

**CITY OF BIRMINGHAM**  
**ADVISORY PARKING COMMITTEE**  
CITY COMMISSION ROOM  
151 MARTIN ST., BIRMINGHAM, MI  
(248) 530-1850  
REGULAR MEETING AGENDA  
WEDNESDAY, MARCH 1, 2017, 7:30 A.M

1. RECOGNITION OF GUESTS
2. APPROVAL OF MINUTES, MEETING OF  
FEBRUARY 1, 2017
3. W. MERRILL ST. METER TIME LIMIT
4. OLD WOODWARD AVE. PAVING
  - A. ROOFTOP VALET
  - B. BSD PARKING PLAN
5. 2015/16 FISCAL YEAR REVIEW
6. TRAFFIC EQUIPMENT UPDATE
7. MONTHLY FINANCIAL REPORTS
8. MEETING OPEN FOR MATTERS NOT  
ON THE AGENDA
9. INFORMATION ONLY:  
MISCELLANEOUS ARTICLES
10. NEXT MEETING: APRIL 5, 2017



N. Old Woodward Ave. Parking – Open Lot

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para las personas con incapacidad auditiva) por lo menos un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

City of Birmingham  
ADVISORY PARKING COMMITTEE  
REGULAR MEETING

Birmingham City Hall Commission Room  
151 Martin, Birmingham, Michigan  
Wednesday, February 1, 2017

**MINUTES**

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, February 1, 2017. The meeting was called to order at 7:37 a.m. by Chairman Lex Kuhne.

**Present:** Chairman Lex Kuhne  
Gayle Champagne  
Steven Kalczynski  
Judith Paskiewicz  
Al Vaitas

**Absent:** Anne Honhart  
Lisa Krueger

**SP+ Parking:** Catherine Burch  
Sara Burton  
Jason O'Dell

**Administration:** Austin Fletcher, Asst. City Engineer  
Paul O'Meara, City Engineer  
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF DECEMBER 21, 2016

Chairman Kuhne made the correction that Ms. Paskiewicz and Mr. Vaitas should be changed to Dr. Paskiewicz and Dr. Vaitas.

**Motion by Ms. Champagne**

**Seconded by Dr. Paskiewicz to approve the Minutes of the APC Meeting of December 21, 2016 with the change.**

**Motion carried, 5-0.**

VOICE VOTE:

Yeas: Champagne, Paskiewicz, Kalczynski, Kuhne, Vaitas

Nays: None

Absent: Honhart, Krueger

W. MERRILL ST. PARKING METER LIMIT

Mr. O'Meara reported that people who use the Community House on a regular basis are unhappy with the meter situation. They seek to increase the time limits for parking meters around the Community House from two (2) hours to up to three (3) hours. Doing so would allow people to attend events held there without receiving tickets.

After reviewing the issue with both the Community House and the Library, it is believed a solution is workable. The recommendation is to change the metered spaces on the south side on Merrill St. between Chester St. and S. Bates St. from two (2) hours to a four (4) hour limit and leave the two (2) hour limit on the north side.

Ms. Kathy Nineman from the Community House said the change would be greatly appreciated. There are a number of elderly citizens who come to the Community House on a regular basis and with the two (2) hour limit it is an inconvenience for them to have to go back and feed the meters.

Mr. Doug Koschik, Director of the Library, indicated they have no objections to the request. Some people are at the library for much less than two (2) hours and some are there much longer. Dr. Paskiewicz noted it seems to her there is a lot of in and out on those parking places. So she is surprised that the Library doesn't think the change would cause an impact. Mr. Kalczynski was concerned this would be setting a precedent where these kinds of requests would be coming from other parts of the City.

It was discussed that someone could feed a four (4) hour meter once and be there all day. Employees who work in town could use a meter all day long and the spaces won't turn over.

The Chairman noted that from this committee's experience the four (4) hour meters won't be available to Community House patrons when they show up for lunch. It is a matter of who gets there first rather than who needs those eight (8) spots most. Turnover is greater with two (2) hour meters. Mr. Kalczynski

observed there is always so much turnover of cars at the Library it seems that four (4) hour parking would be a detriment to the Library operation.

**Motion by Dr. Vaitas to recommend to the City Commission to increase the time limit for the eight (8) metered spaces on the south side of Merrill St. between Chester St. and S. Bates St. from two (2) to four (4) hours.**

**Motion died for lack of a second.**

Mr. Koschik indicated he has not brought this matter to the Library Board. Ms. Paskiewicz requested that he take it to the Board for discussion. Chairman Kuhne noted this committee doesn't want to make a change and then have the problem they think is going to be fixed not fixed, or worse.

Mr. O'Meara said SP+ can do a survey on what is happening during morning hours for the committee. Mr. Koschik recalled the first big parking issue was when certain streets were restricted for residential parking. That had an impact on some Community House patrons who could no longer park on those streets. The second issue was the change in handicap parking rules.

The consensus was to put this matter over until the committee receives more information.

#### AD HOC PARKING DEVELOPMENT COMMITTEE UPDATE

Mr. O'Meara recalled that in early January the Ad Hoc Parking Development Committee met to look at the document that is intended to be issued to developers. The first step will be to get the credentials of potential developers that would want to participate in order to get down to a select group that would be viable for a project at the N. Old Woodward Parking Structure site. The next step will be to entertain more detailed proposals from that select group. The document was introduced to the City Commission at last week's Long Range Planning Meeting and he thinks it will go to a meeting this month for an approval from the Commission.

#### MERRILL ST. LOADING ZONE UPDATE

Mr. O'Meara advised that the Police Dept. and he have met with Mr. Richard Weingartner regarding the truck loading issue. It is apparent that making a loading zone as was discussed would not have entirely solved the problem. The City is heavily enforcing the No Standing zone at the Merrillwood residential entrance, and the building management is happier that this is making a difference.

### CONSTRUCTION UPDATE

Mr. O'Meara stated that the Peabody St. Structure elevator is being renovated and will be completely shut down until mid-March. Seven temporary handicap spaces have been added on the first floor to help with the situation.

Bids have been opened for painting the Park St. Structure. It will be a split project that will start later this year, stop for winter, and then finish in the Spring. The cost will be just short of \$1 million.

### MONTHLY FINANCIAL REPORTS

Mr. O'Meara advised that revenues are still very strong compared to a year ago. On March 1, the increase in monthly permit rates will begin. New parking meters are now being manufactured.

Mr. O'Dell noted that the Chester St. Structure has been busier than normal in January. At this time all of the garages are pretty busy. Piled up snow also reduces spaces.

### MEETING OPEN FOR MATTERS NOT ON THE AGENDA (none)

### NEXT REGULARLY SCHEDULED MEETING

March 1, 2017

### ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 8:45 a.m.

Respectfully submitted,

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Paul O'Meara  
City Engineer



## MEMORANDUM

Engineering Dept.

**DATE:** February 24, 2017

**TO:** Advisory Parking Committee

**FROM:** Austin W. Fletcher, Assistant City Engineer

**SUBJECT:** W. Merrill Parking Meter Limits (around the Community House)

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Staff had originally brought this before the Committee at their last meeting (2/1/17). The consensus then was to postpone this item until additional information was provided addressing the concerns that were raised (i.e. comments from the Library Board and survey of the existing conditions).

On February 20<sup>th</sup>, this topic was discussed by the Library Board and a motion was passed to support the proposed time change for the eight (8) meters on the south side of Merrill between Chester and Bates (see attached email).

SP+ conducted a survey of the surrounding area. It consisted of physically counting the number of parked cars on the streets bordering the Community House and Lot #7 (Shain Park) as well as recording license plate numbers to determine the frequency and length of time that the spaces were used (see attached). The survey was conducted the week of February 6<sup>th</sup> for the area around the Community House and the week of February 20<sup>th</sup> for Lot #7. The attached results indicate that both areas were not full on any days that were surveyed and there were very few times where the same car was parked longer than the designated time limit. However, there was an increase of usage on Fridays (the day the Men's Club normally meets). The APC had expressed concern that increasing time limits may encourage employees to park on Merrill St. However, it is assumed that if there was a desire to do this, the existing four hour meters in this area, such as at Lot 7, would be used more on a daily basis.

After reviewing the results of the SP+ survey, the Library Board's comments and with various City staff, we believe the four hour time limit request can be recommended. If the change is implemented with the upcoming new meter installation, there will be no additional cost to the parking system.

Mr. Seklar (President & CEO of the Community House) plans on attending the March meeting to address any questions or concerns.

### SUGGESTED RECOMMENDATION:

To recommend to the City Commission to increase the time limit for the eight (8) metered spaces on the south side of Merrill Street between Chester Street and S. Bates Street from two (2) to four (4) hours.



Austin Fletcher <[afletcher@bhamgov.org](mailto:afletcher@bhamgov.org)>

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## Library Board approves motion in favor of changing parking meter time limits

1 message

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**Doug Koschik** <[doug.koschik@baldwinlib.org](mailto:doug.koschik@baldwinlib.org)>

Tue, Feb 21, 2017 at 9:18 AM

To: Paul O'Meara <[pomeara@bhamgov.org](mailto:pomeara@bhamgov.org)>, Austin Fletcher <[afletcher@bhamgov.org](mailto:afletcher@bhamgov.org)>, "William D. Seklar" <[williams@tchserves.org](mailto:williams@tchserves.org)>

Paul, Austin, and Bill,

At last evening's Library Board meeting, five of the six Board members were present, which constituted a quorum. There was a discussion of The Community House's request to change eight parking places on the south side of Merrill between Chester and Bates from a two-hour limit to a four-hour limit. After the discussion, the following motion was moved and approved:

Motion to support The Community House's proposal to change the time limit on eight parking places on the south side of Merrill between Chester and Bates from two hours to four hours, and to instruct the Library Director to forward this motion to the Advisory Parking Committee.

The vote was four in favor, one abstention (on the grounds that he hadn't researched the matter enough to make a decision), and zero against.

If you need any further information or action from me, please let me know.

Thank you.

Doug

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Doug Koschik  
Director  
Baldwin Public Library  
300 W. Merrill St.  
Birmingham, MI 48009  
E-mail: [doug.koschik@baldwinlib.org](mailto:doug.koschik@baldwinlib.org)  
Telephone: 248-554-4681  
Fax: 248-647-6393

# Community House Meter Survey

Completed by:  SP+ PARKING

**February 6, 2017**

	Available Spaces	Total of Cars Parked				
Street		9a	11a	1p	More than 2 hours	More than 4 hours
Merrill	16	14	12	5	2	1
Bates	20	6	10	4	0	0
Townsend	25	16	13	11	2	1

**February 7, 2017**

	Total of Cars Parked					
Street		9a	11a	1p	More than 2 hours	More than 4 hours
Merrill	16	14	11	6	2	1
Bates	20	10	5	4	0	0
Townsend	25	16	16	12	2	1

**February 8, 2017**

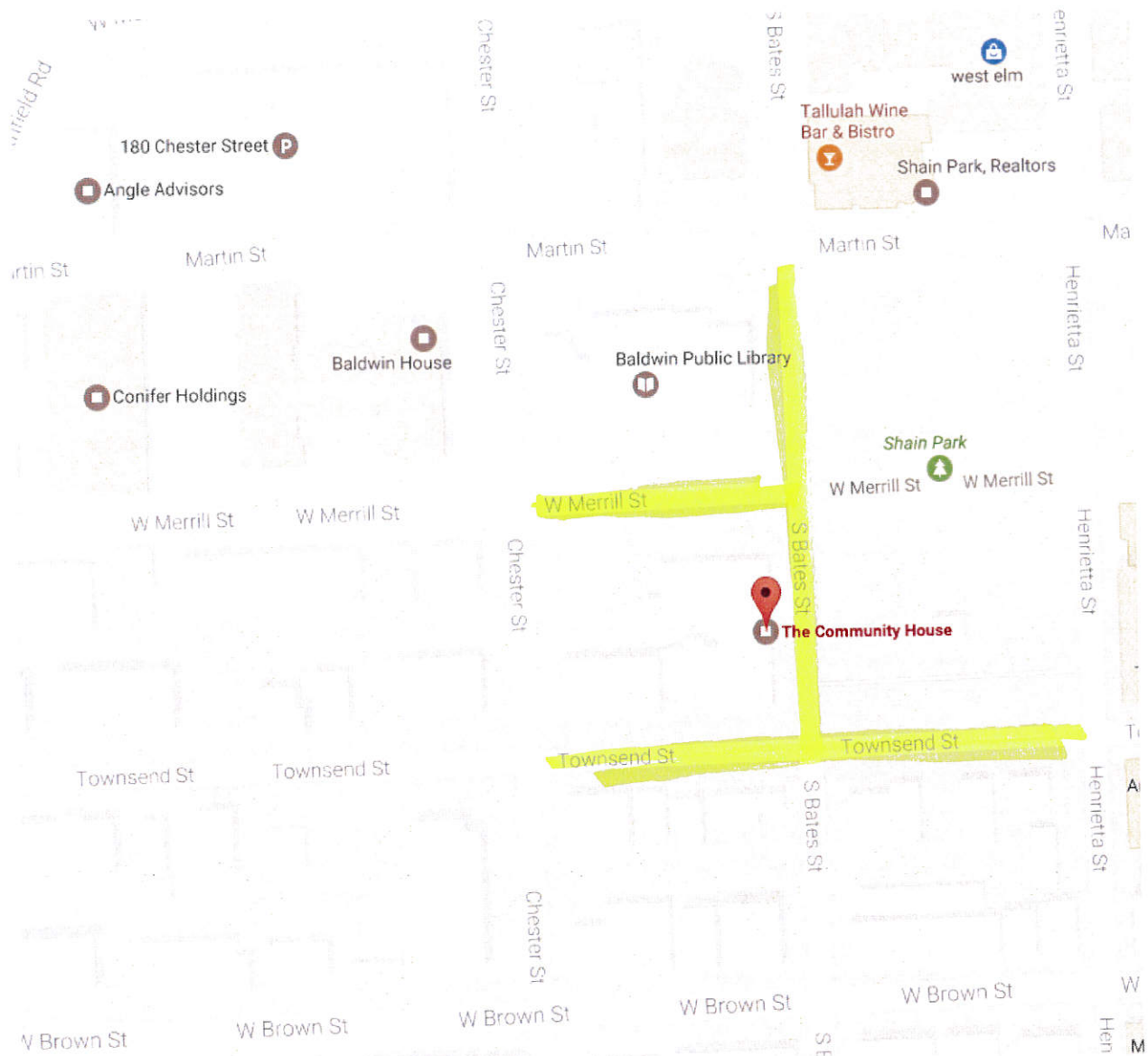
	Total of Cars Parked					
Street		9a	11a	1p	More than 2 hours	More than 4 hours
Merrill	16	9	13	9	0	0
Bates	20	3	11	8	2	2
Townsend	25	19	15	13	5	2

**February 9, 2017**

	Total of Cars Parked					
Street		9a	11a	1p	More than 2 hours	More than 4 hours
Merrill	16	8	11	7	1	0
Bates	20	6	11	9	2	1
Townsend	25	15	17	12	2	1

**February 10, 2017**

	Total of Cars Parked					
Street		9a	11a	1p	More than 2 hours	More than 4 hours
Merrill	16	14	13	10	1	0
Bates	20	18	11	8	4	2
Townsend	25	18	15	12	7	2



## Lot 7 Counts

February 20, 2017	Lot Capacity	Total of Cars Parked		
		9a	11a	1p
Regular	48	18	30	26
Handicap	2	0	0	1

### February 21, 2017

		9a	11a	1p
Regular	48	9		
Handicap	2	1		

\*Blocked off due to gas main break

### February 22, 2017

		9a	11a	1p
Regular	48	19	30	21
Handicap	2	1	2	1

### February 23, 2017

		9a	11a	1p
Regular	48	14	17	27
Handicap	2	0	0	1

### February 24, 2017

		9a	11a	1p
Regular	48	44	34	26
Handicap	2	2	2	0



## MEMORANDUM

Engineering Dept.

**DATE:** January 26, 2017

**TO:** Advisory Parking Committee

**FROM:** Austin W. Fletcher, Assistant City Engineer

**SUBJECT:** W. Merrill Parking Meter Limits (around the Community House)

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Our office received the attached request from Commissioner DeWeese. The e-mail seeks to increase the time limits for parking meters around the Community House from two (2) hours to up to three (3) hours. Doing so would increase the ability for people to attend events held there without receiving tickets or having to leave and 'feed' the meter.

City staff reviewed the current time limits in the area of the Community House, which are as follows (also see attached exhibit):

- All the meters on the block around the Community House property have a four (4) hour time limit (total of 13), with the exception of on Merrill Street, which have a two (2) hour time limit (total of 16);
- There are an additional eighty (80) metered spaces within a block of the Community House that have a four (4) hour time limit (i.e. 50 in Shain Park Lot, 9 on Chester St., 13 on Townsend and 8 on S. Bates south of Townsend;
- The time limit on all ADA accessible spaces is twice as long as the standard space.

After reviewing the issue with various City staff, we believe a solution is workable. Some or all of the metered spaces on Merrill Street could be increased from two (2) hours to four (4) hour limit with little effort or expense to the City.

This item was discussed with both Mr. Koschik (Baldwin Library) and Ms. Jerzy (Community House). Mr. Koschik stated that he has no problem with extending the hours on the south side of Merrill Street between Chester Street and S. Bates Street. He indicated that it should not interfere with their operations, but did mention that the north side could present some problems and would need further consideration if proposed. Ms. Jerzy indicated that she feels it is a great idea and believes it will assist with the concerns raised. Both plan on attending the February meeting to address any questions or concerns.

It is likely that if approved, the change would not occur until the new meters are installed later this year.

