

CITY OF BIRMINGHAM
ADVISORY PARKING COMMITTEE
CITY COMMISSION ROOM
151 MARTIN ST., BIRMINGHAM, MI
(248) 530-1850
REGULAR MEETING AGENDA
WEDNESDAY, JULY 11, 2018, 7:30 A.M.

1. ROLL CALL
2. RECOGNITION OF GUESTS
3. APPROVAL OF MINUTES, MEETING OF
APRIL 4, 2018, MAY 2, 2018 AND JUNE 6,
2018,
3. 3 HOUR MAXIMUM AND
MANDATORY ROOF TOP VALET
ASSIST PROGRAM
4. CONTINUATION OF ON-STREET
VALET ASSIST PROGRAM
5. MONTHLY FINANCIAL REPORTS
6. MEETING OPEN FOR MATTERS NOT
ON THE AGENDA
7. NEXT MEETING: AUGUST 1, 2018



Free Parking Weekends

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, April 4, 2018

MINUTES

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday April 4, 2018. The meeting was called to order at 7:35 a.m. by Chairman Al Vaitas.

Present: Chairman Al Vaitas
Vice-Chairperson Gayle Champagne
Anne Honhart
Steven Kalczynski
Judith Paskiewicz

Absent: Lisa Krueger

SP+ Parking: Catherine Burch
Sara Burton

Nelson Nygaard Chris Bongorno
Tom Brown

Dixon Resources Julie Dixon
Allison

MKSK Brad Strader

Administration: Mark Clemence, Police Chief
Brooks Cowan, City Planner
Austin Fletcher, Asst. City Engineer
Tiffany Gunter, Asst. City Manager
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR APC MEETING OF MARCH 7, 2018

Chairman Vaitas made the following changes:

- Page 5 - Second paragraph, replace "Tonia" with "Tanya."
- Page 9 - Fourth line, change the period to a comma.
- Page 10 - Second full paragraph add "monthly" to the last line.
- Page 10 - Third full paragraph, insert "construction" in front of "period" in the first sentence.

Motion by Ms. Honhart

Seconded by Mr. Kalczynski to accept the Minutes of March 7, 2018 as amended.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Honhart, Kalczynski, Champagne, Paskiewicz, Vaitas

Nays: None

Absent: Krueger

ADDITIONAL AGENDA ITEM

Motion by Ms. Honhart

Seconded by Dr. Paskiewicz to add "Free Garage Parking Saturdays" to the agenda after Woodward Contract for Additional Parking.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Honhart, Paskiewicz, Kalczynski, Champagne, Vaitas

Nays: None

Absent: Krueger

34952 WOODWARD AVE.

CONTRACT FOR ADDITIONAL PARKING

Ms. Gunter advised that in an effort to increase the number of available permits to monthly parkers within the Central Business District, staff has been exploring opportunities to partner with owners of underutilized surface lots located within close proximity to the CBD. As such, staff has identified a location that would allow for approximately 138 parking spaces plus an additional 18 spaces along the concrete slab where people are currently parking for free. The lot is located

at 34952 Woodward Ave., on the corner of Woodward Ave. and Maple Rd. With that, they are looking to open up permit parking primarily for folks on the Wait List for the Peabody Structure.

The proposed contract details the specifics regarding permitted uses, termination clauses, lease cost, and the necessary treatments to make the site suitable for daily parking. Staff negotiated a minimum term of eighteen (18) months to help ensure the cost to implement the parking expansion program would not exceed the benefits. The cost to make the lot suitable for parking is estimated at \$87,400.

Assuming a 10% contingency, the total cost for implementation could escalate to \$96,100. The cost per space for opening this lot would be approximately \$600 per space. Contrast that with the cost per space to secure parking in the Downtown area which is upwards of \$27,000. The lease amount paid to the owners would be \$7,500 per month. This price assumes the sale of 150 parking passes at a cost of \$60 per pass. A gate would control access to the lot. The location of this site is ideal given that there is no need to introduce a shuttle to transport users in and out of the CBD.

It is anticipated that it will take approximately one month to complete the site preparation, and operations would begin in May 2018 as demand for parking begins to rise. Staff recognizes the need to continue to explore other viable longer term opportunities to reduce the permit parking wait list and will continue to seek partnerships with other entities, where possible, to expand parking capacity.

