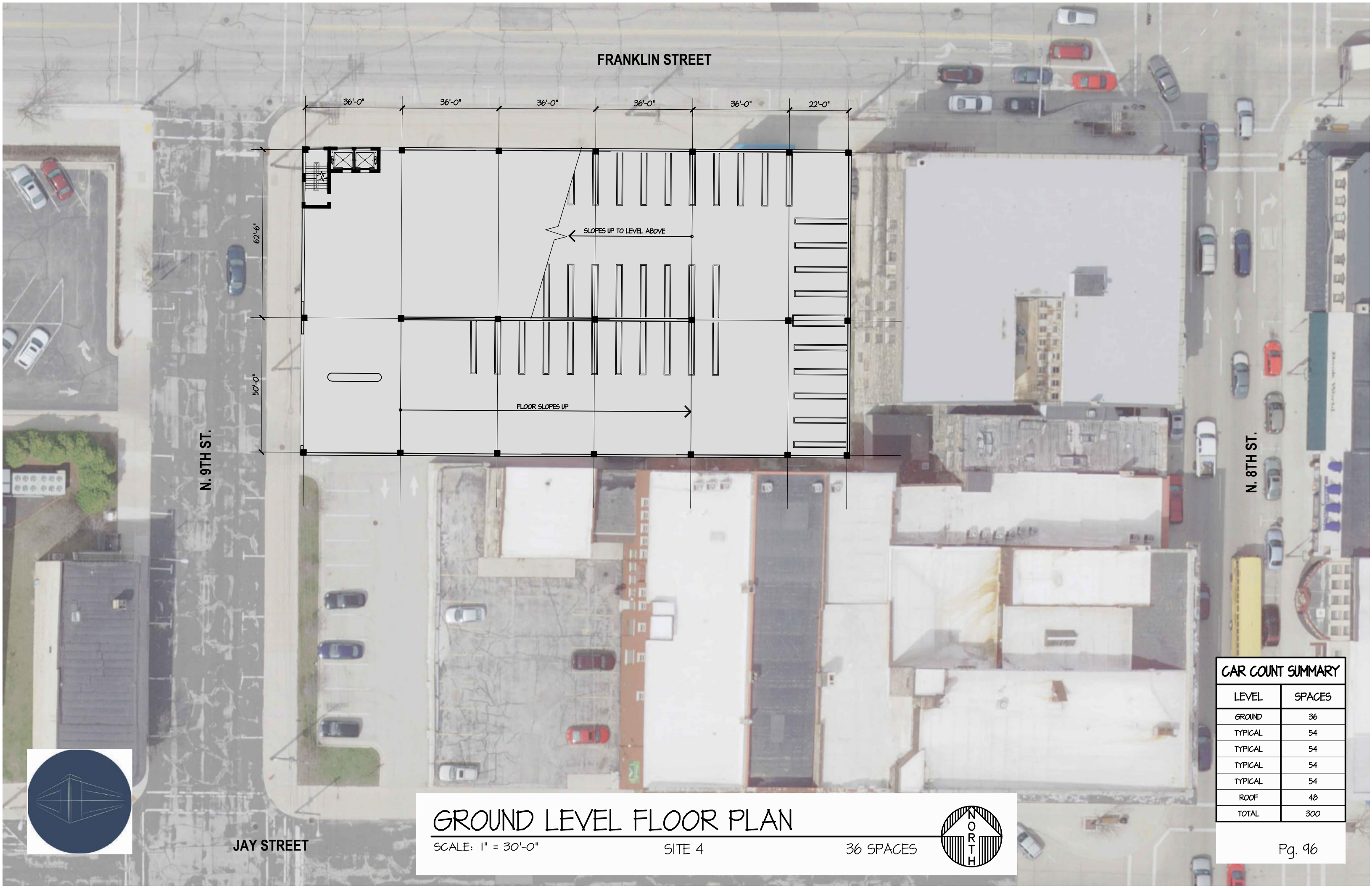
**City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 3 Parking Garage**

		Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15
Line #																	
1	Annual Debt Service		\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000	\$737,000
2	Operating Expenses (New Garage)*	5	\$82,181	\$84,646	\$87,186	\$89,801	\$92,496	\$95,270	\$98,128	\$101,072	\$104,105	\$107,228	\$110,444	\$113,758	\$117,171	\$120,686	\$124,306
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$828,073	\$830,805	\$833,619	\$836,518	\$839,504	\$842,579	\$845,746	\$849,008	\$852,369	\$855,830	\$859,395	\$863,066	\$866,848	\$870,744	\$874,756
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$635,861)	(\$580,821)	(\$583,635)	(\$586,534)	(\$531,747)	(\$534,822)	(\$537,989)	(\$483,479)	(\$486,840)	(\$490,301)	(\$436,093)	(\$439,765)	(\$443,547)	(\$389,670)	(\$393,683)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																

TABLE W

City of Manitowoc, Wisconsin
300 Space Parking Garage - Site 3
Project and Finance Costs

		20 Year General Obligation Bond Financing									
		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700	\$8,266,700
	Professional Fees (Architectural/Engineering & Reimbursed)	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000	\$496,000
2	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
3	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
4	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
5	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Contingency	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000	\$413,000
7											
8	Project Cost to be Financed	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$349,000	\$375,000	\$401,000	\$427,000	\$453,000	\$480,000	\$506,000	\$533,000	\$560,000	\$587,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$100,000	\$100,000	\$100,000	\$100,000	\$101,000	\$101,000	\$101,000	\$102,000	\$102,000	\$102,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$199,000	\$200,000	\$200,000	\$201,000	\$201,000	\$202,000	\$203,000	\$203,000	\$204,000	\$204,000
17	Cost of Issuance 0.50%	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$51,000	\$51,000	\$51,000	\$51,000
18	Total Financing Costs	\$698,000	\$725,000	\$751,000	\$778,000	\$805,000	\$833,000	\$861,000	\$889,000	\$917,000	\$944,000
19	+ Project Cost to Be Financed	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700	\$9,265,700
20	Total Amount of Bonds	\$9,963,700	\$9,990,700	\$10,016,700	\$10,043,700	\$10,070,700	\$10,098,700	\$10,126,700	\$10,154,700	\$10,182,700	\$10,209,700
21	Debt Service	\$701,000	\$719,000	\$737,000	\$756,000	\$774,000	\$793,000	\$813,000	\$832,000	\$852,000	\$872,000



FRANKLIN STREET

N. 9TH ST.

N. 8TH ST.

JAY STREET

36'-0" 36'-0" 36'-0" 36'-0" 36'-0" 22'-0"

62'-6"

50'-0"

SLOPES UP TO LEVEL ABOVE

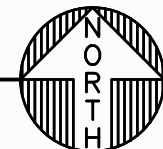
FLOOR SLOPES UP

GROUND LEVEL FLOOR PLAN

SCALE: 1" = 30'-0"

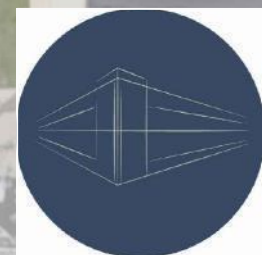
SITE 4

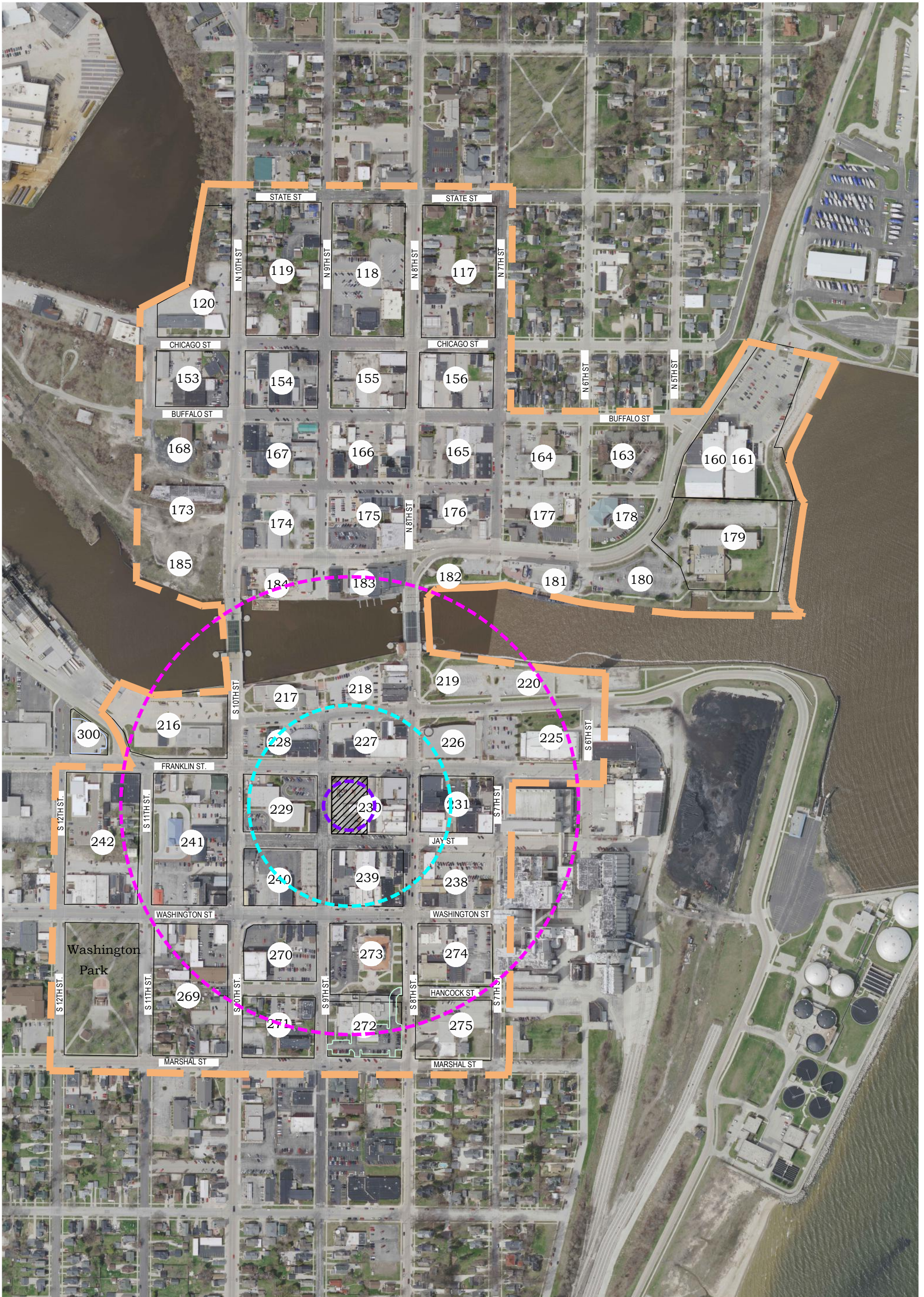
36 SPACES



CAR COUNT SUMMARY

LEVEL	SPACES
GROUND	36
TYPICAL	54
TYPICAL	54
TYPICAL	54
TYPICAL	54
ROOF	48
TOTAL	300





**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

RICH & ASSOCIATES
PARKING CONSULTANTS

26877 Northwestern Hwy, Suite 208
Southfield, Michigan 48033

Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

ARCHITECTS • ENGINEERS • PLANNERS

PROCON

10 25 17 sar

BLOCK
NUMBER

LEGEND:

STUDY AREA

POTENTIAL SITE 4

WALKING DISTANCE

- 100 feet
- 400 feet
- 1,000 feet

* measured from center of structure

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITE 4
WALKING DISTANCE**

MAP Number:

MAP 12.3

Pg. 97

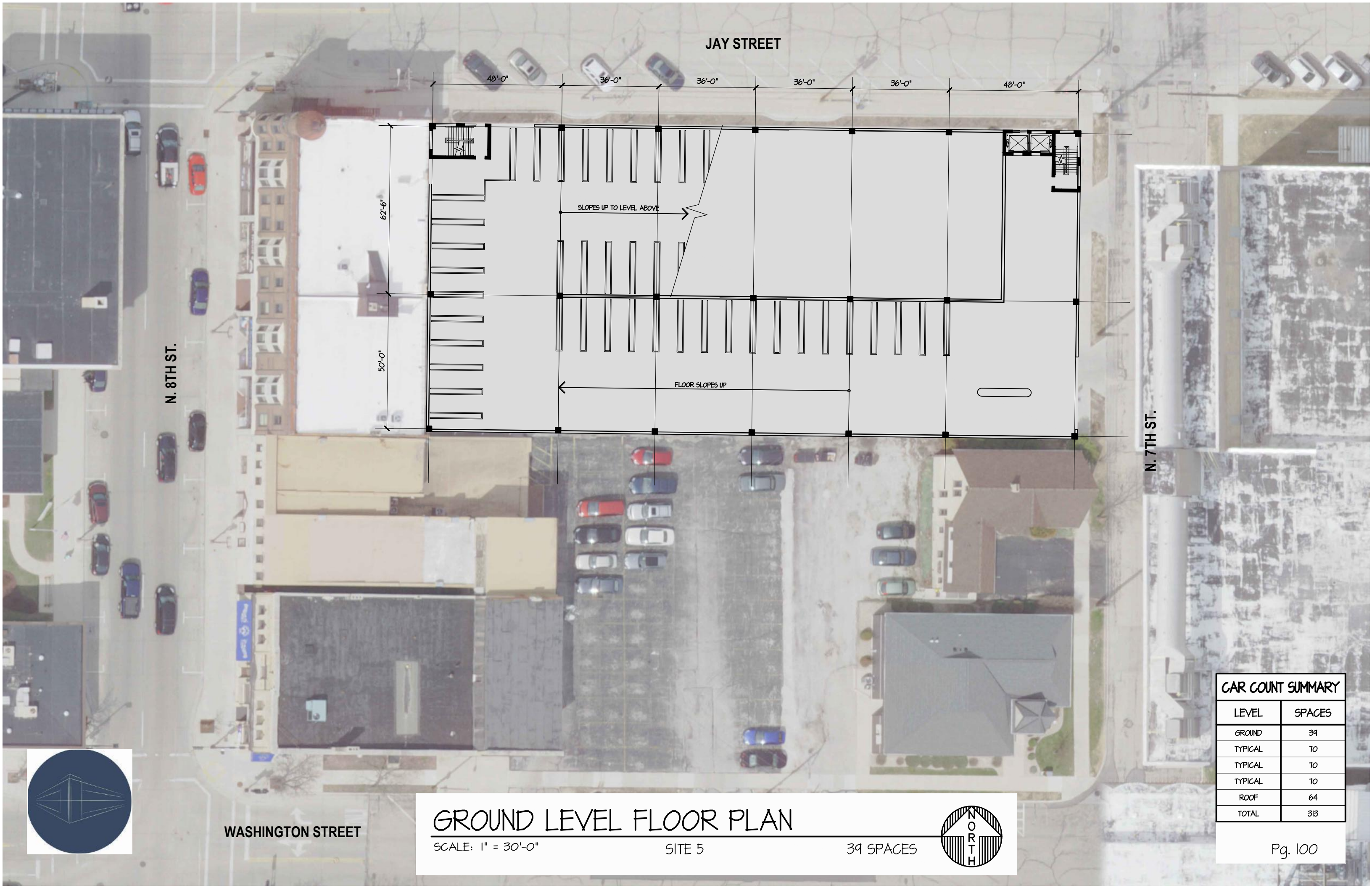
TABLE X
City of Manitowoc
Projected Parking System Surplus / Deficit
With Site 4 Parking Garage

Line #		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	
1	Annual Debt Service	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	\$859,000	
2	Operating Expenses (New Garage)*	6	\$83,089	\$85,581	\$88,149	\$90,793	\$93,517	\$96,323	\$99,212	\$102,189	\$105,254	\$108,412	\$111,664	\$115,014	\$118,465	\$122,019	\$125,679
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$950,981	\$953,740	\$956,582	\$959,510	\$962,525	\$965,631	\$968,830	\$972,125	\$975,519	\$979,014	\$982,615	\$986,323	\$990,143	\$994,077	\$998,129
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$758,769)	(\$703,756)	(\$706,598)	(\$709,526)	(\$654,769)	(\$657,874)	(\$661,073)	(\$606,596)	(\$609,990)	(\$613,485)	(\$559,313)	(\$563,022)	(\$566,841)	(\$513,003)	(\$517,056)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																

TABLE Y

City of Manitowoc, Wisconsin 300 Space Parking Garage - Site 4 Project and Finance Costs 20 Year General Obligation Bond Financing											
		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000	\$9,645,000
	Professional Fees (Architectural/Engineering & Reimbursed)	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000	\$579,000
3	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
4	Geotech and Survey	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
5	Legal and Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
6	Land Costs (to be determined)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Contingency	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000
8	Project Cost to be Financed	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$406,000	\$437,000	\$467,000	\$497,000	\$528,000	\$559,000	\$590,000	\$621,000	\$653,000	\$684,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$116,000	\$116,000	\$117,000	\$117,000	\$117,000	\$118,000	\$118,000	\$118,000	\$119,000	\$119,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$232,000	\$233,000	\$233,000	\$234,000	\$235,000	\$235,000	\$236,000	\$237,000	\$237,000	\$238,000
17	Cost of Issuance 0.50%	\$58,000	\$58,000	\$58,000	\$59,000	\$59,000	\$59,000	\$59,000	\$59,000	\$59,000	\$59,000
18	Total Financing Costs	\$812,000	\$844,000	\$875,000	\$907,000	\$939,000	\$971,000	\$1,003,000	\$1,035,000	\$1,068,000	\$1,100,000
19	+ Project Cost to Be Financed	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000	\$10,796,000
20	Total Amount of Bonds	\$11,608,000	\$11,640,000	\$11,671,000	\$11,703,000	\$11,735,000	\$11,767,000	\$11,799,000	\$11,831,000	\$11,864,000	\$11,896,000
21	Debt Service	\$817,000	\$838,000	\$859,000	\$880,000	\$902,000	\$924,000	\$947,000	\$970,000	\$993,000	\$1,016,000





JAY STREET

N. 8TH ST.

N. 7TH ST.

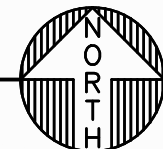
WASHINGTON STREET

GROUND LEVEL FLOOR PLAN

SCALE: 1" = 30'-0"

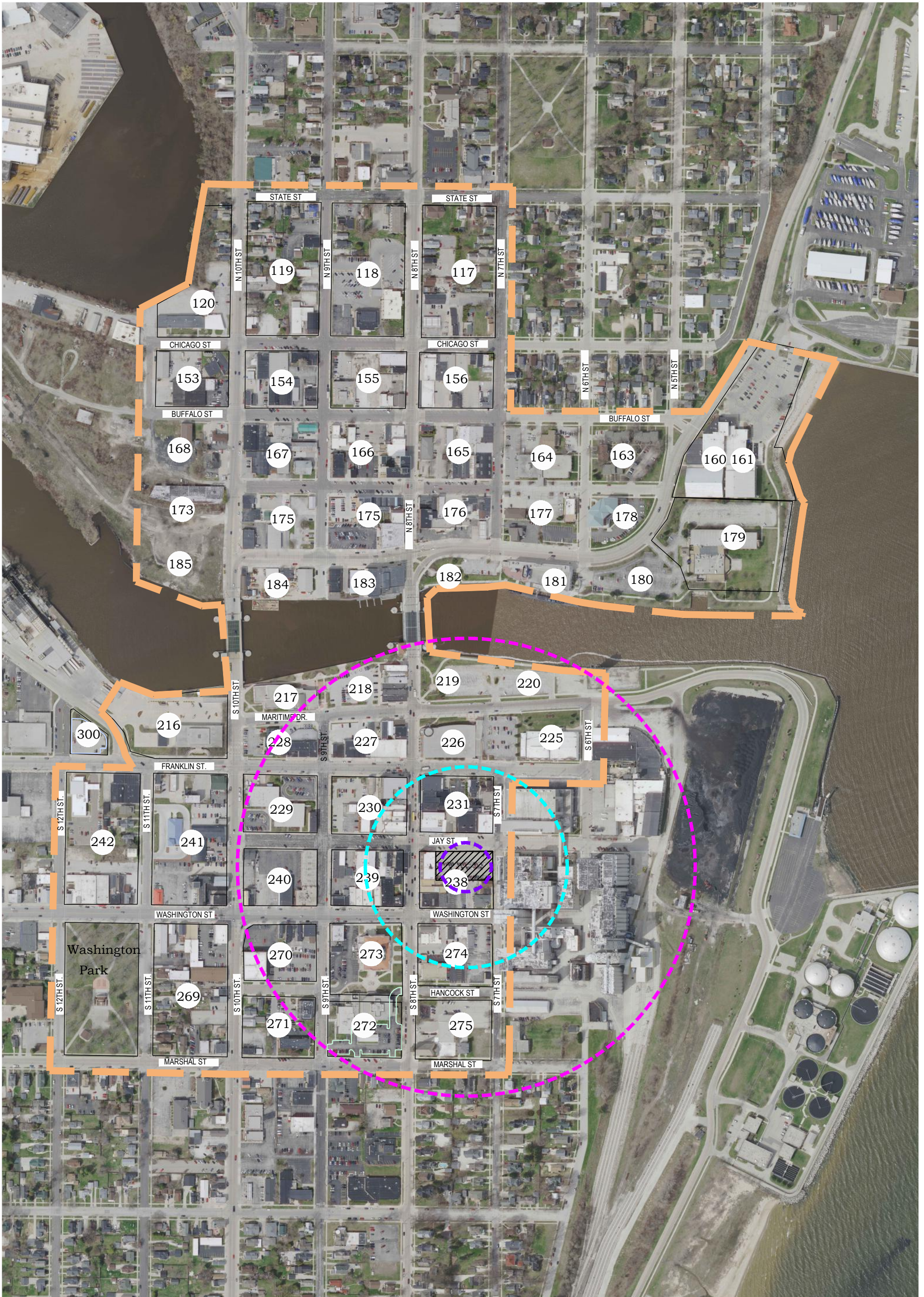
SITE 5

39 SPACES



CAR COUNT SUMMARY

LEVEL	SPACES
GROUND	39
TYPICAL	70
TYPICAL	70
TYPICAL	70
ROOF	64
TOTAL	313



**MANITOWOC
PARKING STUDY**

MANITOWOC, WISCONSIN

RICH & ASSOCIATES
PARKING CONSULTANTS

26877 Northwestern Hwy, Suite 208
Southfield, Michigan 48033

Southfield, MI 248.353.5080
Lutz, FL 813.949.9860

ARCHITECTS • ENGINEERS • PLANNERS

PROCON

07/15

BLOCK NUMBER

LEGEND:

STUDY AREA

POTENTIAL SITE 5

WALKING DISTANCE

100 feet

400 feet

1,000 feet

* measured from center of structure

Sheet Title:

**POTENTIAL
PARKING STRUCTURE
SITE 5
WALKING DISTANCE**

MAP Number:

MAP 12.4

Pg. 101

TABLE Z

City of Manitowoc																	
Projected Parking System Surplus / Deficit																	
With Site 5 Parking Garage																	
Line #		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	
1	Annual Debt Service	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	\$834,000	
2	Operating Expenses (New Garage)*	7	\$82,907	\$85,394	\$87,956	\$90,594	\$93,312	\$96,111	\$98,995	\$101,965	\$105,023	\$108,174	\$111,419	\$114,762	\$118,205	\$121,751	\$125,404
3	Annual System Expenses*		\$8,892	\$9,159	\$9,434	\$9,717	\$10,008	\$10,308	\$10,618	\$10,936	\$11,264	\$11,602	\$11,950	\$12,309	\$12,678	\$13,058	\$13,450
4	Total Annual Expense		\$925,799	\$928,552	\$931,389	\$934,311	\$937,320	\$940,420	\$943,612	\$946,901	\$950,288	\$953,776	\$957,370	\$961,071	\$964,883	\$968,809	\$972,853
5																	
6	System Revenue (From Line 21)		\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
7																	
8	Surplus / (Deficit)		(\$733,587)	(\$678,568)	(\$681,405)	(\$684,326)	(\$629,563)	(\$632,663)	(\$635,856)	(\$581,372)	(\$584,759)	(\$588,247)	(\$534,068)	(\$537,769)	(\$541,581)	(\$487,736)	(\$491,780)
9																	
10	Parking Ticket Rate		\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	\$25.00	\$25.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
11	Parking Permit Rate (Annual)		\$250.00	\$260.00	\$260.00	\$260.00	\$270.00	\$270.00	\$270.00	\$280.00	\$280.00	\$280.00	\$290.00	\$290.00	\$290.00	\$300.00	\$300.00
12	Average Monthly Rate		\$20.83	\$21.67	\$21.67	\$21.67	\$22.50	\$22.50	\$22.50	\$23.33	\$23.33	\$23.33	\$24.17	\$24.17	\$24.17	\$25.00	\$25.00
13																	
14	Revenue Detail																
15	Parking Permit Revenue	\$21,000	\$21,000	\$21,840	\$21,840	\$21,840	\$22,680	\$22,680	\$22,680	\$23,520	\$23,520	\$23,520	\$24,360	\$24,360	\$24,360	\$25,200	\$25,200
16	Parking Ticket Revenue	\$154,896	\$154,896	\$206,528	\$206,528	\$206,528	\$258,160	\$258,160	\$258,160	\$309,792	\$309,792	\$309,792	\$361,424	\$361,424	\$361,424	\$413,056	\$413,056
17	Parking Ticket Processing Fees	\$12,563	\$12,563	\$16,751	\$16,751	\$16,751	\$20,938	\$20,938	\$20,938	\$25,126	\$25,126	\$25,126	\$29,314	\$29,314	\$29,314	\$33,501	\$33,501
18	Parking Ticket Suspension Fees	\$3,338	\$3,338	\$4,451	\$4,451	\$4,451	\$5,563	\$5,563	\$5,563	\$6,676	\$6,676	\$6,676	\$7,789	\$7,789	\$7,789	\$8,901	\$8,901
19	Storage Fees Towed Vehicles	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
20	Collected Towed Vehicles	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325	\$325
21	Total Revenue	\$192,212	\$192,212	\$249,984	\$249,984	\$249,984	\$307,757	\$307,757	\$307,757	\$365,529	\$365,529	\$365,529	\$423,301	\$423,301	\$423,301	\$481,074	\$481,074
22																	
23																	
24	Current Expenses																
25	Preprinted Parking Tickets	\$1,100															
26	Parking Ticket Envelopes	\$392															
27	Chalk	\$50															
28	Yearly Fees to Clancy	\$7,350															
29	Total	\$8,892															
	* Parking Garage & System Operating Expenses Increase by 3% per Year																

TABLE AA

City of Manitowoc, Wisconsin
313 Space Parking Garage - Site 5
Project and Finance Costs
20 Year General Obligation Bond Financing

		1	2	3	4	5	6	7	8	9	10
1	Construction Costs	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000	\$9,366,000
	Professional Fees (Architectural/Engineering & Reimbursed)	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000	\$562,000
2		\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
3	Construction Insurance	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
4	Geotech and Survey	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
5	Legal and Accounting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Land Costs (to be determined)	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000	\$468,000
7	Contingency										
8	Project Cost to be Financed	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000
9	Financing Term (years)	20	20	20	20	20	20	20	20	20	20
10	Interest Rate	3.50%	3.75%	4.00%	4.25%	4.50%	4.75%	5.00%	5.25%	5.50%	5.75%
11	Term of Construction (Months)	12	12	12	12	12	12	12	12	12	12
12	Interest During Construction	\$395,000	\$424,000	\$453,000	\$483,000	\$513,000	\$543,000	\$573,000	\$603,000	\$634,000	\$664,000
13	Interest Income 0% @ 0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Legal & Accounting Fees 1.00%	\$113,000	\$113,000	\$113,000	\$114,000	\$114,000	\$114,000	\$115,000	\$115,000	\$115,000	\$116,000
15	Debt Service Reserve	None	None	None	None	None	None	None	None	None	None
16	Financing Fees (Points) 2.00%	\$226,000	\$226,000	\$227,000	\$227,000	\$228,000	\$229,000	\$229,000	\$230,000	\$230,000	\$231,000
17	Cost of Issuance 0.50%	\$56,000	\$57,000	\$57,000	\$57,000	\$57,000	\$57,000	\$57,000	\$57,000	\$58,000	\$58,000
18	Total Financing Costs	\$790,000	\$820,000	\$850,000	\$881,000	\$912,000	\$943,000	\$974,000	\$1,005,000	\$1,037,000	\$1,069,000
19	+ Project Cost to Be Financed	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000	\$10,486,000
20	Total Amount of Bonds	\$11,276,000	\$11,306,000	\$11,336,000	\$11,367,000	\$11,398,000	\$11,429,000	\$11,460,000	\$11,491,000	\$11,523,000	\$11,555,000
21	Debt Service	\$793,000	\$814,000	\$834,000	\$855,000	\$876,000	\$898,000	\$920,000	\$942,000	\$964,000	\$987,000



PARKING GARAGE COST COMPARISON

Table BB on **page 105** takes the project / finance costs information for each of the seven alternative schemes and using the four percent interest rate, simply compares the efficiency of each parking garage alternative for the dollars spent. The project costs information previously discussed and assuming the four percent interest rate is shown by lines 1 through 17. Given the planned size of each garage and after deducting parking spaces that already exists on each site, line 18 shows the number of net added spaces that would result for downtown Manitowoc after the garage is built. Line 19 takes the total financed costs (construction plus costs of financing) and divides this by the size of each garage. Line 30 shows this calculation on the net added space basis which deducts spaces already existing on each site. For example, a site that has 50 spaces on site and a garage of 300 is constructed on that site is said to produce a net addition of 250 spaces.

When comparing all seven schemes, the table shows that option 1A would have the lowest cost per net added space at just over \$36,000. Line 27 shows the total cost for each garage on a per square foot basis. Line 28 compares the efficiency of each scheme to the number of car spaces provided. Finally, line 32 compares the annual debt service on a per car space basis for each of the seven alternative garage schemes.

This comparison also shows that option 1A would have the lowest annual debt service per net added space at \$2,670 while site 2 would have the highest annual debt service per net added space at just over \$3,400. The difference is due to the of the number of existing parking spaces (88) on the site, this associated with options 2 and 2A is much higher than the 22 spaces that would need to be replaced on the site associated with option 1A. Although option 1A is only building about 20 more spaces than option 2. Option 1A would actually provide 85 more net added spaces than option 2.

TABLE BB
City of Manitowoc, WI
Proposed Parking Garage Costs Comparison
Alternative Sites

	Site 1 323 Space Garage	Site 1A 343 Space Garage	Site 2 324 Space Garage	Site 2A 345 Space Garage	Site 3 300 Space Garage	Site 4 300 Space Garage	Site 5 313 Space Garage	
1	Construction Cost	\$10,323,000	\$9,621,000	\$9,059,000	\$9,075,000	\$8,266,700	\$9,645,000	\$9,366,000
2	Professional Fees (Design)	\$619,000	\$577,000	\$544,000	\$545,000	\$496,000	\$579,000	\$562,000
3	Construction Insurance	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
4	Geotech & Site Surveys	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
5	Legal & Accounting	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
6	Land Costs (To be Determined)							
7	Construction Contingency	\$516,000	\$481,000	\$453,000	\$454,000	\$413,000	\$482,000	\$468,000
8	Total Project Costs to Be Financed	\$11,548,000	\$10,769,000	\$10,146,000	\$10,164,000	\$9,265,700	\$10,796,000	\$10,486,000
9	Financing Term (Years)	20	20	20	20	20	20	20
10	Interest Rate	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
11	Term of Construction (Months)	12	12	12	12	12	12	12
12	Interest During Construction	\$499,000	\$466,000	\$439,000	\$440,000	\$401,000	\$467,000	\$453,000
13	Legal & Accounting Fees	\$125,000	\$116,000	\$110,000	\$110,000	\$100,000	\$117,000	\$113,000
14	Financing Fees	\$250,000	\$233,000	\$219,000	\$220,000	\$200,000	\$233,000	\$227,000
15	Cost of Issuance	\$62,000	\$58,000	\$55,000	\$55,000	\$50,000	\$58,000	\$57,000
16	Total Financing Costs	\$936,000	\$873,000	\$823,000	\$825,000	\$751,000	\$875,000	\$850,000
17	Total Project Costs	\$12,484,000	\$11,642,000	\$10,969,000	\$10,989,000	\$10,016,700	\$11,671,000	\$11,336,000
18	Total Spaces (Net Added)	301	321	236	257	238	267	274
19	Total Financed Cost / Space	\$38,650	\$33,942	\$46,479	\$31,852	\$42,087	\$43,712	\$41,372
20	Spaces Lost to Site (Replacement Spaces)	22	22	88	88	62	33	39
21	Total Garage Costs	\$12,484,000	\$11,642,000	\$10,969,000	\$10,989,000	\$10,016,700	\$11,671,000	\$11,336,000
22	Total Spaces Built (Garage Capacity)	323	343	324	345	300	300	313
23	Total Costs / Space Built (Line 21 ÷ Line 22)	\$38,650	\$33,942	\$33,855	\$31,852	\$33,389	\$38,903	\$36,217
24	Garage Square Footage	126,666	124,992	114,000	121,000	109,668	128,600	124,875
25	Construction Costs / Square Foot	\$81.50	\$76.97	\$79.46	\$75.00	\$75.38	\$75.00	\$75.00
26	Project Costs to Be Financed - Cost per SF	\$81.50	\$76.97	\$79.46	\$75.00	\$75.38	\$75.00	\$75.00
27	Total Project Costs - Cost per SF	\$98.56	\$93.14	\$96.22	\$90.82	\$91.34	\$90.75	\$90.78
28	Square Feet Per Car (Line 24 ÷ Line 22)	392 SF	364 SF	352 SF	351 SF	366 SF	429 SF	399 SF
29	Construction Cost Per Space (Line 1 ÷ Line 22)	\$31,960	\$28,050	\$27,960	\$26,304	\$27,556	\$32,150	\$29,923
30	Costs / Net Added Space (Line 21 ÷ Line 18)	\$41,475	\$36,268	\$46,479	\$42,759	\$42,087	\$43,712	\$41,372
31	Annual Debt Service	\$919,000	\$857,000	\$807,000	\$809,000	\$737,000	\$859,000	\$834,000
32	Annual Debt Service per Net Added Car Space	\$3,053	\$2,670	\$3,419	\$3,148	\$3,097	\$3,217	\$3,044

OPERATING EXPENSES SUMMARY

Table CC details and compares the operating expenses associated with each of the alternative parking garages. For the purposes of this report, we have assumed that the parking structure would be free for transient use. Included in the operating costs are general maintenance of the structure and equipment, enforcement and utilities. Using 2017 dollars, the per/space operating costs would be between \$238 and \$277 per space. The only difference in operating expenses between the seven options is the projected electrical costs. This would vary for the projected number of light fixtures and covered floors which may require more lighting. All other costs are equal. This is detailed further in **Table CC** on the next page.

TABLE CC

City of Manitowoc
Estimated Operating Expenses
Proposed Parking Structure

	Site 1		Site 1A		Site 2		Site 2A		Site 3		Site 4		Site 5	
	323 Car Parking Structure		343 Car Parking Structure		324 Car Parking Structure		345 Car Parking Structure		300 Car Parking Structure		300 Car Parking Structure		313 Car Parking Structure	
	<u>Annual</u>		<u>Annual</u>		<u>Annual</u>		<u>Annual</u>		<u>Annual</u>		<u>Annual</u>		<u>Annual</u>	
	<u>Cost/</u>		<u>Cost/</u>		<u>Cost/</u>		<u>Cost/</u>		<u>Cost/</u>		<u>Cost/</u>		<u>Cost/</u>	
	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>	<u>Total</u>	<u>Space</u>
1 Wages: Booth Attendant / Supervisor	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
2 Maintenance & Cleaning (Contracted)	\$15,000	\$46.44	\$15,000	\$43.73	\$15,000	\$46.30	\$15,000	\$43.48	\$15,000	\$50.00	\$15,000	\$50.00	\$15,000	\$47.92
3 Recruitment	\$0		\$0		\$0		\$0		\$0		\$0		\$0	
4 Insurance	\$28,000	\$86.69	\$28,000	\$81.63	\$28,000	\$86.42	\$28,000	\$81.16	\$28,000	\$93.33	\$28,000	\$93.33	\$28,000	\$89.46
5 Electrical	\$6,232	\$19.29	\$6,232	\$18.17	\$5,630	\$17.38	\$5,630	\$16.32	\$5,681	\$18.94	\$6,589	\$21.96	\$6,407	\$20.47
6 Lease Cards		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
7 Loss & Damage	\$5,000	\$15.48	\$5,000	\$14.58	\$5,000	\$15.43	\$5,000	\$14.49	\$5,000	\$16.67	\$5,000	\$16.67	\$5,000	\$15.97
8 Water	\$1,000	\$3.10	\$1,000	\$2.92	\$1,000	\$3.09	\$1,000	\$2.90	\$1,000	\$3.33	\$1,000	\$3.33	\$1,000	\$3.19
9 Ticket Expense		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
10 Equipment Repair	-	NA	-	NA	-	NA	-	NA	-	NA	-	NA	-	NA
11 Equipment Rental	-	NA	-	NA	-	NA	-	NA	-	NA	-	NA	-	NA
12 Maintenance Supplies	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA
13 Parking Supplies	\$500	\$1.55	\$500	\$1.46	\$500	\$1.54	\$500	\$1.45	\$500	\$1.67	\$500	\$1.67	\$500	\$1.60
14 Elevator Maintenance	\$1,000	\$3.10	\$1,000	\$2.92	\$1,000	\$3.09	\$1,000	\$2.90	\$1,000	\$3.33	\$1,000	\$3.33	\$1,000	\$3.19
15 Outside Services	\$1,000	\$3.10	\$1,000	\$2.92	\$1,000	\$3.09	\$1,000	\$2.90	\$1,000	\$3.33	\$1,000	\$3.33	\$1,000	\$3.19
16 Snow Removal	\$10,000	\$5.00	\$10,000	\$5.00	\$10,000	\$5.00	\$10,000	\$5.00	\$10,000	\$5.00	\$10,000	\$5.00	\$10,000	\$5.00
17 Service Agreement	<i>Second Year</i>	NA	<i>Second Year</i>	NA	<i>Second Year</i>	NA	<i>Second Year</i>	NA	<i>Second Year</i>	NA	<i>Second Year</i>	NA	<i>Second Year</i>	NA
18 Rubbish Removal (Contract)	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA	<i>Included with #2</i>	NA
19 Repair & Replacement (Funding)	\$15,000	\$46.44	\$15,000	\$43.73	\$15,000	\$46.30	\$15,000	\$43.48	\$15,000	\$50.00	\$15,000	\$50.00	\$15,000	\$47.92
20 Uniforms		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
21 Bookkeeping Fee		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
22 Management Fee		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
23 Sub-Total Operating Expenses	\$82,732	\$256.14	\$82,732	\$241.20	\$82,130	\$253.49	\$82,130	\$238.06	\$82,181	\$273.94	\$83,089	\$276.96	\$82,907	\$264.88

RECOMMENDATIONS FOR STRUCTURED PARKING

Rich & Associates examined site efficiency, potential cost, location and potential net added spaces. We looked at the efficiency of each site based on an estimated square foot per space basis. This assessment took into account the overall efficiency of the site which is dictated by the site geometry. The cost of structured parking on each site was established by applying a budgetary cost of construction per square feet to each scheme. The budgetary cost per square foot was adjusted for the particulars of each scheme.