### SUGGESTED RECOMMENDATION:

To recommend to the City Commission to increase time limit for the eight (8) metered spaces on the south side of Merrill Street between Chester Street and S. Bates Street from two (2) to four (4) hours;

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## Fwd: Parking Around The Community House

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----- Forwarded message -----

From: **Joe Valentine** <[jvalentine@bhamgov.org](mailto:jvalentine@bhamgov.org)>  
Date: Mon, Jan 9, 2017 at 8:16 AM  
Subject: Fwd: Parking Around The Community House  
To: Paul O'Meara <[Pomeara@bhamgov.org](mailto:Pomeara@bhamgov.org)>  
Cc: Carroll DeWeese <[cdeweese@bhamgov.org](mailto:cdeweese@bhamgov.org)>

Paul,

Please review this idea of expanding the time limit for meter parking at areas like The Community House for an additional hour with the Advisory Parking Committee at an upcoming meeting for review, discussion and possible recommendation.

Thanks,  
Joe

----- Forwarded message -----

From: **Carroll DeWeese** <[carrolldeweese@comcast.net](mailto:carrolldeweese@comcast.net)>  
Date: Fri, Jan 6, 2017 at 6:19 PM  
Subject: Parking Around The Community House  
To: Joe Valentine <[jvalentine@bhamgov.org](mailto:jvalentine@bhamgov.org)>

On several occasions I have had women from the Senior Women's Club complaining about problems parking to attend their Women's Club meetings at the Community House. Part of the problem is that the parking meters only allow for 2 hours of parking at a time. From arrival time to leaving the typical time getting there and leaving is about 2 ½ to a maximum of 3 hours. To stay legal, a person would have to leave the meeting to put more money in the meter and then return back to the meeting. Many of the women feel unable to walk several blocks from the parking garage or feel unsafe parking in the garage. Some have handicap stickers but not enough handicap places are available and, with a 2 hour limit, a handicap person is also forced to refeed their meter. Many seem willing to pay for parking at a meter but the 2 hour limit is too short and discourages them from attending events due to the hassle. I have heard similar complaints from some others attending meetings at the Community House. I note that many kinds of events (e.g., meetings, movies, plays, sporting events, and more) typically take longer than 2 hours to start and finish. If people are willing to pay and they feel that they need closer parking, then they should have the opportunity to pay once for the expected time of their event.

I would like for the City to look at the possibility of allowing up to 3 hours at parking meters at appropriate locations, such as near the Community House. I agree that meter pricing in most places should keep about 15% of parking spaces available for those looking for a place to park (i.e., 85% of parking places normally in use). This is especially true for merchants needing to get people in and out of their shops. Continual turnover is normally desirable. Events held at a place like the Community House are different since parking demand peaks just before an event and drop off quickly at the end of the event. Turnover is all at once and not normally continual through time.

It is not enough to allow a person to extend time with an app or some electronic update to "refresh" their meter from afar. To me, the people typically in most need for meters allowing up to 3 hours are older and not normally very tech savvy.

Carroll DeWeese

# Parking Meter Time Limits





#1 - Looking West on Merrill St. from Chester St.



#2 – Looking East on Merrill St. from S. Bates St.



## MEMORANDUM

Engineering Dept.

**DATE:** February 25, 2017

**TO:** Advisory Parking Committee

**FROM:** Paul T. O'Meara, City Engineer

**SUBJECT:** Rooftop Valet for Old Woodward Ave. Paving Project

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In March, 2016, SP+ prepared a study for the City of Birmingham pertaining to the operation of rooftop valet assist programs designed to increase capacity at our five parking structures. Each of the structures were rated from best to worst in terms of being able to function well (or not) as an area where valets would control all vehicle access, allowing vehicles to be parked closer together, and even in the aisle areas. The memo was written wherein the N. Old Woodward Ave. Structure would work the best for this service. Both Pierce St. and Chester St. were rated as almost as good as N. Old Woodward Ave. Park St. was rated as marginal, while Peabody St. was rated poorly. (The variance in ratings had to do with how the roof levels of each structure were designed, and how much extra space existed to allow more vehicles to be parked.)

In June, 2016, SP+ started a rooftop valet operation at the N. Old Woodward Ave. Structure, five days per week. Later in the summer, demand for parking dropped enough that the structure was not filling nearly as often. The valet service was reduced to just Tuesdays, Wednesdays, and Thursdays, and then was reduced again to typically be operating with just one staffperson (instead of two). The three-day one person operation continues still today.

In August, 2016, it was anticipated that demand would increase again to high levels in the fall. The City Commission authorized a rooftop valet assist operation at the Park St. Structure. Even though the structure is not the best for this service, it was considered a high priority given the demand that existed in this structure in the spring of 2016. It has not been actually implemented, however, as demand did not come back to that seen in early 2016. (In the fall of this year, one half of a level at a time will have to be closed to all vehicles to allow the structural steel in the entire building to be repainted. We plan to use the previous authorization at that time, and operate a rooftop valet while this project is underway, to help reduce the amount of times that the structure must be closed due to being filled to capacity.)

Some time in the coming months, the Old Woodward Ave. Paving Project will commence. All parking metered spaces will be closed on Old Woodward Ave. from Willits St. to Brown St. Some additional parking spaces will also be closed on Maple Rd. between Henrietta St. and Park St. Roughly 130 prime metered parking spaces will be closed for a four to five month period while this project is underway. To help reduce the negative impact on the business community, the Birmingham Shopping District (BSD) will be administering a free valet service with stations at three locations, as shown on the attached map. The valet plan is still being fine tuned as this is written, and is subject to change. However, it is expected that many of the parking structures will see increased demand due to this road closure. To help keep the Birmingham shopping experience as positive as possible during this difficult time, it is recommended that

authorization to operate a rooftop valet as needed be requested at the Chester St. and Pierce St. Structures. (Rooftop valet is expected to continue in operation at the N. Old Woodward Structure during this time, and Park St. can be opened as needed based on the previous authorization. Rooftop valet is not recommended at the Peabody St. Structure, due to the low number of additional vehicles that could be stored there.) Details of the new recommendation follows:

Chester St. Structure – Presently, the Chester St. Structure is operating at just the right level. The building gets close to capacity almost every business day, but rarely fills. Demand from the office sector is very strong, with the majority of the demand coming from 9 AM to 5 PM. A free valet station is planned on Henrietta St., just south of Maple Rd., to help service vehicles coming into town from the west. The valet operator plans to first take over the entire block of Martin St. from Henrietta St. to Pierce St., as a vehicle storage area (not currently depicted on the attached map). If this idea does not work, or if additional capacity is needed, extra vehicles will be taken to the Chester St. Structure.

If authorized, SP+ will be prepared to operate the rooftop valet between 4 and 5 days per week (with Mondays being the day of least demand). The Chester St. Structure roof level is configured such that as many as 75 additional vehicles could be stored in this area, when the rooftop valet assist is in operation. The valet service is estimated to cost \$77,500 on an annual basis. If operated during the period of the Old Woodward Ave. Paving project, five days per week, the total cost is estimated at \$32,300. As with the other facilities, it would only continue to operate if a need is demonstrated, so final actual costs are expected to be somewhat less.



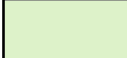



Pierce St. Structure – Being close to the construction, it is expected that demand will definitely be up at the Pierce St. Structure. In addition, although the first choice of the south side valet station would be the Peabody St. Structure, it is possible that additional vehicles may have to be stored here from the valet as well.

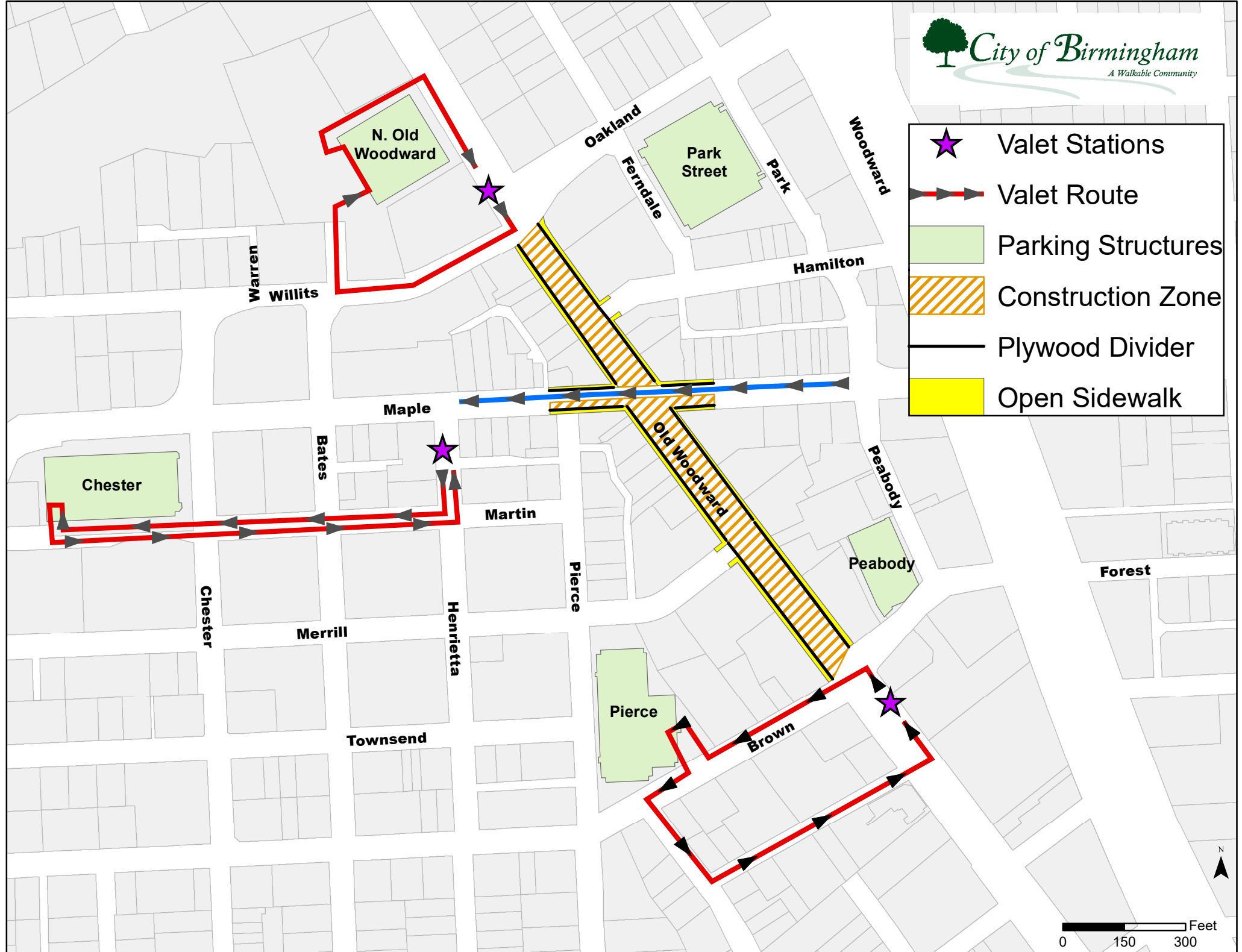
A rooftop valet assist program can increase capacity by 75 vehicles, to help ensure that the structure remains open to additional customers as much as possible. Similar to Chester St., the estimated cost of operating the service is \$77,500, if run on an annual basis. If operated during the period of the Old Woodward Ave. Paving project, five days per week, the total cost is estimated at \$32,300. Initially, it is expected that the valet operation should be prepared to operate five days per week.

Considering the costs above, plus the operation of a valet operation at the Park St. Structure, it is expected that the parking system could spend approximately \$100,000 in rooftop valet services while the Old Woodward Ave. Paving project is underway. Revenues are up significantly recently, plus the lack of a restoration project during the current fiscal year means that the fund can afford to assist in this regard to help the downtown during this difficult period. A positive parking experience will help reduce the other problems shoppers and visitors may face attempting to conduct their business while Old Woodward Ave. is closed to traffic. A suggested recommendation follows:

#### SUGGESTED RECOMMENDATION:

In order to assist the business community during the 2017 Old Woodward Ave. Paving Project, the Advisory Parking Committee recommends that SP+ be authorized to set up and operate rooftop valet assist services up to five days per week at the Chester St. and Pierce St. Parking Structures, at a total estimated cost of \$64,600, or as needed until all Old Woodward Ave. parking metered spaces are returned to service.

-  Valet Stations
-  Valet Route
-  Parking Structures
-  Construction Zone
-  Plywood Divider
-  Open Sidewalk





180 Chester Street  
Birmingham, MI 48009

p. 248-540-9690  
f. 248-647-1682  
www.spplus.com

March 23, 2016

Paul O'Meara  
City Engineer  
151 Martin Street  
Birmingham, MI 48009



Dear Paul,

As requested, SP+ has investigated the possibility of utilizing valet services at the various City parking structures. We feel there are several viable options available to provide this service. These options include a mix of valet assist and full valet in certain areas of several structures. Detailed below you will see our findings and estimates on the cost of each option. SP+ will provide any of these options at cost as part of our current management agreement at the City's request.

Please note that the only structure we do not recommend using valet in any capacity, is the Peabody structure. Due to the layout of this structure, not be enough spaces will be gained to justify the additional expenses required by a valet operation.

### **Option 1: N. Old Woodward Structure**

The N. Old Woodward structure is filling almost daily currently. With its two way lanes and design, it is an ideal candidate for valet assist. We recommend using a team of two valets to utilize valet assist as a beta test for public acceptance of the program. They will begin stacking vehicles on the roof when the structure is filled by self-parkers. We anticipate that with this method an **additional 50 vehicles** can be parked during peak hours, between 9:00 AM and 2:00 PM.

#### *Annual Expenses*

Payroll	\$40,695
Operating Expenses	<u>\$11,325</u>
Estimated Total Costs	\$52,020

### **Option 2: Pierce Street Structure**

If the beta test at N. Old Woodward is a success, the Pierce Street structure should be the next structure considered for a valet assist. However, the structure currently has 50 or more empty spaces on most weekdays. It will only fill when an event is taking place at the Townsend Hotel or during large City events such as art fairs or Dream Cruise.

These spaces must be filled in order to utilize a valet assist in a manner that will gain parking spaces for the City on a consistent basis. Additional monthly parkers should be brought in from the wait list to achieve this.

We recommend using a team of three valets to provide a valet assist. They will begin stacking vehicles on the roof when the structure is filled by self-parkers. We anticipate that with this method an **additional 75 vehicles** can be parked during peak hours, between 9:00 AM and 2:00 PM.

*Annual Expenses*

Payroll	\$61,042
Operating Expenses	<u>\$16,488</u>
Estimated Total Costs	\$77,530.

**Option 3: Chester Street Structure**

Much like the Pierce Street structure, the size and wide drive lanes make the Chester Street structure a good option for valet assist. We anticipate an **additional 75 vehicles** can be parked during peak hours in this structure with a three man valet team. Also similar to Pierce Street, there are often 20-30 spaces available each day in this structure that should be filled through the wait list for the program to be effective.

*Annual Expenses*

Payroll	\$61,042
Operating Expenses	<u>\$16,488</u>
Estimated Total Costs	\$77,530

**Option 4: N. Old Woodward Surface Lot**

The surface lot at N. Old Woodward gives us a prime opportunity for a full valet. We anticipate that an **additional 90 spaces** can be parked through a stacking method on the surface lot, using a four valet man team. This will leave only the small section on the South part of the lot and the 30 minute spaces behind the church available for self-parkers. A full valet will also require longer hours, at this time we believe 8:00 AM to 6:00 PM to be sufficient.

*Annual Expenses*

Payroll	\$130,482
Operating Expenses	<u>\$ 51,132</u>
Estimated Total Costs	\$181,614

### **Option 5: Park Street Structure**

Our last option is to use a full valet at the Park Street structure. This is not as desirable as the other options due to the layout of the roof. The outside lanes around the structure allow for only one lane of traffic so we would have to utilize the center area of the roof to gain additional spaces. To do this properly, we would need to restrict access to valet only. By making the roof valet only, we would have to staff the operation for the full business day of 9:00 AM to 6:00 PM. The expanded hours make the **additional 50 spaces** we could gain the most expensive option when considering the cost per space.

#### *Annual Expenses*

Payroll	\$130,482
Operating Expenses	<u>\$ 51,132</u>
Estimated Total Costs	\$181,614

It should also be noted that there will be some startup costs involved for each of these options. These costs will include \$500.00 for signage and \$500.00 for a valet podium for each option the City chooses to utilize.

Attached you will find a pro forma expense sheet for each option. Please keep in mind that these are estimates and the final costs will vary based on hours of operation, volume and public acceptance of each program.

Due to the fact that it is difficult to know how implementing a valet assist or full valet option in the City parking structures will be received by the public, SP+ recommends that the valet options be introduced in an analytical manner. Once the beta test at N. Old Woodward is fully functioning, we will have a better understanding of whether this parking option will be embraced by the public and the amount of true capacity that can be added to the parking system. At that point, we can analyze the data and information to plan our next steps.

Please feel free to reach out to us if you have any questions. We will also be happy to meet with you to discuss all of these options in greater detail.

Sincerely,

Jay O'Dell  
Senior Manager



## MEMORANDUM

Engineering Dept.

**DATE:** February 25, 2017

**TO:** Advisory Parking Committee

**FROM:** Paul T. O'Meara, City Engineer

**SUBJECT:** Birmingham Shopping District (BSD)  
Free Valet Parking Program for Old Woodward Ave. Project

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As we have discussed, the Old Woodward Ave. Paving project is planned for later this year, taking about four to five months to complete. The BSD would like to operate three valet stations in the downtown area to help keep parking problems to a minimum while this project is underway. It anticipates the cost of operating the three valet stations to total \$150,000. This cost is substantially more than what was done last year for the Hamilton Ave. Paving Project. BSD representatives will be present at the meeting to discuss their proposal, and to request financial assistance at the level of 50%, or \$75,000.