An additional recommendation is to allow for issuance of 20 permits for the concrete slab that would be controlled by using the hang tag system. If a parker on the Peabody St. Structure Waiting List takes a parking pass they would still remain in their same place on the list.. Then if their name should come up they can move to Peabody. The permit price at Peabody is \$70.

There were no comments from the public at 7:45 a.m.

Motion by Dr. Paskiewicz

Seconded by Ms. Champagne to recommend to the City Commission to approve the contract between Markyo Hospitality, LLC and the City of Birmingham to expand the capacity for permit parking within the Central Business District by 150 parking spaces and 20 spaces on the cement at Maple Rd. and Woodward Ave., using the hang tag for those 20.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Paskiewicz, Champagne, Honhart, Kalczynski, Vaitas

Nays: None

Absent: Krueger

FREE GARAGE PARKING SATURDAYS DURING CONSTRUCTION

Ms. Gunter requested the APC's consideration of a recommendation that would allow for free parking in the parking garages on Saturdays. The intent is to increase the desirability of the Downtown for shoppers and restaurant goers who might otherwise opt to avoid the area due to the reconstruction, and demonstrate to our merchants that the City is sincere in its efforts to support local businesses.

In 2017, between the months of April and July, the total revenue collected for all parking garages on Saturdays was \$103,411. They anticipate that utilization will be down by approximately 15% due to the reconstruction. Therefore, the total impact to the Automobile Parking System (APS) resulting from offering free Saturdays would be approximately \$88,000. This amount is significantly less than 1% of the total revenue earned during the 2016-2017 Fiscal Year for the APS.

Mr. Kalczynski was curious about how the Bonus Bucks system is working. Ms. Gunter replied that Ingrid Tighe of the Birmingham Shopping District has said that people are excited about the program. During the construction period the merchants have set up a program so that when a person shops in a store they get Bonus Bucks to come back and shop with that merchant or other merchants in the area. People have to go on line to redeem their Bonus Bucks.

Motion by Ms. Champagne

Seconded by Ms. Honhart to recommend the City Commission approve a temporary free parking garage option on Saturdays during the period of reconstruction for Old Woodward Ave.

Motion carried, 5-0.

VOICE VOTE:

Yeas: Champagne, Honhart, Kalczynski, Paskiewicz, Vaitas

Nays: None

Absent: Krueger

Ms. Gunter said this news will be spread by putting it into the Eccentric, onto social media, and by informing the merchants so they can tell their customers.

PRELIMINARY CONSULTANT REPORT
EXISTING CONDITIONS AND BEST PRACTICES
NELSON NYGAARD

Ms. Gunter advised it might be applicable for board members to give the consultants some good direction for the future of the study so that when they come back with the next draft of the Recommendation Report they understand what the board's concerns are and they have the benefit of having done the survey. With that, she welcomed the team.

Mr. Chris Bongorno and Mr. Tom Brown gave their preliminary report in a slide show presentation:

Parking supply: 1,273 total parking meters; 3,579 spaces in 5 structures; 190 spaces in 5 lots. The current wait list is around 3,000 for permits.

Parking utilization: Availability exists all through the on-street network throughout the day. Lunch hour is highest peak use. Off-street, variation exists between garages and the distribution of monthly parkers and transient parkers. Often there is a mismatch between perception of available parking and hard data.

In response to Mr. Kalczynski, Mr. Brown said they will use intercept surveys to see who is actually using the parking system. The survey consists of a brief set of questions to create a profile of who uses what and at what time of day.

Business District survey done in partnership with the City and the BSD: The survey was distributed to over 800 contacts and they received over 400 responses.

- People were asked where they park Downtown, and it was found that 74% are parking in one of the City's decks or lots.
- The majority of employees are provided with some sort of assistance for parking cost by their employer. Fifty-five percent of those have their parking paid for entirely by their employers.
- The average overall rating for Birmingham's parking system was between satisfactory and very poor.

Answering to Ms. Champagne, Mr. Brown said this response is a little skewed toward the negative compared to other cities' responses. Therefore, there is room for improvement here.

When asked how they would rate specific parking features, the most popular feature was free 2-hour parking in the structures. Also there were some

issues with design and circulation within the decks/structures. The wayfinding is substandard to non-existent. On-street signage gets a little better rating.

- One of the last questions was about their primary concern with the state of Downtown parking. Business owners' top issue was availability of parking for customers and visitors. Property owners were concerned about the cost of parking, and employees were troubled about the availability of on-site parking.