We have established a base line per square foot cost (estimated in the marketplace for 2017) for an above grade parking structure with a moderate exterior façade treatment. Items that drive square foot cost up include, below grade levels, retaining walls, excess excavation, façade upgrades, and any additional architectural features. The potential cost does not include acquisition, demolition or unknown site conditions. We then looked at the location of each site along with the distance to the parking demand generators in the downtown. Lastly, we examined the potential for net added parking spaces (looking at the number of spaces that would need to be relocated within the structure if building on an existing parking lot).

Rich & Associates also considered potential sites that could allow a two level “tabletop” parking structure that could accommodate an entry/exit at each level without an internal ramp between floors. This would require a site with at least 11’ of grade change across the site for street access at each level. Site 2 was identified as having the most potential for this type of design solution. While Site 2 offers this potential solution, which would eliminate the need for an elevator, it also would require substantial excavation and retaining walls in order to achieve its full capacity potential. Preliminarily, it appears that the costs associated with additional excavation and retaining walls would offset any savings by eliminating the elevator. Therefore, in our opinion a more conventional structure design would provide a better functional solution. This conclusion however would require validation with a more thorough design and pricing study.

Based upon a review of the options and the criteria listed above, we believe that the top four options are Site 2, Site 2A, Site 3, and Site 5.

- A. Site 2 allows for an efficient design and has a construction cost (price per square foot) estimated at \$79.46. The cost per square foot for this site is higher than some of the other sites though the total cost is the third lowest out of the 7 options. The location is close to the downtown main corridor and is within a reasonable walking distance of the majority of the parking demand. The northern portion of the downtown is also short in employee parking and this parking could be provided here.
- B. Site 2A is the same as Site 2 without a basement option. This design has a construction cost (price per square foot) estimated at \$75.00. The cost for this site is less expensive per square foot than the cost for 2 and it provides an additional 21 spaces. The location is close to the downtown main corridor and is within a reasonable walking distance of the

majority of the parking demand. The northern section of the downtown is also short in employee parking and could be provided here.

- C. Site 3 allows for an efficient design that has an estimated construction cost (price per square foot) estimated at \$75.38. The overall total cost of this parking structure is the lowest of all 7 options, though there are 45 less spaces in this garage than Site 2A. This site is in Zone 2 which has a current deficit and is within a reasonable walking distance of the majority of the parking demand.
- D. Site 5 allows for an efficient design that has an estimated construction cost (price per square foot) estimated at \$75.00. The total construction cost comes in as the 4th lowest out of the 7 options. An additional benefit for this site is that it is owned by the City. This site is in Zone 2 which has a current deficit and is within a reasonable walking distance of the majority of the parking demand.

Additional Considerations Regarding Structured Parking

Green Design

Green design elements can be included in the design and construction of a concrete parking structure and should be considered.

User Groups and Requirements

The parking structure should be planned for several user groups: customers/visitors of the downtown, employees and specifically for reoccupied vacancy, and infill development that will occur within downtown. Parking structure should be user friendly to include:

Lighting

- Light levels on parking floors have a minimum of six foot candles.
- Light levels at vertical cores and at entry and exit have a minimum of 20 foot candles.
- Lighting on the roof level must take into account lighting effects on surrounding buildings.
- Lighting spill over from parking floors must also be considered.

Safety and Security

- At a minimum, the parking structure should be wired to accept CCTV if the system is not installed up front.
- The parking structure and site design should take the principles of CPTED (Crime Prevention Through Environmental Design) into account.

- Limit hiding places.
- Use glass elevator cabs, shafts and glass enclosed stairways.
- Appropriate outdoor/indoor lighting.
- Make wayfinding easy.

Parking Operations

- If paid parking, the best option would be to use a pay by space machine. This would require that every space be numbered and that the parker would go to a machine and enter their stall number and then the amount of time they wished to stay. Payment could be by coin, paper bills, credit card, debit card and smart card.
- Permit or monthly parkers would have a sticker or other way of alerting the enforcement officer that they are a permit parker.

Facade and Massing

- The facade should not look like a typical gray concrete parking structure.
- Glass should be used for the stair and elevator towers consistent with Safety and Security discussed above. Mullions, sills and other architectural elements should be provided in the windows to give the parking structure an “office/retail” building look.
- At a minimum, brick or pre-cast concrete material resembling stone should be incorporated into the stair and elevator towers.
- Several examples of facades that address these issues are shown on the following pages.





Issues Related to Construction Period

Interim Parking

Regardless of when the construction period occurs, there may be a temporary loss of parking on any of the blocks that were identified as possible sites. When the City decides to proceed with a parking structure, they will need to address the issues of temporary parking. There should be specific plans developed on using existing parking locations for interim overflow temporary parking. It would be premature to identify a location(s) now. There are several issues to be considered with the temporary parking.

- **Employee Parking:** This group will be the easiest to handle from a logistics and location standpoint. Since an employee is a re-occurring parker, we are not as concerned about temporary signage. The parking locations can be further away than a visitor/customer location. This may require a shuttle. Additionally, the ability to communicate with the employee is easier than with a customer/visitor.
- **Visitor/Customer Parking:** Visitor/customer parking is more difficult to handle. These parkers may not be frequent parkers, thus signage must be used. Where temporary visitor/customer parking will be located is important. If the parking area is remote, a shuttle will have to be incorporated, though we would prefer not to use the shuttle. A marketing plan should also be developed for customers and visitors.

Access During Construction

Questions may come up regarding access and loading/unloading during construction. Specific issues will need to be addressed prior to construction. This will require language written into the specifications for the contractors. Temporary signage may be needed for example. Information on construction should be included in any regular communications with downtown businesses, such as a recommended monthly newsletter.

Effects of Construction

There are several issues with the construction of a parking structure:

- **Noise:** While noise is a factor during construction, times when construction may occur should be written into the specifications (i.e. not before 8:00 am and not after 5:00 pm).
- **Dust and Dirt:** This may also be a problem during construction. The specifications should contain requirements for debris removal, dust mitigation and general maintenance of the site.
- **Safety:** The construction will be fenced in. Storage of materials will be in a fenced-in area.
- **Damage to Surrounding Buildings:** During the normal construction process there is the possibility of vibration damage. Buildings with basements should be photographed. Both the inside and outside walls of all buildings should be included.

In general, the contractor will be required to present a plan to address these issues. Also, there will be the issue of truck access to the site and lay-down area for materials. The proposed method of construction is pre-cast concrete which will require delivery of the material on flat bed trailers, but generally the material is delivered and then erected the same day.

Monthly Newsletter

Rich & Associates strongly recommends that a newsletter be sent out each month during the design and construction phases. During the design phase, planning for the structure may be highlighted, including the issues discussed above (temporary parking, access and effects from construction). During construction, the newsletter should discuss schedule, closures and general progress of the project. Additionally, it may be helpful to hold monthly meetings to discuss progress and any specific problems. Area businesses, residents and property owners should be on the mailing list.

Project Delivery Methods

There are three possible project delivery methods for the design and construction of the proposed parking structure; conventional design/bid, design build and construction management. Each delivery method has certain positive and negative aspects.

Conventional Design/Bid

Conventional design/bid starts with Manitowoc retaining a design firm to design the facility. The project would then be bid out after the design process. It is assumed that the City would manage the project or retain a person or firm to fulfill that responsibility.

The positive aspects of the design/bid process are that the City controls the design process during all stages and that the architect/engineer works for the City and not the contractor. However design/bid can involve more time during design, more effort on the part of the City to manage the process, and the costs are not known until the time of bidding.

Design/Build

Design/build is a process where the City would retain a design firm to prepare a set of bridging documents, including design and specification information. The City would then issue the bidding documents to design/build contractor teams consisting of a general contractor and architect. The successful design build team would complete the working drawings and construction based on a guaranteed maximum price.

The design/build process can potentially result in a lower overall cost for the project and compressed schedule. The City should retain the firm that prepared the bridging documents to

review the bids, review the design (so that it conforms to the performance specifications) and review the project during construction.

POSSIBLE PROJECT SCHEDULE

Rich & Associates prepared a preliminary schedule for the design and construction of the parking structure. The schedule does not include the time that may be required to present and obtain approvals from the property owners or for finding alternate financing sources. The schedule assumes a design/bid scenario.

The next step in the process is to complete a preliminary design for a parking structure based on the work completed in this study. This would require an accurate, up-to-date survey and topography of the site, including any underground utilities. The purpose of this step is to confirm the parking structure footprint, layout and cost estimate. A geotechnical study will also need to be done to establish soil conditions and foundation type. Finally, a Phase 1 environmental study may be required.

The preliminary design process including all of the studies referenced above may take from six to 12 weeks. During this time, the facade needs to be finalized and then submitted to the City. The review by the City could occur during the schematic design phase. The next steps are design related and depend on the delivery system. In general, design development would take six weeks and construction documents six more weeks. Bidding would be approximately six weeks and construction (which would vary by site, size, etc.) and could run approximately 42 weeks.

Potential Project Schedule:

A. Complete Schematic Design	Weeks 1 - 12
B. Complete Design Development	Weeks 13 - 17
C. Complete Construction Documents	Weeks 18 - 25
D. Bidding	Weeks 26 - 30
a. Pre-bid Conference	Week 27
b. Bids Due	Week 30
E. Award Of Bid*	Weeks 31
F. Construction	Weeks 32 - 74

* Does not include time for issuance of building permit.

APPENDICES

Appendix A – Occupancy

Appendix B – Business Owner Survey Results

Appendix C – Employee Survey Results

Appendix D – Customer Survey Results

APPENDIX A

Occupancy Counts
Thursday, June 22 2017

Block - Face	Description	# of spaces	7:00am - 9:00am	% Occ.2	9:00am - 11:00am	% Occ.3	11:00am - 1:00pm	% Occ.4	2:00pm - 4:00pm	% Occ.5	4:00pm - 6:00pm	% Occ.6
117A	Unmarked	11	1	9%	1	9%	5	45%	8	73%	0	0%
117B	Unmarked	12	0	0%	1	8%	1	8%	0	0%	1	8%
117C	2 hr on-street	5	0	0%	1	20%	1	20%	0	0%	1	20%
117D	2 hr on-street	12	1	8%	4	33%	6	50%	9	75%	3	25%
118B	2 hr on-street	16	0	0%	1	6%	1	6%	0	0%	1	6%
118C	2 hr on-street	10	0	0%	1	10%	1	10%	1	10%	1	10%
118D	On-Street Unmarked	16	2	13%	2	13%	2	13%	3	19%	6	38%
119B	On-Street Unmarked	16	2	13%	1	6%	1	6%	3	19%	6	38%
119C	On-Street Unmarked	7	0	0%	1	14%	7	100%	6	86%	0	0%
119D	On-Street Unmarked	20	0	0%	0	0%	0	0%	0	0%	0	0%
120B	On-Street Unmarked	14	0	0%	0	0%	0	0%	0	0%	0	0%
120C	On-Street Unmarked	8	0	0%	0	0%	0	0%	0	0%	0	0%
153A	On-Street Unmarked	6	3	50%	3	50%	3	50%	3	50%	0	0%
153B	On-Street Unmarked	6	0	0%	0	0%	0	0%	0	0%	0	0%
153C	On-Street Unmarked	8	3	38%	4	50%	6	75%	5	63%	3	38%
154A	On-Street Unmarked	14	0	0%	7	50%	7	50%	10	71%	0	0%
154B	On-Street Unmarked	6	0	0%	0	0%	2	33%	1	17%	0	0%
154C	On-Street Unmarked	9	1	11%	1	11%	5	56%	5	56%	9	100%
154D	2 hr on-street	5	0	0%	0	0%	0	0%	0	0%	0	0%
155A	2 hr on-street	10	1	10%	1	10%	1	10%	2	20%	1	10%
155B	2 hr on-street	8	0	0%	1	13%	1	13%	1	13%	4	50%
155C	2 hr on-street	14	0	0%	3	21%	3	21%	1	7%	2	14%
155D	On-Street Unmarked	9	0	0%	0	0%	1	11%	1	11%	3	33%
156A	2 hr on-street	15	0	0%	0	0%	1	7%	0	0%	1	7%
156B	On-Street Unmarked	5	0	0%	0	0%	0	0%	0	0%	0	0%
156C	2 hr on-street	9	0	0%	0	0%	0	0%	1	11%	3	33%
156D	2 hr on-street	5	0	0%	0	0%	0	0%	1	20%	1	20%
163A	On-Street Unmarked	10	2	20%	4	40%	2	20%	1	10%	2	20%
163AA	On-Street Unmarked	8	2	25%	2	25%	1	13%	1	13%	1	13%
163C	On-Street Unmarked	7	1	14%	2	29%	2	29%	1	14%	0	0%
163D	On-Street Unmarked	8	1	13%	4	50%	3	38%	3	38%	3	38%
164A	On-Street Unmarked	6	0	0%	2	33%	4	67%	4	67%	4	67%
164AA	On-Street Unmarked	6	4	67%	1	17%	1	17%	2	33%	0	0%
164B	On-Street Unmarked	8	3	38%	7	88%	7	88%	6	75%	5	63%
164D	On-Street Unmarked	8	7	88%	8	100%	8	100%	8	100%	6	75%
165A	2 hr on-street	9	0	0%	0	0%	0	0%	1	11%	4	44%
165B	2 hr on-street	7	4	57%	4	57%	4	57%	5	71%	0	0%
165C	2 hr on-street	10	0	0%	10	100%	5	50%	1	10%	3	30%
165D	2 hr on-street	8	1	13%	3	38%	1	13%	0	0%	0	0%
166A	2 hr on-street	9	0	0%	0	0%	2	22%	4	44%	3	33%
166B	2 hr on-street	8	2	25%	5	63%	6	75%	6	75%	5	63%
166C	2 hr/unmarked on-street	14	2	14%	11	79%	11	79%	5	36%	7	50%
166D	2 hr on-street	3	1	33%	0	0%	1	33%	4	133%	3	100%
167A	On-Street Unmarked	12	2	17%	1	8%	3	25%	0	0%	5	42%

167B	2 hr on-street	4	0	0%	0	0%	2	50%	0	0%	2	50%
167C	On-Street Unmarked	9	0	0%	9	100%	10	111%	10	111%	8	89%
167D	On-Street Unmarked	6	2	33%	2	33%	3	50%	4	67%	1	17%
168A	On-Street Unmarked	8	5	63%	5	63%	7	88%	6	75%	6	75%
168B	On-Street Unmarked	6	0	0%	0	0%	0	0%	0	0%	0	0%
174A	On-Street Unmarked	9	1	11%	6	67%	5	56%	4	44%	2	22%
174B	On-Street Unmarked	6	0	0%	0	0%	0	0%	0	0%	0	0%
174D	On-Street Unmarked	7	0	0%	0	0%	0	0%	1	14%	1	14%
175A	On-Street Unmarked	10	3	30%	9	90%	9	90%	10	100%	7	70%
175B	2 hr on-street	6	0	0%	0	0%	5	83%	4	67%	5	83%
175D	2 hr on-street	7	7	100%	7	100%	6	86%	7	100%	4	57%
176A	2 hr on-street	12	0	0%	5	42%	3	25%	3	25%	3	25%
176B	2 hr on-street	3	0	0%	1	33%	1	33%	1	33%	1	33%
176C	2 hr on-street	6	0	0%	0	0%	0	0%	0	0%	0	0%
176D	2 hr on-street	5	0	0%	2	40%	2	40%	3	60%	2	40%
177B	On-Street Unmarked	7	0	0%	1	14%	0	0%	0	0%	1	14%
177C	2 hr on-street	6	0	0%	0	0%	0	0%	0	0%	0	0%
177D	2 hr on-street	4	0	0%	1	25%	2	50%	2	50%	3	75%
178A	On-Street Unmarked	7	0	0%	2	29%	3	43%	2	29%	1	14%
178D	On-Street Unmarked	6	1	17%	2	33%	4	67%	3	50%	2	33%
181 A	2 hr on-street	9	0	0%	0	0%	1	11%	4	44%	1	11%
183A	2 hr on-street	8	0	0%	1	13%	3	38%	4	50%	2	25%
183B	2 hr on-street	4	0	0%	0	0%	0	0%	0	0%	0	0%
183D	On-Street Unmarked	4	0	0%	0	0%	0	0%	0	0%	0	0%
184A	2 hr on-street	4	0	0%	0	0%	1	25%	0	0%	0	0%
184B	On-Street Unmarked	3	3	100%	3	100%	3	100%	3	100%	1	33%
217C	2 hr on-street	11	2	18%	2	18%	2	18%	0	0%	1	9%
218B	2 hr on-street	6	2	33%	3	50%	2	33%	5	83%	3	50%
218C	2 hr on-street	8	1	13%	3	38%	4	50%	7	88%	4	50%
219D	2 hr on-street	5	0	0%	1	20%	4	80%	4	80%	2	40%
219/22 0C	2 hr on-street	23	0	0%	0	0%	0	0%	1	4%	0	0%
225C	On-Street Unmarked	4	4	100%	4	100%	2	50%	1	25%	1	25%
225CC	On-Street Unmarked	11	7	64%	10	91%	10	91%	7	64%	0	0%
226A/ 225A	2 hr on-street	25	1	4%	2	8%	1	4%	0	0%	0	0%
226C	2 hr on-street	9	1	11%	1	11%	3	33%	3	33%	4	44%
227A	2 hr on-street	8	0	0%	5	63%	2	25%	3	38%	8	100%
227B	2 hr on-street	5	4	80%	4	80%	4	80%	4	80%	3	60%
227C	2 hr on-street	11	1	9%	1	9%	1	9%	4	36%	0	0%
227D	2 hr on-street	4	1	25%	2	50%	1	25%	0	0%	0	0%
228A	2 hr on-street	5	0	0%	1	20%	0	0%	1	20%	0	0%
228B	2 hr on-street	5	2	40%	0	0%	1	20%	1	20%	4	80%
228C	2 hr on-street	6	1	17%	2	33%	1	17%	5	83%	3	50%
229B	2 hr on-street	7	0	0%	1	14%	1	14%	0	0%	0	0%
229C	2 hr on-street	10	3	30%	4	40%	5	50%	4	40%	4	40%
229D	2 hr on-street	9	0	0%	0	0%	0	0%	0	0%	0	0%
230B	2 hr on-street	6	2	33%	2	33%	3	50%	5	83%	1	17%
230C	2 hr on-street	12	7	58%	10	83%	5	42%	8	67%	2	17%
230D	2 hr on-street	7	0	0%	0	0%	0	0%	0	0%	1	14%
231A	2 hr on-street	8	2	25%	2	25%	1	13%	1	13%	4	50%
231B	On-Street Unmarked	5	1	20%	3	60%	2	40%	2	40%	1	20%
231BB	On-Street Unmarked	8	8	100%	8	100%	7	88%	6	75%	3	38%
231C	2 hr on-street	15	1	7%	2	13%	1	7%	5	33%	4	27%
231D	2 hr on-street	7	1	14%	3	43%	1	14%	2	29%	1	14%
238A	2 hr on-street	16	0	0%	2	13%	1	6%	2	13%	0	0%

238B	On-Street Unmarked	6	0	0%	0	0%	0	0%	1	17%	0	0%
238BB	On-Street Unmarked	11	1	9%	2	18%	4	36%	0	0%	3	27%
238C	2 hr on-street	7	0	0%	1	14%	1	14%	0	0%	0	0%
238D	2 hr on-street	8	0	0%	0	0%	1	13%	3	38%	3	38%
239A	2 hr on-street	13	5	38%	5	38%	5	38%	6	46%	10	77%
239B	2 hr on-street	8	6	75%	7	88%	3	38%	6	75%	4	50%
239C	2 hr on-street	10	5	50%	6	60%	6	60%	7	70%	3	30%
239D	2 hr on-street	10	1	10%	3	30%	0	0%	4	40%	6	60%
240A	2 hr on-street	10	0	0%	0	0%	0	0%	0	0%	0	0%
240B	2 hr on-street	9	0	0%	1	11%	4	44%	0	0%	7	78%
240C	2 hr on-street	6	0	0%	3	50%	2	33%	1	17%	1	17%
240D	2 hr on-street	6	0	0%	0	0%	0	0%	0	0%	0	0%
241A	On-Street Unmarked	7	1	14%	1	14%	0	0%	0	0%	0	0%
241B	2 hr on-street	10	0	0%	0	0%	0	0%	0	0%	0	0%
241C	2 hr on-street	8	5	63%	3	38%	2	25%	2	25%	1	13%
241D	On-Street Unmarked	8	1	13%	1	13%	0	0%	2	25%	0	0%
242A	2 hr on-street	10	0	0%	1	10%	1	10%	1	10%	2	20%
242B	On-Street Unmarked	17	1	6%	1	6%	0	0%	2	12%	1	6%
242C	2 hr on-street	9	7	78%	5	56%	4	44%	4	44%	7	78%
242D	2 hr on-street	19	0	0%	2	11%	2	11%	4	21%	2	11%
268A	2 hr on-street	10	1	10%	5	50%	4	40%	0	0%	2	20%
268B	On-Street Unmarked	37	1	3%	3	8%	4	11%	3	8%	2	5%
268C	On-Street Unmarked	8	0	0%	0	0%	0	0%	0	0%	0	0%
268D	On-Street Unmarked	36	0	0%	0	0%	2	6%	4	11%	4	11%
268DD	On-Street Unmarked	23	0	0%	2	9%	1	4%	2	9%	2	9%
269A	2 hr on-street	5	1	20%	1	20%	3	60%	2	40%	1	20%
269B	2 hr on-street	10	0	0%	0	0%	0	0%	1	10%	2	20%
269D	2 hr on-street	12	1	8%	2	17%	2	17%	3	25%	4	33%
270A	2 hr on-street	4	1	25%	3	75%	4	100%	1	25%	1	25%
270B	2 hr on-street	8	1	13%	2	25%	3	38%	2	25%	3	38%
270C	2 hr on-street	5	0	0%	2	40%	2	40%	1	20%	1	20%
271A	2 hr on-street	5	0	0%	1	20%	1	20%	0	0%	0	0%
271B	2 hr on-street	3	0	0%	0	0%	1	33%	1	33%	0	0%
271C	Unmarked	10	1	10%	5	50%	4	40%	3	30%	3	30%
272B	2 hr on-street	8	1	13%	4	50%	3	38%	4	50%	2	25%
272C	2 hr on-street	9	6	67%	8	89%	9	100%	8	89%	4	44%
272D	2 hr /Police only	4	0	0%	0	0%	0	0%	4	100%	3	75%
273A	2 hr on-street	5	1	20%	3	60%	4	80%	4	80%	1	20%
273B	2 hr on-street	7	0	0%	3	43%	3	43%	4	57%	2	29%
273D	2 hr on-street	10	2	20%	6	60%	4	40%	5	50%	0	0%
274A	2 hr on-street	7	0	0%	3	43%	6	86%	6	86%	3	43%
274B	On-Street Unmarked	8	1	13%	1	13%	1	13%	1	13%	0	0%
274C	On-Street Unmarked	7	0	0%	0	0%	0	0%	1	14%	0	0%
274D	2 hr on-street	6	0	0%	0	0%	1	17%	1	17%	1	17%
275A	On-Street Unmarked	10	2	20%	2	20%	3	30%	3	30%	1	10%
275B	On-Street Unmarked	7	0	0%	0	0%	0	0%	0	0%	0	0%
275C	On-Street Unmarked	10	0	0%	0	0%	0	0%	0	0%	0	0%
275D	Unmarked	6	1	17%	2	33%	2	33%	3	50%	0	0%
	Totals	1311	174	13%	331	25%	353	27%	375	29%	296	23%

Occupancy Counts

Thursday, June 22 2017

Block - Face	Description	# of spaces	7:00am - 9:00am % Occ.2	9:00am - 11:00am % Occ.3	11:00am - 1:00pm % Occ.4	2:00pm - 4:00pm % Occ.5	4:00pm - 6:00pm % Occ.6
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117A	Off-street	30	5	17%	6	20%	8	27%	7	23%	7	23%
117C	Off-street	13	4	31%	4	31%	5	38%	4	31%	3	23%
117D	Off-street	13	13	100%	6	46%	8	62%	10	77%	6	46%
118A	Off-street	17	4	24%	8	47%	5	29%	3	18%	1	6%
118B	Off-street	16	1	6%	1	6%	1	6%	0	0%	0	0%
118C	Off-street	91	23	25%	52	57%	41	45%	46	51%	39	43%
118E	Off-street	17	0	0%	0	0%	0	0%	0	0%	0	0%
119A	Off-street	29	7	24%	5	17%	10	34%	8	28%	13	45%
154A	Off-street	16	2	13%	12	75%	9	56%	6	38%	0	0%
154B	Off-street	11	0	0%	3	27%	4	36%	3	27%	0	0%
155A	Off-street	14	6	43%	6	43%	8	57%	5	36%	2	14%
155C	Off-street	17	6	35%	8	47%	8	47%	6	35%	5	29%
156A	Off-street	21	0	0%	0	0%	0	0%	0	0%	0	0%
156B	Off-street	5	1	20%	1	20%	1	20%	1	20%	3	60%
156C	Public Off-street	21	2	10%	1	5%	0	0%	2	10%	6	29%
156D	Off-street	18	2	11%	0	0%	1	6%	1	6%	4	22%
160-161	Off-street	185	48	26%	126	68%	74	40%	39	21%	60	32%
160-161	Off-street HC	14	3	21%	10	71%	7	50%	4	29%	4	29%
163A	Off-street	22	8	36%	7	32%	5	23%	8	36%	9	41%
163B	Off-street	4	2	50%	2	50%	1	25%	1	25%	4	100%
164A	Off-street	40	11	28%	10	25%	11	28%	10	25%	9	23%
164B	Off-street	18	2	11%	6	33%	4	22%	11	61%	3	17%
164C	Off-street	12	8	67%	11	92%	11	92%	11	92%	3	25%
165	Off-street	19	0	0%	2	11%	8	42%	8	42%	5	26%
166A	Off-street	32	4	13%	6	19%	8	25%	8	25%	4	13%
166B	Off-street	33	13	39%	11	33%	10	30%	10	30%	9	27%
166C	Off-street	5	2	40%	4	80%	2	40%	4	80%	1	20%
167A	Public Off-street	53	5	9%	23	43%	23	43%	20	38%	9	17%
167B	Off-street	3	4	133%	2	67%	0	0%	2	67%	3	100%
174B	Off-street	4	0	0%	0	0%	4	100%	3	75%	1	25%
174C	Off-street	11	0	0%	0	0%	0	0%	1	9%	7	64%
175A	Off-street (both floors?)	24	17	71%	22	92%	22	92%	24	100%	14	58%
175B	Public Off-street HC	3	1	33%	1	33%	1	33%	1	33%	1	33%
175B	Public Off-street	53	31	58%	43	81%	42	79%	27	51%	12	23%
176A	Off-street	12	0	0%	11	92%	1	8%	1	8%	4	33%
176B	Off-street	16	3	19%	3	19%	6	38%	3	19%	8	50%
176B	Off-street HC	2	0	0%	0	0%	0	0%	0	0%	0	0%
177D	Off-street	88	28	32%	69	78%	64	73%	72	82%	3	3%
177E	Off-street	13	0	0%	4	31%	6	46%	5	38%	4	31%
177F	Off-street	27	0	0%	11	41%	9	33%	10	37%	7	26%
178	Off-street	42	5	12%	27	64%	19	45%	18	43%	13	31%
179	Off-street	101	31	31%	33	33%	22	22%	23	23%	16	16%
180	Off-street	134	13	10%	22	16%	34	25%	35	26%	23	17%
182	Off-street	22	3	14%	18	82%	18	82%	19	86%	15	68%
182	Off-street HC	2	0	0%	0	0%	0	0%	0	0%	0	0%
216	Off-street	93	12	13%	8	9%	7	8%	5	5%	5	5%
218	Public Off-street	72	44	61%	43	60%	41	57%	34	47%	29	40%
219-220	Public Off-street	118	9	8%	9	8%	10	8%	5	4%	3	3%
226	library Closed	62	1	2%	1	2%	2	3%	1	2%	0	0%
227	Off-street	15	6	40%	7	47%	7	47%	10	67%	7	47%
228A	Off-street	7	13	186%	3	43%	3	43%	2	29%	5	71%
228B	Off-street	14	6	43%	8	57%	6	43%	3	21%	5	36%
229A	Public Off-street	24	21	88%	21	88%	21	88%	18	75%	12	50%
229B	Public Off-street	15	6	40%	6	40%	9	60%	10	67%	9	60%
230A	Public Off-street	43	19	44%	32	74%	30	70%	28	65%	21	49%
230B	Off-street	15	3	20%	4	27%	3	20%	6	40%	3	20%
231	Off-street	20	6	30%	10	50%	7	35%	4	20%	6	30%
238A	Public Off-street	84	42	50%	52	62%	52	62%	52	62%	39	46%
238B	Off-street	6	1	17%	2	33%	2	33%	2	33%	0	0%
238C	Off-street	39	9	23%	20	51%	18	46%	20	51%	19	49%

239A	Off-street	8	8	100%	8	100%	8	100%	8	100%	6	75%
239B	Off-street	18	6	33%	7	39%	6	33%	7	39%	6	33%
240A	Off-street	71	33	46%	23	32%	18	25%	19	27%	24	34%
240B	Off-street	11	3	27%	3	27%	4	36%	5	45%	4	36%
240C	Off-street	12	1	8%	0	0%	0	0%	0	0%	0	0%
241A	Off-street	6	2	33%	2	33%	1	17%	2	33%	0	0%
241B	Off-street	10	0	0%	0	0%	0	0%	0	0%	0	0%
241C	Off-street	12	1	8%	3	25%	1	8%	3	25%	2	17%
241D	Public Off-street	34	11	32%	13	38%	12	35%	12	35%	6	18%
241F	Off-street	43	11	26%	19	44%	17	40%	17	40%	15	35%
241G	Off-street	15	0	0%	0	0%	2	13%	0	0%	0	0%
241H	Off-street	16	1	6%	1	6%	2	13%	2	13%	1	6%
242B	Off-street	46	23	50%	18	39%	16	35%	18	39%	14	30%
242C	Off-street	11	3	27%	9	82%	9	82%	8	73%	7	64%
269A	Off-street	13	4	31%	6	46%	4	31%	5	38%	3	23%
269B	Off-street	50	12	24%	12	24%	14	28%	18	36%	15	30%
269C	Off-street	32	5	16%	7	22%	7	22%	6	19%	7	22%
270A	Off-street	29	5	17%	9	31%	18	62%	11	38%	10	34%
270C	Off-street	64	30	47%	44	69%	47	73%	34	53%	18	28%
271A	Off-street	29	22	76%	27	93%	46	159%	25	86%	19	66%
271A	Off-street HC	3	1	33%	1	33%	0	0%	1	33%	1	33%
271B	Off-street	13	8	62%	8	62%	5	38%	6	46%	6	46%
271C	Off-street	11	0	0%	0	0%	0	0%	0	0%	1	9%
272	Off-street	57	25	44%	27	47%	26	46%	27	47%	21	37%
273	Off-street	72	42	58%	55	76%	47	65%	57	79%	46	64%
273	Off-street HC	6	2	33%	2	33%	2	33%	2	33%	2	33%
274A	Off-street	26	1	4%	5	19%	17	65%	16	62%	12	46%
274B	Off-street	22	6	27%	11	50%	12	55%	10	45%	8	36%
274D	Off-street	20	4	20%	7	35%	4	20%	7	35%	5	25%
275	Off-street	41	2	5%	9	22%	2	5%	1	2%	1	2%
300	street	48	18	38%	21	44%	21	44%	20	42%	10	21%
	Totals	2819	806	29%	1180	42%	1107	39%	1027	36%	773	27%

Combined Totals

On-street Totals	1311	174	13%	331	25%	353	27%	375	29%	296	23%
Off-street											
Totals	2819	806	29%	1180	42%	1107	39%	1027	36%	773	27%
	4130	980	24%	1511	37%	1460	35%	1402	34%	1069	26%

APPENDIX B

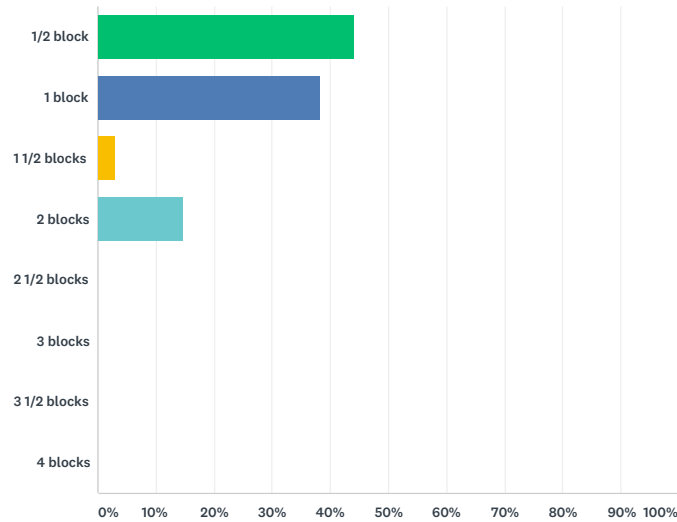
Q1 Business Name & Address

Answered: 36 Skipped: 0

#	RESPONSES	DATE
1	Revolutions Bar & Grill	9/4/2017 3:14 PM
2	Apple Natural Health Clinic 814 Jay Street	8/30/2017 6:36 PM
3	Forefront Dermatology	8/30/2017 2:38 PM
4	Subway 1011 S. 10th st	8/30/2017 10:17 AM
5	Sisters Unraveled 110 N 8th St, Manitowoc	8/29/2017 4:27 PM
6	Manitowoc Farmers Market, 720 Quay Street	8/29/2017 10:28 AM
7	Beermtsen's Confectionary And M.H. Dempsey Ilc.	8/29/2017 9:20 AM
8	Wrap It Up 830 S 8th St	8/28/2017 6:49 PM
9	Manitowoc Pharmacies	8/24/2017 11:59 PM
10	DITTO, 719 Franklin Street	8/23/2017 11:53 AM
11	The Mad Hatter/Dead by Dawn Dead & Breakfast	8/22/2017 12:55 PM
12	La Bella Capelli Salon - 813 Jay Street	8/22/2017 12:29 PM
13	The Hearty Olive LLC	8/22/2017 11:38 AM
14	Ziolkowski Chiropractic Clinic	8/21/2017 6:06 PM
15	Heavy Pedal Bicycles, 826 S. 8th	8/21/2017 12:34 PM
16	Kummer, Lambert, Fox & Glandt, LLP	8/21/2017 12:18 PM
17	Kummer, Lambert, Fox & Glandt, LLP Terence P. Fox	8/21/2017 11:56 AM
18	Manitowoc Heating 211 n 10th st	8/21/2017 11:40 AM
19	BAY Bodyworks	8/21/2017 10:52 AM
20	Soodsma Insurance Agency LLC	8/21/2017 9:12 AM
21	La Bella Capelli Salon LLC	8/19/2017 1:27 PM
22	Kummer, Lambert, Fox & Glandt llp	8/18/2017 7:19 PM
23	Progress Lakeshore, 202 N 8th Street, Ste 101, Manitowoc WI 54220	8/18/2017 6:13 PM
24	Paulette Sears Counseling, LLC	8/18/2017 4:35 PM
25	Graced 106N 8th street	8/18/2017 4:11 PM
26	Global Arts 702 York Street	8/18/2017 2:22 PM
27	The Greatest Gift	8/18/2017 1:10 PM
28	Dr. Freud's Institute of Fine Recordings	8/18/2017 1:08 PM
29	Stockpile Games 816 S 8th	8/18/2017 12:11 PM
30	Lucky Rose Fibers, 826 York Street	8/18/2017 12:00 PM
31	AV Dynamics	8/18/2017 11:47 AM
32	Heart & Homestead	8/18/2017 11:43 AM
33	Steimle Birschbach, LLC	8/18/2017 11:35 AM
34	Custom Health, 1011 S. 10th St.	8/18/2017 11:34 AM
35	The Seamstress, 929 So. 8th St	8/18/2017 11:32 AM
36	Balls and strikes, maritime embroidery	8/18/2017 11:03 AM

Q2 How far away are you comfortable asking customers to walk?