The valet expense was not anticipated or reflected in the current or next year Parking System budgets. For several reasons, no large scale building renovation project was conducted in the parking system this year, leaving the usual average expense of \$750,000 to \$900,000 unexpended. In addition, revenues are increasing substantially compared to a year ago as rates have been increased, and demand remains strong. Staff agrees that it is in the best interest of the Parking System to assist the business community during this difficult time to ensure that the Central Business District remains intact and ready to operate again once this major construction project is finished. A suggested recommendation follows:

### SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the Parking System Fund assist the BSD in their efforts to operate three valet stations during the Old Woodward Ave. Paving Project at the level of 50% of expenditures, estimated at \$75,000 total.



# MEMORANDUM

**DATE:** February 24, 2017

**TO:** Paul O'Meara, City Engineer

**FROM:** Lori Rondello, BSD Office Manager

**SUBJECT:** APC Support for Valet Parking During Old Woodward Construction Project

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The Birmingham Shopping District has pledged to provide free valet service for customers and clients during the major road construction planned for Old Woodward Avenue in 2017. Project beginning and ending dates are to be determined. Here is an overview:

- Valet parking will be available at three (3) proposed locations in the central business district during the construction season. 1. On N. Old Woodward at Oakland; 2. On Martin at Henrietta; 3. On S. Old Woodward, south of Brown on east side in front of Peabody mansion.
- Parking fees are included in estimate below.
- Days of operation will be Mondays through Saturdays.
- Hours of Operation will be 10 a.m. until 6 p.m.
- Drivers can call/text ahead for car. If driver does not return before 6 p.m., they will receive a number to call, directing where they can retrieve key from valet company.

The BSD is funding this service as a promotion and a convenience for shoppers and persons conducting business in town during the entire construction project season. This effort is uniquely unprecedented in that there has never been a project with this scope and magnitude in Birmingham to date. Since Old Woodward is a main vein of our downtown, the impact of this construction project will be far reaching and will be negatively impactful to businesses. We believe providing a free valet service to the public will create a strong and positive message about parking and convenience as well as assist people in their support of downtown Birmingham businesses during the construction season. We will educate the public and promote the free valet services offered in the news media, print, and via social media.

The estimated costs for valet services with three locations on Old Woodward are \$150,000 (based on 16-18 weeks of construction). The BSD set aside \$75,000 to support valet services, including advertising, promotional materials and signage during the Old Woodward Construction Project. In addition to valet services, the BSD will be funding an ad campaign, enhanced lighting and signage along the construction path and special events, contests and promotions to help businesses survive and thrive.

In comparison, the BSD provided free valet service in 2016 to the public during the Hamilton Avenue Construction Project with one location at a cost of \$40,000. This service was very well received by patrons of the businesses affected by the project. Hamilton Avenue is not a main vein of downtown Birmingham and was a much smaller construction footprint and a lesser amount of businesses were impacted.

The BSD is requesting financial assistance from the Parking Fund in the amount of \$75,000, or half of the estimated costs. Under these unique circumstances, we respectfully request that the Advisory Parking Committee recommend this expenditure in support of Valet Parking during the Old Woodward Construction Project.



## MEMORANDUM

Engineering Dept.

**DATE:** February 22, 2017

**TO:** Advisory Parking Committee

**FROM:** Austin W. Fletcher, Assistant City Engineer

**SUBJECT:** SKIDATA Rollout Update

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City Staff recently met with Harvey Electronics & Radio and SP+ to discuss the upcoming delivery and installation of the new SKIDATA equipment at the four (4) remaining parking structures.

The following table provides the timing and order of the installation:

Peabody	March 18 & 19
Old Woodward Ave.	April 8 & 9
Pierce St.	April 29 & 30
Park St.	May 20 & 21

Other items of discussion included the following:

- Monthly Access Card exchange
- Signage and Decals
- Count Signs (timelines and web integration)
- Pre/Post Installation Marketing (fliers, web communication, etc...)
- IN Card (signage, staff, usage)
- Validations (QR Codes, IN Card)

City and SP+ staff will be present at the APC meeting to quickly review the upcoming traffic control equipment improvements, and how they will be implemented.

# MEMORANDUM

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**DATE:** February 20, 2017

**TO:** Paul O'Meara, Director of Engineering

**FROM:** Kathryn Burrick, Senior Accountant

**APPROVED:** Mark Gerber, Director of Finance/Treasurer

**SUBJECT:** Automobile Parking System Fund – June 30, 2016 Financial Statement Analysis

---

Attached is an analysis of the Automobile Parking System (APS) Fund for the 2015-2016 fiscal year. On the June 30, 2016 Statement of Net Position, net position increased \$2,097,689, or 7.9%, due to the net income generated during the fiscal year.

Cash and investments increased by \$1,725,723, or 26.5%. The increase and decrease in cash flow for the year is indicated on the Statement of Cash Flows.

The amount of working capital at June 30, 2016 was \$8,426,102. A measure of working capital is the current ratio which for fiscal year 2015-2016 was 75.8. Working capital is a measure of short-term liquidity and indicates if there are enough short-term assets to cover short-term liabilities. The current ratio indicates the APS Fund has enough current assets to cover current liabilities 75.8 times over. This compares to the prior year's ratio of 24.4 at June 30, 2015. The increase in the current ratio and fund's liquidity is due to an increase in cash and a decrease in accounts payable at year-end.

Within the category of "Property and Equipment," buildings and improvements increased by \$716,856, or 1.9%, primarily due to completion of renovation work in the Peabody and Chester Street Parking Structures. Land improvements increased by \$400,925, or 21%, for sidewalk and street improvements at the Chester Street Parking Structure, and the decrease in machinery and equipment of \$538,780, or 26.6%, is due to the disposal of old cashing and traffic control equipment from all of the structures. The construction in progress account is for downtown parking consulting services and ongoing projects at the Pierce and Park Street Parking Structures.

## REVENUE

The Statement of Revenues, Expenses, and Changes in Net Position show that "Charges for Services" totaled \$5,350,824 for the period ending June 30, 2016. This reflects an increase of \$612,287, or 12.9%, from the prior fiscal year. Total fund operating revenues reflect parking structure revenues, surface lot revenues, parking meter collections, Parkmobile system revenue, parking meter bag rental, valet parking fees, and outdoor dining platform fees. The increase in "Charges for Services" is largely due to an increase in monthly permit revenue. Additionally, there was an increase in transient cash parking structure activity.

## Parking System Operating Revenue

As reflected in SP Plus' statement of revenues and expenses, the following chart lists the changes in operating revenue, which consists of both transient and lease revenue, lot permits, and card deposit revenue:

Operating Revenue -----2015-2016-----		-----2014-2015-----	
Structure	Increase/(Decrease) %	Increase/(Decrease) %	
Pierce	94,338 12%	87,251 12%	
Peabody	29,408 6%	45,053 10%	
Park	289,018 45%	43,804 7%	
Chester	74,001 13%	113,924 24%	
North Woodward	83,239 12%	82,531 14%	

### Parking System Transient Revenue

A component of operating revenue is transient revenue (cash parking) which increased in 2015-2016 by \$270,193, or 22%, from the previous fiscal year. The following chart outlines the individual change in transient revenue by structure for both years:

Transient (Cash) Revenue -----2015-2016-----		-----2014-2015-----	
Structure	Increase/(Decrease) %	Increase/(Decrease) %	
Pierce	63,664 14%	76,440 20%	
Peabody	5,385 2%	15,317 7%	
Park	178,413 94%	-46,578 -20%	
Chester	-8,861 -7%	21,194 22%	
North Woodward	31,592 14%	69,482 46%	

### Parking System Lease Revenue

Another component of operating revenue is lease revenue (monthly permit parking) which increased in 2015-2016 by \$300,880, or 15%, from the prior fiscal year. The following chart summarizes the change per structure in monthly permit revenue:

Lease (Permit) Revenue -----2015-2016-----		-----2014-2015-----	
Structure	Increase/(Decrease) %	Increase/(Decrease) %	
Pierce	31,770 9%	9,521 3%	
Peabody	22,133 9%	29,885 13%	
Park	112,220 25%	89,546 25%	
Chester	83,660 18%	93,010 26%	
N. Woodward	51,097 11%	13,811 3%	

### Surface Lot Revenue

Surface lot lease and operating activity increased by \$20,270, or 8.5%, from the prior year. The following chart outlines the changes:

Revenue	-----2015-2016-----		-----2014-2015-----	
Lot #	Increase/(Decrease)	%	Increase/(Decrease)	%
Lot 6 - N. Woodward/Harmon	3,709	8%	-509	-1%
Lot 7 - Bates/Henrietta	-3,505	-6%	157	0%
Lot 9 - Hamilton	-806	-20%	-438	-10%
Lot 6 Permit Fees	20,872	17%	15,509	15%

### Street Meter Collection Revenue

In 2015-2016, street meter operating revenue including Parkmobile and outdoor dining platform fees totaled \$1,294,060 and stayed consistent with the prior fiscal year numbers.

### EXPENSE

For fiscal year 2015-2016, total Automobile Parking System (APS) Fund operating expense increased by \$70,478, or 2.2%. This is made up of an increase in depreciation expense of \$61,760, or 7.3%. There was a decrease in supplies and other operating expense of \$11,840, or 2.2%, an increase in contractual services of \$84,731, or 5.9%, and a decrease in City personnel costs of \$64,173, or 14.9%.

The operations of SP Plus are included as part of the APS Fund's contractual service expense. Their financial statements show a \$85,375, or 5.9%, overall increase in expense from the prior fiscal year. Personnel costs increased \$52,344, or 5.1%, and supplies and other operating expense increased by \$33,031, or 7.9%.

### STATEMENT OF CASH FLOWS

The Statement of Cash Flows indicates a net increase in cash in the amount of \$1,725,723 for the 2015-2016 fiscal year. Contributing to the positive cash flow is cash provided by operating activities of \$2,896,419 and investment activities of \$57,879. This is offset by construction expense of \$1,228,575 mostly relating to structure renovation work at the Chester and Peabody Street Parking Structures and sidewalk/streetscape improvements at the Chester Street Parking Structure.

### PROJECTED CASH FLOW ANALYSIS

The projected cash flow analysis was prepared assuming the following factors: Cash received from customers remain constant at the 2017-2018 level, operating expense is projected to increase 3% per year, and capital outlay figures use current projections through 2018-2019 and are estimated thereafter, at \$1,200,000 for various parking structure equipment replacement and annual maintenance requirements. These factors show projected cash flows to increase in subsequent years.

### SUMMARY

Overall, the Automobile Parking System Fund's net income increased by \$567,206, or 37.1%, as a result of an increase in operating revenue of \$624,215, or 13.2%, offset by an increase in operating expense of \$70,478, or 2.2%, and an increase of \$13,470 in non-operating revenue.

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF NET POSITION  
AUTOMOBILE PARKING SYSTEM FUND  
June 30, 2016 and 2015

	6/30/2016	6/30/2015	Difference	%
<b>ASSETS:</b>				
<b>Current assets:</b>				
Cash and investments	\$ 8,240,780	\$ 6,516,057	\$ 1,725,723	26.5%
Accounts receivable	281,676	387,388	(105,712)	-27.3%
Other assets	16,276	17,609	(1,333)	-7.6%
<b>Total current assets</b>	<b>\$ 8,538,732</b>	<b>\$ 6,920,054</b>	<b>\$ 1,618,678</b>	<b>23.4%</b>
<b>Noncurrent assets:</b>				
Other assets	\$ 18,512	\$ 16,377	\$ 2,135	13.0%
<b>Property and equipment:</b>				
Land	\$ 1,455,731	\$ 1,455,731	\$ -	0.0%
Land improvements	2,314,988	1,914,063	400,925	21%
Buildings and improvements	37,530,498	36,813,642	716,856	1.9%
Machinery and equipment	1,485,371	2,024,151	(538,780)	-26.6%
Construction in Progress	126,619	208,656	(82,037)	-39.3%
<b>Property and equipment</b>	<b>\$ 42,913,207</b>	<b>\$ 42,416,243</b>	<b>\$ 496,964</b>	<b>1.2%</b>
Allowance for depreciation	\$ (22,642,569)	\$ (22,469,807)	\$ (172,762)	0.8%
<b>Property and equipment net of depreciation</b>	<b>\$ 20,270,638</b>	<b>\$ 19,946,436</b>	<b>\$ 324,202</b>	<b>1.6%</b>
<b>Total noncurrent assets</b>	<b>\$ 20,289,150</b>	<b>\$ 19,962,813</b>	<b>\$ 326,337</b>	<b>1.6%</b>
<b>TOTAL ASSETS</b>	<b>\$ 28,827,882</b>	<b>\$ 26,882,867</b>	<b>\$ 1,945,015</b>	<b>7.2%</b>
<b>DEFERRED OUTFLOWS OF RESOURCES:</b>				
Deferred amount on debt refunding	\$ -	\$ -	\$ -	0.0%
Deferred amount on pension earnings	118,419	73,217	45,202	61.7%
<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES</b>	<b>\$ 118,419</b>	<b>\$ 73,217</b>	<b>\$ 45,202</b>	<b>61.7%</b>
<b>LIABILITIES:</b>				
Accounts payable	\$ 98,951	\$ 275,305	\$ (176,354)	-64.1%
Accrued liabilities and deposits	13,679	8,775	4,904	55.9%
<b>Total current liabilities</b>	<b>\$ 112,630</b>	<b>\$ 284,080</b>	<b>\$ (171,450)</b>	<b>-60.4%</b>
Provision for compensated absences	\$ -	\$ -	\$ -	-
Net pension liability	194,879	130,242	64,637	49.6%
<b>Total noncurrent liabilities</b>	<b>\$ 194,879</b>	<b>\$ 130,242</b>	<b>\$ 64,637</b>	<b>49.6%</b>
<b>TOTAL LIABILITIES</b>	<b>\$ 307,509</b>	<b>\$ 414,322</b>	<b>\$ (106,813)</b>	<b>-25.8%</b>
<b>DEFERRED INFLOWS OF RESOURCES:</b>				
Deferred amount on debt refunding	\$ -	\$ -	\$ -	0.0%
Deferred amount on pension earnings	554	1,213	(659)	-54.3%
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<b>\$ 554</b>	<b>\$ 1,213</b>	<b>\$ (659)</b>	<b>-54.3%</b>
<b>NET POSITION:</b>				
Net investment in capital assets	\$ 20,270,638	\$ 19,946,436	\$ 324,202	1.63%
Unrestricted	8,367,601	6,594,114	1,773,487	26.9%
<b>Total net position</b>	<b>\$ 28,638,239</b>	<b>\$ 26,540,550</b>	<b>\$ 2,097,689</b>	<b>7.9%</b>

CITY OF BIRMINGHAM, MICHIGAN  
COMPARATIVE STATEMENT OF REVENUES, EXPENSES  
AND CHANGES IN NET POSITION  
AUTOMOBILE PARKING SYSTEM FUND  
June 30, 2016 and 2015

	6/30/2016	6/30/2015	Difference	%
<b>OPERATING REVENUES:</b>				
Charges for services	\$ 5,350,824	\$ 4,738,537	\$ 612,287	12.9%
Special Assessments	-	-	-	-
Other revenue	11,928	-	11,928	0.0%
Total operating revenue	\$ 5,362,752	\$ 4,738,537	\$ 624,215	13.2%
<b>OPERATING EXPENSES:</b>				
Salaries and fringe benefits - City	\$ 365,214	\$ 429,387	\$ (64,173)	-14.9%
Supplies and other operating expense	530,279	542,119	(11,840)	-2.2%
Contractual Services	1,523,076	1,438,345	84,731	5.9%
Depreciation expense	904,373	842,613	61,760	7.3%
Total operating expenses	\$ 3,322,942	\$ 3,252,464	\$ 70,478	2.2%
OPERATING INCOME	\$ 2,039,810	\$ 1,486,073	\$ 553,737	37.3%
<b>NON-OPERATING REVENUE (EXPENSE):</b>				
Interest income	\$ 57,879	\$ 44,410	\$ 13,470	30.3%
Interest expense	-	-	-	-
Grant revenue	-	-	-	-
Other	-	-	-	-
Total non-operating revenue (expense)	\$ 57,879	\$ 44,410	\$ 13,470	30.3%
INCOME (LOSS) - Before operating transfers	\$ 2,097,689	\$ 1,530,483	\$ 567,206	37.1%
<b>OTHER FINANCING SOURCES (USES):</b>				
Operating transfers in/(out) to and from funds	-	-	-	-
Total other financing sources (uses)	-	-	-	-
NET INCOME (LOSS)	\$ 2,097,689	\$ 1,530,483	\$ 567,206	37.1%
NET POSITION - Beginning of year	\$ 26,540,550	25,010,067	\$ 1,530,483	6.1%
NET POSITION - End of year	\$ 28,638,239	\$ 26,540,550	\$ 2,097,689	7.9%

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF CASH FLOWS FOR THE YEAR ENDED JUNE 30, 2016  
INCREASE (DECREASE) IN CASH AND INVESTMENTS

CASH FLOWS FROM OPERATING ACTIVITIES:

Cash received from customers and others	\$ 5,468,464
Cash payments to suppliers/contractors for goods and services	(2,229,070)
Cash payments to employees for services	(342,975)

NET CASH PROVIDED BY OPERATING ACTIVITIES		\$ 2,896,419
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CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:

Purchase and construction of capital assets	\$ (1,228,575)
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NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES		(1,228,575)
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CASH FLOWS FROM INVESTING ACTIVITIES:

Interest and dividends on investments	\$ 57,879
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NET CASH PROVIDED BY (USED IN) INVESTING ACTIVITIES		57,879
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NET INCREASE (DECREASE) IN CASH AND INVESTMENTS		\$ 1,725,723
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CASH AND INVESTMENTS AT BEGINNING OF YEAR		\$ 6,515,057
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CASH AND INVESTMENTS AT END OF YEAR		\$ 8,240,780
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CITY OF BIRMINGHAM, MICHIGAN  
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED (USED) BY  
OPERATING ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2016

AUTOMOBILE PARKING SYSTEM FUND

Operating income		\$ 2,039,810
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation expense	\$ 904,373	
Changes in assets and liabilities:		
Change in accounts receivable	105,712	
Change in other assets	(46,004)	
Change in accounts payable	(176,354)	
Change in accrued liabilities	68,882	
Change in provision for compensated absences	-	
	\$ 856,609	
Net cash provided by operating activities		\$ 2,896,419

City of Birmingham, Michigan  
Automobile Parking System Fund  
Projected Cash Flow Analysis

CITY OF BIRMINGHAM  
AUTOMOBILE PARKING SYSTEM FUND  
CASH FLOW PROJECTION

	ACTUAL 2012-2013	ACTUAL 2013-2014	ACTUAL 2014-2015	ACTUAL 2015-2016	PROJECTED 2016-2017	PROJECTED 2017-2018	PROJECTED 2018-2019	PROJECTED 2019-2020	PROJECTED 2020-2021	PROJECTED 2021-2022	PROJECTED 2022-2023
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>											
CASH RECEIVED FROM CUSTOMERS	\$4,366,702	\$4,116,024	\$4,709,912	\$5,468,464	\$6,615,040	\$8,011,000	\$8,011,000	\$8,011,000	\$8,011,000	\$8,011,000	\$8,011,000
CASH RECEIVED FROM FEDERAL GRANT	-	-	-	-	-	-	-	-	-	-	-
CASH PAYMENT TO SUPPLIER/CONTRACTORS FOR GOODS & SERVICES	(601,165)	(538,963)	(435,348)	(705,994)	(727,174)	(748,989)	(771,459)	(794,602)	(818,441)	(842,994)	(868,284)
CASH PAYMENT TO PARKING SYSTEM CONTRACTOR	(1,367,792)	(1,375,063)	(1,439,861)	(1,523,076)	(1,568,768)	(1,615,831)	(1,664,306)	(1,714,235)	(1,765,663)	(1,818,632)	(1,873,191)
CASH PAYMENT TO CITY EMPLOYEES FOR SERVICES	(372,135)	(419,026)	(436,518)	(342,975)	(349,835)	(356,831)	(363,968)	(371,247)	(378,672)	(386,246)	(393,970)
NET CASH PROVIDED BY OPERATING ACTIVITIES	2,025,610	1,782,972	2,398,185	2,896,419	3,969,263	5,289,348	5,211,267	5,130,915	5,048,225	4,963,128	4,875,555
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>											
ACQUISITION AND CONSTRUCTION OF CAPITAL ASSETS	(1,461,432)	(1,427,018)	(1,443,676)	(1,228,575)	(2,943,570)	(1,523,300)	(1,130,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
NET CASH USED FOR CAPITAL AND RELATED FINANCING ACTIVITIES	(1,461,432)	(1,427,018)	(1,443,676)	(1,228,575)	(2,943,570)	(1,523,300)	(1,130,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>											
INTEREST AND DIVIDENDS ON INVESTMENTS	(7,560)	54,080	44,410	57,879	76,800	100,230	120,560	190,000	212,000	234,170	296,700
NET CASH PROVIDED BY INVESTING ACTIVITIES	(7,560)	54,080	44,410	57,879	76,800	100,230	120,560	190,000	212,000	234,170	296,700
<b>NET INCREASE (DECREASE) IN CASH AND INVESTMENTS</b>	<b>556,617</b>	<b>410,034</b>	<b>998,919</b>	<b>1,725,723</b>	<b>1,102,493</b>	<b>3,866,278</b>	<b>4,201,827</b>	<b>4,120,915</b>	<b>4,060,225</b>	<b>3,997,298</b>	<b>3,972,255</b>
CASH AND INVESTMENTS AT BEGINNING OF YEAR	4,549,487	5,106,104	5,516,138	6,515,057	8,240,780	9,343,273	13,209,552	17,411,379	21,532,294	25,592,519	29,589,817
<b>CASH AND INVESTMENTS AT END OF YEAR</b>	<b>\$5,106,104</b>	<b>\$5,516,138</b>	<b>\$6,515,057</b>	<b>\$8,240,780</b>	<b>\$9,343,273</b>	<b>\$13,209,552</b>	<b>\$17,411,379</b>	<b>\$21,532,294</b>	<b>\$25,592,519</b>	<b>\$29,589,817</b>	<b>\$33,562,072</b>

THE FOLLOWING FINANCIAL DATA REFLECTS EXCLUSIVELY THE OPERATING RESULTS OF  
SP PLUS FOR THE RESPECTIVE PERIODS INDICATED

CITY OF BIRMINGHAM, MICHIGAN  
SP PLUS STATEMENT OF REVENUES AND EXPENSES  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014	%	INCREASE (DECREASE) FROM 2014-15 TO 2015-16	%	INCREASE (DECREASE) FROM 2013-14 TO 2014-15	%
COMBINED REVENUES:										
LEASE REVENUE	2,247,355	57.8%	1,946,474	50.0%	1,710,701	51.9%	300,881	15.5%	235,773	13.8%
TRANSIENT REVENUE	1,486,277	38.2%	1,216,085	31.3%	1,080,230	32.8%	270,192	22.2%	135,855	12.6%
LOT #6 REVENUE	144,881	3.7%	123,366	3.2%	107,849	3.3%	21,515	17.4%	15,517	14.4%
CARD DEPOSITS	11,002	0.3%	12,070	0.3%	11,137	0.3%	(1,068)	-8.8%	933	8.4%
<b>TOTAL REVENUES</b>	<b>3,889,515</b>	<b>100.0%</b>	<b>3,297,995</b>	<b>84.8%</b>	<b>2,909,917</b>	<b>88.2%</b>	<b>591,520</b>	<b>17.9%</b>	<b>388,078</b>	<b>13.3%</b>
COMBINED EXPENSES:										
SALARIES AND WAGES	708,368	18.2%	701,514	18.0%	619,097	18.8%	6,854	1.0%	82,417	13.3%
PAYROLL FRINGE BENEFITS	99,516	2.6%	96,221	2.5%	124,426	3.8%	3,295	3.4%	(28,204)	-22.7%
EMPLOYEE GROUP MEDICAL INSURANCE	264,402	6.8%	222,207	5.7%	180,157	5.5%	42,195	19.0%	42,060	23.3%
MAINTENANCE	93,665	2.4%	111,666	2.9%	159,848	4.8%	(18,001)	-16.1%	(48,182)	-30.1%
INSURANCE	105,235	2.7%	100,873	2.6%	94,262	2.9%	4,362	4.3%	6,611	7.0%
TICKETS	21,609	0.6%	17,421	0.4%	22,158	0.7%	4,188	24.0%	(4,737)	-21.4%
UNIFORMS	4,961	0.1%	6,929	0.2%	1,961	0.1%	(1,968)	-28.4%	4,968	253.3%
UTILITIES	18,109	0.5%	14,128	0.4%	11,757	0.4%	3,981	28.2%	2,371	20.2%
OPERATING EXPENSE AND OFFICE SUPPLIES	112,268	2.9%	74,478	1.9%	67,354	2.0%	37,790	50.7%	7,124	10.6%
CARD REFUND	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
MANAGEMENT FEE	46,500	1.2%	46,500	1.2%	46,500	1.4%	0	0.0%	0	0.0%
PROFESSIONAL SERVICES	50,603	1.3%	47,924	1.2%	47,545	1.4%	2,679	5.6%	379	0.8%
<b>TOTAL EXPENSES</b>	<b>1,525,236</b>	<b>39.2%</b>	<b>1,439,861</b>	<b>37.0%</b>	<b>1,375,064</b>	<b>41.7%</b>	<b>85,375</b>	<b>5.9%</b>	<b>64,797</b>	<b>4.7%</b>
<b>NET PROFIT</b>	<b>\$2,364,279</b>	<b>60.8%</b>	<b>\$1,858,134</b>	<b>56.3%</b>	<b>\$1,534,853</b>	<b>52.7%</b>	<b>506,145</b>	<b>27.2%</b>	<b>323,281</b>	<b>21.1%</b>

THE FOLLOWING FINANCIAL DATA REFLECTS EXCLUSIVELY THE OPERATING RESULTS OF  
SP PLUS FOR THE RESPECTIVE PERIODS INDICATED

CITY OF BIRMINGHAM, MICHIGAN  
SP PLUS STATEMENT OF REVENUES AND EXPENSES  
BY STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014	%	VARIANCE FAVORABLE (UNFAVORABLE) 2014-15 TO 2015-16	%	VARIANCE FAVORABLE (UNFAVORABLE) 2013-14 TO 2014-15	%
PIERCE STREET: REVENUE	\$884,887	100.0%	\$790,549	100.0%	\$703,298	100.0%	94,338	11.9%	87,251	12.4%
EXPENSE	324,691	36.7%	261,379	33.1%	242,612	30.7%	(63,312)	-24.2%	(18,767)	-7.7%
NET PROFIT	<u>\$560,196</u>	<u>63.3%</u>	<u>\$529,170</u>	<u>66.9%</u>	<u>\$460,686</u>	<u>58.3%</u>	<u>31,026</u>	<u>5.9%</u>	<u>68,484</u>	<u>14.9%</u>
PEABODY: REVENUE	\$518,506	100.0%	\$489,098	100.0%	\$444,045	100.0%	29,408	6.0%	45,053	10.1%
EXPENSE	280,732	54.1%	254,543	52.0%	232,884	47.6%	(26,189)	-10.3%	(21,659)	-9.3%
NET PROFIT	<u>\$237,774</u>	<u>45.9%</u>	<u>\$234,555</u>	<u>48.0%</u>	<u>\$211,161</u>	<u>43.2%</u>	<u>3,219</u>	<u>1.4%</u>	<u>23,394</u>	<u>11.1%</u>
PARK STREET: REVENUE	\$927,362	100.0%	\$638,344	100.0%	\$594,540	100.0%	289,018	45.3%	43,804	7.4%
EXPENSE	286,188	30.9%	281,664	44.1%	289,758	45.4%	(4,624)	-1.6%	8,094	2.8%
NET PROFIT	<u>\$641,174</u>	<u>69.1%</u>	<u>\$356,680</u>	<u>55.9%</u>	<u>\$304,782</u>	<u>47.7%</u>	<u>284,494</u>	<u>79.8%</u>	<u>51,898</u>	<u>17.0%</u>
CHESTER STREET: REVENUE	\$655,338	100.0%	\$581,337	100.0%	\$467,413	100.0%	74,001	12.7%	113,924	24.4%
EXPENSE	331,547	50.6%	361,600	62.2%	363,186	62.5%	30,053	8.3%	1,586	0.4%
NET PROFIT	<u>\$323,791</u>	<u>49.4%</u>	<u>\$219,737</u>	<u>37.8%</u>	<u>\$104,227</u>	<u>17.9%</u>	<u>104,054</u>	<u>47.4%</u>	<u>115,510</u>	<u>110.8%</u>
NORTH WOODWARD: REVENUE	\$758,541	100.0%	\$675,302	100.0%	\$592,771	100.0%	83,239	12.3%	82,531	13.9%
EXPENSE	299,918	39.5%	279,159	41.3%	245,115	36.3%	(20,759)	-7.4%	(34,044)	-13.9%
NET PROFIT	<u>\$458,623</u>	<u>60.5%</u>	<u>\$396,143</u>	<u>58.7%</u>	<u>\$347,656</u>	<u>51.5%</u>	<u>62,480</u>	<u>15.8%</u>	<u>48,487</u>	<u>13.9%</u>
LOT #6: REVENUE	\$144,881	100.0%	\$123,366	100.0%	\$107,849	100.0%	21,515	17.4%	15,517	14.4%
EXPENSE	2,158	1.5%	1,517	1.2%	1,508	1.4%	(641)	0.0%	(9)	-0.6%
NET PROFIT	<u>\$142,723</u>	<u>98.5%</u>	<u>\$121,849</u>	<u>98.8%</u>	<u>\$106,341</u>	<u>98.6%</u>	<u>20,874</u>	<u>17.1%</u>	<u>15,508</u>	<u>14.6%</u>
TOTAL REVENUE	3,889,515		3,297,996		2,909,916		591,519	17.9%	388,080	13.3%
TOTAL EXPENSE	1,525,234		1,439,862		1,375,063		(85,372)	-5.9%	(64,799)	-4.7%
TOTAL NET PROFIT	<u>2,364,281</u>		<u>1,858,134</u>		<u>1,534,853</u>		<u>506,147</u>	<u>27.2%</u>	<u>323,281</u>	<u>21.1%</u>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
PIERCE STREET STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>PIERCE STREET:</b>					
OPERATING REVENUE:					
LEASE REVENUE	\$368,136	9.4%	\$336,366	2.9%	\$326,845
TRANSIENT REVENUE	515,566	14.1%	451,902	20.4%	375,463
MISCELLANEOUS	13,606	57.9%	8,616	-11.1%	9,690
<b>TOTAL OPERATING REVENUE</b>	<b>897,308</b>	<b>12.6%</b>	<b>796,884</b>	<b>11.9%</b>	<b>711,998</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	245,189	19.9%	204,499	9.4%	186,891
SUPPLIES AND OTHER OPERATING EXPENSE	96,554	11.2%	86,835	11.0%	78,208
UTILITIES	24,501	11.1%	22,056	-10.4%	24,610
MAINTENANCE	40,135	19.0%	33,737	-14.5%	39,472
DEPRECIATION	197,844	0.0%	197,844	36.9%	144,561
ALLOCATION OF GENERAL EXPENSE	33,374	-2.0%	34,067	1.1%	33,697
<b>TOTAL OPERATING EXPENSE</b>	<b>(637,597)</b>	<b>10.1%</b>	<b>(579,038)</b>	<b>14.1%</b>	<b>(507,439)</b>
<b>OPERATING INCOME</b>	<b>259,711</b>	<b>19.2%</b>	<b>217,846</b>	<b>6.5%</b>	<b>204,559</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	8,531	30.3%	6,546	-17.9%	7,971
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>8,531</b>	<b>30.3%</b>	<b>6,546</b>	<b>-17.9%</b>	<b>7,971</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>\$268,242</b>	<b>19.5%</b>	<b>\$224,392</b>	<b>-11.4%</b>	<b>\$212,530</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
PEABODY STREET STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>PEABODY STRUCTURE:</b>					
OPERATING REVENUE:					
LEASE REVENUE	\$275,101	8.7%	\$252,968	13.4%	\$223,083
TRANSIENT REVENUE	241,455	2.3%	236,070	6.9%	220,753
MISCELLANEOUS	10,006	140.0%	4,170	-28.8%	5,853
<b>TOTAL OPERATING REVENUE</b>	<b>526,562</b>	<b>6.8%</b>	<b>493,208</b>	<b>9.7%</b>	<b>449,689</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	218,161	5.4%	206,983	17.5%	176,167
SUPPLIES & OTHER OPERATING EXPENSE	72,727	-8.4%	79,365	43.7%	55,213
UTILITIES	42,988	3.9%	41,371	0.5%	41,149
MAINTENANCE	24,585	-14.5%	28,750	-22.7%	37,213
DEPRECIATION	44,409	34.9%	32,919	-220.8%	(27,240)
ALLOCATION OF GENERAL EXPENSE	21,647	-2.0%	22,096	1.1%	21,856
<b>TOTAL OPERATING EXPENSE</b>	<b>(424,517)</b>	<b>3.2%</b>	<b>(411,484)</b>	<b>35.2%</b>	<b>(304,358)</b>
<b>OPERATING INCOME</b>	<b>102,045</b>	<b>24.9%</b>	<b>81,724</b>	<b>-43.8%</b>	<b>145,331</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	5,533	30.3%	4,246	-17.9%	5,170
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>5,533</b>	<b>30.3%</b>	<b>4,246</b>	<b>-17.9%</b>	<b>5,170</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>\$107,578</b>	<b>25.1%</b>	<b>\$85,970</b>	<b>-42.9%</b>	<b>\$150,501</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
PARK STREET STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>PARK STREET STRUCTURE:</b>					
OPERATING REVENUE:					
LEASE REVENUE	\$558,130	25.2%	\$445,910	25.1%	\$356,364
TRANSIENT REVENUE	367,702	94.3%	189,289	-19.7%	235,867
MISCELLANEOUS	15,728	51.4%	10,388	-15.2%	12,255
<b>TOTAL OPERATING REVENUE</b>	<b>941,560</b>	<b>45.8%</b>	<b>645,587</b>	<b>6.8%</b>	<b>604,486</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	218,407	-1.9%	222,660	1.9%	218,405
SUPPLIES AND OTHER OPERATING EXPENSE	81,207	1.6%	79,913	15.6%	69,116
UTILITIES	54,209	18.7%	45,687	-11.1%	51,391
MAINTENANCE	17,028	-51.8%	35,338	-24.9%	47,031
DEPRECIATION	163,458	0.1%	163,351	87.4%	87,190
ALLOCATION OF GENERAL EXPENSE	38,148	-2.0%	38,940	1.1%	38,517
<b>TOTAL OPERATING EXPENSE</b>	<b>(572,457)</b>	<b>-2.3%</b>	<b>(585,889)</b>	<b>14.5%</b>	<b>(511,650)</b>
<b>OPERATING INCOME</b>	<b>369,103</b>	<b>518.3%</b>	<b>59,698</b>	<b>-35.7%</b>	<b>92,836</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	9,751	30.3%	7,482	-17.9%	9,111
INTEREST EXPENSE	-	0.0%	-	0.0%	-
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>9,751</b>	<b>30.3%</b>	<b>7,482</b>	<b>-17.9%</b>	<b>9,111</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>\$378,854</b>	<b>463.9%</b>	<b>\$67,180</b>	<b>-34.1%</b>	<b>\$101,947</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
CHESTER STREET STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>CHESTER STREET STRUCTURE:</b>					
OPERATING REVENUE:					
LEASE REVENUE	\$541,281	18.3%	\$457,621	25.5%	\$364,611
TRANSIENT REVENUE	109,375	-7.5%	118,236	21.8%	97,042
MISCELLANEOUS	20,209	50.8%	13,400	-19.4%	16,635
<b>TOTAL OPERATING REVENUE</b>	<b>670,865</b>	<b>13.8%</b>	<b>589,257</b>	<b>23.2%</b>	<b>478,288</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	259,562	-14.8%	304,750	2.6%	296,921
SUPPLIES AND OTHER OPERATING EXPENSE	73,498	-30.2%	105,343	25.5%	83,946
UTILITIES	68,146	-3.7%	70,792	-12.2%	80,620
MAINTENANCE	54,181	107.3%	26,131	-34.8%	40,097
DEPRECIATION	368,625	15.6%	318,901	3.9%	306,834
ALLOCATION OF GENERAL EXPENSE	41,718	-2.0%	42,584	1.1%	42,121
<b>TOTAL OPERATING EXPENSE</b>	<b>(865,730)</b>	<b>-0.3%</b>	<b>(868,501)</b>	<b>2.1%</b>	<b>(850,539)</b>
<b>OPERATING INCOME</b>	<b>(194,865)</b>	<b>-30.2%</b>	<b>(279,244)</b>	<b>-25.0%</b>	<b>(372,251)</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	10,663	30.3%	8,182	-17.9%	9,964
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>10,663</b>	<b>30.3%</b>	<b>8,182</b>	<b>-17.9%</b>	<b>9,964</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>(\$184,202)</b>	<b>-32.0%</b>	<b>(\$271,062)</b>	<b>-25.2%</b>	<b>(\$362,287)</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
NORTH WOODWARD STREET STRUCTURE  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>NORTH WOODWARD STRUCTURE:</b>					
OPERATING REVENUE:					
LEASE REVENUE	\$504,707	11.3%	\$453,610	3.1%	\$439,799
TRANSIENT REVENUE	252,179	14.3%	220,587	46.0%	151,105
MISCELLANEOUS	14,939	89.5%	7,881	-30.0%	11,263
<b>TOTAL OPERATING REVENUE</b>	<b>771,825</b>	<b>13.2%</b>	<b>682,078</b>	<b>13.3%</b>	<b>602,167</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	240,116	4.3%	230,244	14.0%	202,048
SUPPLIES AND OTHER OPERATING EXPENSE	90,351	23.5%	73,141	27.1%	57,557
UTILITIES	30,979	3.8%	29,845	-3.8%	31,036
MAINTENANCE	21,074	4.0%	20,257	-8.1%	22,036
DEPRECIATION	94,950	0.0%	94,950	155.8%	37,112
ALLOCATION OF GENERAL EXPENSE	35,692	-2.0%	36,433	1.1%	36,037
<b>TOTAL OPERATING EXPENSE</b>	<b>(513,162)</b>	<b>5.8%</b>	<b>(484,870)</b>	<b>25.7%</b>	<b>(385,826)</b>
<b>OPERATING INCOME</b>	<b>258,663</b>	<b>31.2%</b>	<b>197,208</b>	<b>-8.8%</b>	<b>216,341</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	9,123	30.3%	7,000	-17.9%	8,524
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>9,123</b>	<b>30.3%</b>	<b>7,000</b>	<b>-17.9%</b>	<b>8,524</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>\$267,786</b>	<b>31.1%</b>	<b>\$204,208</b>	<b>-9.2%</b>	<b>\$224,865</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
SURFACE LOTS  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>SURFACE LOTS:</b>					
LEASE REVENUE	\$142,722	17.1%	\$121,849	14.6%	\$106,341
OPERATING REVENUE	114,907	-0.5%	115,508	-0.7%	116,299
MISCELLANEOUS	842	0.0%	-	-100%	(1)
<b>TOTAL OPERATING REVENUE</b>	<b>258,471</b>	<b>8.9%</b>	<b>237,357</b>	<b>6.6%</b>	<b>222,639</b>
<b>OPERATING EXPENSE:</b>					
SALARIES AND FRINGE BENEFITS	102,355	-19.3%	126,911	0.8%	125,867
SUPPLIES AND OTHER OPERATING EXPENSE	26,121	22.2%	21,368	-23.6%	27,975
UTILITIES	3,336	0.0%	3,336	0.0%	3,336
DEPRECIATION	26,897	-1.0%	27,160	0.0%	27,160
ALLOCATION OF GENERAL EXPENSE	15,992	-2.0%	16,324	1.1%	16,146
<b>TOTAL OPERATING EXPENSE</b>	<b>(174,701)</b>	<b>-10.5%</b>	<b>(195,099)</b>	<b>-2.7%</b>	<b>(200,484)</b>
<b>OPERATING INCOME</b>	<b>83,770</b>	<b>98.2%</b>	<b>42,258</b>	<b>90.7%</b>	<b>22,155</b>
<b>NONOPERATING REVENUE (EXPENSE):</b>					
INTEREST EARNED	4,088	30.4%	3,136	-17.9%	3,819
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>4,088</b>	<b>30.4%</b>	<b>3,136</b>	<b>-17.9%</b>	<b>3,819</b>
<b>OPERATING TRANSFERS IN (OUT)</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>
<b>NET INCOME (LOSS)</b>	<b>\$87,858</b>	<b>93.5%</b>	<b>\$45,394</b>	<b>74.8%</b>	<b>\$25,974</b>