Mr. Bongorno replied to Ms. Champagne that they studied all on-street metered usage. Ms. Champagne noted there have been issues with people saying that parking is completely full all the time. Chairman Vaitas added the surveys that were done by SP+ show perhaps parking isn't as full as people thought. However, Lot #6 is a significant problem that the committee is looking at. Mr. Bongorno indicated the team needs to get more data on Lot #6.

Ms. Champagne asked Chief Clemence whether the meters are all working at capacity. He replied the meters are working but the City is not enforcing the sensors.

Ms. Honhart asked about strategies. Mr. Brown replied they are focusing on a full understanding before they are ready to present ideas. Right now their scope is limited to the City parking system but they could talk to private property owners and get a sense of how much capacity they have. If signage is allowed to be added, it will be necessary to make sure it is Birmingham appropriate and maybe even looks consistent with the City if it is a partner facility.

Mr. Brown added they will talk about a tweak on a resident parking program that generates revenue for the neighborhood. Chief Clemence thought maybe excess capacity in three of the five structures should be looked at. Mr. Brown answered that off-street they are not ready to make a blanket statement that there is excess capacity but it certainly looks like it on-street. Chief Clemence's second point was that in terms of satisfaction, this population believes the cost of the meters is too high. Further, the vast majority are not satisfied with the current parking structure situation. Mr. Brown replied the survey focused on businesses, property owners, and employees. Often the business owner anticipates that the metered parking is too expensive and then when you talk to people using the system they can't believe the best spaces are practically being given away.

Mr. Kalczynski commented that in the past five years the City has absorbed a lot of new types of employers that have filled the parking capacity to the point where there is perception that no space is available and rates are increasing. Mr. Brown noted that often you find a wide range of people who are willing to pay for a better space. They will prioritize convenience and cost is less of an issue for

them. It is frustrating to drive around a number of blocks and not find a space. At the other end of the spectrum there are folks where cost absolutely drives their decision. Maybe that means charging more in some convenient zones and less in others not so convenient, and letting people know that. Use price to sort of redistribute demand. With regard to changing the pricing at different times of the day, Mr. Brown said he prefers to keep things simple. He likes predictability.

Dr. Paskiewicz said it is good information for the board to realize that some businesses are loading the system with big chunks of employees. The idea of parking at a remote spot and being brought in has not caught on with any of the employers because people want to have access to their cars. Mr. Bongorno said an equal incentive could be offered by employers to try another mode of transit such as biking or car pooling. It may get a 5% or 10% shift over a series of years.

Parking management best practices:

- Performance based pricing ensures availability and not on increasing City revenues. This changes the way the pricing is done to reflect the demand patterns to show where people want to park versus where parking is available. Rate variation should be sufficient to redistribute demand.
- Promote off-street options along with incentives to get parkers off the streets and into the garages.
- Improve signage and have it be part of the Downtown branding. Color coding helps to convey rates.
- Remote parking and shuttles. Shuttles may be used at peak periods for getting people to and from the remote lots, but they can also serve multiple purposes during the day. They can turn into a visitor circulator that gets people around Downtown.
- Demand reduction strategies increase transit commuting to reduce daily parking demand. High quality shelters and subsidized transit passes improve rider experience.
- Other demand management strategies include car sharing, bike sharing, fleet vehicle sharing. One of the benefits of fleet sharing is that it increases the demand for car sharing in the community. Another important opportunity is to set aside VIP spaces for registered ride share vehicles. Free Uber or Lyft service would make it convenient for employees to travel to and from their remote parking spot or elsewhere.

Discussion turned to Maven which is the GM brand for car sharing. Mr. Brown indicated they are definitely interested in penetrating the Detroit market, including suburban Detroit.

- Expanding effective capacity makes better use of the existing parking supply. Shared parking brokering is where the city has adopted partner parking facilities and branded them in a way that is consistent with public parking facilities. That allows private facilities to become part of the shared network.