Answered: 34 Skipped: 2

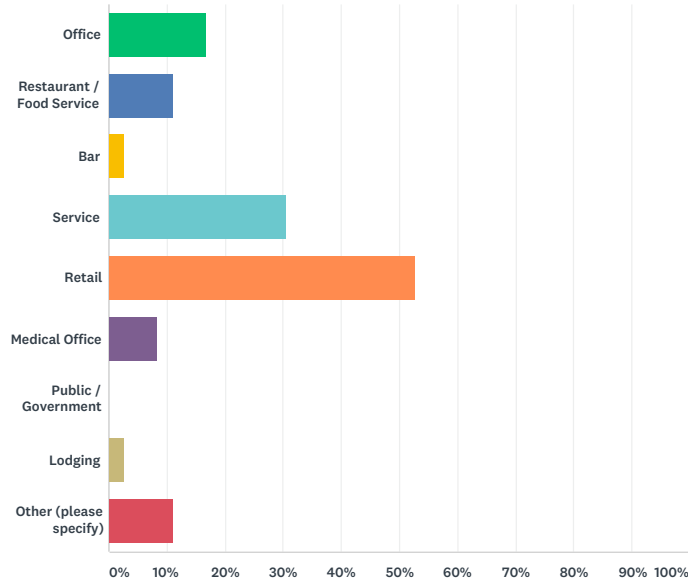


ANSWER CHOICES	RESPONSES
1/2 block	44.12% 15
1 block	38.24% 13
1 1/2 blocks	2.94% 1
2 blocks	14.71% 5
2 1/2 blocks	0.00% 0
3 blocks	0.00% 0
3 1/2 blocks	0.00% 0
4 blocks	0.00% 0
TOTAL	34

#	OTHER (PLEASE SPECIFY)	DATE
1	Locals 1/2 block, tourists 2 blocks	8/29/2017 9:20 AM
2	Our D&B parks behind our building	8/22/2017 12:55 PM
3	We often have to assist in loading bikes and it is helpful for cusotmers to be able to park in front of the shop	8/21/2017 12:34 PM
4	not comfortable asking them to walk any distance when they see spots that should be available in front of store. I have many elderly and handicapped that are not able to walk any distance. Would be nice if they could park in front of store or across the street from store.	8/18/2017 1:10 PM
5	We have a lot of elderly customers and walking can be a challenge for them, so the closer they can park the better.	8/18/2017 12:00 PM
6	We do have the benefit of our own parking lot.	8/18/2017 11:34 AM

Q3 Type of Business (if multiple types check all that apply, i.e. retail & food service)

Answered: 36 Skipped: 0

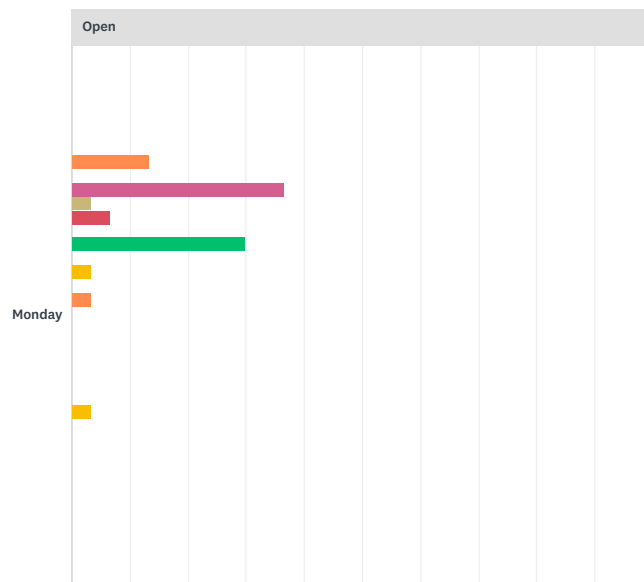


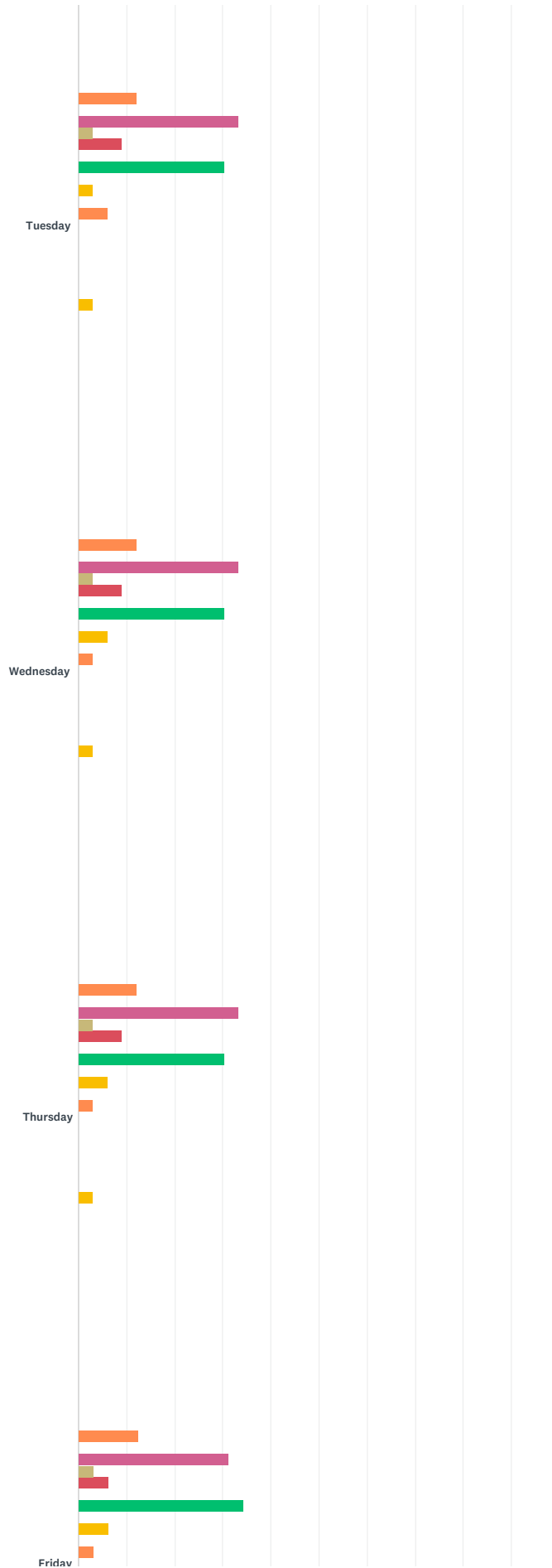
ANSWER CHOICES	RESPONSES
Office	16.67% 6
Restaurant / Food Service	11.11% 4
Bar	2.78% 1
Service	30.56% 11
Retail	52.78% 19
Medical Office	8.33% 3
Public / Government	0.00% 0
Lodging	2.78% 1
Other (please specify)	11.11% 4
Total Respondents: 36	

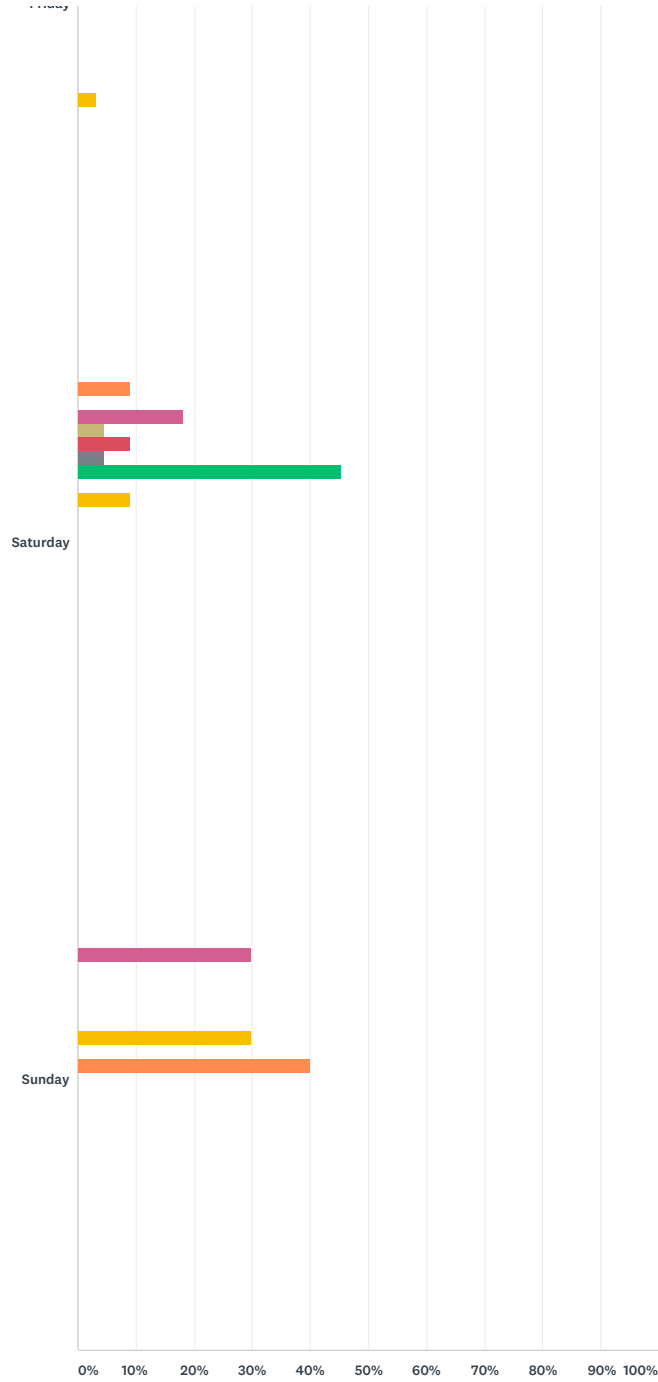
#	OTHER (PLEASE SPECIFY)	DATE
1	Tea lounge & diy center	8/29/2017 4:27 PM
2	Professional Services	8/21/2017 11:56 AM
3	Economic Development Organization	8/18/2017 6:13 PM
4	Art Gallery, Public Venue	8/18/2017 2:22 PM

Q4 Hours of Operation

Answered: 34 Skipped: 2

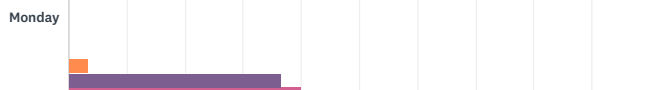


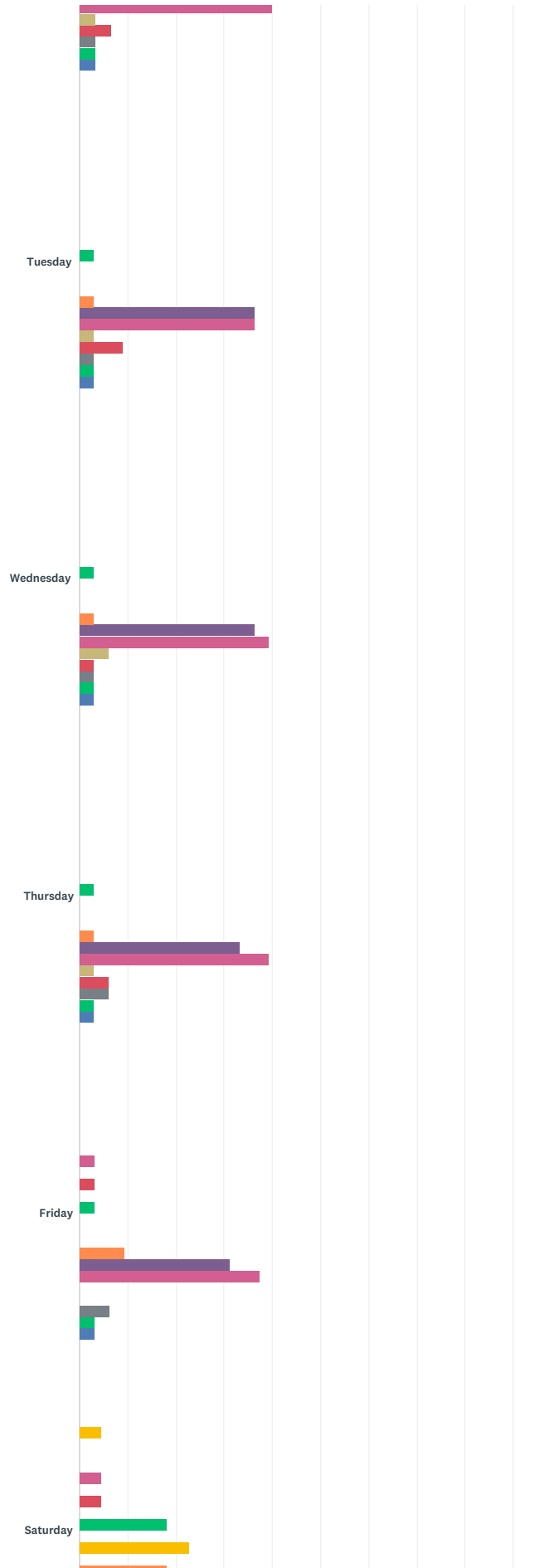


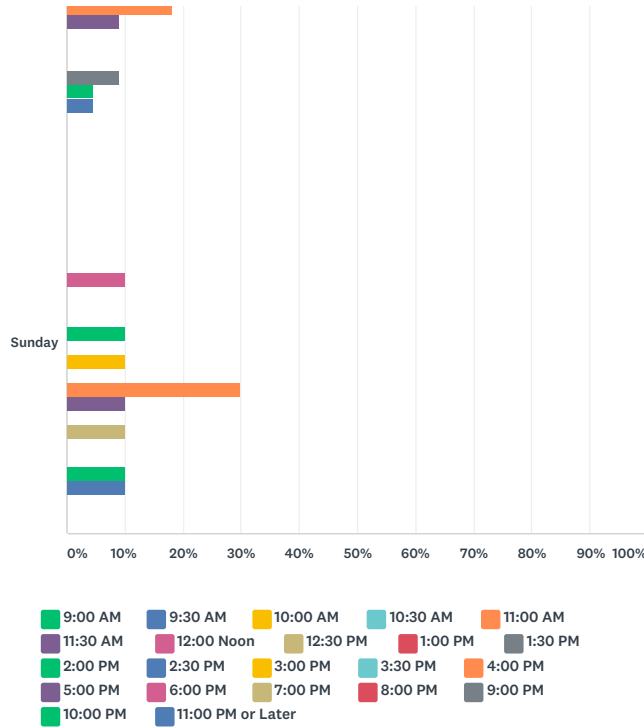


- 5:00 AM 5:30 AM 6:00 AM 6:30 AM 7:00 AM
- 7:30 AM 8:00 AM 8:30 AM 9:00 AM 9:30 AM
- 10:00 AM 10:30 AM 11:00 AM 11:30 AM 12:00 Noon
- 12:30 PM 1:00 PM 1:30 PM 2:00 PM 2:30 PM
- 3:00 PM 3:30 PM 4:00 PM 4:30 PM 5:00 PM
- 5:30 PM 6:00 PM 6:30 PM 7:00 PM 7:30 PM
- 8:00 PM or Later

Close







Open																
	5:00 AM	5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 NOON	12:30 PM
Monday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	13.33% 4	0.00% 0	36.67% 11	3.33% 1	6.67% 2	0.00% 0	30.00% 9	0.00% 0	3.33% 1	0.00% 0	3.33% 1	0.00% 0
Tuesday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.12% 4	0.00% 0	33.33% 11	3.03% 1	9.09% 3	0.00% 0	30.30% 10	0.00% 0	3.03% 1	0.00% 0	6.06% 2	0.00% 0
Wednesday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.12% 4	0.00% 0	33.33% 11	3.03% 1	9.09% 3	0.00% 0	30.30% 10	0.00% 0	6.06% 2	0.00% 0	3.03% 1	0.00% 0
Thursday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.12% 4	0.00% 0	33.33% 11	3.03% 1	9.09% 3	0.00% 0	30.30% 10	0.00% 0	6.06% 2	0.00% 0	3.03% 1	0.00% 0
Friday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.50% 4	0.00% 0	31.25% 10	3.13% 1	6.25% 2	0.00% 0	34.38% 11	0.00% 0	6.25% 2	0.00% 0	3.13% 1	0.00% 0
Saturday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	9.09% 2	0.00% 0	18.18% 4	4.55% 1	9.09% 2	4.55% 1	45.45% 10	0.00% 0	9.09% 2	0.00% 0	0.00% 0	0.00% 0
Sunday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	30.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	30.00% 3	0.00% 0	40.00% 4	0.00% 0

Close																
	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 NOON	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	5:00 PM
Monday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.33% 1	36.67% 11
Tuesday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.03% 1	0.00% 0	0.00% 0	3.03% 1	36.36% 12
Wednesday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.03% 1	0.00% 0	0.00% 0	3.03% 1	36.36% 12
Thursday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.03% 1	0.00% 0	0.00% 0	3.03% 1	33.33% 11
Friday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.13% 1	0.00% 0	3.13% 1	0.00% 0	3.13% 1	0.00% 0	0.00% 0	0.00% 0	9.38% 3	31.25% 10
Saturday	0.00% 0	0.00% 0	4.55% 1	0.00% 0	0.00% 0	0.00% 0	4.55% 1	0.00% 0	4.55% 1	0.00% 0	18.18% 4	0.00% 0	22.73% 5	0.00% 0	18.18% 4	9.09% 2
Sunday	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	10.00% 1	0.00% 0	0.00% 0	0.00% 0	10.00% 1	0.00% 0	10.00% 1	0.00% 0	30.00% 3	10.00% 1

#	OTHER (PLEASE SPECIFY)	DATE
1	sorry this is late. This went into my junk mail	9/4/2017 3:14 PM
2	We are currently changing hours of operation this fall.	8/29/2017 4:27 PM
3	7 days 10am -10pm	8/29/2017 9:20 AM
4	we close at 5:30 M-F but that choice is not available	8/24/2017 11:59 PM
5	Sometimes earlier , sometimes later.	8/23/2017 11:53 AM
6	D&B 5pm-noon next day	8/22/2017 12:55 PM

7	closed Sun	8/21/2017 12:34 PM
8	early morning board meetings 7am	8/18/2017 6:13 PM
9	Depends on events	8/18/2017 2:22 PM
10	Office Closes at 2:00 between Memorial Day and Labor Day	8/18/2017 11:35 AM

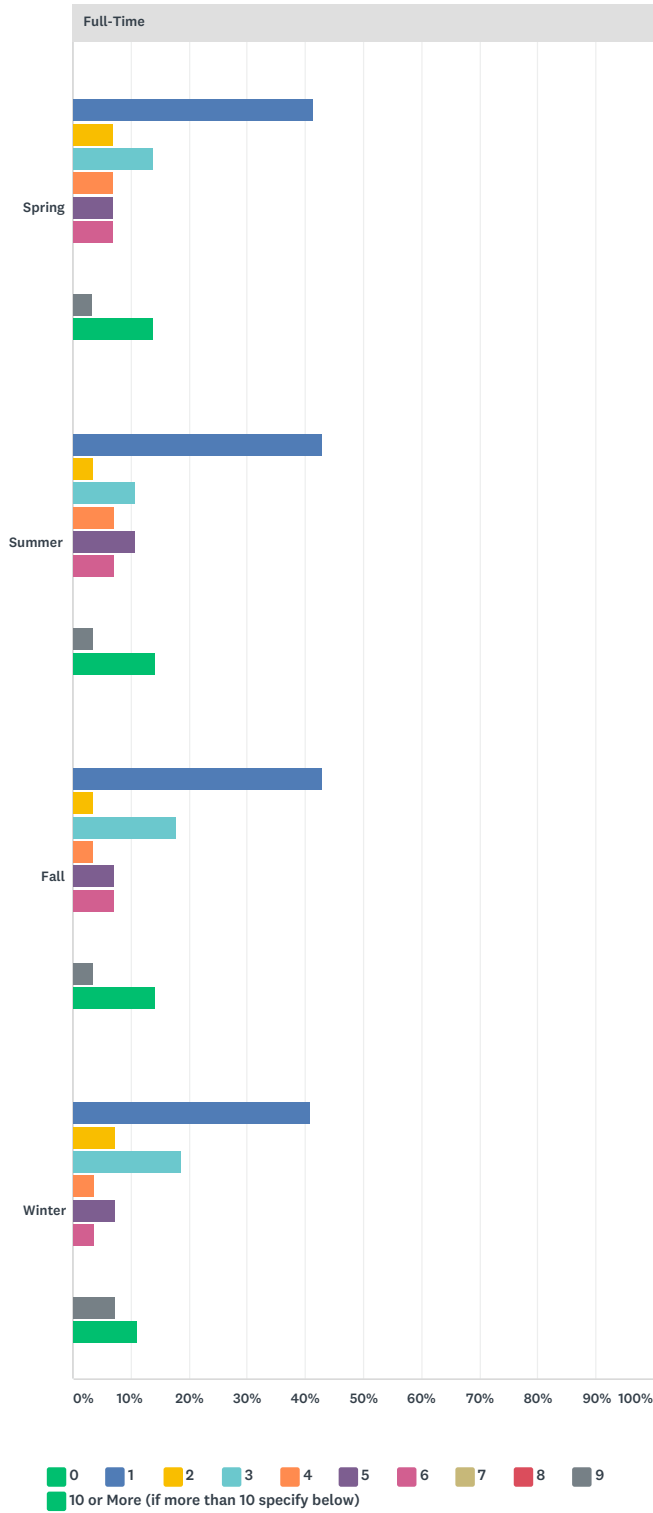
Q5 If your business hours of operation change seasonally please explain changes, hours/days by season

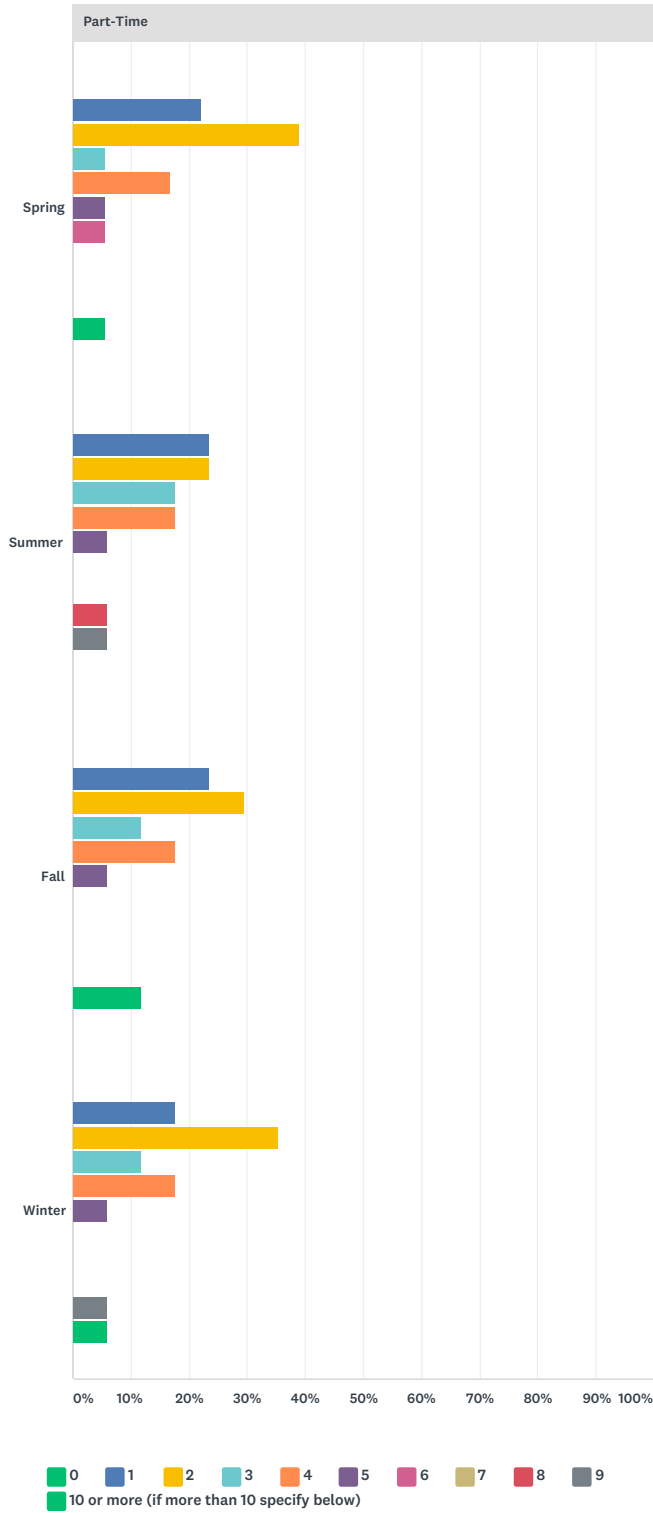
Answered: 16 Skipped: 20

#	RESPONSES	DATE
1	stays the same	8/30/2017 10:17 AM
2	Generally, Oct to December we are open 10am - 6pm through the holiday seasons.	8/29/2017 4:27 PM
3	Beginning of May through end of October	8/29/2017 10:28 AM
4	January we close at 8pm	8/29/2017 9:20 AM
5	We will be changing thursday back to 7am til 7pm. Fri and sat 7am. Til 8pm.	8/28/2017 6:49 PM
6	Closed on Sundays from Jan 1 through Memorial Day weekend	8/22/2017 11:38 AM
7	Slightly shorter hours in winter. (open til 5 pm)	8/21/2017 12:34 PM
8	n/a	8/21/2017 10:52 AM
9	La Bella Capelli Salon LLC	8/19/2017 1:27 PM
10	Summertime hours are extended to 6pm on weekdays, witer hours begin Sept 1st 10-5pm on weekdays	8/18/2017 4:11 PM
11	Winter Hours we are open: Wednesday 10-2 Friday 10-2 Saturday 10-3	8/18/2017 12:00 PM
12	we do stay open longer during the holidays	8/18/2017 11:47 AM
13	Extended holiday hours M-F 10-8, Sat. 10-5 from Monday after Thanksgiving until Dec. 23	8/18/2017 11:43 AM
14	See above	8/18/2017 11:35 AM
15	Saturdays and evenings by appointment, prom and wedding season.	8/18/2017 11:32 AM
16	Closed Summer weekends	8/18/2017 11:03 AM

Q6 How many people work here? (if more than 10 in any type or season, please respond in "other" response with number of employees)

Answered: 32 Skipped: 4





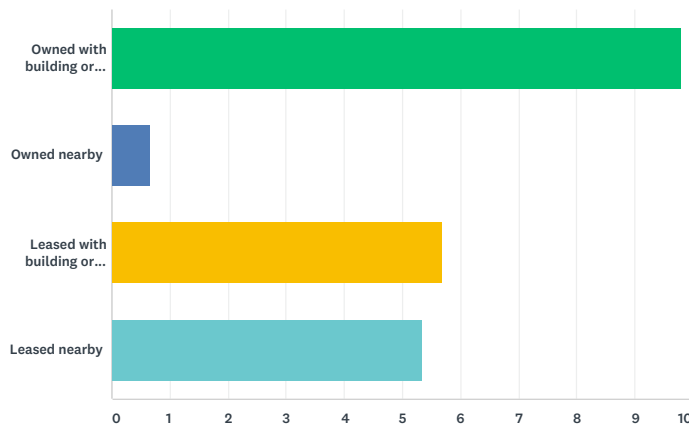
Full-Time												
	0	1	2	3	4	5	6	7	8	9	10 OR MORE (IF MORE THAN 10 SPECIFY BELOW)	TOTAL
Spring	0.00% 0	41.38% 12	6.90% 2	13.79% 4	6.90% 2	6.90% 2	6.90% 2	0.00% 0	0.00% 0	3.45% 1	13.79% 4	29
Summer	0.00% 0	42.86% 12	3.57% 1	10.71% 3	7.14% 2	10.71% 3	7.14% 2	0.00% 0	0.00% 0	3.57% 1	14.29% 4	28
Fall	0.00% 0	42.86% 12	3.57% 1	17.86% 5	3.57% 1	7.14% 2	7.14% 2	0.00% 0	0.00% 0	3.57% 1	14.29% 4	28
Winter	0.00% 0	40.74% 11	7.41% 2	18.52% 5	3.70% 1	7.41% 2	3.70% 1	0.00% 0	0.00% 0	7.41% 2	11.11% 3	27

Part-Time												
	0	1	2	3	4	5	6	7	8	9	10 OR MORE (IF MORE THAN 10 SPECIFY BELOW)	TOTAL
Spring	0.00% 0	22.22% 4	38.89% 7	5.56% 1	16.67% 3	5.56% 1	5.56% 1	0.00% 0	0.00% 0	0.00% 0	5.56% 1	18
Summer	0.00% 0	23.53% 4	23.53% 4	17.65% 3	17.65% 3	5.88% 1	0.00% 0	0.00% 0	5.88% 1	5.88% 1	0.00% 0	17
Fall	0.00% 0	23.53% 4	29.41% 5	11.76% 2	17.65% 3	5.88% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	11.76% 2	17
Winter	0.00% 0	17.65% 3	35.29% 6	11.76% 2	17.65% 3	5.88% 1	0.00% 0	0.00% 0	0.00% 0	5.88% 1	5.88% 1	17

#	OTHER (PLEASE SPECIFY HOW MANY EMPLOYEES)	DATE
1	350+ and growing	8/30/2017 2:38 PM
2	10 PT in spring, fall and winter. 2 from PT to FT in summer	8/30/2017 10:17 AM
3	Approximately 75 individual vendors, staff, volunteers, musicians, special community groups total at peak season (end of June-mid September) Non-peak season approximately 35-50	8/29/2017 10:28 AM
4	Nov 1st- Dec 25th	8/29/2017 9:20 AM
5	15	8/24/2017 11:59 PM
6	I am owner and only employee. I walk to work.	8/23/2017 11:53 AM
7	monthly board meetings 26 attendees for 2 hours	8/18/2017 6:13 PM
8	We have 8 employees total- only one is on duty in the store at most times	8/18/2017 4:11 PM
9	Depends on events	8/18/2017 2:22 PM
10	12	8/18/2017 11:35 AM

Q7 How many parking spaces?

Answered: 35 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Owned with building or business		10	284 29
Owned nearby		1	14 21
Leased with building or business		6	125 22
Leased nearby		5	128 24
Total Respondents: 35			

#	OWNED WITH BUILDING OR BUSINESS	DATE
1	7	9/4/2017 3:14 PM
2	0	8/30/2017 6:36 PM
3	50	8/30/2017 2:38 PM
4	0	8/29/2017 4:27 PM
5	132	8/29/2017 10:28 AM
6	2	8/29/2017 9:20 AM
7	0	8/28/2017 6:49 PM
8	0	8/24/2017 11:59 PM
9	0	8/23/2017 11:53 AM
10	3	8/22/2017 12:55 PM
11	4	8/21/2017 6:06 PM

12	10	8/21/2017 12:18 PM
13	20	8/21/2017 11:56 AM
14	6	8/21/2017 11:40 AM
15	0	8/21/2017 10:52 AM
16	0	8/19/2017 1:27 PM
17	18	8/18/2017 7:19 PM
18	0	8/18/2017 6:13 PM
19	0	8/18/2017 4:35 PM
20	0	8/18/2017 4:11 PM
21	0	8/18/2017 2:22 PM
22	1	8/18/2017 1:10 PM
23	0	8/18/2017 1:08 PM
24	0	8/18/2017 12:11 PM
25	0	8/18/2017 12:00 PM
26	11	8/18/2017 11:47 AM
27	0	8/18/2017 11:35 AM
28	20	8/18/2017 11:34 AM
29	0	8/18/2017 11:03 AM
#	OWNED NEARBY	DATE
1	0	9/4/2017 3:14 PM
2	0	8/30/2017 6:36 PM
3	0	8/29/2017 4:27 PM
4	10	8/28/2017 6:49 PM
5	0	8/24/2017 11:59 PM
6	0	8/23/2017 11:53 AM
7	0	8/21/2017 6:06 PM
8	0	8/21/2017 11:56 AM
9	4	8/21/2017 11:40 AM
10	0	8/21/2017 10:52 AM
11	0	8/19/2017 1:27 PM
12	0	8/18/2017 6:13 PM
13	0	8/18/2017 4:35 PM
14	0	8/18/2017 4:11 PM
15	0	8/18/2017 2:22 PM
16	0	8/18/2017 1:08 PM
17	0	8/18/2017 12:11 PM
18	0	8/18/2017 12:00 PM
19	0	8/18/2017 11:47 AM
20	0	8/18/2017 11:35 AM
21	0	8/18/2017 11:03 AM
#	LEASED WITH BUILDING OR BUSINESS	DATE
1	0	9/4/2017 3:14 PM
2	5	8/30/2017 6:36 PM
3	80	8/30/2017 2:38 PM
4	26	8/30/2017 10:17 AM
5	0	8/29/2017 4:27 PM
6	4	8/28/2017 6:49 PM
7	0	8/23/2017 11:53 AM
8	3	8/22/2017 11:38 AM
9	0	8/21/2017 6:06 PM
10	5	8/21/2017 11:56 AM
11	0	8/21/2017 10:52 AM
12	0	8/19/2017 1:27 PM
13	0	8/18/2017 6:13 PM
14	0	8/18/2017 4:35 PM
15	0	8/18/2017 4:11 PM
16	0	8/18/2017 2:22 PM
17	0	8/18/2017 1:08 PM
18	1	8/18/2017 12:11 PM
19	0	8/18/2017 12:00 PM

20	0	8/18/2017 11:47 AM
21	1	8/18/2017 11:32 AM
22	0	8/18/2017 11:03 AM
#	LEASED NEARBY	DATE
1	0	9/4/2017 3:14 PM
2	0	8/30/2017 6:36 PM
3	90	8/30/2017 2:38 PM
4	0	8/29/2017 4:27 PM
5	4	8/29/2017 9:20 AM
6	2	8/24/2017 11:59 PM
7	0	8/23/2017 11:53 AM
8	4	8/22/2017 12:29 PM
9	0	8/21/2017 6:06 PM
10	0	8/21/2017 11:56 AM
11	4	8/21/2017 10:52 AM
12	3	8/21/2017 9:12 AM
13	4	8/19/2017 1:27 PM
14	0	8/18/2017 6:13 PM
15	0	8/18/2017 4:35 PM
16	0	8/18/2017 4:11 PM
17	0	8/18/2017 2:22 PM
18	0	8/18/2017 1:08 PM
19	0	8/18/2017 12:11 PM
20	0	8/18/2017 12:00 PM
21	0	8/18/2017 11:47 AM
22	2	8/18/2017 11:43 AM
23	15	8/18/2017 11:35 AM
24	0	8/18/2017 11:03 AM

Q8 Number of customers in a typical day by season?