CITY OF BIRMINGHAM, MICHIGAN  
STATEMENT OF REVENUES AND EXPENSES  
STREET METERS  
FOR THE PERIOD ENDING JUNE 30, 2016

DESCRIPTION	FY 2015-2016	%	FY 2014-2015	%	FY 2013-2014
<b>STREET METERS</b>					
OPERATING REVENUE	\$1,294,061	0.0%	\$1,294,165	3.2%	\$1,254,545
MISCELLANEOUS	2,100	0.0%	-	-100.0%	(2)
<b>TOTAL OPERATING REVENUE</b>	<b>1,296,161</b>	<b>0.2%</b>	<b>1,294,165</b>	<b>3.2%</b>	<b>1,254,543</b>
OPERATING EXPENSE:					
SALARIES AND FRINGE BENEFITS	66,061	15.5%	57,204	11.0%	51,548
SUPPLIES AND OTHER OPERATING EXPENSE	28,857	-2.8%	29,687	-8.0%	32,270
ALLOCATION OF GENERAL EXPENSE	39,860	-2.0%	40,691	1.1%	40,249
<b>TOTAL OPERATING EXPENSE</b>	<b>(134,778)</b>	<b>5.6%</b>	<b>(127,582)</b>	<b>2.8%</b>	<b>(124,067)</b>
<b>OPERATING INCOME</b>	<b>1,161,383</b>	<b>-0.4%</b>	<b>1,166,583</b>	<b>3.2%</b>	<b>1,130,476</b>
NONOPERATING REVENUE (EXPENSE):					
INTEREST EARNED	10,190	30.3%	7,818	-17.9%	9,521
OTHER	-	0.0%	-	0.0%	-
<b>TOTAL NONOPERATING REVENUE (EXPENSE)</b>	<b>10,190</b>	<b>30.3%</b>	<b>7,818</b>	<b>-17.9%</b>	<b>9,521</b>
OPERATING TRANSFERS IN (OUT)	-	0.0%	-	0.0%	-
<b>NET INCOME (LOSS)</b>	<b>\$1,171,573</b>	<b>-0.2%</b>	<b>\$1,174,401</b>	<b>3.0%</b>	<b>\$1,139,997</b>

## Pierce Street Structure

Garage full list

# FEBRUARY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				
		Notes: Structure as not filled as of 2/21/17				

Park Street Structure

Garage full list

FEBRUARY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16 FULL @ 11:47a OPEN @ 1:01p	17	18
19	20	21	22	23	24	25
26	27	28				
		Notes:				

Peabody Street Structure

Garage full list

FEBRUARY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				
		Notes: Structure has not filled as of 2/21/17.				

## Chester Street Structure

Garage full list

# FEBRUARY 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				
		<b>Notes:</b> Structure has not filled as of 2/21/17				

## N. Old Woodward Garage

Valet Counts

# February 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			<b>1</b> Garage not filled.	<b>2</b> Garage not filled.	<b>3</b> Valet closed	
	<b>6</b> Valet closed	<b>7</b> Garage not filled.	<b>8</b> Garage not filled.	<b>9</b> Garage not filled.	<b>10</b> Valet closed	
<b>12</b>	<b>13</b> Valet closed	<b>14</b> Garage not filled.	<b>15</b> Garage not filled.	<b>16</b> Garage not filled.	<b>17</b> Valet closed	<b>18</b>
<b>19</b>	<b>20</b> Valet closed	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>				
		Notes:				

City of Birmingham  
Parking Structures-Combined  
Income Statement  
Fiscal Year Comparison

**Fiscal 15-16**

		Month Ended	Month Ended	Month Ended	Month Ended	Month Ended	Month ending	Month Ended	Month Ended	Month Ended	Month Ending	Month Ended	Month Ended	Total
		31-Jul-15	31-Aug-15	30-Sep-15	31-Oct-15	30-Nov-15	31-Dec-15	31-Jan-16	28-Feb-16	31-Mar-16	30-Apr-16	31-May-16	30-Jun-16	Fiscal 15-16
REVENUES:														
	Revenues - Monthly parking	\$ 166,606.50	\$ 147,126.00	\$ 179,102.00	\$ 187,122.00	\$ 188,547.00	\$ 194,025.50	\$ 203,712.00	\$ 144,017.50	\$ 261,896.00	\$ 203,346.00	\$ 180,760.50	\$ 191,094.00	\$ 2,247,355.00
	Revenues - Cash Parking	\$ 114,551.18	\$ 127,772.81	\$ 95,214.63	\$ 122,443.57	\$ 114,026.45	\$ 134,420.60	\$ 103,502.80	\$ 127,198.65	\$ 131,139.54	\$ 128,384.31	\$ 140,389.49	\$ 147,232.93	\$ 1,486,276.96
	Revenues - Card Deposits	\$ 150.00	\$ 300.00	\$ 97.50	\$ 240.00	\$ 662.50	\$ 702.50	\$ 1,080.00	\$ 80.00	\$ 1,800.00	\$ 3,265.00	\$ 585.00	\$ 2,040.00	\$ 11,002.50
	Revenue - Lot #6	\$ 702.50	\$ 14,025.00	\$ 22,145.00		\$ 19,325.00	\$ 15,995.00	\$ 100.00	\$ 6,635.00	\$ 30,000.50	\$ 847.50	\$ 8,072.50	\$ 27,032.50	\$ 144,880.50
	Total Income	\$ 282,010.18	\$ 289,223.81	\$ 296,559.13	\$ 309,805.57	\$ 322,560.95	\$ 345,143.60	\$ 308,394.80	\$ 277,931.15	\$ 424,836.04	\$ 335,842.81	\$ 329,807.49	\$ 367,399.43	\$ 3,889,514.96
EXPENSES:														
	Salaries and Wages	\$ 76,636.38	\$ 55,653.88	\$ 56,461.14	\$ 52,848.24	\$ 56,308.86	\$ 76,263.50	\$ 55,467.25	\$ 53,507.11	\$ 54,716.64	\$ 53,101.43	\$ 58,142.92	\$ 59,260.95	\$ 708,368.30
	Payroll Taxes	\$ 7,345.93	\$ 5,153.13	\$ 5,226.52	\$ 4,897.62	\$ 5,259.87	\$ 7,224.51	\$ 7,039.01	\$ 6,600.08	\$ 6,468.16	\$ 5,516.50	\$ 5,709.24	\$ 5,826.10	\$ 72,266.67
	Workmens Comp Insurance	\$ 2,868.74	\$ 2,084.62	\$ 2,114.79	\$ 1,979.76	\$ 2,109.17	\$ 2,857.21	\$ 2,116.60	\$ 2,124.24	\$ 2,223.79	\$ 2,108.73	\$ 2,308.43	\$ 2,352.75	\$ 27,248.83
	Group Insurance	\$ 27,349.14	\$ 21,560.78	\$ 24,352.61	\$ 17,690.29	\$ 19,861.35	\$ 17,904.25	\$ 18,126.55	\$ 28,909.55	\$ 23,516.38	\$ 20,870.99	\$ 24,458.94	\$ 19,800.87	\$ 264,401.70
	Uniforms		\$ 329.71		\$ 752.41	\$ (65.14)	\$ 2,523.24	\$ 163.11		\$ 384.30		\$ 299.41	\$ 574.34	\$ 4,961.38
	Insurance	\$ 8,388.64	\$ 8,888.64	\$ 8,388.64	\$ 8,397.59	\$ 8,388.64	\$ 8,388.64	\$ 9,027.81	\$ 9,027.81	\$ 9,027.81	\$ 9,146.01	\$ 9,136.81	\$ 9,027.81	\$ 105,234.85
	Utilities	\$ 2,499.98	\$ 793.56	\$ 1,087.74	\$ 1,322.64	\$ 2,280.91	\$ 1,943.72	\$ 1,787.05	\$ 1,810.20	\$ 1,815.95	\$ 1,301.61	\$ 525.30	\$ 940.32	\$ 18,108.98
	Maintenance	\$ 17,587.85	\$ 6,266.63	\$ 14,443.94	\$ 5,815.14	\$ 3,167.40	\$ 6,190.39	\$ 6,328.66	\$ 3,084.48	\$ 6,641.63	\$ 11,903.93	\$ 8,230.82	\$ 4,004.14	\$ 93,665.01
	Parking Tags/Tickets	\$ 2,223.23		\$ 44.20	\$ 3,187.13		\$ 1,521.98	\$ 2,650.00	\$ 7,490.66		\$ 434.97	\$ 3,469.94	\$ 587.35	\$ 21,609.46
	Professional Services	\$ 3,988.97	\$ 4,162.36	\$ 3,988.97	\$ 4,021.72	\$ 3,988.97	\$ 4,044.97	\$ 4,363.97	\$ 4,383.72	\$ 4,363.97	\$ 4,363.97	\$ 4,567.57	\$ 4,363.97	\$ 50,603.13
	Office Supplies	\$ 577.20	\$ 692.43	\$ 367.07	\$ 70.55	\$ 673.31	\$ 324.91	\$ 82.22	\$ 104.63	\$ 489.56	\$ 983.75	\$ 633.97	\$ 1,097.08	\$ 6,096.68
	Card Refund													\$ -
	Operating Cost - Vehicles	\$ 542.83	\$ 527.25	\$ 462.13	\$ 517.67	\$ 515.04	\$ 167.77	\$ 541.66	\$ 331.81	\$ 514.69	\$ 486.64	\$ 562.23	\$ 707.10	\$ 5,876.82
	Pass Cards													\$ -
	Employee Appreciation	\$ 97.56	\$ 300.00						\$ 61.46	\$ 129.48	\$ 29.35		\$ 150.00	\$ 767.85
	Credit Card Fees	\$ 4,560.16	\$ 6,307.49	\$ 5,870.85	\$ 8,629.80	\$ 7,774.68	\$ 7,479.29	\$ 8,893.87	\$ 7,729.56	\$ 7,062.62	\$ 8,160.94	\$ 8,076.09	\$ 8,645.20	\$ 89,190.55
	Bank Service Charges	\$ 311.98	\$ 415.19	\$ 1,627.34	\$ 400.68	\$ 405.72	\$ 400.67	\$ 449.90	\$ 712.04	\$ 473.22	\$ 491.82	\$ 446.77	\$ 421.87	\$ 6,557.20
	Miscellaneous Expense	\$ 175.89	\$ 225.76	\$ 160.13	\$ 157.31	\$ 967.02	\$ 278.43	\$ 234.23	\$ 289.07	\$ 252.83	\$ 519.38	\$ 290.42	\$ 227.32	\$ 3,777.79
	Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 46,500.00
	Total Expenses	\$ 159,029.48	\$ 117,236.43	\$ 128,471.07	\$ 114,563.55	\$ 115,510.80	\$ 141,388.48	\$ 121,146.89	\$ 130,041.42	\$ 121,956.03	\$ 123,295.02	\$ 130,733.86	\$ 121,862.17	\$ 1,525,235.20
	Profit	\$ 122,980.70	\$ 171,987.38	\$ 168,088.06	\$ 195,242.02	\$ 207,050.15	\$ 203,755.12	\$ 187,247.91	\$ 147,889.73	\$ 302,880.01	\$ 212,547.79	\$ 199,073.63	\$ 245,537.26	\$ 2,364,279.76