- Circulators are a way to promote a park once approach by offering transit service around Downtown.
- A Residential Benefit District uses excess daytime capacity to offer employee day passes. It reinvests program revenues into neighborhood streetscape improvements.
- Curbsides can be programmed to suit multiple functions during the day, evenings and weekends to allow for the daily and hourly flow of commerce and people.
- Public valet is a great tool for helping to accommodate peak influx of visitors. It reduces on-road congestion where people are circling and looking for parking.
- Land banking is investing in lots that are essentially land banks. Added supply becomes available on a temporary basis. Communities have become reluctant to pay for a new parking garage because of the uncertainty of how much parking will be needed five years from now.
- Joint development is when the City does not bear the total cost of building a new facility. They offer an opportunity for a private developer to add supply to the system. The City partners with a developer to ease some of their cost of providing parking, but they want the developer to provide shared parking/public parking as part of that.
- Real-time information and availability. There is an opportunity in the garages to increase wayfinding.
- The City has invested in new hand-held equipment in recent years that will allow for more efficient monitoring of license plates for compliance with the parking system. They also allow the opportunity to track data.
- With the change to smart meters last year there has been the use of 50% coins, 25% Park Mobil, and 25% credit cards. So, people are taking advantage of that flexibility of payment options.

In response to Mr. Kalczynski, Mr. Brown said he has seen that cities generally don't like a system that reserves a space ahead of time because it leads to inefficiencies. It can create frustration when a space sits empty because people don't show up while other people are circling around looking for a spot.

Ms. Julie Dixon stated that for on-street parking reserving a spot is a management nightmare. For off-street, reservation systems are quite popular. It comes down to garage operations and there are quite a few inefficiencies with it. You definitely don't want to allow anyone to reserve a specific space because when they show up, someone's car may be parked there. Offering validations is where you can start to appease your restaurateurs and commercial business owners. People love free parking.

The smart system that Birmingham has in place will contribute to predictability about available parking and even the total cost of a trip.

- Enforcement should focus on performance and not on generating revenues. They know that this Police Dept. emphasizes a customer friendly approach to enforcement and that is their recommendation for the way to go.
- Curbside use and regulations should meet the needs of a variety of users and prioritize higher-quality uses where and when demand exists. Visibility is needed and stacking capacity is needed.
- It should be made clear to the public that meter revenue goes to enhancing the Downtown environment that parkers are enjoying.

Ms. Champagne inquired if there is a new formula that determines how many parking spaces are needed for a certain amount of square feet/building.

Mr. O'Meara stated that there are no parking requirements in the Assessment District unless it is for residential use where parking has to be provided on-site.

Ms. Honhart noted that maybe the occupants of a building have tripled and yet there is no accounting for that in the formula.

Mr. Brown commented that parking minimums were always a very imperfect process, especially in downtowns. Cities are seeing the office demand for parking go up. What is lacking here is a contribution from the developer that helps fund parking, so that when the City needs to expand supplies there are meaningful contributions from those developers to do that. He thinks Birmingham has a lot of the framework for a better solution. A formula might be offered to developers that they could provide some parking or they could provide a contribution toward public parking.

Mr. O'Meara asked that the consultants also explore options for new buildings in the future to be forced to use an off-site parking environment, at least for some period of time in the future.

Responding to Ms. Champagne, Mr. Bongorno indicated they will be looking at focus time in May and June to hold a public workshop at the Library to do some intercept surveys and meet with a variety of focus groups. Further, they hope to conduct another survey. He agreed to amend the meter demand maps and send them to City.

MONTHLY FINANCIAL REPORTS

Ms. Burton announced that everything is looking good with nothing out of the ordinary to report.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Ms. Honhart noticed they are taking down the old signs at the Pierce St. Structure.

Ms. Gunter talked about the communications push. They e-mailed the monthly permit parkers about the changes that would take place. Those same fliers were placed in the structures, the stairwells, and in the elevators. They anticipate starting the permit rule change program on April 9th.

Chairman Vaitas noted there has been some utility construction north of Oak on Old Woodward Ave. across from Tim Horton's which has taken all of the permit parking away. Mr. O'Meara said that should wrap up soon. Chairman Vaitas added that the sidewalks at the rear of Lot #6 are crumbling away. Mr. O'Meara responded they will be repaired as part of the renovation project for the lot.

It was reported that the valet from all four stations was about 150 last week.

NEXT REGULARLY SCHEDULED MEETING

May 2, 2018

ADJOURNMENT

No further business being evident, the Chairman adjourned the meeting at 9:15 a.m.

City Engineer Paul O'Meara

Assistant City Manager Tiffany Gunter

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, May 2, 2018

MINUTES

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday May 2, 2018. The meeting was called to order at 7:30 a.m. by Chairman Al Vaitas.