Answered: 31 Skipped: 5

ANSWER CHOICES	RESPONSES	
Spring	100.00%	31
Summer	100.00%	31
Fall	100.00%	31
Winter	100.00%	31

#	SPRING	DATE
1	50	8/30/2017 6:36 PM
2	50+	8/30/2017 10:17 AM
3	25	8/29/2017 4:27 PM
4	500	8/29/2017 10:28 AM
5	60	8/29/2017 9:20 AM
6	80	8/28/2017 6:49 PM
7	100	8/24/2017 11:59 PM
8	35	8/23/2017 11:53 AM
9	20-30	8/22/2017 12:55 PM
10	12	8/22/2017 12:29 PM
11	50	8/22/2017 11:38 AM
12	60-70	8/21/2017 6:06 PM
13	15	8/21/2017 12:18 PM
14	5	8/21/2017 11:56 AM
15	3	8/21/2017 11:40 AM
16	15	8/21/2017 10:52 AM
17	5	8/21/2017 9:12 AM
18	70	8/19/2017 1:27 PM
19	15	8/18/2017 7:19 PM
20	NA	8/18/2017 4:35 PM
21	20	8/18/2017 4:11 PM

22	varies	8/18/2017 1:10 PM
23	50	8/18/2017 1:08 PM
24	40	8/18/2017 12:11 PM
25	5	8/18/2017 12:00 PM
26	10-16	8/18/2017 11:47 AM
27	?	8/18/2017 11:43 AM
28	25	8/18/2017 11:35 AM
29	25	8/18/2017 11:34 AM
30	15	8/18/2017 11:32 AM
31	10	8/18/2017 11:03 AM
#	SUMMER	DATE
1	50	8/30/2017 6:36 PM
2	50+	8/30/2017 10:17 AM
3	50	8/29/2017 4:27 PM
4	1000	8/29/2017 10:28 AM
5	300	8/29/2017 9:20 AM
6	150	8/28/2017 6:49 PM
7	100	8/24/2017 11:59 PM
8	60 to 75	8/23/2017 11:53 AM
9	30-50	8/22/2017 12:55 PM
10	15	8/22/2017 12:29 PM
11	100	8/22/2017 11:38 AM
12	60-70	8/21/2017 6:06 PM
13	15	8/21/2017 12:18 PM
14	5	8/21/2017 11:56 AM
15	3	8/21/2017 11:40 AM
16	15	8/21/2017 10:52 AM
17	5	8/21/2017 9:12 AM
18	60	8/19/2017 1:27 PM
19	15	8/18/2017 7:19 PM
20	NA	8/18/2017 4:35 PM
21	30	8/18/2017 4:11 PM
22	varies	8/18/2017 1:10 PM
23	70-150	8/18/2017 1:08 PM
24	50	8/18/2017 12:11 PM
25	10	8/18/2017 12:00 PM
26	4-12	8/18/2017 11:47 AM
27	?	8/18/2017 11:43 AM
28	25	8/18/2017 11:35 AM
29	25	8/18/2017 11:34 AM
30	8	8/18/2017 11:32 AM
31	10	8/18/2017 11:03 AM
#	FALL	DATE
1	60	8/30/2017 6:36 PM
2	50+	8/30/2017 10:17 AM
3	75	8/29/2017 4:27 PM
4	750	8/29/2017 10:28 AM
5	400	8/29/2017 9:20 AM
6	80	8/28/2017 6:49 PM
7	100	8/24/2017 11:59 PM
8	60 to 75	8/23/2017 11:53 AM
9	50-100	8/22/2017 12:55 PM
10	12	8/22/2017 12:29 PM
11	300	8/22/2017 11:38 AM
12	60-70	8/21/2017 6:06 PM
13	15	8/21/2017 12:18 PM
14	5	8/21/2017 11:56 AM
15	3	8/21/2017 11:40 AM
16	15	8/21/2017 10:52 AM
17	5	8/21/2017 9:12 AM
18	50	8/19/2017 1:27 PM

19	15	8/18/2017 7:19 PM
20	NA	8/18/2017 4:35 PM
21	30	8/18/2017 4:11 PM
22	varies	8/18/2017 1:10 PM
23	60	8/18/2017 1:08 PM
24	50	8/18/2017 12:11 PM
25	10	8/18/2017 12:00 PM
26	6-12	8/18/2017 11:47 AM
27	?	8/18/2017 11:43 AM
28	25	8/18/2017 11:35 AM
29	25	8/18/2017 11:34 AM
30	15	8/18/2017 11:32 AM
31	10	8/18/2017 11:03 AM
#	WINTER	DATE
1	60	8/30/2017 6:36 PM
2	50+	8/30/2017 10:17 AM
3	30	8/29/2017 4:27 PM
4	0	8/29/2017 10:28 AM
5	40	8/29/2017 9:20 AM
6	60	8/28/2017 6:49 PM
7	75	8/24/2017 11:59 PM
8	25	8/23/2017 11:53 AM
9	20-30	8/22/2017 12:55 PM
10	12	8/22/2017 12:29 PM
11	50	8/22/2017 11:38 AM
12	60-70	8/21/2017 6:06 PM
13	15	8/21/2017 12:18 PM
14	5	8/21/2017 11:56 AM
15	3	8/21/2017 11:40 AM
16	15	8/21/2017 10:52 AM
17	5	8/21/2017 9:12 AM
18	50	8/19/2017 1:27 PM
19	15	8/18/2017 7:19 PM
20	NA	8/18/2017 4:35 PM
21	25	8/18/2017 4:11 PM
22	varies	8/18/2017 1:10 PM
23	60-150	8/18/2017 1:08 PM
24	40	8/18/2017 12:11 PM
25	5	8/18/2017 12:00 PM
26	6-12	8/18/2017 11:47 AM
27	?	8/18/2017 11:43 AM
28	25	8/18/2017 11:35 AM
29	25	8/18/2017 11:34 AM
30	8	8/18/2017 11:32 AM
31	10	8/18/2017 11:03 AM

Q9 What day is your peak day?

Answered: 31 Skipped: 5

#	RESPONSES	DATE
1	We are fairly busy every day	9/4/2017 3:14 PM
2	Thursday	8/30/2017 6:36 PM
3	varies	8/30/2017 10:17 AM
4	Saturday	8/29/2017 4:27 PM
5	Saturday	8/29/2017 10:28 AM
6	saturday	8/29/2017 9:20 AM
7	Normally fridays and Saturdays. Some weeks that changes.	8/28/2017 6:49 PM
8	mondays	8/24/2017 11:59 PM
9	Changes every week; Saturday is probably peak.	8/23/2017 11:53 AM
10	Thursday/Friday	8/22/2017 12:55 PM

11	Tuesday, Thursday, Friday	8/22/2017 12:29 PM
12	Saturday	8/22/2017 11:38 AM
13	Monday & Thursday	8/21/2017 6:06 PM
14	Fri/Sat	8/21/2017 12:34 PM
15	all the same	8/21/2017 11:40 AM
16	no day is different	8/21/2017 10:52 AM
17	hard to say	8/21/2017 9:12 AM
18	Tuesday	8/19/2017 1:27 PM
19	All are the same, we are a law office	8/18/2017 7:19 PM
20	3rd wednesday board meetings 7-830am 26 attendees	8/18/2017 6:13 PM
21	NA	8/18/2017 4:35 PM
22	Usually between 12-4pm	8/18/2017 4:11 PM
23	sat	8/18/2017 1:08 PM
24	Fridays and Saturdays	8/18/2017 12:11 PM
25	Friday, or Saturday	8/18/2017 12:00 PM
26	Thursday	8/18/2017 11:47 AM
27	? Changes by season, by weather, by sales ad, etc.	8/18/2017 11:43 AM
28	Varies	8/18/2017 11:35 AM
29	None	8/18/2017 11:34 AM
30	Monday and Friday	8/18/2017 11:32 AM
31	Friday	8/18/2017 11:03 AM

Q10 What hour(s) is your busiest time of day/night?

Answered: 32 Skipped: 4

ANSWER CHOICES	RESPONSES	
AM	62.50%	20
PM	71.88%	23
N/A	15.63%	5
Other	3.13%	1

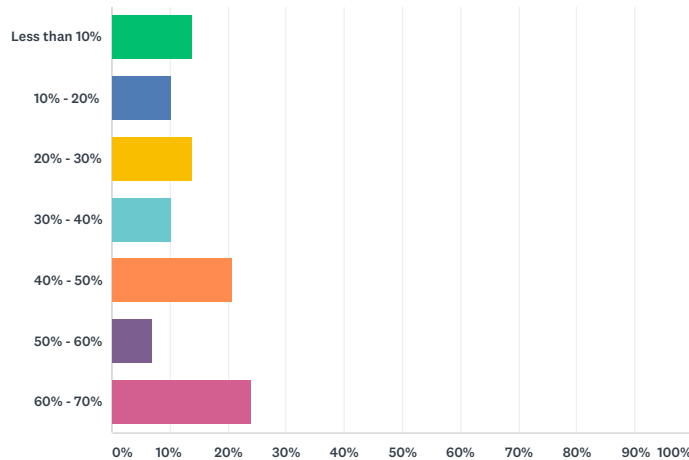
#	AM	DATE
1	11a-1p	8/30/2017 10:17 AM
2	9am	8/29/2017 10:28 AM
3	12 noon	8/29/2017 9:20 AM
4	9	8/28/2017 6:49 PM
5	varies	8/24/2017 11:59 PM
6	11am to 2pm	8/23/2017 11:53 AM
7	11	8/22/2017 12:55 PM
8	8-10	8/21/2017 6:06 PM
9	11	8/21/2017 11:40 AM
10	8	8/21/2017 10:52 AM
11	10	8/19/2017 1:27 PM
12	9	8/18/2017 7:19 PM
13	7-9am board & committee meetings	8/18/2017 6:13 PM
14	NA	8/18/2017 4:35 PM
15	10-12	8/18/2017 1:10 PM
16	11am-1pm	8/18/2017 12:00 PM
17	10-11	8/18/2017 11:47 AM
18	?	8/18/2017 11:43 AM
19	11am to close 6pm.	8/18/2017 11:34 AM
20	Noon to One	8/18/2017 11:32 AM

#	PM	DATE
1	5-bar close	9/4/2017 3:14 PM
2	4	8/30/2017 6:36 PM
3	12-3	8/29/2017 4:27 PM
4	12pm	8/29/2017 10:28 AM
5	7	8/29/2017 9:20 AM
6	12	8/28/2017 6:49 PM
7	4	8/22/2017 12:55 PM

8	4:00	8/22/2017 12:29 PM
9	12-4	8/22/2017 11:38 AM
10	3-5	8/21/2017 6:06 PM
11	4	8/21/2017 11:40 AM
12	7	8/21/2017 10:52 AM
13	5	8/19/2017 1:27 PM
14	4	8/18/2017 7:19 PM
15	NA	8/18/2017 4:35 PM
16	3-4pm	8/18/2017 4:11 PM
17	3-5	8/18/2017 1:10 PM
18	3-4:30	8/18/2017 1:08 PM
19	6	8/18/2017 12:11 PM
20	2-4	8/18/2017 11:47 AM
21	?	8/18/2017 11:43 AM
22	Four to Five	8/18/2017 11:32 AM
23	3-6	8/18/2017 11:03 AM
#	N/A	DATE
1	pretty consistent	8/21/2017 11:56 AM
2	varies	8/21/2017 9:12 AM
3	NA	8/18/2017 4:35 PM
4	unable to determine	8/18/2017 11:43 AM
5	Varies	8/18/2017 11:35 AM
#	OTHER	DATE
1	NA	8/18/2017 4:35 PM

Q11 During your peak hour(s) what proportion of your daily customers/visitor are in your business?

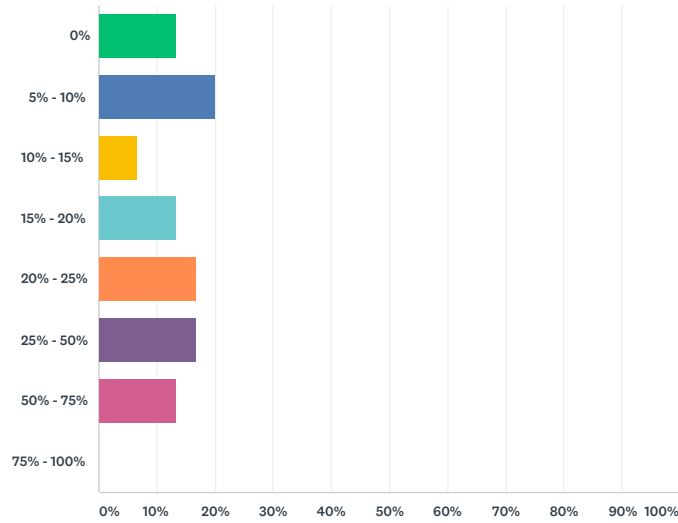
Answered: 29 Skipped: 7



ANSWER CHOICES	RESPONSES
Less than 10%	13.79% 4
10% - 20%	10.34% 3
20% - 30%	13.79% 4
30% - 40%	10.34% 3
40% - 50%	20.69% 6
50% - 60%	6.90% 2
60% - 70%	24.14% 7
TOTAL	29

Q12 In your estimation, what proportion of your daily customers/visitors are already downtown for another purpose such as work, shopping, other personal business etc.?

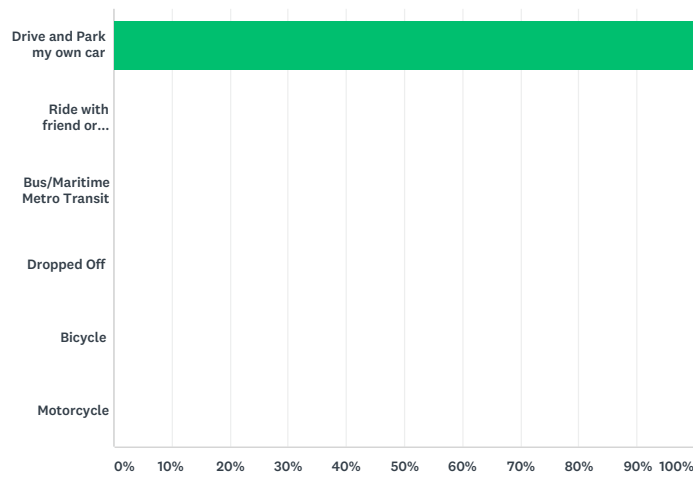
Answered: 30 Skipped: 6



ANSWER CHOICES	RESPONSES
0%	13.33% 4
5% - 10%	20.00% 6
10% - 15%	6.67% 2
15% - 20%	13.33% 4
20% - 25%	16.67% 5
25% - 50%	16.67% 5
50% - 75%	13.33% 4
75% - 100%	0.00% 0
TOTAL	30

Q13 How do you generally get to work?

Answered: 33 Skipped: 3



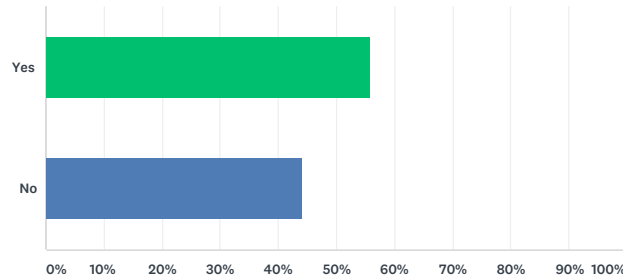
ANSWER CHOICES	RESPONSES
Drive and Park my own car	100.00% 33
Ride with friend or spouse	0.00% 0
Bus/Maritime Metro Transit	0.00% 0
Dropped Off	0.00% 0
Bicycle	0.00% 0
Motorcycle	0.00% 0
TOTAL	33

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

1	I walk.	8/23/2017 11:53 AM
2	Walk downstairs!!!	8/22/2017 12:55 PM
3	Car needed for deliveries and shipping/bank runs.	8/21/2017 12:34 PM

Q14 Do you have parking for yourself at your business/building?

Answered: 34 Skipped: 2

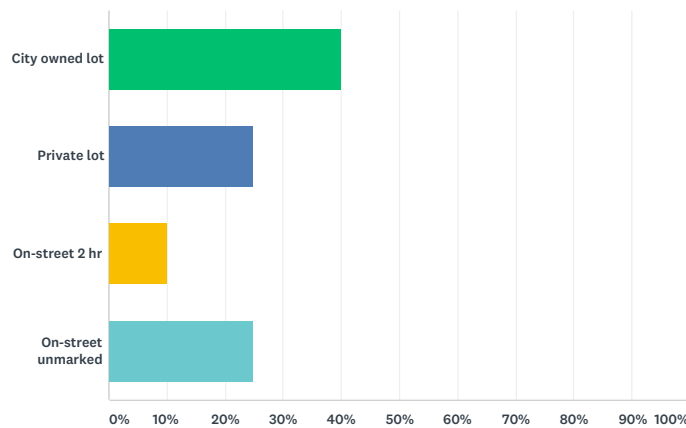


ANSWER CHOICES	RESPONSES
Yes	55.88% 19
No	44.12% 15
TOTAL	34

#	IF "YES", WHERE IS THIS PARKING LOCATED	DATE
1	in my parking lot	9/4/2017 3:14 PM
2	on premises	8/30/2017 10:17 AM
3	Last owner sold our back parking to Forefront Dermatology; we have a right away, but a parking spot has never been discussed.	8/29/2017 4:27 PM
4	In the Farmer Market Parking lot.	8/29/2017 10:28 AM
5	illegally in back of building	8/29/2017 9:20 AM
6	Parking lot next to fat seagull.	8/28/2017 6:49 PM
7	behind the building	8/22/2017 12:55 PM
8	8th & Jay	8/22/2017 11:38 AM
9	behind building	8/21/2017 6:06 PM
10	behind the building on leased spaces	8/21/2017 11:56 AM
11	Yes, but I have to lease it from another business	8/21/2017 10:52 AM
12	2 blocks away	8/19/2017 1:27 PM
13	Next to our building	8/18/2017 7:19 PM
14	In public parking lot in back of building	8/18/2017 4:35 PM
15	owned parking lot	8/18/2017 11:47 AM
16	In lot	8/18/2017 11:34 AM

Q15 If not, where do you generally park?

Answered: 20 Skipped: 16

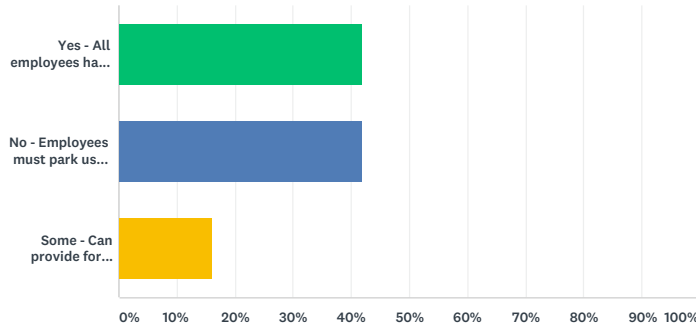


ANSWER CHOICES	RESPONSES
City owned lot	40.00% 8

Private lot	25.00%	5
On-street 2 hr	10.00%	2
On-street unmarked	25.00%	5
TOTAL		20

Q16 Do you provide parking for any employees at your business/building?

Answered: 31 Skipped: 5

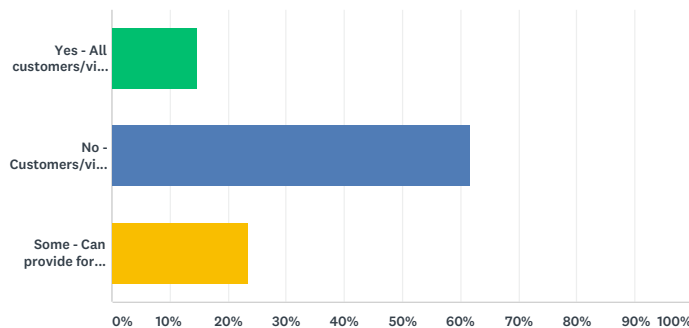


ANSWER CHOICES	RESPONSES
Yes - All employees have parking provided and available	41.94% 13
No - Employees must park using public parking	41.94% 13
Some - Can provide for some employees but not all	16.13% 5
TOTAL	31

#	OTHER (PLEASE SPECIFY)	DATE
1	Do not have employees...family works here	8/22/2017 12:55 PM
2	gravel lot is used behind the building we lease from.	8/21/2017 12:34 PM
3	yes, but I have to lease it	8/21/2017 10:52 AM

Q17 Do you provide parking for customers/visitors at your business/building?

Answered: 34 Skipped: 2

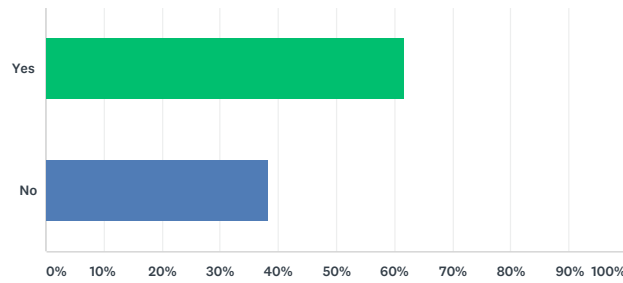


ANSWER CHOICES	RESPONSES
Yes - All customers/visitors have parking provided and available	14.71% 5
No - Customers/visitors must park using public parking	61.76% 21
Some - Can provide for some customers but not all	23.53% 8
TOTAL	34

#	OTHER (PLEASE SPECIFY)	DATE
1	All customers are off street, and much to the frustration of the library across the street, customers of the farmers market park in their lot.	8/29/2017 10:28 AM
2	D&B parking is provided and we park elsewhere	8/22/2017 12:55 PM
3	Street parking adjacent to building sometimes available	8/18/2017 11:35 AM

Q18 Do you have a policy for your staff regarding where to park?

Answered: 34 Skipped: 2

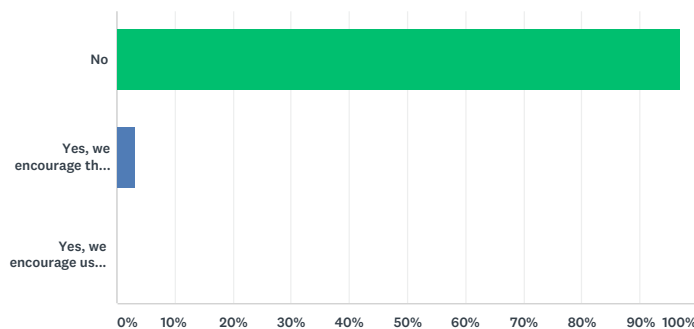


ANSWER CHOICES	RESPONSES	
Yes	61.76%	21
No	38.24%	13
TOTAL		34

#	IF "YES", PLEASE EXPLAIN POLICY	DATE
1	First come, first serve all leased and owned parking spaces	8/30/2017 2:38 PM
2	on side of building facing east	8/30/2017 10:17 AM
3	They need to park away from the store area where they can find parking	8/29/2017 4:27 PM
4	Vendors, staff, and volunteers are to park in the Farmers Market lot; however, approx. 10 vendors don't follow this policy and park on Quay Street taking up precious parking for customers.	8/29/2017 10:28 AM
5	find public parking away from store front.	8/29/2017 9:20 AM
6	they must park east of 7th st on Jay or northbound on 7th st	8/24/2017 11:59 PM
7	Park in leased spots.	8/22/2017 12:29 PM
8	do not park in front of the store or on the side streets. Use the parking lot behind the store.	8/22/2017 11:38 AM
9	Keep off the street of nearby businesses	8/21/2017 12:34 PM
10	Staff must park on Buffalo st west of 10th st.	8/21/2017 11:40 AM
11	Yes, they park in the leased lot	8/21/2017 10:52 AM
12	We ask that our employees do not park on 8th street and leave those spaces open for customers visiting the businesses in the Dempsey building	8/18/2017 4:11 PM
13	The employee who opens uses the single leased stall, the closing employee uses public parking.	8/18/2017 12:11 PM
14	When we have people helping at the store we make sure to have them avoid the 2 hour areas. Usually it means parking a block or two away.	8/18/2017 12:00 PM
15	they must park in assigned spots in our lot. they also are instructed how and where to park customer vehicles for service or over night	8/18/2017 11:47 AM
16	In leased spots	8/18/2017 11:43 AM
17	They park in the spaces I lease for them.	8/18/2017 11:35 AM
18	Park on the side most away from the door	8/18/2017 11:34 AM
19	They must park legally, but not on the street so customers have access to business.	8/18/2017 11:32 AM

Q19 Do you offer incentives to your staff not to drive to work but instead bicycle or other means?

Answered: 32 Skipped: 4

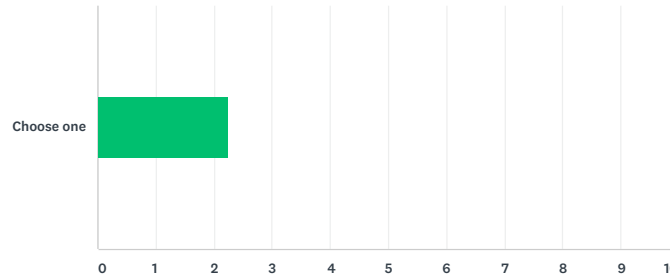


ANSWER CHOICES	RESPONSES	
No	96.88%	31
Yes, we encourage those who can to ride a bike whenever possible	3.13%	1
Yes, we encourage use of other means (rideshare, etc)	0.00%	0

Total Respondents: 32		
#	COMMENTS	DATE
1	Our vendors have a hard enough time considering not being with their vehicles. Many will rent 2-3 stalls just to have their vehicles by them, or to keep their trailer hitched to their vehicles. If we required vendors to not have their vehicles in the lot with their display, we could probably cut down the market parking stall usage by 1/3-1/2. This would open up additional parking for customers. I suppose we could consider a lower fee if they would perhaps park at the City Hall lot after setting up their displays. Or, we could look for a more suitable location to host the farmers market.	8/29/2017 10:28 AM
2	NA: I am in private practice.	8/18/2017 4:35 PM
3	its hard enough to get them here on time as it is I offer them a pay check to get here and thats not enough sometimes	8/18/2017 11:47 AM

Q20 There is enough publicly available long term parking for employees in the downtown.

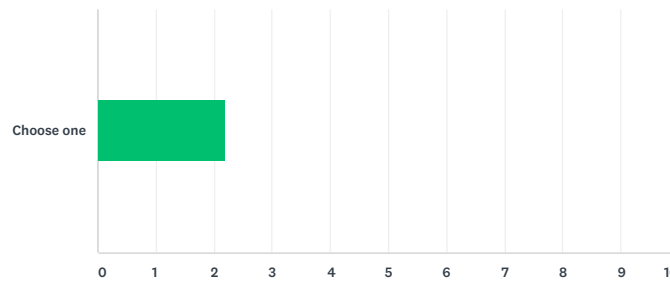
Answered: 35 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	34.29% 12	31.43% 11	14.29% 5	17.14% 6	2.86% 1	35	2.23

Q21 There is enough public parking for customers and visitors of the downtown.

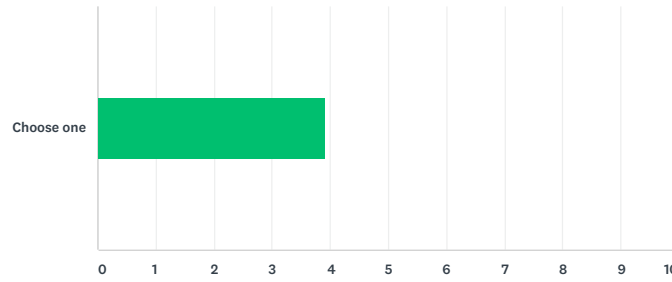
Answered: 35 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	37.14% 13	31.43% 11	11.43% 4	14.29% 5	5.71% 2	35	2.20

Q22 Employees from downtown businesses are taking convenient parking away from customers and visitors.

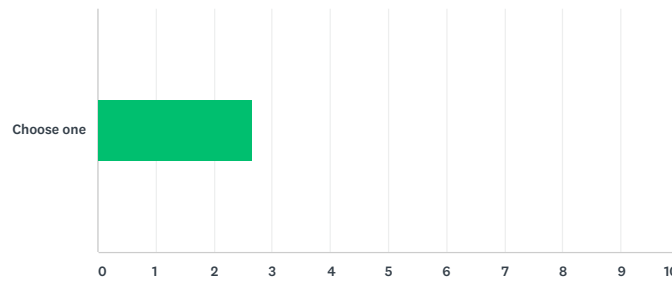
Answered: 35 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	0.00% 0	8.57% 3	14.29% 5	54.29% 19	22.86% 8	35	3.91

Q23 It is easy to locate a parking space in downtown.

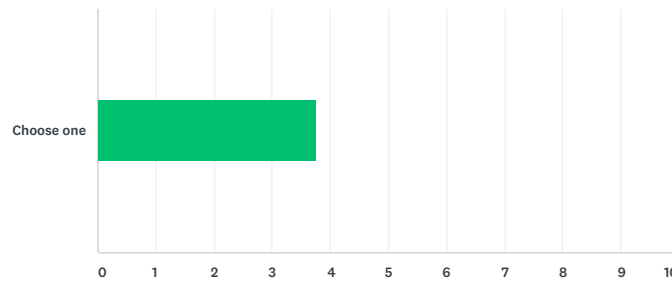
Answered: 35 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	17.14% 6	31.43% 11	22.86% 8	25.71% 9	2.86% 1	35	2.66

Q24 I feel safe when parking my vehicle downtown.

Answered: 35 Skipped: 1

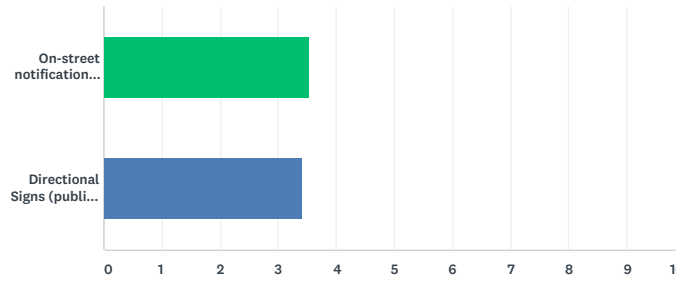


	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	5.71% 2	5.71% 2	14.29% 5	54.29% 19	20.00% 7	35	3.77

#	IF YOU DISAGREE WITH THIS STATEMENT PLEASE EXPLAIN.	DATE
1	I do not see any problems with a safety issue.	8/30/2017 10:17 AM
2	Manitowoc feels less safe than it did 10 yrs ago	8/24/2017 11:59 PM
3	speed of one way traffic& traffic does not stop for crosswalks	8/18/2017 6:13 PM
4	The further away we need to park away from the business of 8th street the less safe I feel about walking	8/18/2017 4:11 PM

Q25 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 35 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
On-street notifications (No Parking, loading zone, etc)	0.00% 0	14.71% 5	23.53% 8	55.88% 19	5.88% 2	34	3.53
Directional Signs (public parking this way, etc)	0.00% 0	20.00% 6	23.33% 7	53.33% 16	3.33% 1	30	3.40

Q26 Please feel free to make any additional comments regarding parking below.

Answered: 25 Skipped: 11

#	RESPONSES	DATE
1	When I purchased my business at 902 York St. in 2009, we had 2 hour parking available on York St. We were open for lunch and dinner every day. When Forefront Dermatology. started building, the construction vehicles started using my customer parking & then upon completion of the building the city reassigned the parking & it is no longer 2 hour, but unlimited to accommodate Forefront employees not to have to move their cars every 2 hours. It is parked up from 7 am until after 5 pm Mon-Fri. I now have to share one block of parking w/Marettis Deli, Shooter Malones, a yarn store, religious store, & now Dahl's Cafe. I can no longer be open for lunch because of this change as there is not enough parking for customers for 6 businesses. I have lost revenue because of this (& my business was established before Forefront moved in). There is a large empty lot between Maritime Dr. & York St that would be perfect for a parking garage. It would be utilized by Forefront, the 6 businesses I just mentioned above, and people renting in down town apartments that need parking. If they built another structure across from the Capitol Civic Center and behind the Hearty Olive (where there is already a parking lot), that could service the south side of the down town. The downtown is growing and people are investing in their futures.	9/4/2017 3:14 PM
2	I believe the street parking especially on my clinic's street gets extremely congested and I would like to see better solutions.	8/30/2017 6:36 PM
3	Government workers need to have a rule that they also must follow on where they must park. If businesses employees must park a distance from their place of employment, then government workers should have the same rules apply to them.	8/30/2017 10:17 AM
4	As a business owner and no where to park, I find it even more difficult to offer my customers adequate parking space as well. I wouldn't mind paying for a parking sticker as a business owner, if it allotted me peace of mind throughout my day to day business operations. However a lot of my customers won't stop if they can't find parking after traveling around the block more than once. And now, since the restaurant went in up the street, my sales have decreased, due to parking availability. I had to cut my hours back in the morning this summer, because of the lack of parking space by 10am.	8/29/2017 4:27 PM

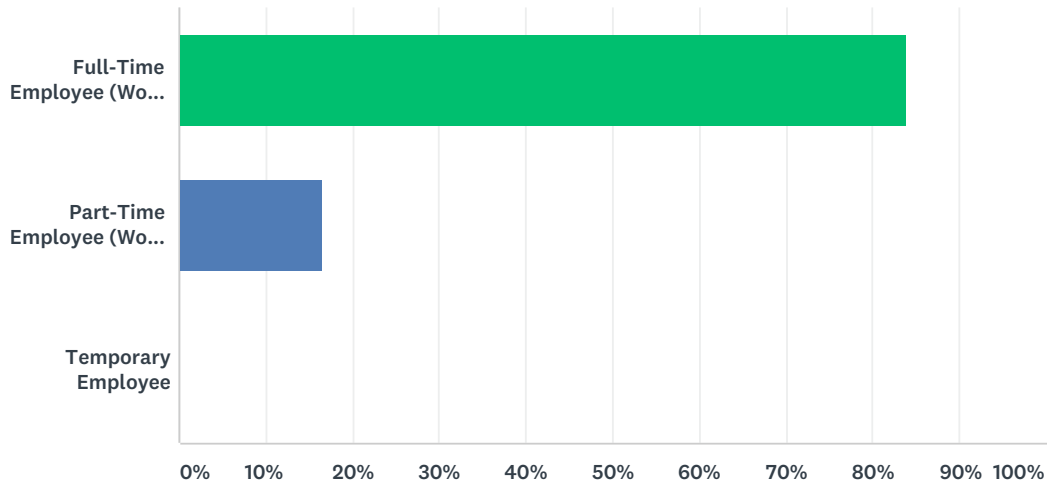
5	<p>#20, #21, #23 are loaded questions. It depends on any given day, time, or if there is a special event going on in downtown. During SubFest and the farmers market operating at the same time, there isn't enough parking to expand our number of customers or increase event attendance unless event shuttles were added. #22 I agree with, especially on Saturdays at the farmers market when 2 hour parking along Quay Street isn't enforced. Also, some of the customers spend some time shopping and eating at the farmers market, so sometimes the customers hog the spots. I was also told by a police officer that they don't enforce parking on Saturdays. #25, sometimes there is only 1 sign on a block so one might see the posted parking rules. I will be honest, after 2 years of operation of the Manitowoc Farmers Market, I just noticed a Farmers Market sign just after the bridge on S.10th Steet (which is like 8-10 feet in the air, and is also less than 10 feet wide)...kind of seems useless in my opinion. I'll be honest, I have had a few parking tickets downtown during the weekdays because I had coffee shop meetings run late. I really didn't care either, because the \$15 I felt was a donation...not much of a penalty. The average age of our vendors, average age of our customers, and average age of our resident is 60+. Walking far distances to essentially "grocery shop" isn't welcoming. The National Farmers Market Coalition suggests that there be enough parking stalls to equate a minimum of 10% of your total customers (in addition/above the stalls needed for your vendors, staff, volunteers, musicians, community groups participating in the event). For our market, that would equate to approximately 50 customer stalls during off-peak, 100 customer stalls during peak. It sure would be nice to have a permanent location for our market...to include a facility that could be utilized 365 days a year. Over the last 2 years our location has been co-opted for parking from a growing business (Forefront)--which forced our hand to relocate on Tuesdays (effectively killing our Tuesday market--we used to see 250-300 visitors during peak on Tuesdays, now we have 50-100, which forced our largest producer to stop attending). We were also were removed from the lot on a busy Saturday in July for "SubFest" because they wanted the parking lot for "kids activities" and "merchant vendors (Tupperware, Scentsy, etc)." We attempted to work collaboratively with the Wisconsin Maritime Museum to share the space. I even offered to coordinate their "merchant vendors"; however, they didn't return emails, phone calls, messages left with other support staff when making in-person visits, or even personal Facebook messages. Since I know the parking plan will play into the downtown comprehensive plan, our future depends on adequate parking as well. Also, to say that the vendors are tired of being pushed around, is putting it mildly. The USDA has a Wholesale Markets and Facility Design team to provide technical assistance in construction of structures for farmers/public markets which could include indoor facilities or a combination of indoor and outdoor features. Our community supports a year-round market. Considerable consideration needs to be made with the future of the farmers market. Trust, on behalf of the vendors, is on thin ice. Overall, the vendors are tired of moving from location to location...it feels a bit like a "kick the can" scenario. We need to know where our permanent home is, and it must have adequate parking to meet its needs.</p>	8/29/2017 10:28 AM
6	<p>I think we need to look at more satellite or mini lots to utilize. Locals prefer not walk more than a block. And utilize larger lots for larger employer's away from downtown. I think employees could walk more than a few blocks to park for the day of work, and maybe shuttle them to destination.</p>	8/29/2017 9:20 AM
7	<p>I would support a parking structure.</p>	8/28/2017 6:49 PM
8	<p>Remove the 2-hour limit, our clients have services that take longer. We pay on average 10 parking tickets per year. The new business next door is going to make parking a lot harder on us.</p>	8/22/2017 12:29 PM
9	<p>If you have a need for a parking ramp, it should go behind the odd fellows building. That lot would cover all Capitol Center Events, the Human Service staff and visitors and any overflow of new businesses. We should avoid tearing down historic buildings. We need new retail.</p>	8/22/2017 11:38 AM
10	<p>It is requested that downtown employees do not park directly in front of other businesses so that these spots may be reserved for customers of that business.</p>	8/21/2017 12:34 PM
11	<p>i believe if Forefront employees would park in the lot they are assigned to park we would not have a problem. They are trying to save themselves 100ft to walk so they take all the street parking up. Its unfortunate that no one else can park in that parking lot. The majority of the cars in the street have the parking lot sticker on them.</p>	8/21/2017 11:40 AM
12	<p>I have many elderly clients that can not walk for to get inside my building. I also have people in pain. There is often times where either residents from upstairs or meetings at another business on this block cause there to be no close parking available. Additionally I have appts that range from half an hour to 2 hours. If someone also wants to shop at any of the stores nearby they can and have been ticketed due to length of stay. This is not conducive to a pleasant downtown business district in my opinion .</p>	8/21/2017 10:52 AM
13	<p>I wish other business would respect the few spaces in front of my business. Aspire real estate will use up the 2 hour parking in front of me and then that makes it harder for my customers to park.</p>	8/21/2017 9:12 AM
14	<p>I own a salon downtown and some of my services take longer than 2 hours which is what our customers are limited to. Changing it to 4 hours or getting meters would be a more efficient way to have parking.</p>	8/19/2017 1:27 PM
15	<p>Downtown area north of River majority of public parking is two hours both on 8th and side streets. This does not provide flexibility to area on non two for employees to park. Need mix of short term parking in front of retail/service businesses & longer term on side streets away from businesses.</p>	8/18/2017 6:13 PM
16	<p>Unfortunately I am the only business owner in our building that is not given an assigned parking spot for myself or my employees. We routinely do not park on 8th street and park in 2 hour parking spots because there are not enough long term parking spots available. Myself and my employees have to lock up the store during the day to move our cars sometimes 2-3 times. This obviously hurts our business. I only need one long term parking spot per day to accommodate my staff. I feel as though we should have the option to purchase annual passes that can be used to park in a 2 hour spot without being ticketed. In the past month I have had one employee get 3 parking tickets and she even moved her car during the day. There are more than enough spots on the side streets of Maritime drive, York and buffalo to convert to all day parking. At least give us the option to pay up front instead of being constantly ticketed. Thanks!</p>	8/18/2017 4:11 PM
17	<p>Please try to free up some of the parking on York Street 800-900 block. I have constant complaints of customers not being able to find a place to park. Doesn't look good for city if customers can't shop local without hassle. Thank you. Therese</p>	8/18/2017 1:10 PM
18	<p>My business is located across from Human Services-often their clients are parking in front of store-sometimes beyond posted limits-seems to be little regard of or enforcement of said limits-not to mention by staff who park on Jay St. between 8th & 9th. Other problem seems to be events at Capital Civic Center,particularlyly at Xmas where every weekend in Dec finds zero nearby parking on evenings & afternoons during performances. Horrible for retail in what should be our busiest season-shorter limits to accomodate retail need to be posted & hopefully observed/enforced to deter cars from remaining in one place in front of businesses as they dine & later attend their show (sometimes-3-4 hrs!)while little nearby available parking remains.If we can have signage indicating Wi-Fi certainly we can ask for signage to observe limits-ideally 30 minutes max - to facilitate all-not just the CCC!</p>	8/18/2017 1:08 PM