**Fiscal 16-17**

		Month Ended	Month Ended	Month Ended	Month Ended	Month Ended	Month ending	Month Ended	Month Ended	Month Ended	Month Ending	Month Ended	Month Ended	Total
		31-Jul-16	31-Aug-16	30-Sep-16	31-Oct-16	30-Nov-16	31-Dec-16	31-Jan-17	28-Feb-17	31-Mar-17	30-Apr-17	31-May-17	30-Jun-17	Fiscal 16-17
REVENUES:														
	Revenues - Monthly parking	\$ 198,382.46	\$ 226,351.54	\$ 145,993.50	\$ 194,622.50	\$ 224,452.50	\$ 169,703.40	\$ 187,124.10						\$ 1,346,630.00
	Revenues - Cash Parking	\$ 177,881.25	\$ 204,275.80	\$ 228,661.74	\$ 208,977.45	\$ 192,357.30	\$ 207,440.55	\$ 248,428.95						\$ 1,468,023.04
	Revenues - Card Fees	\$ 1,565.00	\$ 330.00	\$ 525.00	\$ 862.50	\$ 990.00	\$ 645.00	\$ 172.50						\$ 5,090.00
	Revenue - Lot #6	\$ 170.00	\$ 18,010.40	\$ 20,715.00	\$ 1,125.00	\$ 5,315.00	\$ 20,240.00	\$ 220.00						\$ 65,795.40
	Total Income	\$ 377,998.71	\$ 448,967.74	\$ 395,895.24	\$ 405,587.45	\$ 423,114.80	\$ 398,028.95	\$ 435,945.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,885,538.44
EXPENSES:														
	Salaries and Wages	\$ 84,022.83	\$ 64,884.25	\$ 65,822.07	\$ 61,450.93	\$ 61,852.05	\$ 84,729.21	\$ 70,430.42						\$ 493,191.76
	Payroll Taxes	\$ 8,234.74	\$ 6,404.86	\$ 6,366.59	\$ 5,927.85	\$ 5,900.79	\$ 7,986.63	\$ 8,933.68						\$ 49,755.14
	Workmens Comp Insurance	\$ 3,333.51	\$ 2,575.61	\$ 2,612.62	\$ 2,439.49	\$ 2,455.44	\$ 3,364.97	\$ 2,988.53						\$ 19,770.17
	Group Insurance	\$ 19,801.89	\$ 22,823.82	\$ 19,802.86	\$ 22,816.46	\$ 19,804.03	\$ 19,021.57	\$ 20,511.19						\$ 144,581.82
	Uniforms	\$ 188.06	\$ 604.45			\$ 1,214.42	\$ 289.75	\$ 36.00						\$ 2,332.68
	Insurance	\$ 9,136.81	\$ 9,136.81	\$ 9,136.81	\$ 9,849.61	\$ 9,136.81	\$ 9,197.81	\$ 9,662.92						\$ 65,257.58
	Utilities	\$ 812.26	\$ 550.10	\$ 1,050.44	\$ 715.00	\$ 1,151.58	\$ 840.82	\$ 880.30						\$ 6,000.50
	Maintenance	\$ 10,861.72	\$ 6,615.13	\$ 4,532.06	\$ 6,781.73	\$ 15,239.62	\$ 5,482.24	\$ 2,382.99						\$ 51,895.49
	Parking Tags/Tickets	\$ 5,219.33		\$ 632.81		\$ 632.81	\$ 1,311.14							\$ 7,796.09
	Professional Services	\$ 4,363.97	\$ 4,444.97	\$ 4,425.22	\$ 4,363.97	\$ 4,363.97	\$ 4,383.07	\$ 4,363.97						\$ 30,709.14
	Office Supplies	\$ 722.75	\$ 462.54	\$ 627.58	\$ 224.21	\$ 446.36	\$ 286.43	\$ 379.58						\$ 3,149.45
	Card Refund													\$ -
	Operating Cost - Vehicles	\$ 660.74	\$ 581.45	\$ 654.09	\$ 634.65	\$ 640.06	\$ 289.66	\$ 603.61						\$ 4,064.26
	Pass Cards													\$ -
	Employee Appreciation	\$ 159.78	\$ 427.60	\$ 177.65	\$ 25.00	\$ 37.99	\$ 58.33	\$ 509.55						\$ 1,395.90
	Credit Card Fees	\$ 8,919.15	\$ 8,521.66	\$ 8,411.58	\$ 7,491.41	\$ 8,130.40	\$ 7,466.34	\$ 9,770.63						\$ 58,711.17
	Bank Service Charges	\$ 411.74	\$ 382.17	\$ 469.39	\$ 411.11	\$ 400.98	\$ 389.34	\$ 429.30						\$ 2,894.03
	Miscellaneous Expense	\$ 246.65	\$ 287.92	\$ 232.43	\$ 229.03	\$ 467.43	\$ 319.92	\$ 1,236.04						\$ 3,019.42
	Management Fee Charge	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00	\$ 3,875.00						\$ 27,125.00
	Total Expenses	\$ 160,970.93	\$ 132,578.34	\$ 128,829.20	\$ 127,235.45	\$ 135,749.74	\$ 149,292.23	\$ 136,993.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 971,649.60
	Profit	\$ 217,027.78	\$ 316,389.40	\$ 267,066.04	\$ 278,352.00	\$ 287,365.06	\$ 248,736.72	\$ 298,951.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,913,888.84

**CITY OF BIRMINGHAM - Combined**  
**Income Statement**  
**For Periods Indicated**

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
<b>REVENUES:</b>				
Revenues - Monthly parking	187,124.10	1,346,630.00	203,712.00	1,266,241.00
Revenues - Cash Parking	248,428.95	1,468,023.04	103,502.80	811,932.04
Revenues - Card Fees	172.50	5,090.00	1,080.00	3,232.50
Revenue - Lot #6	220.00	65,795.40	100.00	72,292.50
<b>TOTAL INCOME</b>	<u>435,945.55</u>	<u>2,885,538.44</u>	<u>308,394.80</u>	<u>2,153,698.04</u>
<b>EXPENSES:</b>				
Salaries and Wages	70,430.32	493,191.66	55,467.25	429,639.25
Payroll Taxes	8,933.68	49,755.14	7,039.01	42,146.59
Workmens Comp Insurance	2,988.53	19,770.17	2,116.60	16,130.89
Group Insurance	20,511.19	144,581.82	18,126.55	146,844.97
Uniforms	36.00	2,332.68	163.11	3,703.33
Insurance	9,662.92	65,257.58	9,027.81	59,868.60
Utilities	880.30	6,000.50	1,787.05	11,715.60
Maintenance	2,382.99	51,895.49	6,328.66	59,800.01
Parking Tags/Tickets		7,796.09	2,650.00	9,626.54
Accounting Fees	4,363.97	30,709.14	4,363.97	28,559.93
Office Supplies	379.58	3,149.45	82.22	2,787.69
Card Refund				
Operating Cost - Vehicles	603.61	4,064.26	541.66	3,274.35
Pass Cards				
Employee Appreciation	509.55	1,395.90		397.56
Credit Card Fees	9,770.63	58,711.18	8,893.87	49,516.14
Bank Service Charges	429.30	2,894.03	449.90	4,011.48
Miscellaneous Expense	1,236.04	3,019.42	234.23	2,198.77
Management Fee Charge	3,875.00	27,125.00	3,875.00	27,125.00
<b>TOTAL EXPENSES</b>	<u>136,993.61</u>	<u>971,649.51</u>	<u>121,146.89</u>	<u>897,346.70</u>
		<u>-</u>		<u>-</u>
<b>OPERATING PROFIT</b>	<u>298,951.94</u>	<u>1,913,888.93</u>	<u>187,247.91</u>	<u>1,256,351.34</u>

**CITY OF BIRMINGHAM PIERCE DECK**  
Income Statement  
For Periods Indicated

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
REVENUES:				
Revenues - Monthly parking	31,827.10	233,334.50	29,097.50	213,255.50
Revenues - Cash Parking	63,575.60	475,341.45	37,598.06	285,925.24
Revenues - Card Fees	30.00	2,715.00	300.00	960.00
<b>TOTAL INCOME</b>	<b>95,432.70</b>	<b>711,390.95</b>	<b>66,995.56</b>	<b>500,140.74</b>
EXPENSES:				
Salaries and Wages	13,123.17	89,055.00	9,800.50	81,147.79
Payroll Taxes	1,560.02	8,072.47	1,349.79	7,856.35
Workmens Comp Insurance	521.18	3,269.95	458.88	3,095.46
Group Insurance	3,937.47	29,890.54	3,831.30	35,192.39
Uniforms	7.20	250.09	32.63	753.70
Insurance	1,869.80	12,689.88	1,740.58	11,441.02
Utilities	176.06	1,225.33	349.89	2,307.05
Maintenance	64.62	11,610.71	496.67	15,129.73
Parking Tags/Tickets		1,602.66	530.00	3,092.86
Accounting Fees	865.37	6,057.59	865.37	5,607.59
Office Supplies	75.92	629.89	16.45	494.25
Card Refunds		-		-
Operating Cost - Vehicles	120.73	812.87	108.34	660.23
Pass Cards		-		-
Employee Appreciation	101.91	193.66		79.51
Credit Card Fees	2,500.41	19,106.05	3,230.76	17,309.23
Bank service charges	139.17	916.72	110.16	744.83
Miscellaneous Expenses	9.58	86.03	7.64	235.20
Management Fee Charge	775.00	5,425.00	775.00	5,425.00
<b>TOTAL EXPENSES</b>	<b>25,847.61</b>	<b>190,894.44</b>	<b>23,703.96</b>	<b>190,572.19</b>
<b>OPERATING PROFIT</b>	<b>69,585.09</b>	<b>520,496.51</b>	<b>43,291.60</b>	<b>309,568.55</b>

**CITY OF BIRMINGHAM PEABODY DECK**  
Income Statement  
For Periods Indicated

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
REVENUES:				
Revenues - Monthly parking	22,350.00	172,757.50	20,650.00	142,091.00
Revenues - Cash Parking	62,391.25	236,987.00	13,632.95	124,831.10
Revenues - Card Fees	30.00	90.00	690.00	1,050.00
<b>TOTAL INCOME</b>	<b>84,771.25</b>	<b>409,834.50</b>	<b>34,972.95</b>	<b>267,972.10</b>
EXPENSES:				
Salaries and Wages	12,773.76	91,577.57	9,902.88	77,838.16
Payroll Taxes	1,513.93	8,296.04	1,212.57	7,486.99
Workmens Comp Insurance	506.38	3,368.70	237.88	2,782.45
Group Insurance	4,310.84	30,226.46	3,831.30	29,767.03
Uniforms	7.20	250.09	32.62	753.70
Insurance	1,419.03	9,770.59	1,327.26	8,695.08
Utilities	176.06	1,138.14	349.89	2,318.30
Maintenance	64.60	8,290.07	1,606.93	11,522.74
Parking Tags/Tickets		1,118.81	530.00	2,457.80
Accounting Fees	775.19	5,426.33	775.19	4,976.33
Office Supplies	75.92	629.90	16.44	494.19
Card Refund		-		-
Employee Appreciation	101.91	193.66		79.51
Operating Cost - Vehicles	120.72	812.86	108.33	660.21
Pass Cards		-		-
Credit Card Fees	2453.83	9,493.58	1171.46	8,686.57
Bank service charges	82.36	574.44	78.64	488.76
Miscellaneous Expense	9.31	88.06	7.61	233.25
Management Fee Charge	775.00	5,425.00	775.00	5,425.00
<b>TOTAL EXPENSES</b>	<b>25,166.04</b>	<b>176,680.30</b>	<b>21,964.00</b>	<b>164,666.07</b>
<b>OPERATING PROFIT</b>	<b>59,605.21</b>	<b>233,154.20</b>	<b>13,008.95</b>	<b>103,306.03</b>

**CITY OF BIRMINGHAM PARK DECK**  
Income Statement  
For Periods Indicated

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
REVENUES:				
Revenues - Monthly parking	53,170.00	327,047.50	49,575.00	309,690.00
Revenues - Cash Parking	56,868.60	345,321.40	31,250.19	207,706.75
Revenues - Card Fees	60.00	315.00	60.00	150.00
<b>TOTAL INCOME</b>	<b>110,098.60</b>	<b>672,683.90</b>	<b>80,885.19</b>	<b>517,546.75</b>
EXPENSES:				
Salaries and Wages	14,955.30	104,336.96	10,429.19	79,822.74
Payroll Taxes	1,798.75	9,727.28	1,300.24	7,714.25
Workmens Comp Insurance	598.75	3,880.07	414.18	3,013.23
Group Insurance	3,414.24	23,499.46	2,952.70	23,446.33
Uniforms	7.20	438.15	32.62	753.69
Insurance	2,125.49	14,060.41	1,987.62	13,591.05
Utilities	176.06	1,032.50	349.89	2,307.05
Maintenance	1,009.60	10,763.41	2,372.92	11,470.94
Parking Tags/Tickets		1,796.81	530.00	530.00
Accounting Fees	881.28	6,168.96	881.28	5,811.35
Office Supplies	75.91	629.87	16.44	494.19
Card Refund		-		-
Operating Cost - Vehicles	120.72	812.85	108.33	660.21
Pass Cards		-		-
Employee Appreciation	101.91	193.66		79.52
Credit Card Fees	2,236.62	13,791.64	2,685.29	12,980.51
Bank service charges	89.79	632.54	95.20	567.98
Miscellaneous Expenses	11.01	98.01	8.13	234.92
Management Fee Charge	775.00	5,425.00	775.00	5,425.00
<b>TOTAL EXPENSES</b>	<b>28,377.63</b>	<b>197,287.58</b>	<b>24,939.03</b>	<b>168,902.96</b>
<b>OPERATING PROFIT</b>	<b>81,720.97</b>	<b>475,396.32</b>	<b>55,946.16</b>	<b>348,643.79</b>

**CITY OF BIRMINGHAM CHESTER DECK**  
Income Statement  
For Periods Indicated

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
REVENUES:				
Revenues - Monthly parking	40,569.50	318,006.00	50,432.50	293,801.50
Revenues - Cash Parking	34,342.00	186,035.74	6,177.95	50,818.12
Revenues - Card Fees	37.50	1,220.00	30.00	437.50
<b>TOTAL INCOME</b>	<b>74,949.00</b>	<b>505,261.74</b>	<b>56,640.45</b>	<b>345,057.12</b>
EXPENSES:				
Salaries and Wages	12,667.16	94,061.33	14,090.38	101,396.50
Payroll Taxes	2,004.58	12,488.79	1,772.09	10,458.83
Workmens Comp Insurance	680.65	4,976.93	559.20	3,865.53
Group Insurance	4,797.46	32,671.34	3,931.95	27,490.07
Uniforms	7.20	1,144.29	32.62	688.55
Insurance	2,286.60	15,217.60	2,137.00	14,069.80
Utilities	176.06	1,466.42	387.49	2,460.03
Maintenance	1,179.56	11,055.76	1,279.81	14,889.97
Parking Tags/Tickets		1,187.21	530.00	2,051.98
Accounting Fees	950.24	6,722.53	950.24	6,371.43
Office Supplies	75.92	629.92	16.45	810.88
Card Refund		-		-
Operating Cost - Vehicles	120.72	812.83	108.33	633.51
Pass Cards		-		-
Employee Appreciation	101.91	621.27		79.51
Credit Card Fees	1,350.66	7,267.76	530.86	3,124.71
Bank Service Charges	10.00	72.76	75.55	444.57
Misc Expense	1012.51	1,374.00	10.99	252.49
Management Fee Charge	775.00	5,425.00	775.00	5,425.00
<b>TOTAL EXPENSES</b>	<b>28,196.23</b>	<b>197,195.74</b>	<b>27,187.96</b>	<b>194,513.36</b>
<b>OPERATING PROFIT</b>	<b>46,752.77</b>	<b>308,066.00</b>	<b>29,452.49</b>	<b>150,543.76</b>

## CITY OF BIRMINGHAM N. WOODWARD DECK

Income Statement  
For Periods Indicated

	Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
REVENUES:				
Revenues - Monthly parking	39,207.50	295,484.50	53,957.00	307,403.00
Revenues - Cash Parking	31,251.50	224,337.45	14,843.65	142,650.83
Revenues - Card Fees	15.00	750.00		635.00
<b>TOTAL INCOME</b>	<b>70,474.00</b>	<b>520,571.95</b>	<b>68,800.65</b>	<b>450,688.83</b>
EXPENSES:				
Salaries and Wages	16,910.92	114,160.79	11,244.30	89,434.06
Payroll Taxes	2,056.40	11,170.56	1,404.32	8,630.17
Workmens Comp Insurance	681.57	4,274.52	446.46	3,374.22
Group Insurance	4,051.18	28,294.02	3,579.30	30,949.15
Uniforms	7.20	250.06	32.62	753.69
Insurance	1,962.00	13,519.10	1,835.35	12,071.65
Utilities	176.06	1,138.11	349.89	2,323.17
Maintenance	64.61	10,175.54	572.33	6,786.63
Parking Tags/Tickets		2,090.60	530.00	1,493.90
Accounting Fees	891.89	6,333.73	891.89	5,793.23
Office Supplies	75.91	629.87	16.44	494.18
Card Refund		-		-
Operating Cost - Vehicles	120.72	812.85	108.33	660.19
Pass Cards		-		-
Employee Appreciation	101.91	193.65		79.51
Credit Card Fees	1229.11	9,052.15	1275.50	7,415.12
Bank Service Charges	107.98	697.57	90.35	1,765.34
Miscellaneous Expense	12.54	105.69	8.77	242.43
Management Fee Charge	775.00	5,425.00	775.00	5,425.00
<b>TOTAL EXPENSES</b>	<b>29,225.00</b>	<b>208,323.81</b>	<b>23,160.85</b>	<b>177,691.64</b>
<b>OPERATING PROFIT</b>	<b>41,249.00</b>	<b>312,248.14</b>	<b>45,639.80</b>	<b>272,997.19</b>