Present: Chairman Al Vaitas
Vice-Chairperson Gayle Champagne
Anne Honhart
Steven Kalczynski
Lisa Krueger
Judith Paskiewicz

Absent: None

SP+ Parking: Catherine Burch
Sara Burton
Jay O'Dell

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

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR APC MEETING OF APRIL 4, 2018

Motion by Dr. Paskiewicz
Seconded by Mr. Kalczynski to accept the Minutes of April 4, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE:

Yeas: Paskiewicz, Kalczynski, Champagne, Honhart, Krueger, Vaitas

Nays: None

Absent: None

LOT #6 FINANCIAL STRATEGY

Mr. O'Meara offered some history. Each time the City built a parking structure, a part of the construction cost was assessed to the entire Assessment District. With regard to the five parking structures, a formula was set up that considered three main factors:

- Properties closest to the structure were assessed at a higher rate than those further away;
- The square footage of the first floor was assessed at a higher rate than the upper floors, assuming they were commercial;
- Properties closer to the center of town were assessed higher than those further away.

Some of those ideas are out of date now because of the changing business environment. Today, we would recommend that the distance from the improvement to the structure is measured, as well as how big the building is. Upper floors put as much demand on the parking system as those on the first level.

A map with concentric rings was prepared to illustrate a means to split the district into three areas. Properties closest to Parking Lot #6 would receive the largest benefit. Those properties located between Ravine Rd. and the Willits St./Oakland Blvd. intersection would receive a smaller benefit, while those south of Willits St./Oakland Blvd. would receive the smallest benefit. For discussion purposes, the total of 100% of the expansion cost of \$179,400 could be used as a starting point. As a suggestion, the percentage of the cost to be raised within each of the three circles could be set to best represent the benefit that each area would receive. For example, in section 1, 60% of the value should be raised. In section 2, 30% of the value should be raised. In section 3, 10% of the value should be raised.

Using these rates, the following demonstrates the cost per building for a typical small property (1,500 sq. ft.), and a relatively large property (20,000 sq. ft.):

Zone	Estimated Cost, Small Property	Estimated Cost, Large Property
Section 1	\$1,265	\$15,540
Section 2	246	3,280
Section 3	9	120

Because the City is seriously talking about building a new parking structure at N. Old Woodward Ave., a much larger assessment may be coming in the near future. It might set a bad tone if a small assessment is introduced now and then a much larger one is created in a relatively short time period. Therefore it may be better to defer to the parking fund the cost for adding the 34 new parking spaces to Lot #6.

The Ad Hoc Parking Development Committee reached the conclusion that distinguishing between the first and upper floors of a building doesn't make much sense anymore. As well, the Maple Rd./Old Woodward Ave. intersection doesn't have much bearing on the value of the property today.

Mr. O'Meara explained that adding to or modifying or adding to the Assessment District would be difficult. Deciding on the entrance fee would be difficult because the property has not benefited from the past history. Since the City is not is working to address issues with parking demand, he doesn't think the City would want to add additional buildings to the District.

Ms. Honhart did not state whether the City should or should not pay for the expansion - it is not a lot of money. However if the City does pay for it, someone may come back and say that last time the District was not charged.

To that point Ms. Gunter believed the argument for today is that the documentation and proof can be shown of a commitment on the City's part not to continue to go back and assess over and over again when they have something that is smaller and it is known something larger will be coming up. She thought a strong argument can be made to anybody that comes later and says the City didn't assess previously. The City can say the circumstances surrounding the case were different in that they anticipated a \$40 million improvement and wanted to make sure not to put an unnecessary burden on the businesses.

Chairman Vaitas thought that tweaking the formula is following historical trends.

Discussion continued concerning whether the broader use of Lot #6 for the Farmer's Market should contribute in some way to the Parking Assessment District. Mr. O'Meara said the use is being done at a time when the lot is not being used for anything else. The use doesn't damage the Parking System. He noted that at this time the Parking Fund is strong.

Answering Ms. Paskiewicz, Mr. O'Meara explained that the total cost of the entire Lot #6 project is estimated at approximately \$497,600. Of that amount, expansion of the parking area is \$179,400. Using funds from the Parking System forgoes the opportunity for a grant from the Michigan Dept. of Environmental

Quality. However, the Chairman noted that the wait time to receive the grant would be two years and the grant is not a sure thing.