19	Our biggest issue currently is the Forefront Dermatology employees using the street parking near our store. Often their all day employees take all the unmarked spaces, then they use the 2 hour parking in the area for their shorter term visitors/employees. It makes it hard for us nearby to find parking for ourselves and our customers. I have a newborn that has to come to work with me daily and during bad weather its a challenge to walk blocks just to get a parking space. Winter tends to be the worst because often the plows push the snow into the parking spaces, or the ramps for the sidewalks are covered. We only open 3 days a week in winter because many of our customers are elderly and cannot handle parking and climbing over the snow.	8/18/2017 12:00 PM
20	Biz owners on some streets park in front of their own stores so they don't have to walk from the parking lots. very lazy practice and then they complain about parking down town for customers	8/18/2017 11:47 AM
21	Due to 'shows' at the neighboring CCC some of these statements would not be answered in the same fashion. Patrons of some 'shows' occurring during regulated parking hours, should be made aware of those hours and not be allowed to park on 8th St. Maybe signs could be re-worded to say: 1-2 hour parking during business hours or something on that order. Listing as it is currently does not reflect the business era.	8/18/2017 11:43 AM
22	A major concern I have is allowing cars to park too close to intersections making it difficult and quite dangerous to cross 8th Street. For example at the intersection of 8th and Buffalo, quite frequently you have to inch out into 8th street because you are not able to see if cars are coming. We need to back off from allowing cars to park so close to those intersections. I feel it is a safety hazard. Thanks for performing this survey.	8/18/2017 11:35 AM
23	While we have parking available for our customers I feel that any time I've parked downtown I've been able to find a spot to park.	8/18/2017 11:34 AM
24	For my small business, it is OK, as long as other business do not hog it. My employee says the city lot on Jay street has confusing signage. It is hard to know which are open spaces.	8/18/2017 11:32 AM
25	I'm located between two dermatology offices. They do not take any street parking that inhibits my customers. I am grateful for that. We do need parking for evening festivities. For special events like the capital shows, balloon glow, Vic Ferrari. In the evening when all the bars and restaurants are open, you sometimes have to walk blocks to get to your destination. There is a heavy police presence after 10 p.m. at night. I feel a parking garage is highly needed, but not at the location that they are currently discussing by the library. There are many old buildings in the immediate area of Dermatology that can be leveled to produce a parking structure. Wasting that beautiful area on a parking ramp would not be my choice. I also encourage the two hour parking limit. There are many times in front of my store cars are here for more than two hours. That inhibits my customers from parking. Thank you for doing the study.	8/18/2017 11:03 AM

APPENDIX C

Q1 I am a (check all that apply):

Answered: 229 Skipped: 0

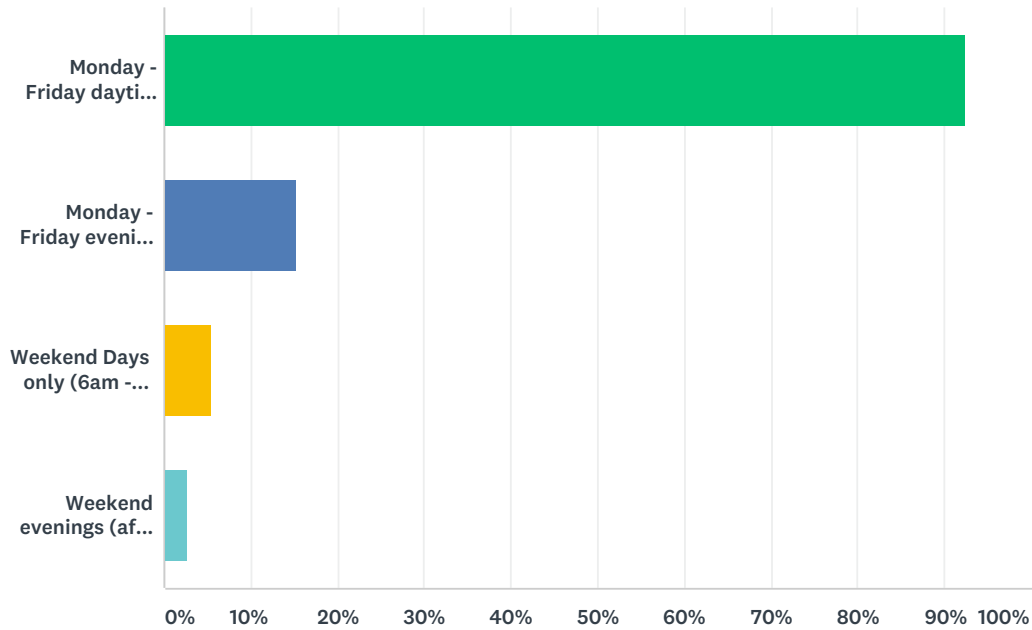


ANSWER CHOICES	RESPONSES	
Full-Time Employee (Work more than 30 hours per week)	83.84%	192
Part-Time Employee (Work less than 30 hours per week)	16.59%	38
Temporary Employee	0.00%	0
Total Respondents: 229		

#	OTHER (PLEASE SPECIFY)	DATE
1	Steimle Birschbach, LLC	8/21/2017 4:26 PM

Q2 When are you generally at work?

Answered: 224 Skipped: 5



ANSWER CHOICES	RESPONSES
Monday - Friday daytime (6am - 5pm)	92.41% 207
Monday - Friday evening (after 5pm)	15.18% 34
Weekend Days only (6am - 5pm)	5.36% 12
Weekend evenings (after 5pm)	2.68% 6
Total Respondents: 224	

#	OTHER (PLEASE SPECIFY)	DATE
1	5am - 1:30pm	9/1/2017 6:02 AM
2	M-W 7Am to 7 PM	8/31/2017 9:28 AM
3	Dayshift any day (Police)	8/25/2017 1:49 PM
4	Mon-fri day and evening	8/19/2017 2:23 PM
5	I also work Saturday and Sunday during the day	8/19/2017 7:27 AM
6	24 hour shifts	8/18/2017 1:04 PM
7	and some weekends	8/18/2017 11:05 AM

Q3 Name of the city/town where you reside if not in Manitowoc?

Answered: 91 Skipped: 138

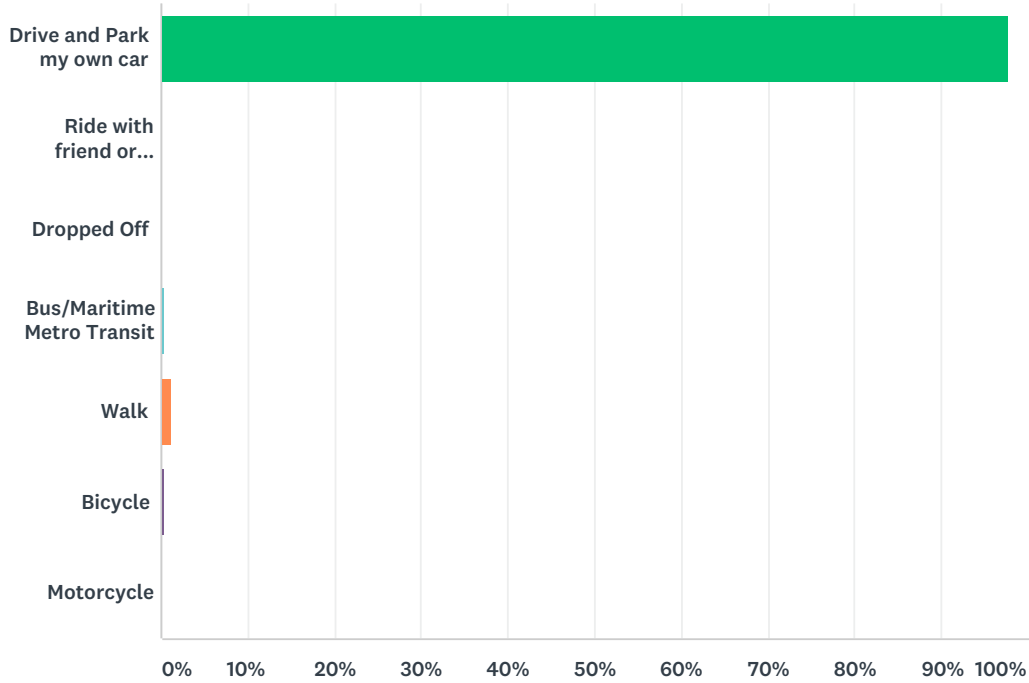
#	RESPONSES	DATE
1	Whitelaw	9/12/2017 9:50 AM
2	Two Rivers	9/12/2017 8:38 AM
3	Denmark, WI	9/12/2017 8:30 AM
4	Valders	9/12/2017 7:50 AM
5	Two Rivers	9/12/2017 7:42 AM
6	New Holstein	9/12/2017 7:41 AM
7	Newton	9/12/2017 7:34 AM
8	Two Rivers	9/12/2017 7:03 AM
9	Deerfield, IL	9/12/2017 12:03 AM
10	Sheboygan	9/5/2017 11:15 AM
11	Town of Manitowoc Rapids	9/1/2017 7:28 PM
12	Two Rivers	9/1/2017 4:15 PM
13	Reedsville	9/1/2017 8:57 AM
14	Muskego, WI	8/31/2017 12:35 PM
15	Manitowoc	8/31/2017 11:55 AM
16	Green Bay	8/31/2017 11:17 AM
17	Northbrook, IL	8/31/2017 9:28 AM
18	Green Bay	8/31/2017 1:28 AM
19	Mishicot	8/30/2017 11:25 PM
20	Whitelaw	8/30/2017 5:50 PM
21	Two Rivers	8/30/2017 5:48 PM
22	Manitowoc	8/30/2017 5:44 PM
23	Kaukauna	8/30/2017 5:25 PM
24	Sheboygan	8/30/2017 4:33 PM
25	TWO RIVERS	8/30/2017 3:46 PM
26	Sheboygan	8/30/2017 3:36 PM
27	Cato	8/30/2017 3:36 PM
28	Mishicot	8/30/2017 3:33 PM
29	Green Bay	8/30/2017 3:31 PM
30	Sheboygan Falls	8/30/2017 3:27 PM
31	Chicago, IL	8/30/2017 3:22 PM
32	Two Rivers	8/30/2017 3:17 PM
33	Valders	8/30/2017 3:14 PM
34	Two Rivers	8/30/2017 3:08 PM
35	Denmark	8/30/2017 3:07 PM

36	Town of Eaton	8/30/2017 3:05 PM
37	Sturgeon Bay	8/30/2017 3:03 PM
38	Manitowoc	8/30/2017 3:02 PM
39	Two Rivers Wi	8/30/2017 2:58 PM
40	Reedsville	8/30/2017 2:58 PM
41	Two Rivers, WI	8/30/2017 2:57 PM
42	Manitowoc	8/30/2017 2:56 PM
43	Two Rivers	8/30/2017 2:55 PM
44	Reedsville	8/30/2017 2:54 PM
45	Whitelaw	8/30/2017 2:53 PM
46	Chilton	8/30/2017 2:53 PM
47	two rivers	8/30/2017 2:53 PM
48	Two Rivers	8/30/2017 2:53 PM
49	Plymouth	8/30/2017 2:53 PM
50	Two Rivers	8/30/2017 2:53 PM
51	Delafield	8/30/2017 2:52 PM
52	Fredonia	8/30/2017 2:50 PM
53	Valders	8/30/2017 2:49 PM
54	Manitowoc Rapids	8/30/2017 2:40 PM
55	Cato	8/28/2017 7:37 PM
56	Green Bay	8/24/2017 9:37 PM
57	Town of Manitowoc Rapids	8/23/2017 3:23 PM
58	Clarks Mills	8/23/2017 4:03 AM
59	Valders	8/22/2017 11:27 PM
60	Two Rivers	8/22/2017 8:36 PM
61	Eaton	8/22/2017 7:09 PM
62	New Holstein	8/22/2017 2:51 PM
63	Reedsville, WI	8/22/2017 12:27 PM
64	Clarks Mills	8/22/2017 12:27 PM
65	City of Green Bay	8/21/2017 2:33 PM
66	Mishicot	8/21/2017 1:21 PM
67	Green Bay	8/21/2017 1:02 PM
68	Two Rivers	8/21/2017 11:15 AM
69	Town of Kossuth	8/21/2017 10:49 AM
70	Mishicot	8/21/2017 9:39 AM
71	Manitowoc	8/21/2017 9:38 AM
72	Two Rivers	8/21/2017 9:17 AM
73	Two Rivers	8/19/2017 2:23 PM
74	Two Rivers	8/19/2017 8:35 AM
75	Valders	8/18/2017 6:56 PM
76	Cleveland	8/18/2017 5:25 PM

77	VALDERS	8/18/2017 3:36 PM
78	Cato	8/18/2017 3:16 PM
79	Town of Newton	8/18/2017 2:53 PM
80	Sheboygan WI.	8/18/2017 1:04 PM
81	Two Rivers	8/18/2017 12:38 PM
82	Cleveland, WI	8/18/2017 12:30 PM
83	Sheboygan County	8/18/2017 12:18 PM
84	Manitowoc	8/18/2017 12:12 PM
85	Town of Manitowoc Rapids	8/18/2017 11:59 AM
86	Town of Manitowoc	8/18/2017 11:47 AM
87	Kiel, WI	8/18/2017 11:42 AM
88	Kewaunee	8/18/2017 11:42 AM
89	Two Rivers	8/18/2017 11:29 AM
90	Two Rivers	8/18/2017 11:05 AM
91	Two Rivers	8/18/2017 11:02 AM

Q4 How do you generally get to work?

Answered: 227 Skipped: 2

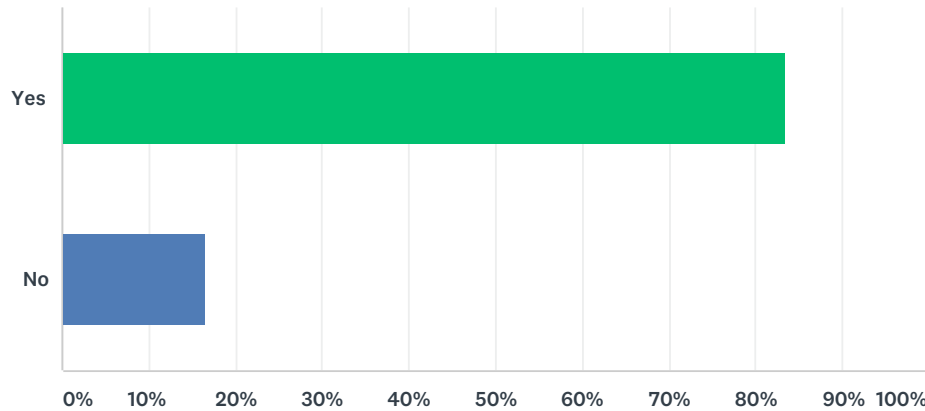


ANSWER CHOICES	RESPONSES	
Drive and Park my own car	97.80%	222
Ride with friend or spouse	0.00%	0
Dropped Off	0.00%	0
Bus/Maritime Metro Transit	0.44%	1
Walk	1.32%	3
Bicycle	0.44%	1
Motorcycle	0.00%	0
TOTAL		227

#	OTHER (PLEASE SPECIFY)	DATE
1	Sometimes I bike in the summer	8/30/2017 5:44 PM
2	Department issued vehicle	8/23/2017 3:23 PM
3	Sometimes carpool	8/21/2017 1:02 PM

Q5 Does your employer provide parking for you at your workplace?

Answered: 217 Skipped: 12



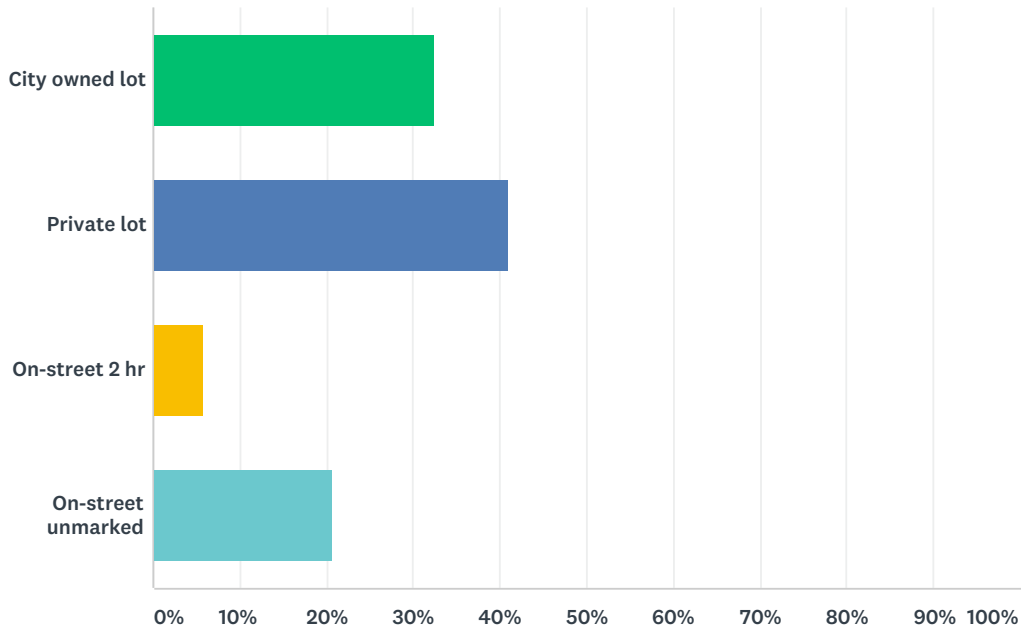
ANSWER CHOICES	RESPONSES	
Yes	83.41%	181
No	16.59%	36
TOTAL		217

#	OTHER (PLEASE SPECIFY)	DATE
1	some	9/12/2017 12:38 PM
2	leased spots in public parking lot	9/12/2017 10:06 AM
3	Doesn't seem we have enough parking spots	9/12/2017 9:54 AM
4	in the area of work place	9/12/2017 9:31 AM
5	not enough for all employees	9/12/2017 8:40 AM
6	Some, but not nearly enough	9/12/2017 7:03 AM
7	There is not enough though.	9/12/2017 12:03 AM
8	It's not enough	9/1/2017 6:02 AM
9	There are some parking spots provided by the business, some employees must park on the street or in public lots	8/31/2017 11:55 AM
10	It is limited though and concern about winter snow taking up space	8/31/2017 11:07 AM
11	My part time job does not	8/30/2017 11:25 PM
12	Yes, but there is not always room. Our company is growing rapidly and this has been a constant problem for years!	8/30/2017 5:23 PM
13	not enough for everyone	8/30/2017 4:30 PM
14	but not enough available	8/30/2017 3:08 PM
15	Yes, but very limited.	8/30/2017 3:07 PM
16	Combination of employer provided and city parking	8/30/2017 3:06 PM
17	But it is limited	8/30/2017 3:05 PM
18	Yes, but limited rented spaces from the city.	8/30/2017 3:02 PM
19	Limited	8/30/2017 2:52 PM

20	Limited Parking by employer - still requires parking on the street	8/30/2017 2:49 PM
21	Limited	8/24/2017 9:37 PM
22	Limited spots	8/22/2017 11:27 PM
23	Minimal parking	8/22/2017 11:14 PM
24	Street parking	8/22/2017 10:24 AM
25	We do have an employee parking lot, but it is inconvenient. I can park 10 feet from the front door.	8/21/2017 10:10 AM
26	It is blocks from where I work	8/18/2017 9:44 PM
27	We have one spot to share between everyone	8/18/2017 5:08 PM
28	A few spots but not enough for everyone.	8/18/2017 4:14 PM
29	Some parking in lot on Quay street across from MPL	8/18/2017 12:38 PM
30	some	8/18/2017 12:12 PM
31	But not for all employees..	8/18/2017 11:59 AM
32	A few spots	8/18/2017 11:02 AM

Q6 Where do you generally park?

Answered: 222 Skipped: 7

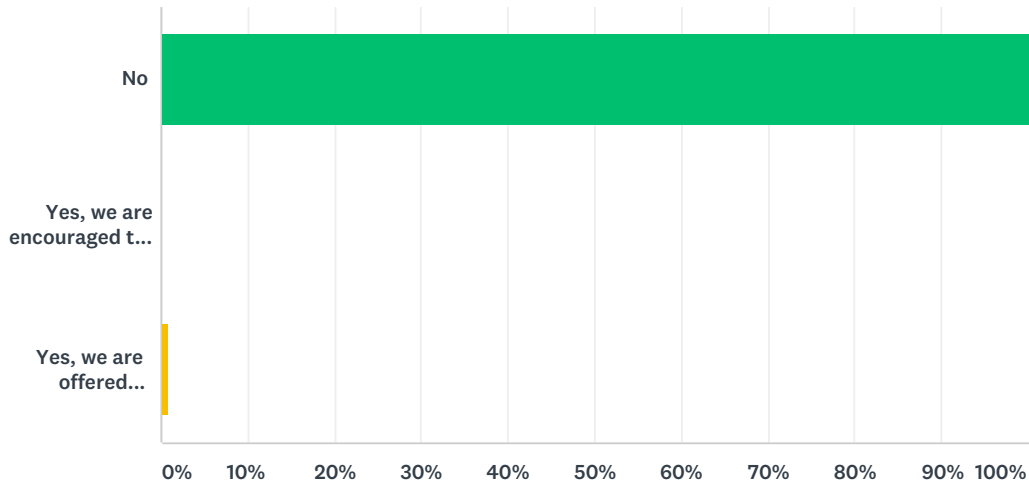


ANSWER CHOICES	RESPONSES
City owned lot	32.43% 72
Private lot	40.99% 91
On-street 2 hr	5.86% 13
On-street unmarked	20.72% 46
TOTAL	222

#	OTHER (PLEASE SPECIFY)	DATE
1	in leased spots in city lot	9/12/2017 10:06 AM
2	Leased from city by Dermatology Associates of Wisconsin	9/1/2017 7:28 PM
3	for my part-time job, I try to find a on-street unmarked spot & walk a couple blocks in a drug area w/a bank deposit.	8/30/2017 11:25 PM
4	Private lot is always full	8/30/2017 5:50 PM
5	I don't	8/30/2017 3:08 PM
6	Any of the above where there is availability	8/30/2017 2:53 PM
7	Leased Parking by Employer	8/30/2017 2:49 PM
8	don't own a car only a bicycle	8/21/2017 11:35 AM
9	Library parking lot.	8/18/2017 5:08 PM
10	County Owned lot	8/18/2017 11:29 AM

Q7 Does your employer offer incentives or encourage you not to drive to work?

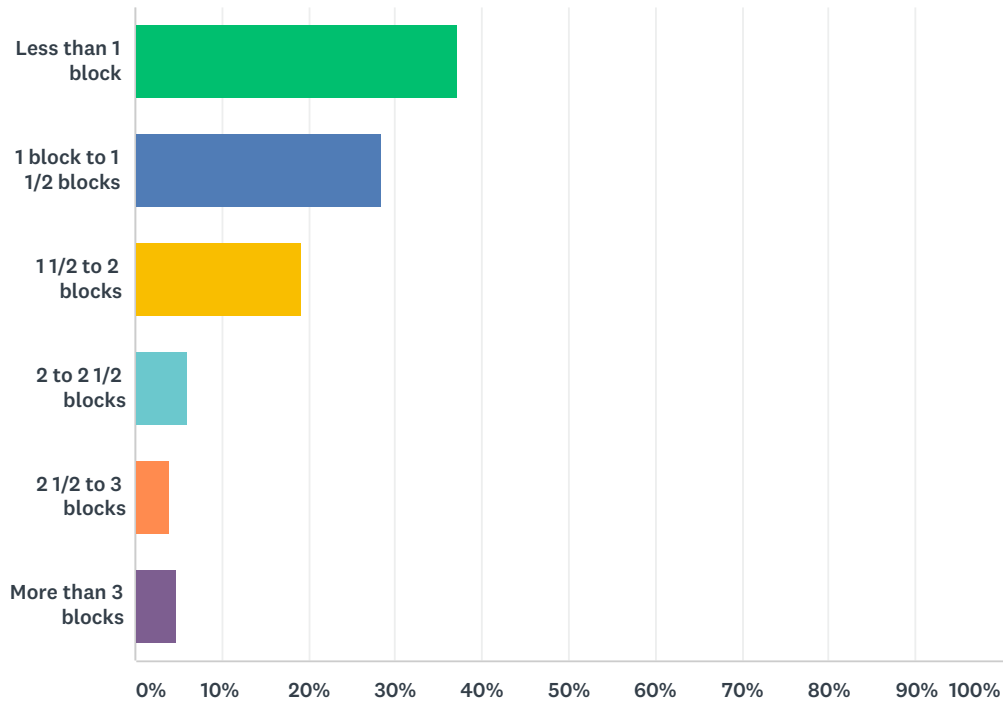
Answered: 227 Skipped: 2



ANSWER CHOICES	RESPONSES	
No	100.00%	227
Yes, we are encouraged to ride bikes or use other means	0.00%	0
Yes, we are offered incentives if we don't drive	0.88%	2
Total Respondents: 227		

Q8 How far are you willing to walk from a parking space to work?

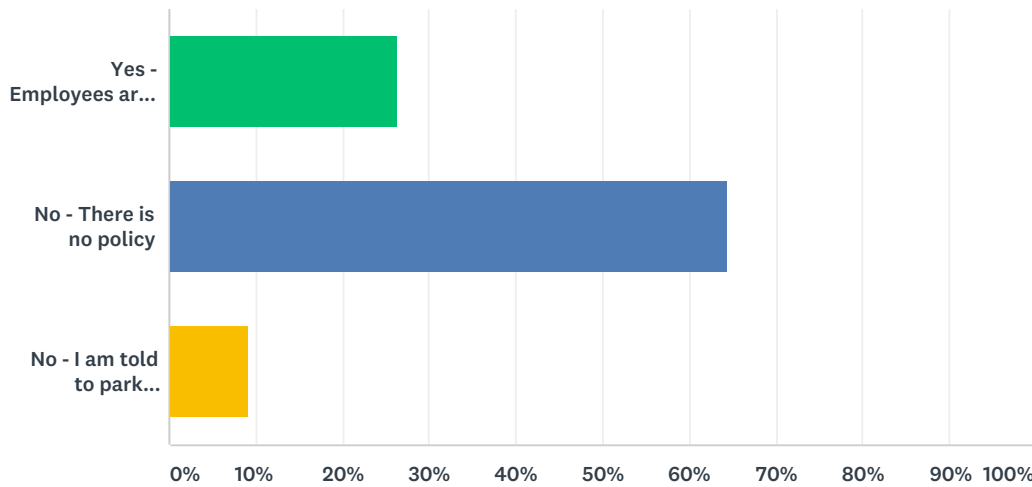
Answered: 228 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 1 block	37.28%	85
1 block to 1 1/2 blocks	28.51%	65
1 1/2 to 2 blocks	19.30%	44
2 to 2 1/2 blocks	6.14%	14
2 1/2 to 3 blocks	3.95%	9
More than 3 blocks	4.82%	11
TOTAL		228

Q9 Does your employer have a policy against or discourage you from parking in on-street spaces?

Answered: 216 Skipped: 13



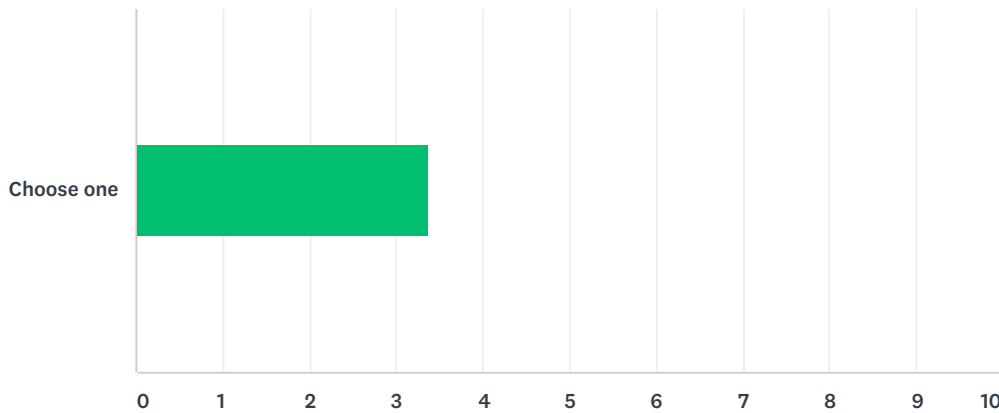
ANSWER CHOICES	RESPONSES
Yes - Employees are told that on-street parking is for customers	26.39% 57
No - There is no policy	64.35% 139
No - I am told to park on-street	9.26% 20
TOTAL	216

#	OTHER (PLEASE SPECIFY)	DATE
1	told to try to park in the lots	9/12/2017 9:31 AM
2	Some on street parking is okay, other areas are discouraged	9/12/2017 8:38 AM
3	There are certain on-street spots open for us.	9/12/2017 7:41 AM
4	Not sure	9/1/2017 7:28 PM
5	not sure	9/1/2017 4:33 PM
6	We have some on street parking but very few spaces	9/1/2017 8:48 AM
7	I dont believe there is a policy but we are "discouraged".	8/31/2017 9:20 PM
8	Some on street parking is encouraged, but other spots near other businesses are strongly discouraged/not allowed.	8/31/2017 11:55 AM
9	there are specific places on the street that we are allowd to park.	8/30/2017 11:35 PM
10	But no one listens	8/30/2017 5:44 PM
11	There are limited spots that are not 2 hour restricted. We are made aware of this. If there are not enough spots in building's lot, which does happen, we have to hunt for unrestricted spots on street.	8/30/2017 4:59 PM
12	state park on street at your own risk	8/30/2017 4:30 PM
13	In winter, no available parking on street as plows need to remove snow.	8/30/2017 3:16 PM
14	N/A	8/30/2017 3:08 PM

15	No, but all spaces around us are two-hour only parking and the city tickets for being there under two hours	8/30/2017 3:02 PM
16	We are not to park in the 2-hour zones, otherwise we are supposed to park in the street if our lot is full.	8/30/2017 2:56 PM
17	No idea	8/30/2017 2:52 PM
18	Not sure	8/23/2017 3:23 PM
19	Also most spaces nearby are only 2 hour parking	8/21/2017 11:15 AM
20	Encouraged to park by library.	8/18/2017 5:08 PM
21	PARKING IS ONLY 2 HRS IN FRONT OF OFFICE	8/18/2017 3:36 PM
22	We are told to park in lot by river, or on street, not in Library parking lot.	8/18/2017 12:38 PM
23	Park off street in a City owned lot	8/18/2017 12:37 PM
24	But it is two hour parking, so I don't park on the street so I don't get a ticket.	8/18/2017 11:05 AM

Q10 Customers and visitors complain about a lack of parking at your business/building.

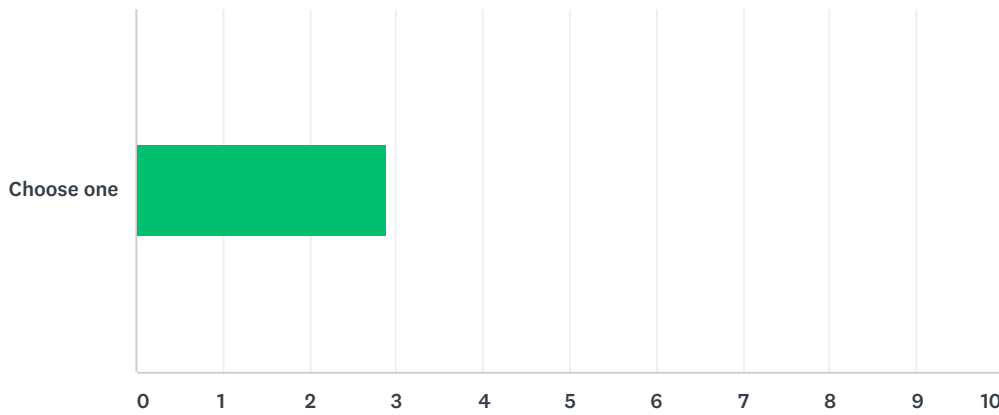
Answered: 228 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	7.89% 18	15.79% 36	28.07% 64	27.63% 63	20.61% 47	228	3.37

Q11 It is easy to locate a parking space for my vehicle while I am at work in downtown Manitowoc.

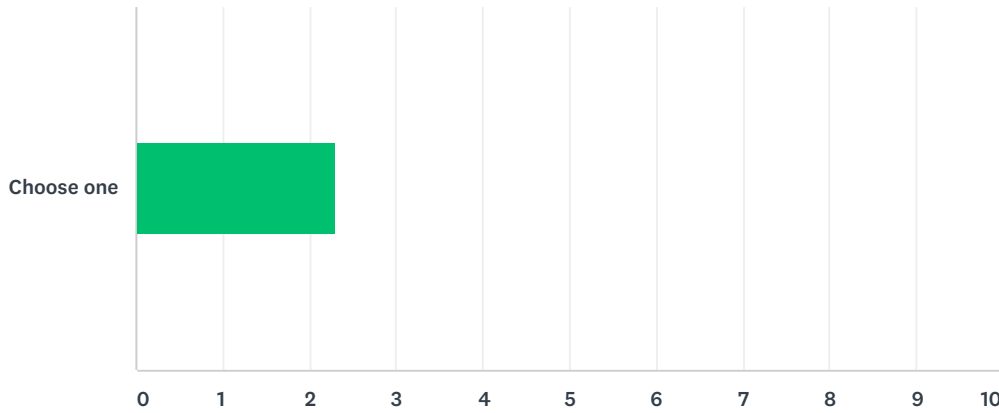
Answered: 227 Skipped: 2



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	15.42% 35	28.63% 65	17.18% 39	29.96% 68	8.81% 20	227	2.88

Q12 There is enough publicly available parking for customers and visitors in the downtown area.

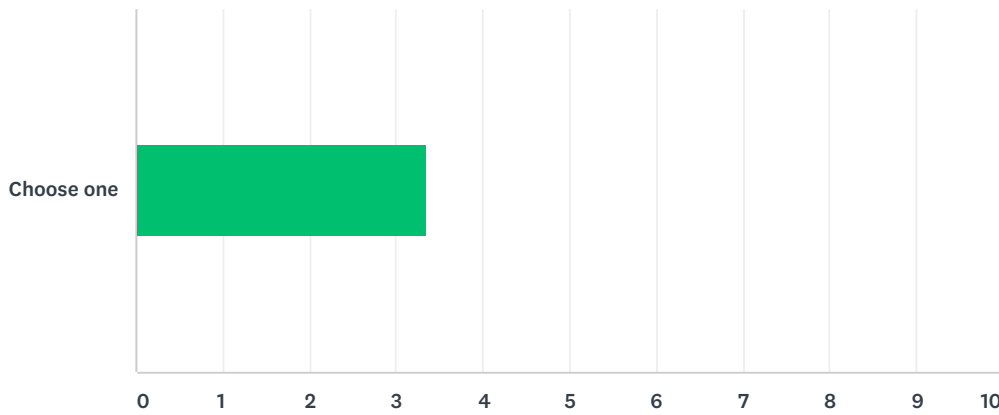
Answered: 223 Skipped: 6



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	26.91% 60	39.46% 88	15.70% 35	12.56% 28	5.38% 12	223	2.30

Q13 Employees of downtown businesses are taking convenient parking away from customers and visitors.