CITY OF BIRMINGHAM lot #6  
Income Statement  
For Periods Indicated

		Month Ended January 31, 2017	7 Months Ending January 31, 2017	Month Ended January 31, 2016	7 Months Ending January 31, 2016
INCOME					
	Revenues - Monthly Parking Lot #6 & Southside	220.00	65,795.40	100.00	72,292.50
	TOTAL INCOME	<u>220.00</u>	<u>65,795.40</u>	<u>100.00</u>	<u>72,292.50</u>
EXPENSES					
			-		-
	Office Supplies (Hanging Tags)		-		-
	Misc.	181.09	1,267.63	191.09	1,000.48
	TOTAL EXPENSES	<u>181.09</u>	<u>1,267.63</u>	<u>191.09</u>	<u>1,000.48</u>
	NET PROFIT	<u>38.91</u>	<u>64,527.77</u>	<u>(91.09)</u>	<u>71,292.02</u>

SP+

**Birmingham Parking System  
Transient & Free Parking Analysis  
Months of January 2016 & January 2017**

January 2016

<b>GARAGE</b>	<b>TOTAL CARS</b>	<b>FREE CARS</b>	<b>CASH REVENUE</b>	<b>%FREE</b>
PEABODY	17,469	11,425	\$ 13,632.95	65%
PARK	21,269	10,958	\$ 31,250.19	52%
CHESTER	5,392	3,491	\$ 6,177.95	65%
WOODWARD	13,457	8,644	\$ 14,843.65	64%
PIERCE	26,119	14,321	\$ 37,598.06	55%
<b>TOTALS</b>	83,706	48,839	\$ 103,502.80	58%

January 2017

<b>GARAGE</b>	<b>TOTAL CARS</b>	<b>FREE CARS</b>	<b>CASH REVENUE</b>	<b>% FREE</b>
PEABODY	17,980	12,408	\$ 62,391.25	69%
PARK	18,047	10,632	\$ 56,868.60	59%
CHESTER	5,181	3,652	\$ 34,342.00	70%
WOODWARD	12,735	8,306	\$ 31,251.50	65%
PIERCE	26,091	15,329	\$ 63,575.60	59%
<b>TOTALS</b>	80,034	50,327	\$ 248,428.95	63%

<b>BREAKDOWN:</b>	TOTAL CARS	-4.49%
	FREE CARS	+3.00%
	CASH REVENUE	+82.36

## MONTHLY PARKING PERMIT REPORT

For the month of: January 2017

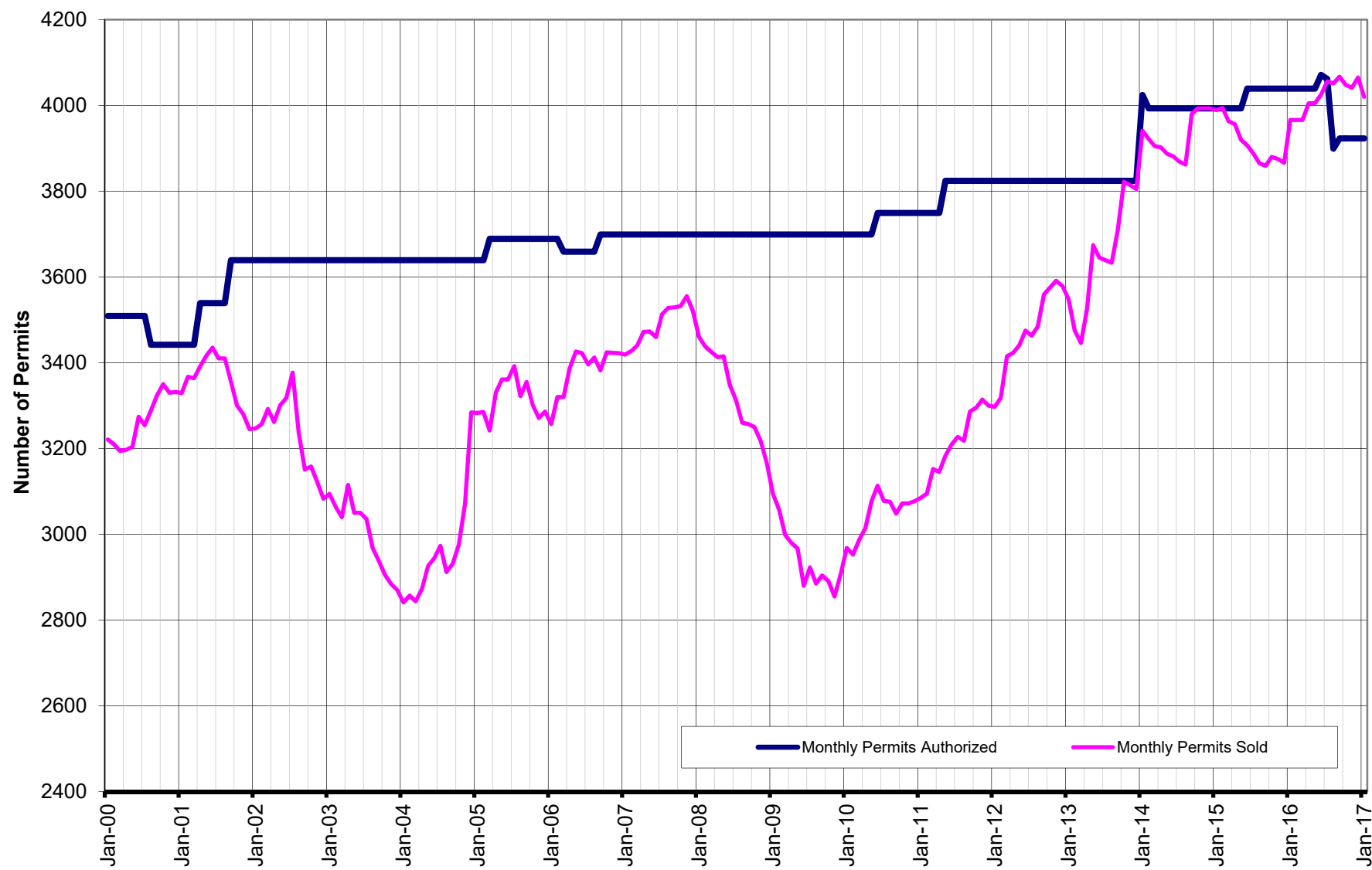
Date Compiled: February 15, 2017

	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6/\$195	Lot #6/\$135	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	3920
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	2289
4. Monthly Permits Authorized	550	750	400	800	1140	150	40	8	30	55	3923
5. Permits - end of previous month	550	796	400	896	1140	150	40	8	30	55	4065
6. Permits - end of month	550	778	400	887	1140	150	40	8	19	48	4020
7. Permits - available at end of month	0	-28	0	-87	0	0	0	0	13	7	-102
8. Permits issued in month includes permits effective 1st of month	7	0	2	0	1	0	0	0	0	0	10
9. Permits given up in month	7	6	2	2	1	0	0	0	0	0	18
10. Net Change	0	-6	0	-2	0	0	0	0	0	31	23
11. On List - end of month*	785	701	793	801	414	0	0	0	0	0	3494
12. Added to list in month	36	24	24	20	52	0	0	0	0	0	156
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	0	0	0	0	0
14. Average # of weeks on list for permits issued in month	170	130	216	126	90	6	0	5	0	0	N/A
15. Transient parker occupied	376	326	204	287	170	N/A	N/A	N/A	N/A	N/A	1363
16. Monthly parker occupied	293	480	227	166	630	N/A	N/A	N/A	N/A	N/A	1796
17. Total parker occupied	669	806	431	453	800	N/A	N/A	N/A	N/A	N/A	3159
18. Total spaces available at 1pm on Wednesday 1/18	37	5	6	292	80	N/A	N/A	N/A	N/A	N/A	420
19. "All Day" parkers paying 5 hrs. or more											
A: Weekday average.	105	75	55	48	102	N/A	N/A	N/A	N/A	N/A	385
B: Maximum day	132	103	62	74	N/A*	N/A	N/A	N/A	N/A	N/A	371
20. Utilization by long term parkers	80%	73%	89%	65%	N/A*	N/A	N/A	N/A	N/A	N/A	104%

(1) Lot #6 does not have gate control, therefore no transient count available

(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

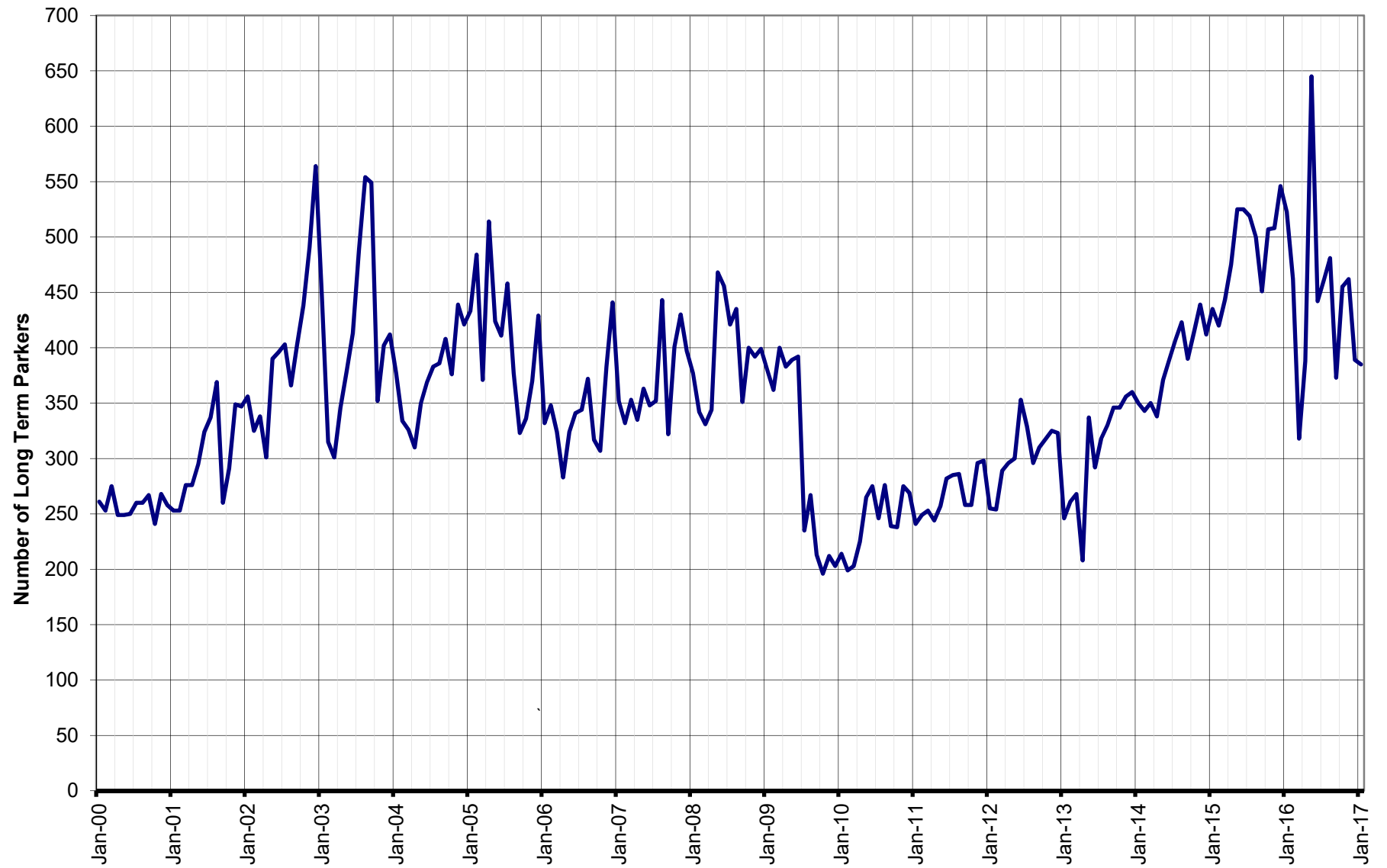
Monthly Permits



Persons on Waiting List



## Long Term Parkers





January 15, 2017 12:01 a.m. UPDATED 10 DAYS AGO

# Detroit parking space becomes a driving issue

By **CHAD LIVENGOOD**  



[Detroit](#) [Transportation](#) [City of Detroit](#) [More +](#)



Photo by Chad Livengood/Crain's Detroit Business

The 350-space parking lot on John R Street behind the Detroit Institute of Arts is often full, especially on weekends. The museum has a 350-space underground garage that has been deemed not structurally safe to use since 2011. The city of Detroit gave the underground garage to

the DIA as part of its bankruptcy "grand bargain" that protected prized art once owned by the city from a sale to satisfy Detroit's creditors.

---

The fast-approaching advent of self-driving vehicles over the next decade has Detroit Mayor Mike Duggan's administration starting to rethink the need to pair every new office building or residential development with a parking garage.

How much parking will they need? Well, that's an open question, one that is already having effects on how projects are planned and financed, even as parking in some areas gets harder to find.

Real estate developers have plans to build 500,000 square feet of new office and commercial space in downtown and Midtown and 10,000 new housing units in the coming years, according to the mayor.

Duggan suggested last week at the **North American International Auto Show** that Detroit may not need thousands of new parking spaces in multistory parking garages to accommodate the influx of workers and residents to the city's central core.

"If self-driving vehicles are really close, it may not be that people are going to drive a car and store it for eight hours in a structure," Duggan said at a forum of U.S. mayors at **Cobo Center**. "It may be that the self-driving car drives you to work, goes back home and does errands with your spouse."

The **Detroit Planning & Development Department** is trying to forecast just how much parking Detroit will need once self-driving vehicles hit the road as early as 2021, when the Detroit 3 and Silicon Valley startups hope to bring autonomous cars to market.

Duggan said the decision to build smaller parking garages will be data-driven, but it goes against conventional wisdom that more office space means a need for more parking space.

"We're having discussions at the planning department that nobody in our lifetime ever thought that we'd be having in trying to figure out how to look at data and make a decision to add (spaces) as opposed to looking at history and looking backward," the mayor said. "This is a challenging thing for us."

As the Duggan administration plans for a future of fewer people owning and operating vehicles, near-term demand is rising, especially along Midtown's burgeoning corridors.

"We can't pretend that there isn't a need (for parking) as we bring in more robust commercial activity," said Sue Mosey, executive director of **Midtown Detroit Inc.**

But economic development officials are trying to strike a balance between a changing mobility culture and near-term needs for a city experiencing tremendous redevelopment in its central districts.

Cities across the country are wrestling with how to prepare for the possibility that automakers may one day have fleets of self-driving vehicles that eliminate the need to drive and park a car at work, said David Rich, director of project development at **Rich & Associates** in Southfield. But predicting how many spaces will be needed a decade or more from now is anyone's guess, Rich said.

"It's just impossible to put a percentage on the potential reduction on a community's parking demand at this point in time," said Rich, whose family-owned firm works exclusively on planning, designing and engineering parking garages.

"The difficult question is, do you build today to meet near-term demand knowing that 10, 15, 20 years from now that demand isn't going to be there?"

City Planning Director Maurice Cox said his department's change in thinking on the future of use of cars for commuting is being driven by its own employees. Of the 25 new employees hired by the planning department in the past year, only five of them drive a personal vehicle to work every day, Cox said. The other 20 are using ride-sharing services, taking a bus, riding a bike or walking, he said.

"If they are any way a reflection of the next generation of people moving to Detroit, it suggests we don't have to build parking for everyone to have a car," Cox said.

## Building for change

---

One solution for cities to hedge against a future drop in parking demand is to require multistory concrete parking garages to be adaptable for reuse as office, commercial or residential space in the future, Rich said.

"That's the only prudent strategy you can take now," Rich said. "The alternative is not to do anything and continue to suffer with a lack of parking until such time the demand is reduced by mobility."

Mary Smith, a Indianapolis-based parking consultant, said building a parking garage that can be converted to a different use requires more expensive planning for electrical, heating and mechanical functions.

"It's pretty expensive and pretty risky," said Smith, senior vice president and director of parking consulting for **Walker Parking Consultants**, which has offices in Ann Arbor and Kalamazoo.

With most parking garages having a 50-year lifespan, lenders are starting to scrutinize capacity and parking supplies in cities with data showing demand in some urban areas declining, Smith said. "They're starting to get a little nervous about financing parking," she said.

**Bedrock LLC**, the real estate management company of billionaire Dan Gilbert's downtown Detroit properties, is starting to research future use of parking garages in the event that parking demand dwindles, said Melissa Dittmer, director of architecture and design at Bedrock.

In addition to future reuse, new parking garages could also be used as a transportation hub for **Uber** drivers to drop off riders, storing bicycles for ride-sharing programs and even a parking spot for **Amazon's** package-delivering drones, Dittmer said.

"This is sort of a revolutionary moment in the design and construction of the parking garage," Dittmer said. "And it may be a moment that lasts a couple of years until the technology shakes out."

## New requirements

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In anticipation of new residents shedding personal vehicles for public transit or ride-hailing services, Detroit rezoned large sections of the Midtown neighborhood to require 0.75 parking spaces for every new housing unit. That's half the amount of parking spaces previously required under the code, Mosey said.

But lenders often require one parking space for every residential unit to finance a project, Mosey said.

Mosey is more skeptical that there will be a rapid decline in parking demand.

"We have to build a bridge over time to still deal with the realities of underwriters, developers, customers and residents," she said. "And they're all telling us they still need parking."

Midtown lost 196 spaces along Woodward Avenue for construction of **M-1 Rail's** QLine streetcar service, which is expected to transport residents on a 6.6-mile loop between Grand Boulevard in New Center and Woodward Avenue and Congress Street downtown.