Ms. Gunter summarized that the suggestion is to not assess now in anticipation of a bigger assessment later.

Motion by Ms. Champagne

Seconded by Ms. Krueger that the Advisory Parking Committee recommends that the City Commission authorize the restoration of Parking Lot #6, using Option 3. Further, the committee recommends that the Commission waive the option of creating a special assessment district to defray the cost of this work, and proceed to schedule construction, charging all costs to the Auto Parking System

Motion carried, 6-0.

VOICE VOTE:

Yeas: Champagne, Krueger, Honhart, Kalczynski, Paskiewicz, Vaitas

Nays: None

Absent: None

PARKING UPDATE

Ms. Gunter said she was happy to see that there is availability in the middle of the day on the first floors of the parking structures since they have instituted the changes on the first levels and on the surface lot at N. Old Woodward Ave. Next month she will be able to show some numbers for the amount of turnover that has increased since the change. The week before last 750 cars were parked by the valet service. That number is anticipated to go up again.

Mr. Kalczynski noted he has heard from retailers that some employees are taking advantage of the valet parking service. Ms. Gunter said it is very difficult to control that because it is a complimentary program. They cannot turn people away.

Ms. Gunter reported the parking study team is working on an engagement session with the merchants. A presentation will be provided to the merchants on May 16 and feedback will be gathered.

Finally, another online opinion survey on Birmingham parking is being developed. It will be distributed more widely than the first survey was.

At the last City Commission meeting, one of the commissioners requested that the utilization reports become more exacting. They want to get a better understanding of what happens throughout the day. She has been working with SP+ to try to develop a dashboard that would show useful information so that trends can be seen more readily than in the larger reports that are provided every month.

Dr. Paskiewicz noted that a person who teaches at the Community House has said that people in her classes are consistently complaining about the lack of parking availability. They are saying that even though the sign says there is parking, there is not necessarily parking. If the sign reads 20 or less they don't even bother going in.

Mr. O'Dell explained those 20 spaces are for the valet parking. There is a large component of people that don't realize the valet is there. Also, some people are afraid there will be a charge for valet and others don't want anyone to touch their car.

MONTHLY FINANCIAL REPORTS

Mr. O'Dell announced the Parking Fund is doing well.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

Mr. O'Meara noted the Lot #6 construction will be scheduled to take place in April and May of next year.

Mr. O'Meara said he has gotten the complaint that the spaces in the Chester St. Structure are narrow. Mr. O'Dell explained the spaces there have double stripes that create a buffer. The spaces look narrow but there are actually 6 in. on each side.

Ms. Honhart observed that some people are unhappy that they have to pull out their credit card in order to enter a parking structure. Ms. Gunter said it is the getting in of the card and getting it out is that has become more of a holdup than whether or not people know to use a credit card. Giving the system three seconds and then proceeding usually works with no problem.

Ms. Honhart noticed that the parking area around the 555 Building is pretty full now. Mr. O'Dell answered that area is only full at certain times. There is more pressure on it now because of the construction. It is always busy in the mornings.

Responding to the Chairman about how the construction is going, Mr. O'Meara said they are very happy with their contractor who is extremely serious about getting a lot done every day. The biggest challenge is the water mains. The existing ones are old and brittle and they break. Then construction has to stop to address that.

NEXT REGULARLY SCHEDULED MEETING

June 6, 2018

ADJOURNMENT

No further business being evident, the Chairman adjourned the meeting at 8:40 a.m.

City Engineer Paul O'Meara

Assistant City Manager Tiffany Gunter

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, June 6, 2018

MINUTES

A quorum was not present for this meeting, therefore, no official business was acted upon. Since the City's parking consultant was present and prepared to make a presentation, the unofficial meeting was held. The meeting was called to order at 7:09 a.m. by Chairman Al Vaitas.

Present: Chairman Al Vaitas
Anne Honhart
Lisa Krueger (left at 8:48 a.m.)
Judith Paskiewicz

Absent: Vice-Chairperson Gayle Champagne
Steven Kalczynski

SP+ Parking: Catherine Burch
Sara Burton

Administration: Austin Fletcher, Asst. City Engineer
Tiffany Gunter, Asst. to the City Manager
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

MKSK: Brad Strader

Nelson Nygard: Chris Bonjorno
Tom Brown

Dixon Resources: Allison Edwards

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR APC MEETING OF MAY 2, 2018

As a quorum of board members was not present, a motion could not be approved.