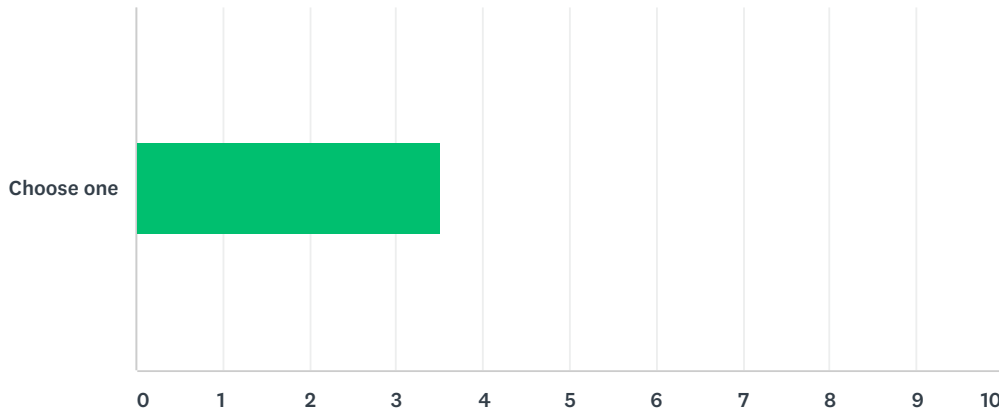
Answered: 225 Skipped: 4



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	4.00% 9	14.67% 33	34.67% 78	36.00% 81	10.67% 24	225	3.35

Q14 I feel safe when parking downtown.

Answered: 229 Skipped: 0



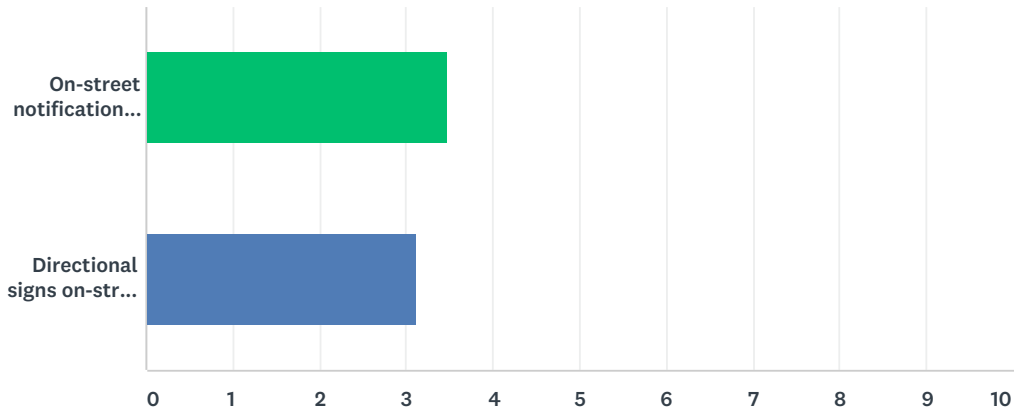
	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	6.11% 14	11.79% 27	21.40% 49	46.72% 107	13.97% 32	229	3.51

#	IF YOU DISAGREE WITH THIS STATEMENT PLEASE EXPLAIN.	DATE
1	It is not safe to walk across 8th St bridge in winter/ at night	9/12/2017 8:40 AM
2	We have noticed people walking through the far Forefront parking lot looking in vehicles	9/12/2017 8:38 AM
3	not enough monitoring for are parking lot	9/12/2017 7:57 AM
4	I often finish my shift in the evening when it is dark and it doesn't always feel safe	9/1/2017 7:28 PM
5	The city lot I park in is some what secluded and not well lit.	9/1/2017 4:33 PM
6	Though people parking in our PRIVATE lot IS an issue. ESPECIALLY on Friday nights.	8/31/2017 9:20 PM
7	Some inconsiderate drivers and some speeders make it uncomfortable to park slowly and safely.	8/31/2017 10:38 AM
8	There are always random drunks coming from the bars and my car alarm was set off because someone was trying to break into it	8/31/2017 1:28 AM
9	I work 3rd and get out at 4am. when I leave for lunch around midnight, there is tons of bar people walking around and there isnt enough lighting on side streets ect. they can be loud and roudy wich as a lone female makes me nervous to walk any distance to my car.	8/30/2017 11:35 PM
10	The drinking from the bars trickles into our parking lot at night when we leave	8/30/2017 11:25 PM
11	I work 2nd shift and there are a lot of bar patrons out downtown when I leave work	8/30/2017 3:44 PM
12	during the day	8/30/2017 3:08 PM
13	break ins of building and cars since driving here.	8/30/2017 3:03 PM
14	I do not like parking on the street downtown due to the high traffic and high demand for parking spaces. People are often parked in in an attempt to "squeeze into" a very small space. Vehicle damage from said individuals is common.	8/30/2017 3:02 PM
15	There is little to no security in the area - guards, police presence, lighting at night, cameras monitoring lots...	8/30/2017 2:53 PM
16	In winter when it is dark by 4PM the lighting is very poor especially in the parking lots (specifically behind Revolutions bar). It feels very unsafe.	8/30/2017 2:49 PM
17	When there is a snow emergency, it is impossible to park downtown. I need to get a ride to work.	8/28/2017 11:56 AM

18	Poor traffic flow leads to risk for accidents	8/23/2017 4:03 AM
19	I work night shift and there is lots of bar patrons out	8/22/2017 12:44 PM
20	Not after dark. I work on Yourk Street and there is not much lighting.	8/22/2017 12:27 PM
21	The parking lot next to Revolutions bar has ZERO lighting and it feels very unsafe to walk to my car after work especially in winter. Woman have also been catcalled by drunk people outside of Revolutions before too.The least you could do is add more lighting or provide more police presence in the area between 4 and 6pm in winter.	8/22/2017 12:27 PM
22	There are some times undesirable people walking around.	8/21/2017 10:38 AM
23	Walking to the parking lot at night makes	8/19/2017 2:23 PM
24	We have to drive around til we find a spot which could be blocks away from where we work. I would feel a whole lot better if my car was closer.	8/19/2017 7:27 AM
25	Not always. MPL gets a variety of library-users, sometimes depending on situations, staff doesn't always feel comfortable walking to vehicle along at night.	8/18/2017 12:38 PM
26	Crossing Maritime Drive between the office and the city lot several times a day is extremely dangerous due to speeding, drivers not paying attention, etc. This is especially true in winter when the sidewalks and strees are icy.	8/18/2017 11:41 AM

Q15 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 229 Skipped: 0



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
On-street notifications (No Parking, loading zone etc)	3.52% 8	14.54% 33	18.50% 42	56.83% 129	6.61% 15	227	3.48
Directional signs on-street (Public parking this way etc)	5.31% 11	25.60% 53	26.57% 55	36.71% 76	5.80% 12	207	3.12

Q16 Please feel free to make any additional comments regarding parking below.

Answered: 59 Skipped: 170

#	RESPONSES	DATE
1	we need more public parking in downtown	9/12/2017 12:38 PM
2	I believe there should be less 2 hour parking spots on the streets during business hours.	9/12/2017 11:04 AM
3	Willing to walk 1-1 1/2 blocks from parking to workplace, but depends on season. Winter is horrible to walk over a block to get into work	9/12/2017 9:54 AM
4	There needs to be less 2 hour parking!	9/12/2017 9:03 AM
5	Hair with Flair (on the corner of 8th and York) is for sale - Why not add parking for local businesses there?	9/12/2017 9:01 AM
6	Lots are not maintained well in winter. Sidewalks around city parking lots are very slippery.	9/12/2017 8:40 AM
7	Forefront takes up all the street parking during the daytime hours that should be available to customers for the local businesses that are stores and restaurants.	9/12/2017 8:38 AM
8	Working at Forefront Dermatology and some of our employees having to park across the bridge is crazy, in winter that cannot be safe to walk that far. A convenient parking garage across from the river loft office would be great for the employees here and even downtown Manitowoc customers.	9/12/2017 8:38 AM
9	It's very difficult to find a spot to park, even though we have assigned spots to park at Forefront Dermatology, especially in winter. We are running out of space	9/12/2017 8:04 AM
10	walking two blocks to work to park in a parking lot is fine until winter. the parking lot is full and no where to park all winter because we cant park on the street anymore. the sidewalks and the hill that we have to go down is super dangerous or the other option is to park all the way by the library and gross the bridge. we have so much wasted and abandoned buildings literally just rotting away. build a real parking ramp for the town. stop wasting money on paintings and silly things and get some help for the few businesses still open and running in Manitowoc. the place is becoming a dead end	9/12/2017 7:47 AM
11	We need a parking garage in town. I work for Forefront, and at the rate it is growing, there is not enough parking. Walking is ok, but public sidewalks are often not cleaned in a timely fashion in winter. Several people fell last year walking blocks to their car. Something needs to change. Especially if they city wants to continue to grow.	9/12/2017 7:03 AM
12	I think parking spaces should be more clearly marked as to what they are for as I inadvertently parked in the wrong lot and was ticketed	9/1/2017 8:48 AM
13	I think the people who complain about a lack of parking are just too lazy to park a block away from where they're going. Any big city would have this same issue. Appleton for example. You're not likely to find a parking spot directly in front of whatever business you are going to, and if you do it's probably metered anyways. It is normal to have to walk to get to a business. And even if we add parking or a ramp somewhere downtown, people will still have to walk from that place to the business they're going to. I think a lot of the businesses have at least a few spots in front that are 2 hour spaces. And those businesses don't usually have more than a few customers at a time. Employees are not parking in 2 hour spaces. I don't feel that this is an issue of lack of parking spots, but rather an issue of people wanting more convenience than is already here. Downtown is a safe area, ESPECIALLY during the day when these businesses are open. And with the exception of big events (Krazy Daze, Subfest, Balloon Glow, CCC shows, etc.) there is ALWAYS parking available within a block of any business. It's expected that there will be a lack of parking spots on those special event days. There certainly is not a lack of business for downtown during Subfest and people are walking around anyways so walking an extra block or two because you need to park farther away shouldn't be a problem. And any nighttime events are not directly competing with almost all of the downtown businesses which are generally closed at that time.	8/31/2017 11:55 AM

14	We recently visited Sioux Falls, SD. One downtown attraction was art/statues/iron-work on the street corners for 13 blocks. Art is not my particular interest but, it was something to stop and enjoy and relax and check out their downtown and have lunch. There were parking meters. 25 cents per 15 minutes, 2.5 hr limit. . Meters may be a reality, but for me, it's an immediate distraction from taking my time to enjoy the downtown. Tourism to me means "less worries". I went over my 2.5 hrs. Walking back to my vehicle, I noticed an officer affixing a yellow envelope under my wiper. Darn it ! Surprisingly, there was no \$ forfeiture and I was allowed 30 more minutes of parking. Thank you! I know there's no easy fix to parking. My thought - allow all out-of-county (or out-of-state) vehicles to park with no fee. Sure, it may take more time for PD to run a plate but it may be effective for longer stays by tourists. Thanks	8/31/2017 10:38 AM
15	We desperately need more parking spaces available for employees,especially during day shift hours, there are tons of spaces for "reserved special parking" but very few for regular employees. working 3rd shift we need to be able to park in a well lit area close to the building because it is dark and our building is surrounded by bars. This is also true for the early first shift workers who also come into work when it is dark out.	8/31/2017 1:28 AM
16	when I come into work at 730p I have a hard time with York st by dermatology associates due to parking of bar patrons and people from the apartment building parking on both sides of the street and forcing people to drive (they go too fast!) down the center of the road making it almost impossible to turn onto York. I have had to wait many times for the person who is at the stop sign to turn so I can go to the parking lot on York for derm associates. it is an unsafe parking situation on that whole stretch of road from revolutions bar to the other side by Harborside. Bicycle folk also are a problem, because they don't care to follow the rules of the road.	8/30/2017 11:35 PM
17	What happens to people who are coming to or leaving work that get approached by drunks or have to walk past drug houses & then they get hurt.	8/30/2017 11:25 PM
18	In response and in regard to #13.... as employees we need a place to park also!!!!!!	8/30/2017 5:48 PM
19	Downtown Manitowoc definitely has a parking issue. I work at Forefront and we are growing continually, which is great for Manitowoc, but makes it frustrating for workers, shoppers, visitors to the downtown area. A parking structure or additional areas would be great. There are many community events and plenty of shops to explore. I think sometimes people just pass through because there is no convenient parking and sometimes to move a vehicle around every two hours just isn't an option.	8/30/2017 5:23 PM
20	Due to the large number of employees our company has and the small number of parking spots available at our buildings, we do park on the road or in other lots we have spots reserved in. However, with frequent enough inclement weather, it is not ideal to walk several blocks to get to work, especially when you must look professional and have walked through wind, snow, rain, sleet, icy conditions, etc. In winter, there are even less spots on the street due to snow covering the lines/cannot see where you can park or snow pushed to the curb and you cannot pull into the parking spot far enough. The angle parking on the road is helpful at times but limited, and fills up easily which is a problem for employees here and for customers of other businesses...and specifically in the 800 block of York St the road becomes very congested, as people do not pull in the angle spots completely, have large vehicles that stick out, and it becomes narrow to travel east-west on and difficult to see if a car is coming when backing out of those spots. Also, there are quite frequently semi trucks making deliveries to businesses around there, and they park in the middle of the road which is an issue. We all know it is an issue and I am happy to see something started to make improvements for our community!	8/30/2017 4:20 PM
21	I hate the on-street parking. It makes it very difficult to see while driving and crossing intersections. I have almost been hit several times because I am unable to see cars coming from the intersecting street. If more parking was available off-street, the sides of the streets would be less crowded and it would be easier to see oncoming traffic. I never have an issue finding a parking spot because I come into work early, but I know other people I work with have issues finding parking if they arrive later and the private lot provided is full.	8/30/2017 3:23 PM
22	I believe that there is a lack of adequate parking in the downtown area for both employees and customers alike, at least during the week.	8/30/2017 3:07 PM
23	Parking structures would be a great benefit. Street parking is unsafe and public lots are overloaded.	8/30/2017 3:02 PM

24	I find that it is easy to find a parking spot, but only because I begin work at 7. When I started work at 8:30, the spots were harder to find and most would resort to parking in the street. We were always encouraged to park in spots that were not considered 2-hour parking, but that is the only restriction. We do need more parking available downtown so our citizens could visit our local businesses without parking 2 or 3 blocks away.	8/30/2017 2:56 PM
25	There are places that have tons of empty parking places never used. They can be used as public parking, but aren't.	8/30/2017 2:53 PM
26	Inadequate lighting in some city owned parking lots makes me feel very unsafe, especially when having to walk past bars and people smoking outside by myself. In winter it is dark when we leave at 5 pm and we walk together for safety because of this environment.	8/30/2017 2:53 PM
27	n/a	8/30/2017 2:50 PM
28	Parking in winter after storm is horrendous. The sidewalks are icy and I have had to walk over 4 blocks to get to work because street parking is not allowed. Add walking those 4 blocks back in the dark after 4PM and it's horribly unsafe. I have already had to use vacation days because I knew that I would not be able to find parking and it simply is not worth the falling risk.	8/30/2017 2:49 PM
29	Need more parking for the people who work and visit downtown!	8/30/2017 2:40 PM
30	some people who live in second floor apartments tie up the parking	8/28/2017 7:37 PM
31	The parking in a 3 block area around Dermatology Associates is really difficult. The roads are too narrow for diagonal parking, trucks loading, and two way traffic. That area needs to be improved. Imagine turning West on York off of 8th street and finding a large truck blocking the road while they unload at Dermatology Associates. Try to figure out how to back-up onto 8th street! That's crazy. When there is snow, this whole area is impossible. It needs to be the first area cleared. I don't think that ALL of downtown is a problem, just certain areas. I wish your questionnaire was more specific.	8/28/2017 11:56 AM
32	Angle parking is not a good idea in winter months when it comes to snow removal/street clean-up. I also feel that the city should sell ample parking to business owners with the property that the business purchases. This way, the maintenance costs are absorbed by that business and the city is not required to maintain it. The city currently does not make money (such as parking meters) on parking, therefore, it is not beneficial or cost effective to own/maintain parking lots/spaces that the businesses/customers use.	8/24/2017 10:40 AM
33	There is a lot of 2 hour parking downtown and a couple public lots that people are able to park in (such as the lot across from the library). I feel that the people who complain about parking are lazy and think that they need parking in front of the door which is unnecessary. I frequently walk from my building (by the river) to kwik trip during lunch hours and pass copious amounts of available 2 hour parking.	8/23/2017 5:37 PM
34	There seems to always be scattered available spaces around the downtown. The concern seems to be that individuals want to park directly in front of or across the street from the business they want to shop at.	8/23/2017 3:23 PM
35	N/A	8/23/2017 4:03 AM
36	I work at a salon downtown and there is minimal parking, which are all two hours or less. Most services are UPWARDS of 2 hours. Customers choose to visit this establishment and are then punished for it by receiving a ticket afterwards. We have decided to take it upon the salon to pay those tickets which obviously comes directly out of the business. That doesn't make sense for anyone involved.	8/22/2017 5:36 PM
37	The two hour parking in front of our local business causes issues for our clients. We can provide a wonderful experience for them and it will all be ruined as soon as they walk out and see a parking ticket on their car. Even if we pay for the tickets and watch for the patrol the damage is still done.	8/22/2017 1:07 PM
38	Could there be a way to tow the people who are in the 2 hour parking? As it is now you can stay in that spot for the entire day with only ONE TICKET but took the spot for 8 or more hours. It would help if the employees from Forfront Dermatology would use the parking lot that was made for them. If I rent a spot in that lot and someone parks in it they will only get a ticket and I am left out in "in the cold" as they can stay there all day. I move my car every 2 hours as there is not enough free parking on Yourk Street for all of us. I have called and offer to buy a space anywhere on the street but I won't do it if someone else can use it and I end up back to where we are now.	8/22/2017 12:27 PM

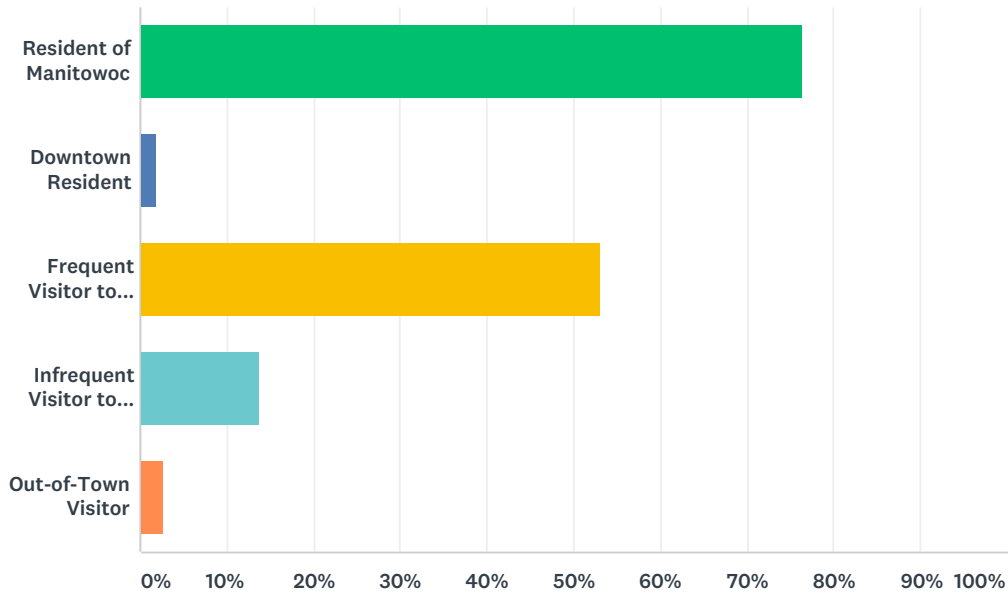
39	Parking in winter when you are not allowed to park in the streets is impossible. I have gotten to work and was not able to find a parking spot within a 4 block radius so I had to use a vacation day and drive back home (in a snowstorm!) because parking was unavailable.	8/22/2017 12:27 PM
40	I work at Manitowoc Heating and see that the Dermatology employees are parked in the street, even though they have stickers for the parking lot right next to us. They've asked us NOT to park in there, but they don't even use it. That is a waste of actual parking spots.	8/22/2017 10:24 AM
41	Even with large events at the Civic Centre there seems to be plenty of parking. During the day I have purposely parked on 8th street so it does not look so empty -- like there actually is activity in our town. Disgraceful people don't understand walking two blocks for parking is the same as parking in a crowded Walmart parking lot. We need citizen re-education re parking. Weather is a factor but still...	8/21/2017 6:29 PM
42	I feel that the biggest problem with downtown parking is during any type of event. There seems to never be enough even within a 4 block radius of the location and this is especially troublesome for people that have mobility problems. I feel that if no new parking is added that at least there should be more designated parking for specific groups such as city employees and those with mobility problems.	8/21/2017 11:15 AM
43	while I park in a privately owned lot, often times individuals who are looking for public parking will park in those spots which then creates issues for employees and our own clients to find adequate parking.	8/21/2017 10:45 AM
44	I park on the street downtown, I usually don't have a problem finding a parking spot, but if there are special events downtown or at the Civic Center it is very hard to find a parking spot even if you try to park 2-3 blocks away.	8/21/2017 10:38 AM
45	I feel that the problem isn't so much a lack of parking available in downtown Manitowoc as it is the unwillingness of people to walk more than fifty feet.	8/21/2017 10:22 AM
46	I can park 10 feet away from the front door of my office; however, I have to move every two hours. It's ridiculous! I can always find a place to park because no one else parks on the block where my office is, so I am not taking space away from a downtown customer.	8/21/2017 10:10 AM
47	Forefront Dermatology takes up a majority of the available parking spots - if you are not downtown by 9am you will not find a spot until after 4:30 or 5:00 when people are done working	8/21/2017 9:01 AM
48	why is there a time limit on parking on side streets when you already have issues with people trying to find parking spaces?	8/21/2017 5:30 AM
49	I work at a salon and public parking is 2 hrs. This is not always enough time to get hair done if they are having a chemical service. Which has caused some frustration with customers.	8/19/2017 2:23 PM
50	The city of Manitowoc is trying to revitalize the downtown area but it does not allow for parking. WHY is there 2hr parking only? You are not able to walk around and enjoy yourself because you have to worry about moving your car before you get a ticket. WHY is there not adequate parking for employees? Why should we have to worry about getting a parking ticket? Side streets should be made available for us. Its not like we can leave our jobs to move our cars. Issue parking stickers for our cars which tells the city we are employees so we don't get ticketed. Something needs to be done!	8/19/2017 7:27 AM
51	I have parked in two hour parking since starting at a local store downtown on the side streets. I have paid more in parking tickets then what I make in a week! We can't close a store, move our vehicle every two hours when working by yourself. Why employers can't offer to pay a yearly parking pass for employees is beyond me.	8/18/2017 5:25 PM
52	I have witnessed owners and employees of downtown businesses right in the heart of the downtown area, parking in public spots on the street, to the point of getting tickets (from new summer help interns - the regular officers overlook the time violations, and I assume the issued tickets are also made to disappear). These same individuals have the opportunity to lease spots from the City in a lot adjacent to their business, and choose not to.	8/18/2017 3:56 PM
53	There is plenty of parking! I am so sick of watching people get out of their car, shop at the Hearty Olive, get back in their car, shop at Heart and Homestead, etc. Just walk!	8/18/2017 3:38 PM
54	Weekends are the most difficult for parking with the farmer's market. Patrons often complain that they can't park in the library lot because people visiting the farmer's market are taking up library spaces, which is true. Same when there is a Capitol Civic Center event, the MPL lot is often filled up by those not using the library. It would be nice if the library parking lot could get signs that say it is for library visitors only during hours of operation.	8/18/2017 12:38 PM

55	Forefront and DHS should make their employees park in certain lots and off of main streets. Problem solved.	8/18/2017 12:37 PM
56	I feel like the parking for area customers is adequate. There is, however, a lack of parking for anyone looking for more than a 2 hour parking spot. There's plenty of 2 hour spots.	8/18/2017 12:31 PM
57	The lack of readily available parking leads to hesitation of customers to come to downtown Manitowoc to patronize the local businesses. While there is no magic bullet, some action needs to be taken to address the lack of parking downtown as it very well could be considered the most important first step in revitalizing our downtown area.	8/18/2017 12:18 PM
58	The diagonal parking is a terrible idea. The gains in parking spaces were VERY minimal and it is VERY VERY difficult to travel these streets. Two vehicles can barely pass by each other. I am surprised that there are not more accidents in these areas	8/18/2017 12:05 PM
59	I don't understand why there are so many 2 hour parking sections. When the Quay Street parking lot is closed for events it makes it very difficult to find a parking spot for working a 6 hour shift. I don't think parking should be limited to 2 hours along Quay street.	8/18/2017 11:47 AM

APPENDIX D

Q1 I am a (check all that apply):

Answered: 535 Skipped: 1



ANSWER CHOICES	RESPONSES	
Resident of Manitowoc	76.45%	409
Downtown Resident	1.87%	10
Frequent Visitor to downtown	53.08%	284
Infrequent Visitor to downtown	13.83%	74
Out-of-Town Visitor	2.80%	15
Total Respondents: 535		

Q2 If not a resident of Manitowoc, what City, Town or Village do you reside in?

Answered: 119 Skipped: 417

#	RESPONSES	DATE
1	Newton	9/9/2017 10:24 AM
2	Two Rivers	9/5/2017 2:33 PM
3	town of liberty	9/2/2017 10:54 PM
4	Central Islip, NY	9/2/2017 5:45 PM
5	Los Angeles	9/1/2017 12:41 PM
6	Elkhart Lake	8/31/2017 3:19 PM
7	Town of Brookfield	8/31/2017 12:38 PM
8	Muskego, WI	8/31/2017 12:38 PM

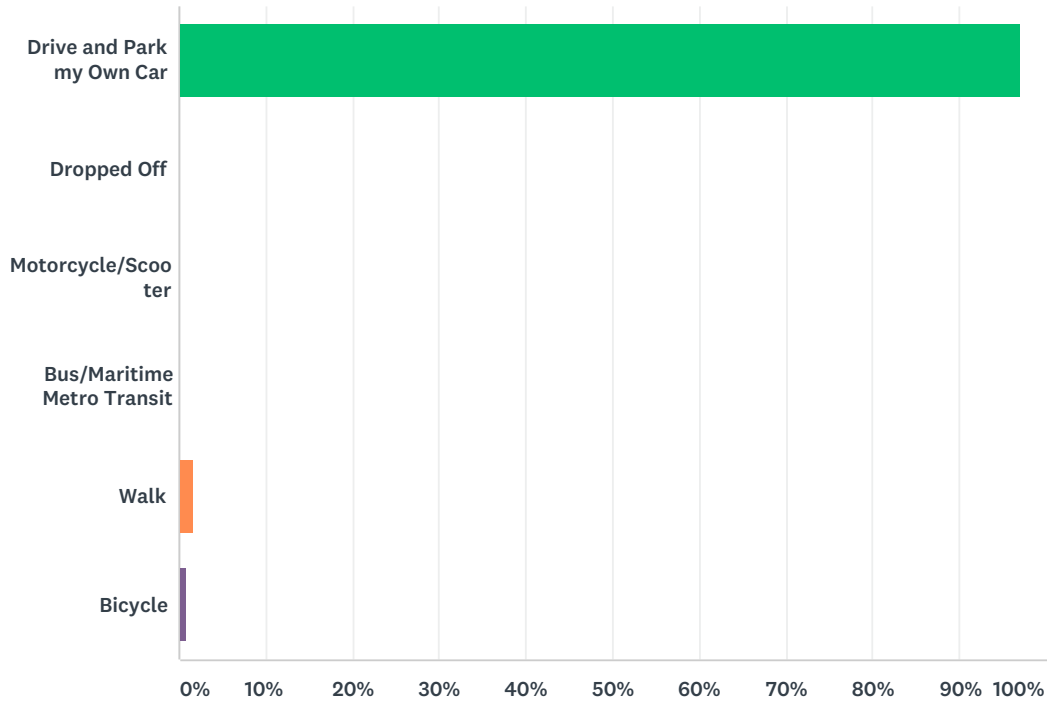
9	Two Rivers	8/31/2017 5:49 AM
10	Two Rivers	8/30/2017 5:51 PM
11	Menomonie	8/30/2017 3:30 PM
12	Howard, WI	8/30/2017 3:15 PM
13	Two Rivers	8/30/2017 2:56 PM
14	Green Bay	8/30/2017 10:18 AM
15	Ledgeview	8/29/2017 12:41 PM
16	Manitowoc Rapids	8/29/2017 10:28 AM
17	Town of Meeme	8/28/2017 11:05 PM
18	Valders	8/28/2017 10:41 PM
19	Town of Kossuth	8/28/2017 7:50 PM
20	town of Liberty, Manitowoc County	8/28/2017 4:34 PM
21	Green Bay	8/28/2017 4:31 PM
22	Manitowoc Rapids	8/28/2017 12:54 PM
23	Mishicot	8/28/2017 12:29 PM
24	Town of Manitowoc	8/28/2017 12:08 PM
25	TR	8/28/2017 11:40 AM
26	Newton, WI	8/28/2017 10:57 AM
27	Manitowoc Rapids	8/28/2017 10:37 AM
28	Cleveland	8/28/2017 10:26 AM
29	Town of Two Rivers	8/28/2017 8:57 AM
30	Two Rivers	8/27/2017 6:35 PM
31	Two Rivers	8/27/2017 3:17 PM
32	Two Rivers	8/25/2017 2:10 PM
33	Two Rivers	8/24/2017 11:23 AM
34	Two rivers	8/23/2017 10:27 AM
35	Valders	8/23/2017 9:25 AM
36	town of two rivers	8/23/2017 8:35 AM
37	Kossuth	8/23/2017 1:50 AM
38	Two Rivers	8/22/2017 11:07 PM
39	Reedsville	8/22/2017 10:25 PM
40	Two Rivers	8/22/2017 9:42 PM
41	Two Rivers	8/22/2017 8:22 PM
42	Reedsville	8/22/2017 7:45 PM
43	Two Rivers	8/22/2017 7:26 PM
44	Germany h	8/22/2017 5:36 PM
45	Madison	8/22/2017 5:23 PM
46	Two Rivers	8/22/2017 3:42 PM
47	Gurnee, IL	8/22/2017 1:11 PM
48	N/A	8/22/2017 12:58 PM
49	Two Rivers	8/22/2017 12:52 PM

50	Cleveland	8/22/2017 12:49 PM
51	Neenah	8/22/2017 12:37 PM
52	Two Rivers	8/22/2017 12:37 PM
53	Jefferson, WI	8/22/2017 12:36 PM
54	Town of Manitowoc	8/22/2017 12:30 PM
55	township of Mishicot	8/22/2017 11:15 AM
56	Cato	8/22/2017 10:33 AM
57	Town of Two Rivers	8/21/2017 7:20 PM
58	Taus	8/21/2017 5:56 PM
59	Two Rivers	8/21/2017 5:27 PM
60	Town of Manitowoc Rapids	8/21/2017 4:09 PM
61	Two Rivers	8/21/2017 3:58 PM
62	Two Rivers	8/21/2017 3:35 PM
63	Two rivers	8/21/2017 3:21 PM
64	City of Green Bay	8/21/2017 2:31 PM
65	Whitelaw	8/21/2017 2:12 PM
66	Newton	8/21/2017 1:04 PM
67	Town of Kossuth	8/21/2017 11:08 AM
68	tr	8/21/2017 10:53 AM
69	Liberty	8/21/2017 10:52 AM
70	Two Rivers	8/21/2017 10:38 AM
71	Two Rivers	8/21/2017 10:26 AM
72	Two Rivers	8/21/2017 10:12 AM
73	Two Rivers	8/21/2017 9:53 AM
74	Appleton	8/21/2017 9:50 AM
75	Two Rivers	8/21/2017 9:49 AM
76	Town of Kossuth	8/21/2017 9:45 AM
77	st nazianz	8/21/2017 9:43 AM
78	Kellnersville	8/21/2017 9:41 AM
79	Sheboygan	8/21/2017 9:39 AM
80	Newton	8/20/2017 9:52 PM
81	Town of manitowow	8/19/2017 5:42 PM
82	Manitowoc Rapids	8/19/2017 2:32 PM
83	Two Rivers	8/19/2017 8:14 AM
84	Francis Creek	8/19/2017 6:24 AM
85	Oshkosh	8/18/2017 9:28 PM
86	Manitowoc	8/18/2017 8:29 PM
87	Ledgeview WI	8/18/2017 7:05 PM
88	Mishicot	8/18/2017 5:56 PM
89	Two Rivers	8/18/2017 5:48 PM
90	Two Rivers	8/18/2017 5:42 PM

91	Town of Newton	8/18/2017 5:40 PM
92	Town of Rhine- Elkhart lake	8/18/2017 4:39 PM
93	Two Rivers	8/18/2017 4:32 PM
94	Newton	8/18/2017 4:25 PM
95	Collins	8/18/2017 4:20 PM
96	Two Rivers	8/18/2017 2:47 PM
97	Town of Newton	8/18/2017 2:43 PM
98	Whitelaw	8/18/2017 2:37 PM
99	Two Rivers	8/18/2017 2:28 PM
100	Town of Manitowoc Rapids	8/18/2017 1:56 PM
101	Cato	8/18/2017 1:02 PM
102	gibson	8/18/2017 12:35 PM
103	Two Rivers	8/18/2017 12:29 PM
104	Valders	8/18/2017 12:11 PM
105	Two Rivers	8/18/2017 12:02 PM
106	Town of Manitowoc Rapids	8/18/2017 11:57 AM
107	Mishicot	8/18/2017 11:50 AM
108	Two Rivers	8/18/2017 11:43 AM
109	Two Rivers	8/18/2017 11:26 AM
110	Two Rivers	8/18/2017 11:26 AM
111	Two Rivers	8/18/2017 11:23 AM
112	Town of Franklin (Whitelaw)	8/18/2017 11:22 AM
113	Reedsville	8/18/2017 11:21 AM
114	St Nazianz	8/18/2017 11:17 AM
115	Kewaunee	8/18/2017 11:13 AM
116	city of two rivers	8/18/2017 11:13 AM
117	Mishicot	8/18/2017 11:12 AM
118	Glenbeulah WI	8/18/2017 11:10 AM
119	Two Rivers	8/18/2017 11:08 AM

Q3 How do you generally arrive downtown?

Answered: 534 Skipped: 2

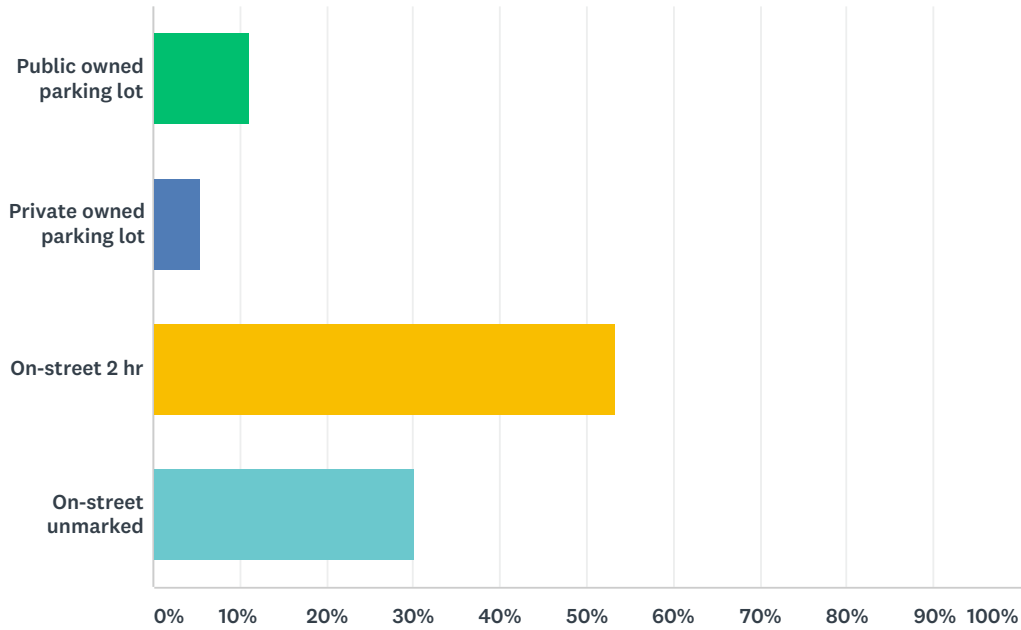


ANSWER CHOICES	RESPONSES	
Drive and Park my Own Car	97.00%	518
Dropped Off	0.19%	1
Motorcycle/Scooter	0.00%	0
Bus/Maritime Metro Transit	0.19%	1
Walk	1.69%	9
Bicycle	0.94%	5
TOTAL		534

#	OTHER (PLEASE SPECIFY)	DATE
1	DRIVE AND WALK	8/30/2017 2:59 PM
2	drive myself, park on side streets if there is availability	8/18/2017 11:23 AM

Q4 If you answered question 3 with 'drive and park my own car or motorcycle/scooter' than where do you generally park?