Street-side spots are routinely filled throughout the workweek, leaving limited options for patrons at new restaurants, coffee shops and bars along the Woodward and Cass corridors, Mosey said.

At the **Detroit Institute of Arts**, public parking is limited to often-crowded side streets and a 350-space lot off John R that the museum shares with the **Michigan Science Center** and **Charles H. Wright Museum of African American History**.

The city of Detroit gave the DIA a 350-space underground garage at the end of its bankruptcy in 2014 that has been closed due to structural problems since 2011. The DIA hopes to get a price tag for bringing that 1960s-era garage back into operation by this summer, said Elliott Broom, DIA vice president of museum operations.

"It's the No. 1 complaint we receive — the lack of available parking," Broom said. "There are no nearby solutions."

On Selden Street, Midtown Detroit plans to build two small surface lots later this year on land the association owns between Second and Third streets, Mosey said. Angle parking will be added to Selden Street between Cass Avenue and Third Street, she said. "That's the only street that's wide enough for us to do that," she said.

Midtown Detroit has plans to build a 260-space parking deck on city-owned land on John R Street near Garfield Street as part of the Sugar Hill Arts District project. The city will help finance construction of that parking deck — estimated to cost between \$6.5 million and \$7.8 million — using a federal loan fund, Mosey said.

"We're looking at every low cost and shared parking opportunity that's available out here," she said.

### Where the demand is

---

In downtown Detroit, more than 39 percent of the land between the freeways is devoted to 65,000 parking spaces in garages, surface lots and on-street spots, according to **Data Driven Detroit**.

"The parking downtown isn't always necessarily located where the demand is ... next to the employment and entertainment hubs," said Eric Larson, president and CEO of the **Downtown Detroit Partnership**.

Larson said he wants to see new parking garages tied to the QLine streetcar service along Woodward.

"We really do want to be careful that we're not overbuilding to deal for a future that is less dependent on the



Bedrock owns 19,000 parking spaces in garages and surface lots. The company does not have any new garages planned at this time, Dittmer said.

Even if self-driving cars do emerge in the next decade as a viable transportation option, Larson believes there will continue to be a demand for garages.

"This is still an auto-centric town," Larson said. "The right to own a car in Detroit is like the right to bear arms under the Constitution."

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### RELATED LINKS

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[Self-driving cars as chauffeurs: A Crain's editorial cartoon](#)

Advertisement

Google Maps on Android now offers parking difficulty estimates in 25 major U.S. cities. Photo: Alphabet Inc.

By

Nathan Olivarez-Giles

Jan. 27, 2017 5:38 p.m. ET

### [1 COMMENTS](#)

Map apps have been reporting traffic jams for a while now, but what about parking shortages? Shouldn't an app tell us not to bother driving somewhere if there won't be a place to park once we arrive? On Friday, [Alphabet](#) Inc.'s Google updated its popular Maps app on Android devices to provide estimates of parking difficulty.

Once you request directions to a destination, you may see a new icon. If Google has a parking difficulty estimate for where you are headed, you will see a colored dot with a "P" in it.

These will indicate "limited" "medium" or "easy" parking situations. So far, the feature works in 25 of the U.S.'s biggest metro areas, [Google said in a blog post](#), but the search giant intends to bring the feature to more cities and countries in the future. It also plans to extend the feature to Google Maps on Apple Inc.'s iPhones.

Google's other mapping and directions app, Waze, also offers estimates on how tough the parking situation is in many major U.S. cities. But Google Maps is using a different approach in its advice. Waze sources its parking estimates from INRIX, a company that aggregates parking data. Google says its parking estimates are based on anonymized data from users who have opted into sharing their location history.

### • More From Tech

This is the [same data set](#) that fuels Google's estimates for when traffic will be most congested and "visit duration," which are estimates the company makes on how much time Google Maps users spend at specific businesses. One thing both Waze and Google Maps' parking estimates do have in common is that both are historical estimates, and aren't gauged in real time.

**Write to** Nathan Olivarez-Giles at [Nathan.Olivarez-giles@wsj.com](mailto:Nathan.Olivarez-giles@wsj.com)

## STREETSBLOG

## The Scarcer the Parking, the More Room for Things That Make Cities Tick



New York City has replaced a lot of parking spaces with pedestrian islands that save lives. More please. Photo: NYC DOT

By Ben Fried Feb 1, 2017

**S**tories about aggrieved Manhattan car owners in search of a parking spot are evergreen. On an island of 1.6 million residents, there's only so much street space to go around — that's never going to change. [Parking a car was a pain in 1997](#), and it's a pain today.

But the city has changed since 1997. Two things Manhattan has today that it lacked 20 years ago are a bike-share system, introduced in 2013, and protected bike lanes, which have been spreading since 2007. The aggrieved car owner story hasn't been the same since.

Instead of getting angry quotes about the evil Parking Violations Bureau or merciless meter maids, reporters can stick a mic in the face of someone behind the wheel and ask about bike lanes. This type of segment was all over the airwaves six or seven years ago then faded away, before NY1's Michael Scotto revived the genre with this week's [“No Parking Anytime”](#) series.

Scotto sets the tone with Upper West Side car owner Ben Bowman, who tells us about the time he threatened a rival for a parking space with a tire iron: “I said, ‘You can have this spot, but you’re taking a beating when you get out.’” We’re supposed to sympathize with him, except 77 percent of Manhattan households can’t relate because [they don’t own cars](#). ([Bike Snob has a great scene-by-scene takedown of the segment.](#))

We learn in part one that protected bike lanes and bike-share stations replaced 2,330 on-street parking spaces in Manhattan south of 125th Street. It culminates with a shot of a block-long bike-share station that “holds more than 65 bikes, but at the expense of about nine parking spots.”

In [part two](#), Scotto looks at the high cost of garage space in Manhattan for “middle-class New Yorkers” — again skipping over the fact that the overwhelming majority of Manhattanites don’t own cars — and we learn that the supply of off-street parking south of 60th Street has dropped by nearly 18,000 spots since 1998:

In 1998, there were 810 lots and garages south of 60th Street, with 112,826 spaces. By last year, there were just 643 facilities and 95,000 spots, a decline of 16 percent. This as Manhattan’s population surged by more than 100,000 people.

These are some interesting stats on parking. If you take away the motorist grievance and add a bit more context, the numbers speak volumes.

There are 2,330 fewer on-street parking spaces in Manhattan to make room for bike lanes and bike-share (DOT cautions that this is based on curb footage and overcounts actual parking spaces, but that’s okay), and the number of off-street parking spaces in the central business district has fallen by tens of thousands in the past two decades.

Meanwhile, Manhattan has...



- More people: From 2000 to 2015, [Manhattan gained 108,000 residents](#). The rent may be high, but those 108,000 additional residents at keeping housing prices from becoming even less affordable in the rest of the city.
- More employment: The number of [jobs rose by about 130,000](#) between 1998 and 2012.
- Fewer traffic injuries and deaths: From 2009-11 to 2013-15, the annual average of [serious traffic injuries and fatalities on Manhattan streets](#) fell 12 percent, from 683 to 601.

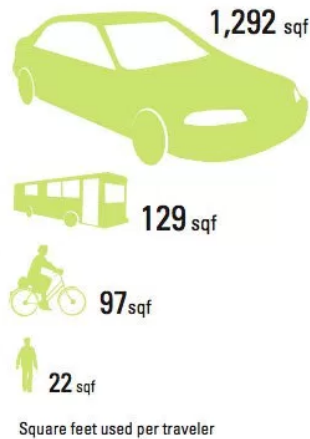


These relationships are no coincidence — cars take up too much space and parking gums up the works for everything that makes New York City tick. You can’t have abundant housing if every apartment has to come with a parking space, and you can’t have good streets for walking, biking, and transit unless you’re willing to reduce the number of curbside parking spots.

More housing, more jobs, safer streets, less parking. Let’s keep it up.

## Undemocratic Use of Space

Cars are the most inefficient users of New York City street space. A sensible, sustainable transportation policy would prioritize transit users, cyclists and walkers.



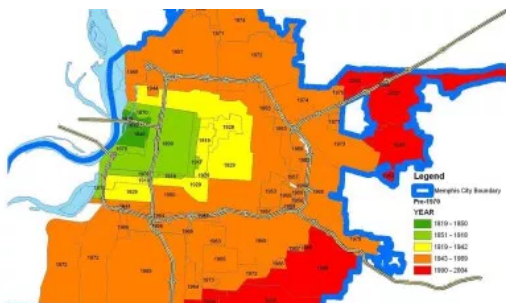
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### MOST RECENT



Reversing Sun Belt Growth Model, Memphis Looks to Shrink Its Footprint

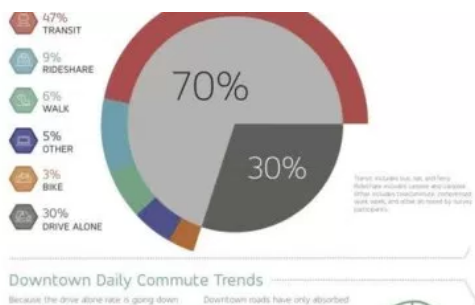
Today's Headlines

Citi Bike Resumes Service After a Day and a Half Out of Commission





Where Harlem's City Council Contenders Stand on Streets and Transit Issues



Seattle Added 45,000 Jobs and Hardly Any Car Commuters

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**taff clarke** • 10 days ago

In a orwelian world the government would do away with cars because it does not need the \$ from taxes, less cars would also meen less people employed to make the cars that nobody needs. Less wages to spend on other goods and therefore less money in the economy money spent on fuel, coffee, food all fails to materialize. When you force an economy you have to think it through.

Next, what about people who actualy want a car? The government has forced them into a desicion. Isbthat fair? Thats like no you can not have a car and to make sure you dont buy a car we will jack up the cost of parking, then we will make sure you cant find parking, next we your government will screw with roads so you cant drive on them,

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**BKBedStuy** • 11 days ago

I would argue that rather than focusing on how awesome biking, walking, transit, etc is (and it truly is), we'd do better to simply point out to people driving that the biggest single competition for "their" spaces is "other drivers". Look at basically every street in NYC, nearly every bit of curb space is occupied by...vehicles. To the extent that something like bikeshare or bike lanes "take away" parking, it marginally decreases the ease of driving/parking, and thus pushes more of the people choosing (as opposed to "needing") to drive to give it up and removes competition for spaces. Therefore, if someone "needs" or even just really, really wants to have a vehicle in the city, that person should be pushing \*for\* more bike lanes, bikeshare, transit lanes, etc.

2 ^ | v • Reply • Share >



**Justin Carinci** • 11 days ago

That infographic has again been making the rounds, and it hurts the cause every time it's shared. Because how on earth is one supposed to interpret it without a very long explanation? Isn't the point of an infographic to clarify information?

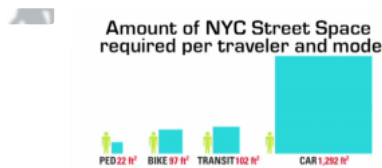
The easiest takeaway from this is that a car takes up 10 times as much space as a bus. Which is dumb and confusing. Everyone's seen the photos of people representing the different modes. That campaign and its derivatives are powerful and intuitive. This infographic needs to die.

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**Vooch** → Justin Carinci • 11 days ago





1 ^ | v • Reply • Share ›



**qrt145** → Justin Carinci • 11 days ago

It doesn't need a long explanation. It just needs to say the space is "per traveler". Oh, wait, it already does.

That said, I agree that those photos you refer to are more effective at making the point.

1 ^ | v • Reply • Share ›



**HamTech87** • 11 days ago

I thought Bike Snob's car registration figures were really eye-opening, and something that should be used as a reflex response to those complaining about loss of parking spaces. Perhaps Japan's solution, as described on Streetfilms, should be pushed harder, whereby someone registering a motor vehicle has to PROVE where it will be parked. Of course since Cuomo controls the DMV registration apparatus, good luck getting that passed.

Here's BikeSnob: "Or is it because there are over 140,000 more registered vehicles in New York City in 2015 than there were in 2007, and about 380,000 more than there were in 1970? I'm going to go ahead and say it's the latter, and that we need the bike lanes because it's the only mode of private surface transportation left that's got any long-term viability. I mean really, there were over 40,000 more registered vehicles in New York City in 2015 than there were in 2014. Should the city have added 40,000 more parking spaces in a single year?"

Clarence on Japan: <http://www.streetfilms.org/if-...>

4 ^ | v • Reply • Share ›



**Elizabeth F** • 11 days ago

The idea of "middle class New Yorkers" is a little obscene when you're talking about Manhattan these days. Has rent control produced a situation where a lucky few can "afford" to rent a Manhattan apartment but can't afford to keep a car at it? Am I supposed to cry a tear because street space isn't also provided to them at below-market rates?

Remember that MOST middle-class New Yorkers live in the outer boroughs or suburbs, where market-rate housing prices are affordable to the middle class. If we have cars (most of us do), we don't bring them into NYC and expect free parking.

4 ^ | v • Reply • Share ›



**Joe R.** → Elizabeth F • 11 days ago

I think you hit the nail on the head regarding rent controlled apartments. Those who inhabit them also tend to be long-time residents who perhaps had better reasons to drive everywhere back in the 1970s when transit was unreliable and crime was rampant. Their low rents give them the surplus income to be able to afford cars. As if that wasn't enough, they still expect the city to provide free car storage for them. After decades of driving everywhere, they just can't imagine traveling any other way. Unfortunately for them, the city is finally starting to realize it's under no obligation to provide space for these people's security blankets. That still doesn't prevent them from complaining about it very vocally given the chance.

2 ^ | v • Reply • Share ›



**Larry Littlefield** → Joe R. • 11 days ago

Many of those in rent-regulated buildings in Manhattan have second homes, according to anecdotal evidence. They need their cars to get to them.

Which is why I suggested that one use of that Yankee Stadium parking garage is long-term car storage for Manhattanites. They could take the B/D from the West Side or the 4 from the East Side, get in the car, and drive Upstate.

2 ^ | v • Reply • Share ›



**HamTech87** → Larry Littlefield • 11 days ago

The second-home issue is a big one, whether your apt is rent regulated or not. You want a car to get you and your stuff there quickly and efficiently, and to have the car there to get around.

The long-term parking idea is met with a groan by many, as it means carrying lots of stuff (and kids) on the subway, bus or taking a taxi to the car in rush hour (Friday evenings).

It would be great if more weekend destinations were transit-friendly, and people aligned their cargo expectations accordingly. It would be helpful if the transit to these place AND the transit within these places actually existed and operated on weekends and nights. As for the latter, transit in the suburbs evaporates on nights and weekends.

Capn Transit did a piece recently about this, and the discussion afterwards was interesting. <http://capntransit.blogspot.co...>

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**Joe R.** → Larry Littlefield • 11 days ago

That would make a lot more sense than dealing with Manhattan traffic, plus circling the block endlessly to find a spot. By some accounts half the traffic in some parts of Manhattan is people hunting for parking spots.

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**Larry Littlefield** • 11 days ago

Just the 2,330 vs. 18,000 is enough to wonder where all the bike hate comes from. I guess it comes from people who don't want to pay.

There have actually been some liberalizations in the amount and use of off-street parking in Manhattan over 20 years. New residential buildings are now allowed to have some in the CBD, I seem to recall, after them having been banned for some years. And the "accessory parking" idea has been done away with, meaning garages can legally rent to anyone, not just building occupants.

2 ^ | v • Reply • Share ›

**Joe R.** • 11 days ago

The million dollar question I would love to ask people like Mr. Bowman is why bother owning a vehicle in the first place when all they ever do is move it on alternate parking days? Do people like him actually use their vehicles regularly for trips where a car might make sense (like going outside NYC to areas with no public transit)? Or are they so afraid of losing their precious parking spot that they never use their vehicle at all? It's a question which merits an answer. If the majority of Mr. Bowmans out there just move their cars on alternate parking days perhaps the city should reapportion that space for something more useful, like loading zones, instead of wasting it for people to use for what amounts to a security blanket. The idea of owning and keeping a private automobile in Manhattan is frankly ridiculous. If you must own a car, why not just park it outside city limits? Probably faster to take mass transit to your car whenever you use it for out of town trips than to drive into Manhattan and find parking. And don't get me started on the high cost of garage space for "middle-class New Yorkers". Most middle class New Yorkers can't afford a car to start with, much less pay \$1000+ a month to garage it in Manhattan. Unless you go to transit-poor areas outside NYC frequently, a car isn't even all that useful an item for a NYC resident to own.

3 ^ | v • Reply • Share ›

**wogster** → Joe R. • 10 days ago

If your going outside NYC to areas that don't have public transit, on rare occasions then, just rent one. If it costs \$1,000 a month to house a car in the city, you can do a lot of rentals, always a nice, newer car which has been properly maintained, all you have is the rent and gas.....

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**Nathan C Rhodes** • 12 days ago

Can you link to the calculations/website/study used to determine the square footage used per mode of travel? That would be very helpful!

1 ^ | v • Reply • Share ›

**Elizabeth F** → Nathan C Rhodes • 11 days ago

Area used per person for a mode of travel is interesting. But to get the complete answer of the amount of street space used to travel, you have to divide by the rate of travel. Once you make this correction, the automobile is still the least space-efficient means of transport in a city --- but it becomes clear that the bicycle is the most space-efficient.

3 ^ | v • Reply • Share ›

**c2check** → Nathan C Rhodes • 12 days ago

Here's something related (though not the exact source of those numbers)

<http://nacto.org/publication/t...>



You can also check the Transit Capacity and Quality of Service Manual aka TCQSM (online somewhere)

2 ^ | v • Reply • Share ›