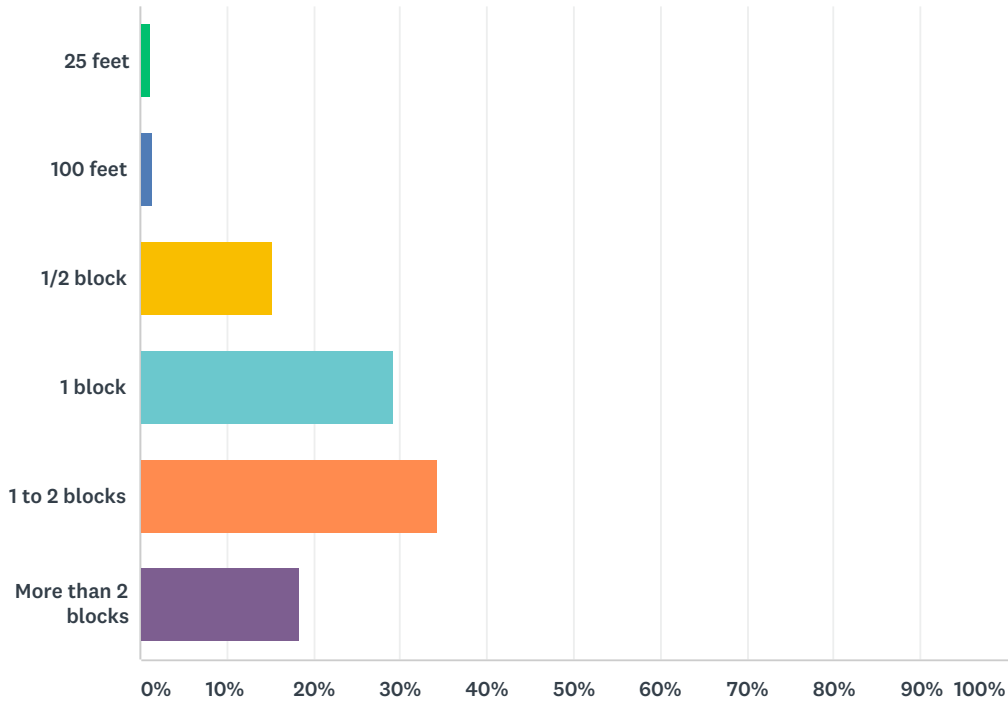
Answered: 520 Skipped: 16



ANSWER CHOICES	RESPONSES	
Public owned parking lot	11.15%	58
Private owned parking lot	5.38%	28
On-street 2 hr	53.27%	277
On-street unmarked	30.19%	157
TOTAL		520

Q5 How far are you willing to walk from your parking space to your primary destination?

Answered: 529 Skipped: 7

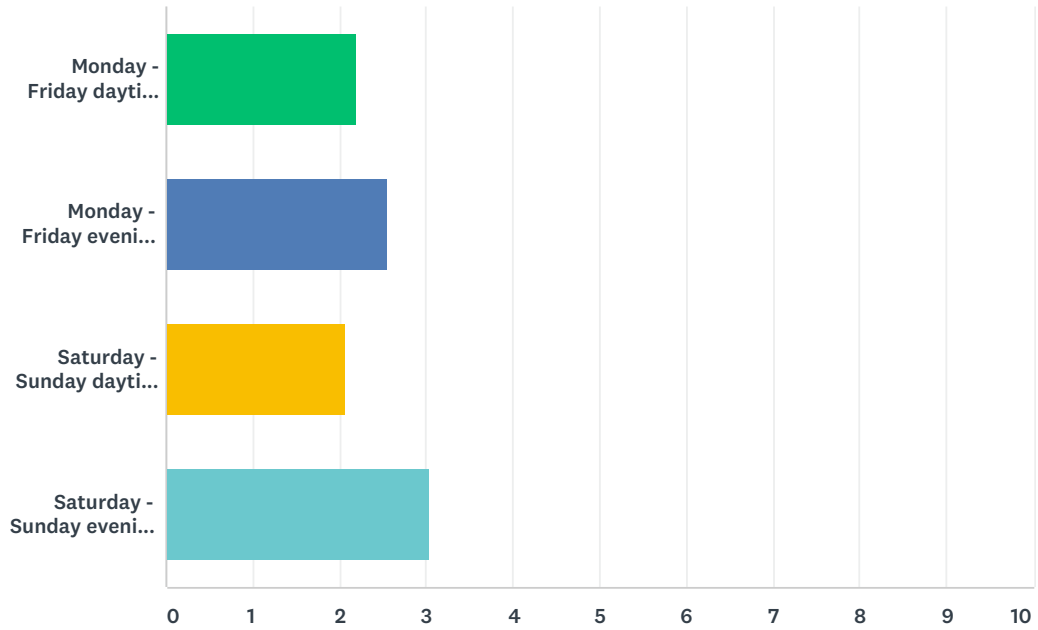


ANSWER CHOICES	RESPONSES
25 feet	1.32% 7
100 feet	1.51% 8
1/2 block	15.31% 81
1 block	29.30% 155
1 to 2 blocks	34.22% 181
More than 2 blocks	18.34% 97
TOTAL	529

#	OTHER (PLEASE SPECIFY)	DATE
1	I LIVE WITHIN WALKING DISTANCE OF DOWNTOWN	8/30/2017 2:59 PM
2	I	8/29/2017 7:57 PM
3	Depends if I'm going to park in the middle and walk to the other places I choose to go or if I go to one specific business. I don't mind walking but winter would make me want to find a spot closer if it was super cold out or lcey	8/28/2017 12:21 PM
4	disabled	8/24/2017 10:25 PM
5	Depends on the weather	8/22/2017 12:49 PM
6	Winter sucks	8/18/2017 12:36 PM
7	2 blocks in summer, 1/2 block in winter	8/18/2017 12:17 PM
8	I use a walker and tire quickly.	8/18/2017 11:43 AM

Q6 My visits to downtown Manitowoc occur mainly during (Please rank the following 1 - 4, with 1 being most often)

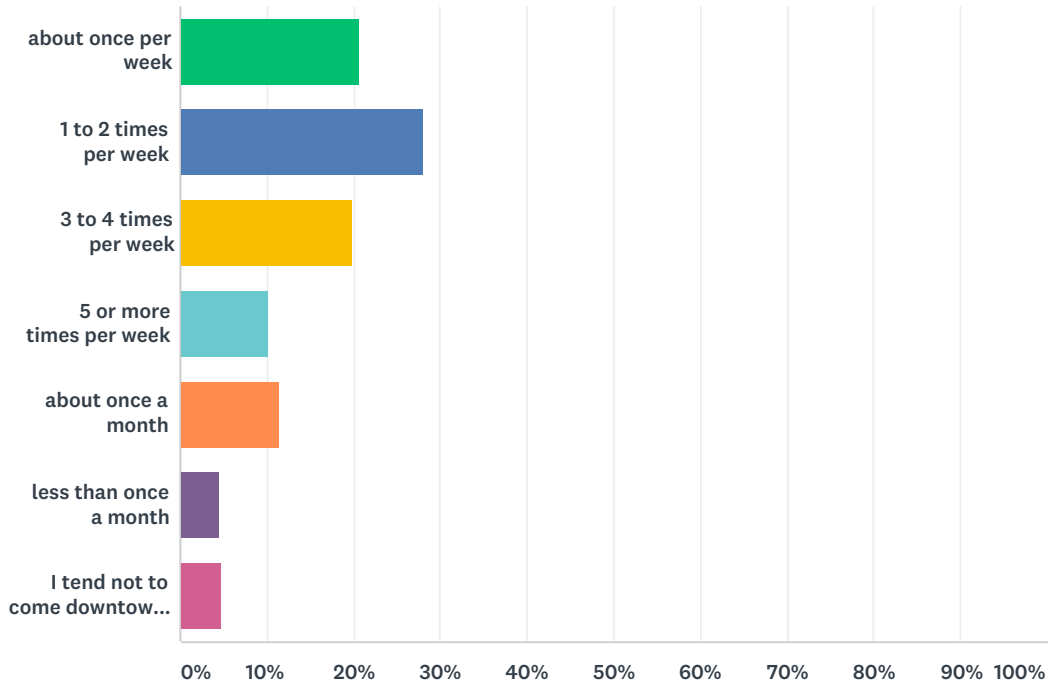
Answered: 534 Skipped: 2



	ONE	TWO	THREE	FOUR	TOTAL	WEIGHTED AVERAGE
Monday - Friday daytime (6am - 5pm)	45.92% 208	14.57% 66	12.80% 58	26.71% 121	453	2.20
Monday - Friday evening (after 5pm)	17.13% 68	27.71% 110	38.29% 152	16.88% 67	397	2.55
Saturday - Sunday daytime (6am - 5pm)	32.06% 143	37.89% 169	20.63% 92	9.42% 42	446	2.07
Saturday - Sunday evenings (after 5pm)	11.86% 46	18.30% 71	25.00% 97	44.85% 174	388	3.03

Q7 How many times in a typical week do you visit downtown?

Answered: 535 Skipped: 1



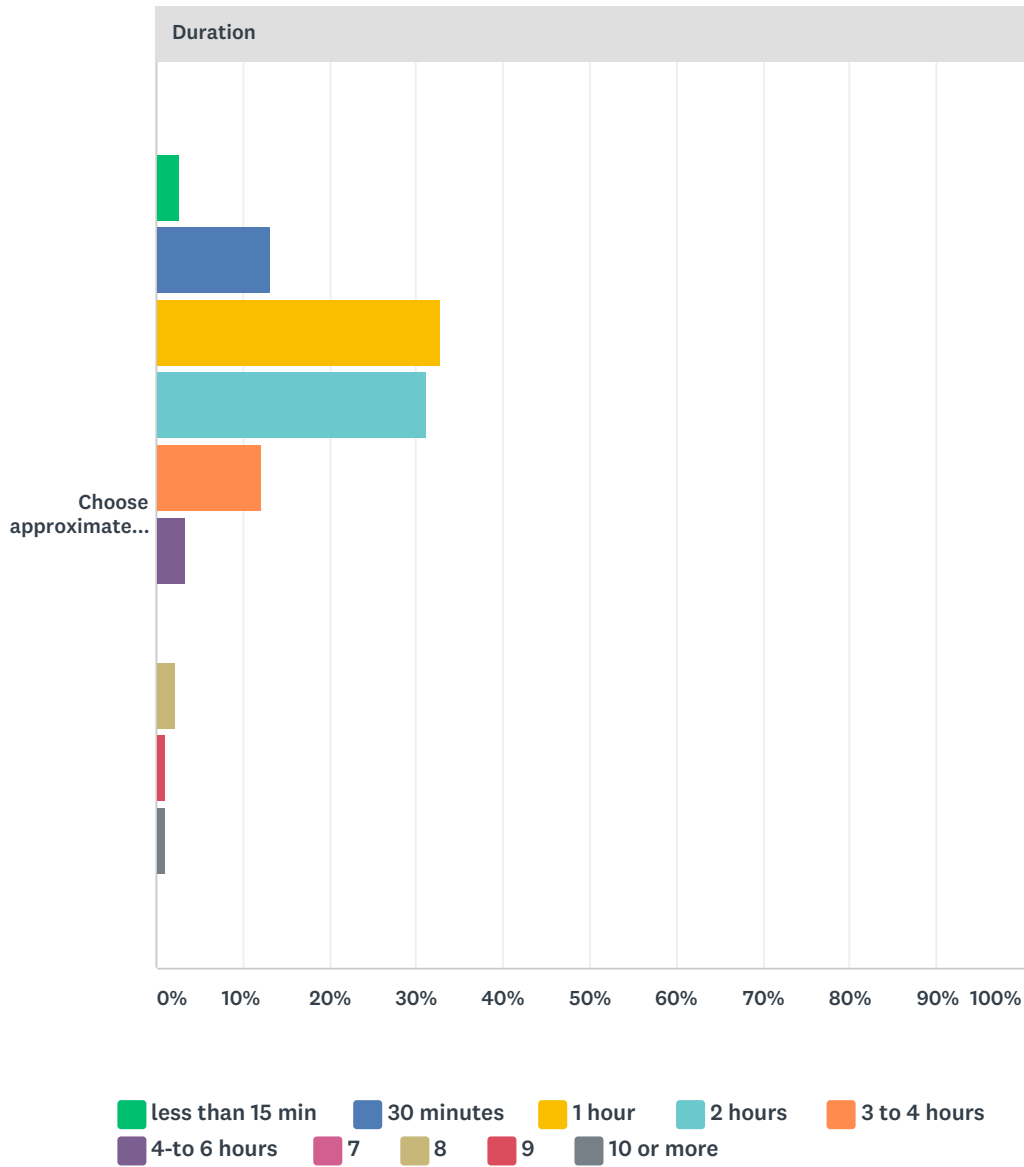
ANSWER CHOICES	RESPONSES
about once per week	20.75% 111
1 to 2 times per week	28.04% 150
3 to 4 times per week	19.81% 106
5 or more times per week	10.28% 55
about once a month	11.59% 62
less than once a month	4.67% 25
I tend not to come downtown because	4.86% 26
TOTAL	535

#	I TEND NOT TO COME DOWNTOWN BECAUSE	DATE
1	SATURDAY AND SUNDAY LIBRARY, EVENING LIBRARY	8/30/2017 2:59 PM
2	Parking sucks	8/29/2017 10:14 AM
3	Parking Sucks!	8/28/2017 4:31 PM
4	Parking	8/28/2017 3:40 PM
5	of parking	8/28/2017 2:29 PM
6	I live in the country and everything I need is on my side of town	8/28/2017 1:05 PM
7	No handi-cap spots	8/28/2017 12:57 PM
8	parking is terrible.	8/28/2017 10:22 AM
9	bank	8/23/2017 2:58 PM
10	Parking and traffic are terrible	8/23/2017 12:18 PM
11	Other: Every day for 2 or 3 weeks at a time while visiting.	8/22/2017 5:36 PM
12	I dislike the one way streets and it just seems difficult to find easy parking.	8/22/2017 12:33 PM
13	shopping or eating out	8/22/2017 11:15 AM

14	No place to park	8/21/2017 10:26 AM
15	Economy prohibits my spending	8/21/2017 9:44 AM
16	Business close before I'm done working, plus parking is a pain.	8/20/2017 11:12 PM
17	There is nothing I need there.	8/19/2017 9:52 AM
18	Businesses close too early!	8/18/2017 8:08 PM
19	Nothing for me downtown.	8/18/2017 3:09 PM
20	Because of the parking situation. I'll	8/18/2017 2:37 PM
21	I see the same vehicles parked in 2hr parking spots all day long. I have yet to see the Parking Enforcement vehicle marking any unit on 8th St.	8/18/2017 2:33 PM
22	It's difficult to find parking and because of traffic on 8th street. Often cars behind me will not wait for parallel parking to happen, so it is hard to park unless there is a wide open parking spot.	8/18/2017 12:57 PM
23	mostly 1 or 2 times per week to library or farmers market. That is the only things that are of interest.	8/18/2017 12:17 PM
24	There is rarely a reason to shop downtown. It needs a few anchor stores.	8/18/2017 12:00 PM
25	Jay walkers. Pedestrians that walk out in front of vehicle. Distracted pedestrians.	8/18/2017 11:55 AM
26	I'm handicapped and parking is horrendous. The best place (for me) to park is on the left-hand side of S. 8th because I can get out at my own pace on the driver's side without having to beat traffic. However parking near the places I would like to try out is almost impossible. The only place I really go downtown for is Glaze & Paint. I'd like to try Jenn's Java, maybe Modern by Meagen or a couple of the gift-type stores, but I'm so limited on my ability to walk distances, that if I can't park right there, I won't be able to last long enough to shop. :-(8/18/2017 11:17 AM

Q8 How long do you generally stay in downtown Manitowoc?

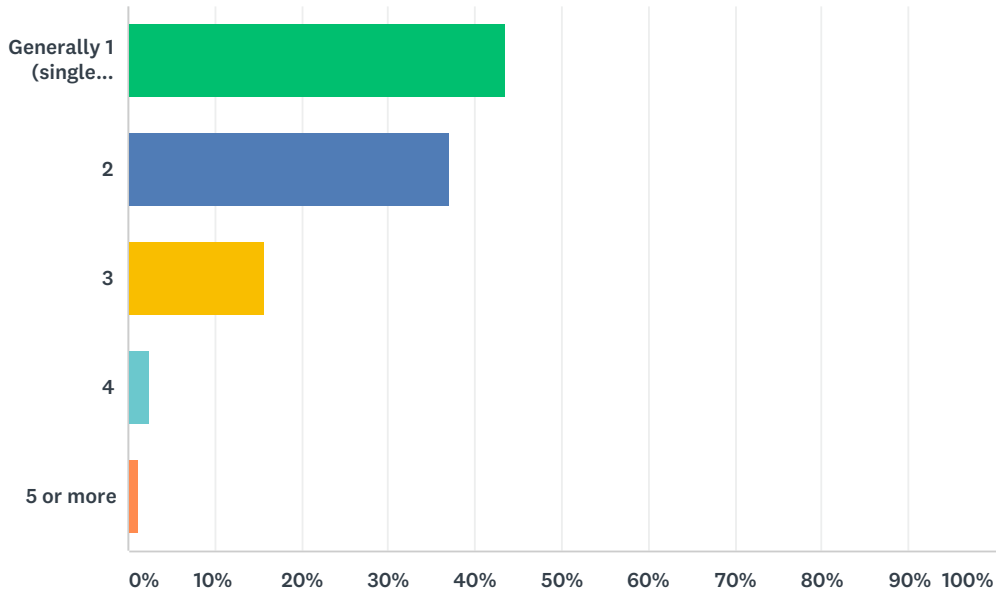
Answered: 523 Skipped: 13



Duration											
	LESS THAN 15 MIN	30 MINUTES	1 HOUR	2 HOURS	3 TO 4 HOURS	4-TO 6 HOURS	7	8	9	10 OR MORE	TOTAL
Choose approximate duration	2.68%	13.19%	32.89%	31.17%	12.24%	3.25%	0.19%	2.29%	0.96%	1.15%	523
	14	69	172	163	64	17	1	12	5	6	

Q9 How many businesses do you generally visit each trip?

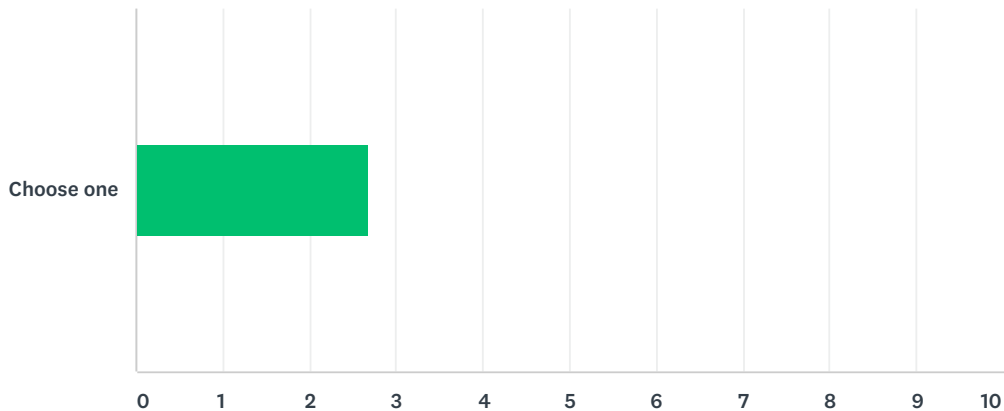
Answered: 536 Skipped: 0



ANSWER CHOICES	RESPONSES
Generally 1 (single purpose)	43.47% 233
2	36.94% 198
3	15.67% 84
4	2.61% 14
5 or more	1.31% 7
TOTAL	536

Q10 I feel that there is enough publicly available parking for downtown customers & visitors.

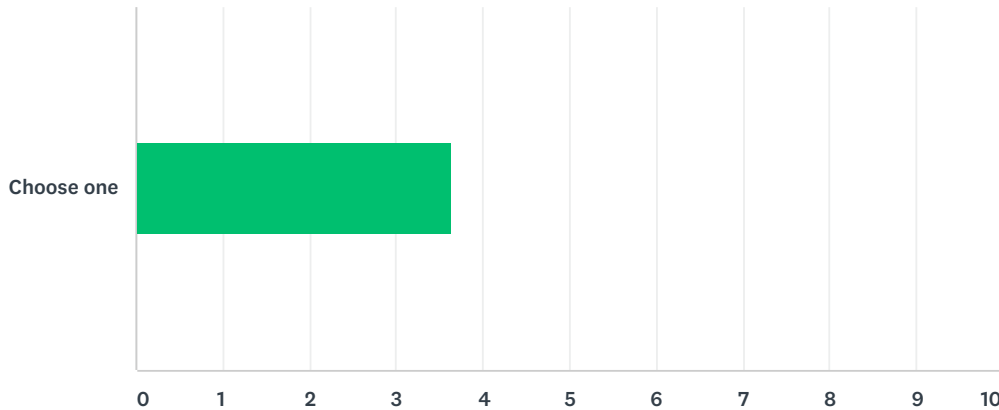
Answered: 530 Skipped: 6



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	21.89% 116	30.19% 160	16.42% 87	22.08% 117	9.43% 50	530	2.67

Q11 I feel safe parking in the downtown.

Answered: 534 Skipped: 2



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	5.24%	9.74%	19.66%	45.32%	20.04%	534	3.65
	28	52	105	242	107		

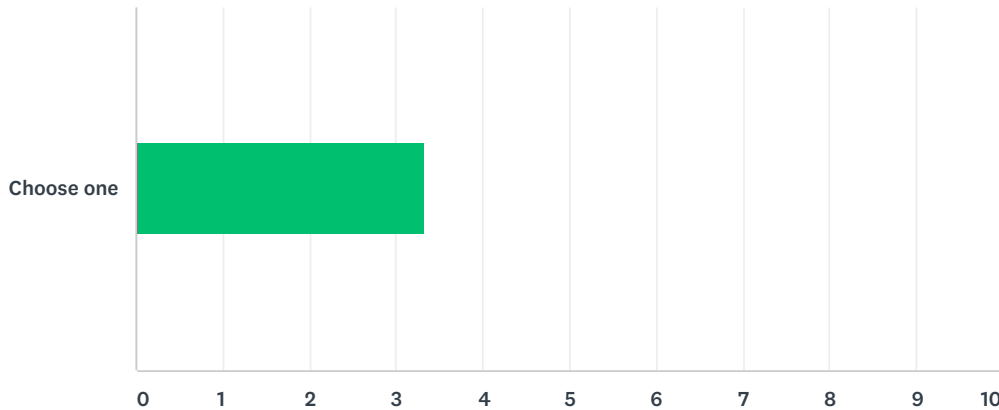
#	IF YOU DISAGREE WITH THIS STATEMENT, PLEASE EXPLAIN.	DATE
1	Hard to back out of parking spaces, poor visualization	9/2/2017 10:54 PM
2	would be good to have more visible security	8/30/2017 3:30 PM
3	Not at night. Too many bars with drunks, not enough night life that isn't the bar scene.	8/30/2017 2:56 PM
4	Traffic too fast	8/29/2017 5:08 PM
5	drug activity	8/29/2017 10:28 AM
6	It is difficult and dangerous to park on 8th Street because of the traffic.	8/29/2017 5:21 AM
7	At nite not many people around	8/28/2017 8:40 PM
8	Too many side street spaces cause narrow lanes and roads as well as limit space for parked vehicles and their passengers.	8/28/2017 2:59 PM
9	i don't feel we should have to park far away, in the open, from where we wish to go. especially when the Capital Civic center has events. the downtown gets too busy, too congested, and actually, I feel dangerous.	8/28/2017 11:56 AM
10	The traffic makes you rush to parallel park. Some of the North side side-streets are really narrow with parked cars and 2 way traffic	8/28/2017 11:44 AM
11	Some side streets are not wide enough; thus when leaving my vehicle traffic is moving pretty close to me and my vehicle.	8/28/2017 8:57 AM
12	Have to park so far away	8/23/2017 12:18 PM
13	tight parking and tight traffic flow	8/23/2017 4:01 AM
14	It is totally irrational to have angle parking with the length of pickup trucks and vans. Very dangerous when two cars are driving in opposite directions.	8/23/2017 12:36 AM
15	Busy roads, too fast drivers	8/23/2017 12:16 AM
16	Parking on street leaves you open to a hit and run.	8/22/2017 11:02 PM
17	Depends where you are, how far you walk, and what time of day.	8/22/2017 7:26 PM

18	People dodge traffic (especially on 8th) to get across to open parking spots, cars fly past street parking	8/22/2017 5:23 PM
19	It's so small of an area that I always get nervous even just driving, I would rather park farther away and have to walk then park on 8th street to not walk far to a business	8/22/2017 2:53 PM
20	Easy to be side swiped. Potentially dangerous getting out of car	8/22/2017 1:39 PM
21	8th street at peak hours is dangerous to try and park anywhere on it.	8/22/2017 1:12 PM
22	Getting out on the street side is so crazy scary sometimes!	8/22/2017 12:53 PM
23	I usually have to park in a business parking lot and walk to another business because they do not have enough parking	8/22/2017 12:26 PM
24	Times have changed over the years and you cannot trust people like you use to/	8/21/2017 7:20 PM
25	It is okay during the day but hate to have to walk at night.	8/21/2017 5:56 PM
26		8/21/2017 12:15 PM
27	A known drug house, on franklin st, located next to the Capital Civic center parking lot and across from public 2 hr parking. definitely not safe. 8th st parking and crossing is scary with the way the ppl drive in this town.	8/21/2017 11:36 AM
28	one way streets create confusion for parking	8/21/2017 11:09 AM
29	Difficult to pull out of parking into traffic	8/21/2017 10:38 AM
30	I feel it is hard parking on 8th street by the library. I feel when cars are trying to park others get mad and beep their horns at people. I feel that it is sometimes hard to get out of a spot because if the light is red, you have to wait for it to turn, but then when it turns you have a lot of cars turning onto 8th from Washington to wait for then the light is red again.	8/19/2017 11:22 AM
31	The city should clean up the drug abuse and trash.	8/19/2017 1:52 AM
32	Drug deals in plain view	8/19/2017 1:06 AM
33	My car has been egged and scratched thru the years	8/18/2017 8:08 PM
34	Manitowoc is going to Hell.	8/18/2017 6:00 PM
35	Parking anywhere on 8th street downtown you are taking a high risk of getting hit by vehicle. Unwanted drive through traffic and speed needs to be assessed. You can have all the off street parking in the world but it does you no good if the unwanted just passing throughs keep speeding without recourse.	8/18/2017 3:56 PM
36	too much fast traffic on 8th street	8/18/2017 3:51 PM
37	Cars get hit on busy streets. Break ins.	8/18/2017 3:09 PM
38	One way streets aren't safe	8/18/2017 2:41 PM
39	Most generally have to park farther away and when it gets late there tend to be a different crowd. Well unsavory people know where we have to park not to get a ticket.	8/18/2017 1:56 PM
40	People who are driving on 8th street are impatient and often do not stop for people. I do appreciate the new flashing lighted signs that warn cars to stop for pedestrians.	8/18/2017 12:57 PM
41	not alone at night	8/18/2017 12:35 PM
42	It is hard to park when people closely park to other cars to fit in their spaces and is hard to cross because people do not stop for you, especially when you are handicapped and can not run across	8/18/2017 12:01 PM
43	Depends where I need to park. There are some not so lit areas towards the lake.	8/18/2017 11:34 AM
44	Traffic issues	8/18/2017 11:26 AM
45	Only safe place for me is parking w/ driver's side facing the sidewalk. Due to my disability, it takes me a long time to get out of my vehicle and traffic doesn't cease long enough for me to exit safely if the driver's door is next to a lane of traffic.	8/18/2017 11:17 AM

Q12 I feel employees from downtown businesses are taking convenient

parking away from customers and visitors.

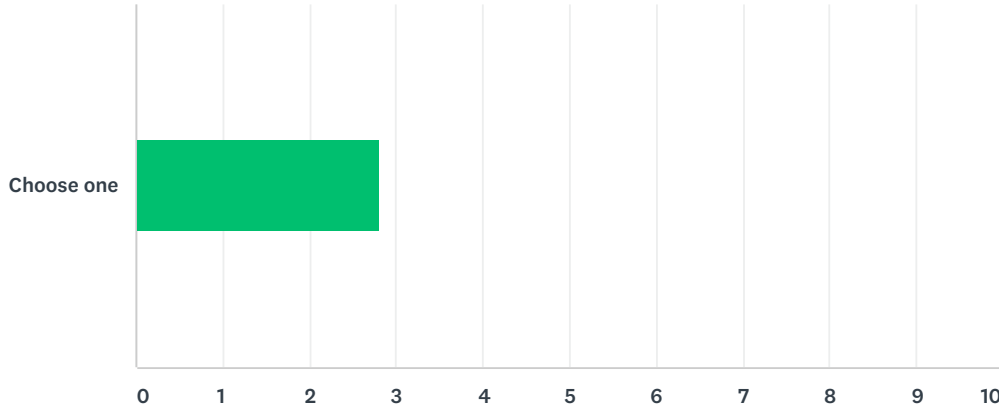
Answered: 535 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	2.80% 15	14.77% 79	42.43% 227	26.17% 140	13.83% 74	535	3.33

Q13 It is easy to locate a parking space in downtown Manitowoc.

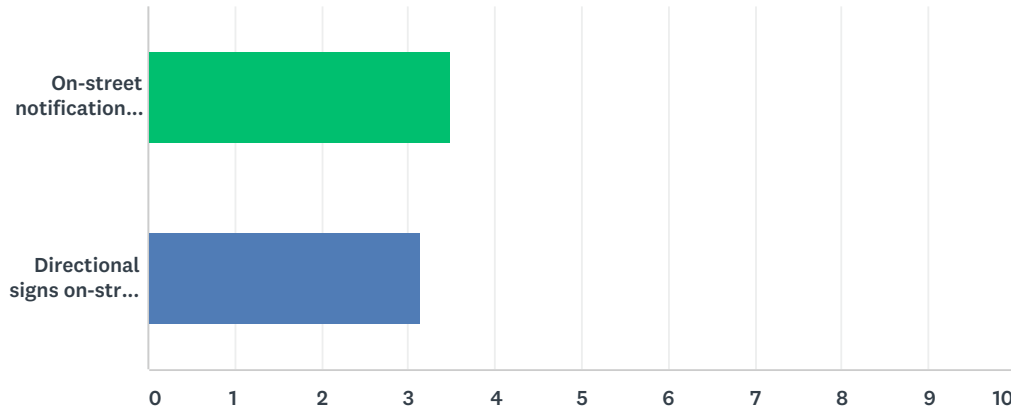
Answered: 530 Skipped: 6



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Choose one	13.40% 71	32.83% 174	18.49% 98	29.62% 157	5.66% 30	530	2.81

Q14 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 534 Skipped: 2



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE OR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
On-street notifications (No Parking, loading zone etc)	3.57% 19	13.16% 70	20.86% 111	54.14% 288	8.27% 44	532	3.50
Directional signs on-street (Public parking this way, etc)	5.59% 28	24.55% 123	27.35% 137	35.93% 180	6.59% 33	501	3.13

Q15 Please feel free to make any additional comments regarding parking below.

Answered: 183 Skipped: 353

#	RESPONSES	DATE
1	I work downtown at forefront dermatology. The parking is too far away from our building.	9/12/2017 10:59 AM
2	I cannot answer any of these questions accurately because I live downtown, therefore when I am not at work I am most likely home. The parking is ridiculous. Our private spots in the parking lot located across the street is not convenient at all, especially in the winter when you have a toddler and groceries. The spots in my parking lot were being taken when there were events at the Capitol Civic Center so I had to tell my landlord who notified the police right away and she was able to get new signs making it more clear that those spots were not for the public. Downtown parking should really be looked into and more so for the residents of Manitowoc living directly downtown. I have lived in my apartment on Jay street for 3 years now, every year I doubt renewing my lease simply because of the parking downtown.	9/12/2017 9:43 AM
3	Although I personally think it is easy to find parking spaces downtown, I also think it is ok to walk to your destination from that spot; however, I know a lot of people that are unable to walk far distances so I believe working on a parking solution is a great idea. On another note, I work on the corner of 8th and Maritime and multiple times a day I see people going the wrong way on 8th street, although I have yet to see an accident, better signs there might be helpful	9/12/2017 6:45 AM
4	We need more parking in downtown Manitowoc.	9/9/2017 10:24 AM
5	Tear down the old Schuette Building so there is more assessible parking for handicap and non-handicap parking. The building is falling apart with broken windows and is an eyesore.	9/5/2017 2:42 PM
6	Don't like the new parking stalls!!	9/2/2017 10:54 PM
7	In visiting Manitowoc, I parked at my hotel and walked. I don't remember seeing signs that directed people to public parking. The available on street parking appeared very full. I would have found it difficult to find a spot for my car. Your city is lovely and I had a wonderful time on each of my visits.	9/2/2017 5:45 PM
8	I find it confusing to park when I come downtown for other than work. I also work downtown and when I have to use overflow parking it is not clearly marked where to go and which lot at all and I've gotten a ticket for parking wrong inadvertently.	9/1/2017 8:46 AM

9	I feel that weekends and/or events are hard to find parking in a some what close area to where I want/need to get to.	8/31/2017 10:42 PM
10	I find it a lot harder to find parking during events, obviously. I have had to walk 8+ blocks to the location of the event. At other times, parking is not as difficult, unless you will be downtown for more than 2 hours. If that is the case, you either have to park further away, or continuously move your vehicle as to not get a parking ticket.	8/31/2017 5:52 PM
11	Not about parking, but about trying to cross streets where there are stop lights. A person barely has 5 seconds to cross the street after pushing the walk button! Since we teach our children and grandchildren not to RUN across the street so they don't fall, it's impossible to cross before the sign changes and cars are ready to rip! Is there a way to lengthen the time on those signs?	8/31/2017 3:53 PM
12	Could use better signage - especially to help visitors locate public parking lots. Also, I frequently see people attempt to turn left onto 8th St at Maritime Dr. Perhaps extra signage there would be valuable?	8/31/2017 2:38 PM
13	I feel that a parking ramp as beneficial as it may sound would be an unnecessary expense to the taxpayers. I don't think it would fit in well with the downtown aesthetic, and I don't foresee people actively using it if there are fees involved. There also doesn't seem to be a good place to put it. The places that I could see it being built would still be at least a couple blocks away from the places that I would go, so it would still require the same amount of walking (if not more, having to navigate out of the parking structure).	8/30/2017 6:53 PM
14	I think that if a single company (e.g. Forefront Dermatology) needs more parking, then that company has a responsibility to their employees and to the community to provide safe parking. If a parking structure is to be built, perhaps it could be privately owned, as they are in larger cities. Parking in said structure should not be free, under any circumstances. Forefront should, at the very least, have to lease spots for their employees, and other drivers who use the lot should have to pay, as they do in other cities--for the upkeep of the structure, rather than burdening the taxpayers of the city--again.	8/30/2017 4:23 PM
15	ONE WAY SIGNS NEED TO BE BIGGER AND MORE PROMINATE. I'VE SEEN MANY PEOPLE GET CONFUSED ABOUT WHICH WAY TO GO. THE FLASHING CROSSWALK BY THE LIBRARY IS GREAT. PLEASE LOOK INTO INSTALLING ANOTHER ONE BY THE SUBMARINE MUSEUM. TRYING TO CROSS THE STREET BY THE BUS STOP IS VERY, VERY DANGEROUS	8/30/2017 2:59 PM
16	The parking is more than adequate for the few businesses downtown.	8/30/2017 9:20 AM
17	If there is a show at the Capital Civic Center there is no parking. No one can get to the stores that are open or other downtown public buildings such as the Library. The people that go to the shows don't go to any of the businesses and it's a little surprising that the Capitol doesn't make any effort to help. There is no help from the city either. They removed signs for 15 minute parking and it was never enforced when they were up.	8/29/2017 7:57 PM
18	Downtown is a challenge due to transient traffic that is too fast. We need two way streets.	8/29/2017 5:08 PM
19	I feel dermatology employees take a lot of the parking..I feel they should either build a parking ramp and pay for it as they planned when they first built or possibly find a parking lot to buy and bus thier employees such a Bellin does in Green Bay	8/29/2017 4:53 PM
20	Due to the need to grow the local economy and attract business downtown, the city should relax parking limits and refrain from issuing tickets. People should be encouraged to go downtown and the spirit should be welcoming and friendly.	8/29/2017 12:41 PM
21	The parking is horrible with traffic since you changed the parking a few years back from the parallel parking to the diagnal parking spots on side streets the roads are not wide enough to accomodate both on comming traffic and diagnal parking on both sides of the streets at the same time	8/29/2017 10:14 AM
22	What about a parking garage? There just is not enough parking spaces! Also the parking limitations at Courthouse Pub and other similar businesses are ridiculous! When you're eating and visiting with someone and you have to go move your car after an hour! Then you can't find one! Very, very irritating!!!	8/29/2017 10:11 AM
23	Limited and safe parking is an issue that prevents new business from moving in to the downtown area.	8/29/2017 5:21 AM
24	I am not a fan of parking meters or having to pay to park downtown.	8/28/2017 11:56 PM

25	Great City - a lot do or visit! Slow traffic flow at times but easy to find destination.	8/28/2017 11:05 PM
26	I go to the book store on S 8th. very hard to find parking there. If I do find one by the store it takes me forever to get out of the parking spot with all the oncoming traffic. One day spent over 10 minutes before some kind person let me out. The parking is not good on S 8 street.	8/28/2017 10:41 PM
27	If not today, more convenient parking will be needed in the near future.	8/28/2017 9:40 PM
28	Not sure we need one way parking anymore	8/28/2017 8:43 PM
29	Need more parking on jay st especially with new irish pub coming. I frequently can't find parking. What about the Apple Parking lot or the hotel lot. Could some of that area be used	8/28/2017 8:40 PM
30	I don't like how close cars are allowed to park to intersections. It's way to hard to see if there's oncoming traffic.	8/28/2017 5:33 PM
31	Parking sucks in manitowoc!	8/28/2017 4:31 PM
32	I'd love to see more parking available downtown, especially before Clipper City Co-op chooses it's home. I do appreciate that we don't have to pay for parking, such as in Sheboygan's downtown.	8/28/2017 4:07 PM
33	With Washington Street being a two-way, 4 lane road, it isn't safe for both sides of the road to have parking. Introducing cost effective solutions, like paved lots where the former Mirro building as well as various other closed businesses stood/stand instead of a multimillion dollar parking structure. To increase town revenue, add parking meters to the current parking situation to encourage downtown residents to use environmentally friendly means of transportation and open spaces for people commuting from further away. This will however mean that the city will have to work with the businesses downtown to provide employee parking at no charge to maintain good relationships with already established as well as prospective retailers, restaurateurs, and other entrepreneurs.	8/28/2017 2:59 PM
34	Most parking spots on 8th and 10th st's are usually full, I have no problem parking on a side street close to the business I am going to and walking a block or two, the side streets have plenty of open parking and it's easier to get in and out.	8/28/2017 2:44 PM
35	I believe having the downtown a two-way traffic flow would be very beneficial. It is a hassle if you missed a turn to return back to where you wanted to go. Easier to just not stop at the "shops" We visited Sturgeon Bay who had converted their downtown to two-way traffic flow and it made shopping very convenient. Our downtown has a lot of potential for small businesses and convenient shopping	8/28/2017 2:29 PM
36	I don't feel we need a parking structure I think they need to rethink the down And have a plan. And less there's a plan in place to utilize the structure completely	8/28/2017 12:55 PM
37	There surely must be some vacant spaces that could be used as parking areas. City Hall parking lot should be signed so more easily used by the public during non-office hours. It's confusing as to where we're allowed to park (as during Farmer's market times). I don't think the city needs parking ramps!	8/28/2017 12:46 PM
38	on some of the side streets parking is so restricted or full. Maybe a ramp in a few selected areas wouldn't be a bad idea. It also may entice new businesses to open up and fill the vacant stores with more accessibility for visitors. Green Bay has the cherry st ramp and ppl have no problem walking to the farmers market or wondering downtown. I definitely think we need to bring back the downtown area. As a business owner and local consumer I'd love to see new growth and maybe more shops like Door County. Turn Manitowoc into a must stop place before heading up north.	8/28/2017 12:21 PM
39	certain areas need to have additional close parking available - such as Manitowoc Coffee in order to keep customers coming	8/28/2017 12:08 PM
40	I would love to see a parking garage downtown, it gets too frustrating to have to look for parking. please improve the parking situation. If you want to attract more people to the downtown, you need better and more parking available. we have a beautiful downtown, why not work with it and improve it	8/28/2017 11:56 AM
41	I am healthy and able to walk. When I have an elderly person with me, it is difficult to drop them off, get them somewhere safe, and then go park the car. Every restaurant should have a drop off area. I worked downtown and I could always tell when it is Tourist season, because cars would be coming at me on 8th or 10th street. Or people would turn from the right lane thinking the road is a 2 way road. This would indicate to me that the roads are not well marked and are confusing people. When we are traveling, it is difficult to navigate a new location. Good signage really helps.	8/28/2017 11:44 AM

42	Saturday farmer's market, library finding parking for both tends to be difficult. Which is good as both are well supported by community.	8/28/2017 11:40 AM
43	Many times when there is not parking on 8th street, I just dont shop that day	8/28/2017 11:30 AM
44	During special events, the City may want to consider alternative parking away from downtown with shuttle service to/from event.	8/28/2017 10:59 AM
45	Generally there is enough parking, except during special downtown events!	8/28/2017 10:50 AM
46	It seems there is almost no where to park on the north side of the river if you want to stay in downtown for over 2 hours. Because of this, my time in downtown is normally limited to up to 2 hours because most of the street parking is only 2 hour parking. I have also noticed that it must be extremely hard for employees of downtown businesses to find places to park due to the 2 hour street parking in most of the areas.	8/28/2017 10:49 AM
47	Got caught with 2 hour parking ticket a while back - was there for a work event and don't usually park there and didn't see the sign.	8/28/2017 10:37 AM
48	Parking can be hard if attending a show at the Capital Civic Center or if you want to visit a business downtown while a show is going on there. The Capital could use their own parking lot. Also parking on Quay Street for peak dining times at the Fat Seagull can be difficult, the parking area that is to the west of their facility is in poor shape and I'm not even sure if it is open for public parking. The lot across from the facility is for City Employees during the day and also Aspire Realty takes up quite a few spaces so it's hard to park there. As far as other business go it is relatively easy to park on the street within a block of the facility.	8/28/2017 10:26 AM
49	I feel private businesses who need employee parking such as Forefront should be footing the bill to provide the parking their staff need. It should NOT be a city expense. If that were done, then there is adequate parking. I also feel the building of a ramp on 8th street is a waste of valuable storefront space that would draw customers to downtown. Until the downtown cleans up and brings in businesses that will draw customers, there's no need to worry about parking. No sense in building ramps when we can't get even our own residents to visit the downtown. The Schuette building, for example, could be a huge draw.	8/28/2017 9:41 AM
50	We simply need more parking which is more or less impossible. Downtowns such as ours were made during a time when more people walked than took cars. I'm curious to know how parking was when we had all of the buildings being used downtown? What was the parking situation then? Is it possible to turn more side streets into diagonal parking? I seem to have the most trouble parking for the farmers market right now, always so busy, which is fantastic! But does create some parking difficulties. Streets would need to be widened to create diagonal parking however, which is costly. I don't feel a parking garage would solve the problem of parking as people would complain it's not close enough to where they want to park. Though I wouldn't mind it personally. Parking will continue to become an increasing problem as the downtown continues to be revitalized.	8/27/2017 3:49 PM
51	I feel there is ample parking and don't mind walking if there is not an open parking space. I would hate to see something torn down to make a parking lot. People need to be okay with walking a little if they end up parking a little further away, no big deal.	8/25/2017 2:10 PM
52	I believe the problems are mostly north of the bridge. I believe the parking issue is the problem of the employers and they should provide parking options. I love the businesses and feel of our downtown. When employers chose where they are located and built/lease additional space, they should have taken room for parking as part of the equation. I can see the city assisting them in most ways but think the cost is the employers' responsibility. I very strongly believe our historic buildings should remain and that small downtown businesses should not be displaced. Those businesses may not recover.	8/24/2017 10:25 PM
53	I feel more parking and a parking structure is a must in our future.	8/24/2017 2:50 PM
54	Larger events tend to be more congested	8/24/2017 11:23 AM
55	Street sweeper parking should be labeled with signs. It is unfair to give someone a citation for parking somewhere that doesn't have a sign specifying you can't. It is a cheap cash grab against the citizens.	8/23/2017 6:47 PM
56	I feel bad for retailers in the downtown area for lack of parking. I have worked for two retailers downtown for years and trying to find parking that doesn't require a move everything two hours is ridiculous! And forget trying to shop down there!	8/23/2017 12:18 PM

57	There are times I need to park downtown for more than a two hour period and I find it ridiculous that there is a two hour limit for street parking. I feel it could at least be four hours or more (more reasonable).	8/23/2017 11:31 AM
58	Parking downtown is horrible. Can't go get coffee with a friend and check out a few shops without getting a parking ticket. I went over 2 hours by 2 minutes if that and got a \$15 parking ticket. So now I make quick stops and don't shop the local downtown shops because who has an extra \$15 to pay in a parking ticket. 2 hour parking should be eliminated downtown.	8/23/2017 10:27 AM
59	I feel that street parking should not be limited to 2 hrs! Take those signs down! Let downtown customers shop/eat/relax in a leisurely manner without having to worry about moving their car! As for the big medical office downtown - they DO take up valuable street parking and don't seem to mind being ticketed for regularly running over their 2 hr limit. When the building was put up, didn't someone think of where the employees were going to park? Not a good decision to take away customer parking from small business patrons!! Put up meters or issue expensive parking permits by that office building & let them pay for their convenience to park close to work.	8/23/2017 10:02 AM
60	Owning a commercial property and a business in the downtown for 11 years we have been dissatisfied with the parking issue. The business owners and employees use up the few parking spaces available in front of the businesses. If you are a business with elderly patrons or families with young children it is very difficult to find a place close to the business to park. During the day these employees park for their entire work day in front of the business in a 2 hour zone. They play the game of moving a few feet when the tires are marked by the meter patrol. We also dealt with the parking issue trying receive freight as the semis are not permitted to double park on 8th St. I think it was better with 1 hour parking on 8th. Leave the 2 hour limit on the side street for the people who use our restaurants and coffee shops. I think a parking ramp is a definite need as our downtown goes through revitalization. Maybe meter parking would be a good addition it may stop the all day offender.	8/23/2017 10:01 AM
61	Think it is irritating that Manitowoc Police Department employees take up the parking spaces in the parking lot across from Tree house theater in the 800 block of franklin street when they have a private parking lot in the 900 block of south 10th street directly across from the public safety building.	8/23/2017 4:01 AM
62	Many visitors are confused when turning north onto South 8th street from Washington St heading east. There are lane markers on the street, however signage that South 8th st turns into a one way street are lacking. Many people (usually visitors unfamiliar with our one way streets) turning north onto South 8th street that are in the left turning lane try to turn into the right turning lane causing near misses. I think signage indicating a one way street should be marked at this intersection.	8/22/2017 10:03 PM
63	Two-way traffic rather than the current one-way would be a great improvement.	8/22/2017 9:50 PM
64	Having lived in bigger cities I am comfortable walking a few blocks to where I want to go. I don't feel the need to be right on top of the location I am going.	8/22/2017 9:27 PM
65	I do not attend events such as Balloon Glow, etc because there is no decent parking.	8/22/2017 8:22 PM
66	I work in downtown Manitowoc also. They have private parking. I don't think there should be so many two hour limits. If you're doing a lot of shopping, visiting a museum, library, or theater, or out to dinner there isn't enough time.	8/22/2017 7:26 PM
67	We DON'T need a parking garage. That would be just a waste of money. There is enough places to park.	8/22/2017 6:18 PM
68	It would be great to be able to spend hours at a time in downtown Manitowoc, whether it be supporting local businesses or enjoying all the activities Lake Michigan has to offer, without the worry of 2 hour parking constrictions.	8/22/2017 5:36 PM
69	Could use more. If there is any kind of an event there isn't enough parking; and I typically leave because I don't want to have to park more than 2 blocks away from it.	8/22/2017 4:56 PM
70	For the out of towners, I think there needs to be more one way signs on both of the one way streets, see way too many going to wrong way.	8/22/2017 4:26 PM
71	Don't need it!!spend the money getting business downtown not a ramp. Why give 23,000 to promote subfest. Why	8/22/2017 3:51 PM
72	I can't strongly enough agree that downtown employees are using up parking places right around their stores and offices.	8/22/2017 1:41 PM

73	I enjoy no metered parking, having lived in Fond du Lac Wi.	8/22/2017 1:12 PM
74	We do not need a parking ramp. We need to fix the neglected streets we already have.	8/22/2017 1:11 PM
75	It'd be really nice to have additional parking available for shopping and events.	8/22/2017 12:53 PM
76	I think simply because parking for me, and finding where I want to go is difficult, that may be the reason that I don't go downtown often. I just don't go downtown often enough to get comfortable with it, because it's always a bit intimidating to me. I don't like parking on the one way streets (8th street). I prefer a parking lot.	8/22/2017 12:33 PM
77	There needs to be more parking. I often visit friends and family who live downtown, and if theres events going on, its really hard to find parking.	8/22/2017 12:29 PM
78	Street parking spots are way too large. You can fit a car and a half in those spots. Each block could easily have 5-6 spots instead of 4.	8/22/2017 12:29 PM
79	A public parking area is desperately needed. My sister owns a downtown business, and her customers and employees have no where to park because of dermatology associates taking up all the parking that is available	8/22/2017 12:28 PM
80	I have not had a problem with parking in Manitowoc, or at least I haven't noticed. thank you.	8/22/2017 11:15 AM
81	Have not heard rumblings of it lately, but two-way traffic on 8th and 10th streets will not alleviate parking issues. I mention it only because someone is likely to use that as justification.	8/22/2017 10:33 AM
82	Right now there are not enough businesses downtown to cause a parking problem, but if the city grows, a public parking garage will be needed.	8/21/2017 7:35 PM
83	There would be more parking if the employees from dermatologily associates would use the parking lot that was made for them. As it is I find it hard to find Parkinson's space if I wish to buy from. Berstines, the new restaurant, or any other store in that area	8/21/2017 5:56 PM
84	I've never had a problem	8/21/2017 5:32 PM
85	I've never had a problem finding a parking space to visit a downtown business or attend an event. I do find the signage in most public parking lots to be unclear, so I just avoid them and park on the street.	8/21/2017 2:31 PM
86	Additional parking will help grow the downtown area. There is a minor need now, but expecting growth, tourism, residents and businesses - the need will increase for parking.	8/21/2017 1:37 PM
87	I avoid downtown if possible due to parking.	8/21/2017 12:28 PM
88	Just because Forefront Dermatology needs additional parking is not a justification to construct a public parking structure. Katz can privately finance his own structure on his own privately purchased lot. There are not enough viable businesses downtown to justify the expenditure of public funds for a parking structure. Any evening one can find ample parking downtown with the exception of event nights at the Capital Civic Center. Those nights are infrequent enough to be inconsequential to long term parking issues. Maybe the City of Manitowoc should spend more effort on developing a thriving downtown district before wasting a bunch of money building a parking structure. A bustling downtown district with restaurants and interesting shops to attract residents there would be much more preferable to me than a Meijer store usurping our County fair grounds.	8/21/2017 11:34 AM
89	I think there is probably enough parking within a few blocks of any destination down town. Though, if we were to bring a new business in that would have more traffic than the currently lightly visited stores, more parking would be required.	8/21/2017 11:16 AM
90	Feel private businesses should not have been allowed to take up public lot parking and then also take up street parking when their designated spots are available. Customers in other businesses in the area are ticketed if they park in the designated spots while there is not place for them on the road. Especially true during the day hours when city hall parking restricts things even more. I feel employees should park further away to accommodate patrons.	8/21/2017 11:08 AM
91	parking situation often will deter me from shopping locally in the downtown area, as well as frequenting other festivals and activities such as the farmers market.	8/21/2017 10:47 AM
92	Not enough parking for Civic Center, festivals, or 8th street. No handicap parking.	8/21/2017 10:26 AM
93	I would like you to consider safe and convenient parking for overnight parking to provide a place for individuals who choose to leave their cars downtown and take a safe ride home.	8/21/2017 10:02 AM

94	Appreciate having the farmer's market downtown - would like to support that in the future.	8/21/2017 10:01 AM
95	I hate the parking in Manitowoc to conduct business because of the 2 hour time limit. Parking several blocks away is not conducive to walking in professional attire with high heels, navigating hilly terrain (afraid of falling with high heels), or in extreme hot or cold weather. I won't make extra stops (after my business meetings) for shopping because of this. I shop somewhere else.	8/21/2017 9:50 AM
96	I do not feel Manitowoc needs a skyscraper parking lot-not to say I don't want to see Encore Music Production leave as this is an awful business putting their face on Charity. As a breast cancer survivor and knowing they call for donations and they get 90%-may they burn in hell!	8/21/2017 9:44 AM
97	downtown is dead	8/21/2017 9:43 AM
98	Centralized parking for employees of downtown businesses would likely help take the stress off the consumer parking and help with availability and flow.	8/21/2017 9:42 AM
99	There is zero room to Bike. If one were to stay in the "bike lane" in Downtown Manitowoc he or she risks being side swiped by car, and if one were to bike on the sidewalk which is plenty wide, a fine would be issued.	8/21/2017 9:40 AM
100	Forefront Dermatology takes up all the parking for just about every business on 8th st. And if they aren't taking it up, they're pushing other workers from other businesses to take the open spots leaving nothing for patrons. They need their own parking area. Taking all of York st, plus all around their building on 8th and 9th st., plus parking behind Beerntsens, as well as now the farmer's market lot... Not to mention the spots on 6th and York they take up for those who are working out of Lakeshore Women's Health. They need their own parking lot! All those cars angled on York and 8th make it impossible for more than one car to pass through at a time, and that leads to not only major frustration but also safety concerns!	8/21/2017 9:24 AM
101	Employees of downtown deserve to have parking close to their employment. No I do not work downtown! I don't believe they should be given parking tickets either.	8/21/2017 7:59 AM
102	Washington Street is very narrow. It uncomfortable to drive and park on this street.	8/20/2017 11:31 PM
103	Current parking may be adequate but more will be needed if Manitowoc is to fill vacant store fronts or grow businesses that bring vitality to the downtown.	8/20/2017 9:52 PM
104	Having lived in big cities and having to pay for parking several blocks away from my workplace or stores, I have no problems with parking in Manitowoc. I find it's people who have lived here a long time that don't like walking more than a block to get to where they're going who complain the most. It's understandable they're used to having parking be so easy, and free, that having to walk at all is seen by many of them as a big problem when compared to other cities, it is a breeze.	8/20/2017 4:40 PM
105	Need to eliminate restriction from biking on sidewalks. Biking alongside people who are parking and getting in and out of their cars is far more dangerous than walkers and bikers sharing the sidewalks.	8/20/2017 8:22 AM
106	The problem with parking downtown is not the usual M-F. It's when there are special events, farmers market, civic center events, etc. There needs to be made some accomodations with good signage for things like that.	8/19/2017 8:12 PM
107	I appreciate the clear signage on the lot behind the Flower Gallery that explicitly says it is public parking after 5 and on weekends, and that the leased parking is only until 5 on weekdays. For people who have problems walking, they might not find a parking spot near the store they want to visit. Not sure how they can be accommodated. Special events always cause a parking shortage, whether it is the farmer's market, a CCC event, or a downtown festival. Again, if you can walk a couple of blocks it isn't a problem.	8/19/2017 7:35 PM
108	The lot across from the public library is in terrible shape--we have seen at least a half dozen people trip and fall at a Saturday at the market.	8/19/2017 4:43 PM
109	I usually can find places to park, however, I think that if you want to recruit restaurants, which are critical to a downtown, that's where the problems will come in. They need to have easy, ample parking that isn't restricted to 2 hours, as sometimes people stay longer.	8/19/2017 2:32 PM
110	If DT develops then there will not be enough parking. And I support developing the DT area. Please do not build a ramp in the farmers market area. Lets develop that area with businesses.	8/19/2017 10:36 AM
111	I feel that parking downtown is not a big issue. I do feel that some of the businesses downtown have taken alot of the parking lot parking away from consumers. I don't mind walking to the stores. People in sheboyagn and Greenbay do the same thing.	8/19/2017 10:16 AM

112	It is disheartening when patronizing local businesses and getting parking tickets for being downtown just over 2 hours. It discourages one from spending additional time downtown.	8/19/2017 9:06 AM
113	I am not worried about parking and having to walk. I am more concerned about the drug problem in this city.	8/19/2017 1:52 AM
114	Build a parking ramp near Capital Civic Center.	8/18/2017 11:17 PM
115	We are excited to hear a local food co-op is planning to come to Manitowoc and we wonder about parking for another new business	8/18/2017 8:29 PM
116	Dislike the parking by Forefront as it makes it almost impossible for two vehicles to drive thru. Too tight due to parking direction. Several rude business owners that complain when people park near their business yet are not shopping at their store. Example would be Dead By Dawn building.... they tell at managers from other businesses when this happens.	8/18/2017 8:08 PM
117	As a local business owner who has decided to take business to a different community, I think that it is time for Manitowoc to make a decision. If you are going to build a structure, build it and then support it by bringing events (Street Farmers Market such as On Broadway in Green Bay; Music festival such as mile of music in Appleton and other events to stimulate the area). Quit frankly its disappointing that Mr. Sparacio is one of the highest paid employees in the city and has not made a single impact. Stop with spending money on a useless study and build a structure whether the price falls solely on the city or if surrounding business chips in for employees or purchases annual lease spaces. A slight increase in tax would not hurt this city. Young professionals flee the city every year to surrounding progressive communities.	8/18/2017 7:05 PM
118	Due to lack of parking spaces, I feel the 2 hr parking is ridiculous. If we want to visit multiple shops and give them our business, we worry about getting a parking ticket.	8/18/2017 5:50 PM
119	My main concern is when there are big draw events at the Capital Civic Center and the lack of available parking. One has to park at least blocks away and then walk back to their vehicle in the dark or in inclement weather. A parking ramp is a possible solution and would be really utilized. It could free or charge a small fee for safety and convenience for its patrons.	8/18/2017 5:48 PM
120	If parking vs. more business development in the downtown area are competing for space, then more development needs to be done...then more parking. Yes, there are peak times where parking is a commodity, but if people are willing to walk more than a few feet to their destination, they may actually find additional places to visit and purchase from, making the experience for all involved, better.	8/18/2017 5:40 PM
121	If Manitowoc is trying to develop the downtown to attract more businesses and tourists I think additional parking will be required. People that work at downtown business should not be allowed to take up spaces on the street, but I don't know how this would be enforced.	8/18/2017 5:13 PM
122	There is ample unused parking in downtown and it never takes me more than 45 seconds to find multiple close parking spaces. I think it's a waste to pay for a study because people are too lazy to do minimal research. https://youtu.be/Akm7ik-H_7U	8/18/2017 5:06 PM
123	I generally drive through downtown daily. If the parking would be more convenient, I would likely shop more often. I purchase items downtown when I can when needed but it is too inconvenient to just leisurely park and shop.	8/18/2017 5:02 PM
124	I volunteer at Sister's Unraveled a shop downtown Manitowoc. Sometimes I got to drive around 20 minutes to find a parking spot other times I get in the 2hr spot gotta leave the shop before then to drive around and find another spot! I'm suppose to be . watching the store for the owner!!!	8/18/2017 4:39 PM
125	It is a waste of time & money to hire another firm to do a study on parking downtown. Nothing changes after the results are in anyway.	8/18/2017 4:36 PM
126	If the downtown business area wants to grow, more parking is definitely needed. Currently, businesses with employees have a difficult time finding ample parking just for their employees. Not have ample parking for customers in addition only deters from them being able to grow their businesses and attack people to the downtown area.	8/18/2017 4:35 PM
127	I am stunned by the idea of a parking garage in Manitowoc. If a certain business needs extra parking...isn't it their problem to solve with their own wallet? Manitowoc shouldn't have to foot the bill on this 'non issue for the general public'. I shop downtown Manitowoc frequently and never had a serious issue finding a place to park.	8/18/2017 4:25 PM
128	Forefront employees need to stop parking on the street!	8/18/2017 4:07 PM

129	I've spent many hours the last two summers at Burger Boat Park and walking from the Capital Civic Center to the Maritime Museum witnessing the speeding and just passing through vehicle congestion problem. I have noticed also that from the lights by the library to the old North End Drug store is also a air lift speed way once they hit the middle of the 8th street bridge with speeds I guarantee in the 50-60 mhp range. Mind you in the span of 2 years with hours downtown I only recall 1 person getting pulled over. I know the City PD is on a limited staffing level so I believe the next best thing would be investing in speed/camera monitoring system installed on the 8th street bridge tower facing south up the street would help greatly. Other bigger cities use them and send you the ticket in via the mail. I know the City has the infrastructure capabilities to make such a system work because we invested in many upgrades the last 4 years at all of our facilities. AS..(;	8/18/2017 3:56 PM
130	Existing parking will not support fully occupied downtown buildings.	8/18/2017 3:51 PM
131	To sum up. Available parking is an issue that needs to be addressed. You can't have a vibrant downtown if people can't park conveniently.	8/18/2017 3:43 PM
132	Parking does not stop me from going downtown but it would be nice if more buildings had retail.	8/18/2017 3:08 PM
133	Parking on 8th street is tricky because the traffic on 8th does not slow down. The diagonal parking on Buffalo street is easy to use, but the street is not wide enough for two-way traffic when cars are parked on both sides.	8/18/2017 2:44 PM
134	I really hate your diagonal Parking on the side streets it is very dangerous to park like that because you can not see the cars coming until you car is almost in the lane of traffic! There has been too many close calls to getting hit by on coming cars and also you can't see the bicyclist coming. Please RETHINK YOUR DIAGONAL PARKING!!!	8/18/2017 2:34 PM
135	There is plenty of parking downtown if the employees and owners Are willing to walk a couple feet. They tend to think that their spot is right in front of the door whether it's two hour parking or not. Definitely no enforcement going on. We definitely DON'T need a parking ramp.	8/18/2017 2:33 PM
136	I do not think there should be any 2 hour time limit spaces anywhere downtown, is that really necessary?	8/18/2017 2:04 PM
137	I think it is ridiculous that there isn't some kind of parking structure that could be built in the downtown area. There is a large area over by lakeside foods, on the other side of where the farmers market is held, that could have a parking structure built on. I also think it is not fair the fact that there is 2 hr parking and that people get ticketed. A lot of the time there isn't parking so why would anyone want to move after 2 hrs, when they might not be done shopping or visiting the area, if they actually where able to find a parking spot in the first place. I've been ticketed way too many times and its not right just because the city doesn't have enough parking. People who get ticketed are in the downtown area shopping and hopefully building up the community by supporting local businesses. Why would they come back if they are going to keep getting ticketed? Sounds like a really easy way to get people to not come back to support the downtown businesses that the community strongly needs.	8/18/2017 2:00 PM
138	If there was a parking structure / level parking , I'd pay to park . Knowing I'm NOT going to receive a ticket, it's safe for me and my vehicle. I'd pay for sure. Thank you	8/18/2017 1:56 PM
139	Sometime I am parking downtown for my service job and I am at a business more than 2 hrs. I run and move my car. I wish in 2hr parking there was a meter, so I could just add money and not have to move my car. Or be able to buy a parking pass for downtown.	8/18/2017 1:46 PM
140	I feel that the only time parking becomes a challenge is during Farmers Market season. I don't feel building anything just for parking for that time of year would be good use of tax dollars :).	8/18/2017 1:45 PM
141	Building a parking structure in the downtown would be a HUUUUUUGGGGEEEE waste of tax payer money. Absolutely do not build one. If a business(s) need more parking they can fund it!!! Finally admit the downtown are is not coming back to any grand scale. It would be more economical to create a conventional parking on a blighted property west of 10th st. and create a 15 minute shuttle service 7:30-5:30.	8/18/2017 1:43 PM
142	We have very bike friendly businesses and people in town. But we need dedicated bike lanes that are enforced so that drivers learn how to share the road and to respect bicyclists. Currently I do not feel that I can bring my 13 year-old nephew on bike rides downtown. We are not given space or respect by drivers and therefore we do not feel safe.	8/18/2017 1:26 PM

143	It is extremely difficult to find a parking spot. When you finally find one you are limited to the amount of time you can park. If I work a 9-10 hour day I roughly have to re-park my car 4-5x a day. With limited spaces that is extremely difficult. In addition to being on a one way it takes so long to get out of your spot. There needs to be more spots available. Especially in the Winter if there is a parking ban down 8th street where should you park? That makes people not want to shop downtown. I feel parking downtown is the worst I have seen. There needs to be something done about this.	8/18/2017 1:26 PM
144	Once when getting coffee with friends, my friend received a ticket for parking more than two hours. Does this promote tourism?	8/18/2017 1:10 PM
145	As a resident and small business owner looking for a location to open a storefront, downtown Manitowoc has had me think twice about venturing to that area especially when the building being rented does not include off street parking. I don't know what the answer is but for me personally as a customer looking for parking needs when visiting downtown, it can be challenging. So placing my business in that environment where my customers would struggle with the same issue, it makes me search elsewhere for a better location.	8/18/2017 1:06 PM
146	I think Metered parking would be great, it keeps people moving along while allowing others to use the space as well. I also feel that capital events should have designated parking and use the street for handicap only during such events (temp)	8/18/2017 1:02 PM
147	I feel traffic on Main Street creates a hazard for people to safely park and exit their vehicles. I would like to see 8th street as a closed from Washington to Library in atrium court yard for passage to and from stores. It would be nice to see park benches and table seating for ones who want to rest or take food from a local vendor to enjoy there lunch in the courtyard. Lots of flowers, art work, trees and music. An inviting place that create tranquillity for one to want to feel the experience of the downtown. I feel handicap parking should be assigned to side streets, we have many people who walk with canes as well as wheel chairs. Parking Lots in area I feel are sufficient for downtown. However, let's give them a boost in curb appeal. The parking lots should be beautiful with trees for shade, nothing worse then parking your car in the sun all day, flower planters, benches, water station vendor machine. Downtown has so much to offer, build it and they will come, but make it beautiful and they will come to stay and linger.	8/18/2017 1:00 PM
148	Except for Saturday mornings during summer, (due to the Farmers Market,) and maybe a night or two a month because of a large event at the Civic Center, parking is always available in the downtown area.	8/18/2017 12:58 PM
149	Because there is a traffic issue on 8th street, between the bridge going up and stopping traffic or school traffic before/after school, it can be a long wait and people are impatient. It makes parking and leaving a parking spot hazardous. Truthfully, I do not enjoy driving downtown, but I have to in order to get home.	8/18/2017 12:57 PM
150	dermatology has dominated the parking north of the 8th st bridge and do not utalize the new parking lot givin to them. this buisness is and will be too big for our small downtown and will always be a problem that could have been easliy avoided by not letting them locate there. poor decision	8/18/2017 12:54 PM
151	It is very hard to find a parking space. Signs on parking are, at times, hard to see. Large trucks dropping off supplies to business will either block the sign or take over numerous parking spots which makes it hard also.	8/18/2017 12:51 PM
152	I support the idea for building a parking ramp.	8/18/2017 12:39 PM
153	There is generally available parking unless an event is going on, such as a show at the Capitol, or Krazy Days sales. We usually park in a public lot and walk to our destination. You can usually find parking for the Saturday farmer's market on Quay street. I really haven't paid much attention to the signs so can't comment. It's always scary to turn onto eighth street from Washington in the summer if you are in the right hand lane. There are more people driving that aren't familiar with our one way streets downtown.	8/18/2017 12:34 PM
154	It is said that people don't go to enclosed mall but go to strip malls is because they want to park right at the store entrance. they don't want to walk. if you apply that to downtown, then each business need close parking. More stores need to have "parking behind the store" with rear entrance available. I don't like walking outside in the winter. so, i don't go to businesses that don't have close parking in the winter. Not many cities have it, but "skywalks" are handy. I am surprised more northern cities don't have them.	8/18/2017 12:17 PM
155	I honestly think a two story parking structure on each side of the river would be beneficial for people visiting downtown, especially during bigger events and farmers market.	8/18/2017 12:11 PM

156	Forefront Dermatology should be financially responsible for building their own private parking structure for their employees, not the taxpayers of Manitowoc. With Forefront employees off of the streets and in their own private structure there would be ample parking for the citizens of Manitowoc during business hours.	8/18/2017 12:10 PM
157	An increase in bike lanes and the removal of one way streets would make the downtown area more efficient in my opinion. I'm an avid cyclist and love the Mariner's Trail but I frequently avoid riding my bicycle downtown because I feel like cycling is not a priority. Bicycle lanes would make motorists aware of the presence of cyclists and create a safer environment. Personally, I would option to ride my bike more if those were present.	8/18/2017 12:09 PM
158	Not sure how many cars are employees using the spots, but maybe that is something to address, as well as monitoring school times because a lot of kids have trouble crossing, people just do not stop, i do and then the lane next to me doesn't or honks and sometimes flip me off	8/18/2017 12:01 PM
159	I really haven't had much of a parking problem downtown except for when the CCC is having a show. Then it's pretty hard to find close enough parking.	8/18/2017 12:00 PM
160	I am concerned about this new unaccountable complete streets group that has been resurrected. Many of the people are connected to the anti-car advocacy group called the Wisconsin bike fed. Are there any plans to ban vehicles from down town?	8/18/2017 11:55 AM
161	More centralized parking would be a good idea. The angled parking spots on the side streets, which were put in to increase the total number of parking spaces, are a hazard and severely limit the width of the roads (especially when people don't pull in as far as they can, or have extended length vehicles) as well as the line of sight to view oncoming traffic when trying to leave the parking spaces. A parking structure of some sort would really be helpful. Without adequate parking patrons are less likely to even visit the downtown and the stores/businesses located there. It is always in my mind when heading downtown. I will even head directly to Wilfert Farms on the weekend vs. heading to the farmer's market just due to parking issues and congestion downtown.	8/18/2017 11:54 AM
162	I mainly come downtown for haircuts and the farmers market. I usually park in s lot. Parking on the street is do	8/18/2017 11:43 AM
163	The biggest offenders of employees taking up spaces are the family device group on 8th and Washington and Aspire Real Estate on 8th @ Quay.	8/18/2017 11:40 AM
164	I really feel a parking ramp would be beneficial in the downtown area	8/18/2017 11:34 AM
165	If certain businesses want more parking let them pay for it. Not taxpayers dollars.	8/18/2017 11:33 AM
166	Question !3, it is easy to find parking in Manitowoc during the week, but I recently attended an event at the Capitol Civic Center, and I had my elderly parents with me and there were no available handicapped parking spots. We had to park about a block away, which for people who have difficulty walking is a very long way to walk. I really think Handicapped parking in the downtime area, especially by such high volume places like the Capitol needs to be increased. Thank you!	8/18/2017 11:27 AM
167	The only time I've witnessed more difficulty with parking is during a CCC show... but people park in the Attorney lot as well as the library. I think it would be nice to have signage indicating that is acceptable after 'hours'.	8/18/2017 11:26 AM
168	If we want to promote & grow our downtown free parking without limits is an important piece to figure out.	8/18/2017 11:24 AM
169	By Forefront Dermatology building, I feel many public parking spots are used up by their employees and take away parking spots for other customers to those surrounding businesses. Manitowoc holds many events in the "Farmers Market" area and it does not seem to offer proper parking for those events. Family's have to park several blocks away and their is not many handicap parking available for that. Only handicap parking available is the Library parking lot.	8/18/2017 11:24 AM
170	parking on 8th street is horrible with the traffic. I've already waited at least 10 or more minutes to leave my parking spot. If I see a parking spot on a side street fairly close to where I want to go I will use the side street, if not, I go home. For the most part, I go to Green Bay shopping as there is much more selection and better prices plus you can get what you need immediately. Oh, A lot less stop lights where I shop in Green bay than Manitowoc. I can get to Green bay faster than I can get to Manitowoc from Two Rivers. Way too many stop lights!!!! Manitowoc, most of the time they have to order what you are asking for. The best store downtown is Ivy Trails, the rest are a bit to pricey for me.	8/18/2017 11:23 AM

171	I find that I can find parking and I it is rare that I find a space where I need to walk further than I do when I park in a box store's parking lot.	8/18/2017 11:22 AM
172	Parking depends on what is going in downtown. During festivals it is difficult to find parking.	8/18/2017 11:19 AM
173	Forefront needs to invest in parking for there employees... if they keep adding employees they must provide parking besides the public parking that is available.	8/18/2017 11:19 AM
174	I recently held a wine and canvas at a downtown coffee shop. I had to park 1 block from the shop and drag two 4x2x2 totes full of painting supplies and 2 boxes of twenty 16X20 canvases to the shop in order to set up, all while playing frogger to cross the street with all my stuff. Parking is just nuts,	8/18/2017 11:17 AM
175	I wish there were a ramp for employees and public parking, and that street-parking were handicapped. I cannot be the only person w/ disabled tags that wants to frequent downtown shops, but parking is a big issue. I've travelled across the country and have seen street-parking as disabled-only and that works quite beautifully. At least 2 out of 5 could be marked handicapped. Same for the Farmer's market - I just won't go to the mantowoc one because it's 'hell' to park as a disabled driver/pedestrian. I can always find parking at the Two Rivers market, so I go there if I need fresh fruit/veggies. Also, there's practically no shade / seating so if I do need a break, there's not really a place to take one.	8/18/2017 11:17 AM
176	I like to come downtown to the various events that take place. I also like to visit the farmers market, library, and shops. I usually end up parking on a side street if I can find a spot and walking to the places.	8/18/2017 11:12 AM
177	Many shop owners park on 8th and Washington St in front of their own shops often for hours	8/18/2017 11:12 AM
178	Parking is bad when there is a show at the Capitol Civic Center. It is hard to get to the small business downtown because there is no where to park.	8/18/2017 11:08 AM
179	It is very seldom as a customer that I am not able to find a parking spot within a block of the business I am planning on going to. Anyone that shops at Walmart is walking further from the parking lot to the store than when parking in downtown.	8/18/2017 11:08 AM
180	PARKING HAS BEEN AND WILL CONTINUE TO BE AN ISSUE. I AM NOT SURE A PARKING RAMP IS THE ANSWER AS IT WILL INCREASE WALKING. THOSE WITH MOBILITY ISSUES WILL NOT HAVE AN OPPURTUNITY TO PARK CLOSE AS IS THE CASE NOW. THERE IS NOT AN EASY FIX. GLAD YOU ARE LOOKING INTO POSISBLE SOLUTIONS, GOOD LUCK!	8/18/2017 11:06 AM
181	In order to grow the business community in downtown Manitowoc we will need more available parking. The growth of Forefront Dermatology illustrates this point. Other examples include farmer's market days and during events such as the Balloon Glow/SubFest.	8/18/2017 11:05 AM
182	I feel parking is adequate at most times. The biggest area in need of parking seems to be by the Capitol Civic Centre when there are events. Dermatology Associates should pay for their own parking lots/structures. They should not be funded or taken care of by the city.	8/18/2017 11:02 AM
183	Instead of parking lots for extra parking, our downtown needs more green space to be attractive to customers and tourists.	8/18/2017 10:58 AM