PARKING MASTER PLAN DRAFT RECOMMENDATIONS

Ms. Gunter advised that to develop the draft recommendations the consultants have been collecting input from stakeholders, researching, and collecting data. There have been information gathering meetings with the merchants, and intercept surveys with people on the street. They have been working with SP+, and internally with the Engineering, Planning and Police Depts. Today they will talk a little more about the existing conditions, the strategies that are being put forth, and discuss the public meeting that is planned this evening at the Baldwin Library to gather additional information from residents and businesses.

Mr. Bonjorno offered a PowerPoint containing an overview of the proposed Birmingham Parking Plan. This is their second time before the board with a presentation on the Plan. It contains some updated supply figures and graphics, utilization numbers, key findings from the utilization data, stakeholder feedback, and strategies that will lead into recommendations.

Key Findings on-street

- Availability exists throughout the network, with at least half of the metered block segments underutilized (<70%) at all times.
- Usage is heaviest within 1-2 blocks of Maple/Old Woodward/Pierce.
- Mid-day (12 p.m. – 2 p.m.) is the peak period at nearly 70%, system-wide, and hovers around 60% during remaining hours.
- Core area utilization ranges from 80% - 88% between 12 p.m. – 8 p.m.

Key Findings off-street

- During the peak, mid-day period, all five City decks exceeded 90% occupancy.
- Chester and Woodward are most heavily used by commuters and monthly permit holders, with the vast majority of parkers staying between 5–12 hours.
- Peabody and Pierce are used most heavily by non-permitted parkers, but the split between short-term and long-term parkers is nearly even.
- The Park garage is evenly distributed between transient and permitted parkers, but more than half of non-permitted parkers are staying for 8-12 hours.
- More than 3,000 parkers are on the permit wait list, but many of them are already parking in the garages (they are paying the daily rate).

Mr. Brown took the lead on the strategies overview, where the key areas are redistributing demand and reducing demand; expanding effective capacities;

expanding supply; and lastly, optimizing operations and technology which Ms. Edwards discussed.

Strategies Overview

- Redistribute Demand
 - Move vehicles to ease the congestion in the center and shift demand more evenly across all of the parking system. Vary the rates so they are more expensive in the core and cheaper further away.

Chairman Vaitas observed that his patients perceive raising rates as the City trying to gain more revenue. Mr. Brown noted the complaints can be minimized but they will never go away. However, if the experience is improved people will come back.

- Develop a cohesive parking “brand” and information system to guide folks that is accessible online, by mobile device and in the field.
- Reduce Demand
 - Improve information and options for commuters willing to share rides, use transit, or walk to alleviate the growing demand on downtown parking facilities.
 - Increase parking availability for commuters.
- Expand Effective Capacities
 - Identify options for expanding employee parking options in downtown Birmingham and beyond.
 - Optimize the rooftop valet program.
 - Create additional on-street permits in the Parking Assessment District.
 - Explore parking in an adjacent Residential Permit Parking area.
 - Connect peripheral/remote facilities with shuttles.
 - Broker shared parking agreements with private lot and garage owners.

Ms. Gunter suggested having different tiered levels of passes for people who don't park every day.

Once the construction is finished, Mr. O'Meara thought one of the recommendations should be to keep the rooftop valet going and start matching up the number of permits sold to see if the valets are really needed.

Ms. Gunter reported they are getting 85-90% utilization in the garages throughout peak times with the shift to the three hour maximum restriction and the use of valet. There is still capacity even with losing 150 on-street spaces due to the construction.

- Promote a "park once" downtown.
 - Improve wayfinding to identify and promote facilities.
 - Consider expanding public valet beyond the current construction period.

- Enhance walkability with improved sidewalks, crossings, and wayfinding.
 - Explore a bike share program.
 - Coordinate downtown shuttle options with commuter services.
 - Identify on-demand mobility service options to meet the needs of visitors and employees.
- Expand Supply
 - Pursue joint development opportunities that both meet the needs of on-site users and provide excess capacity for users throughout downtown.
 - Near-term demand for parking is high, but long-term demand is unclear.
 - ✓ Identify underutilized sites in and around downtown for purchase or lease and convert to short-term parking use.
 - ✓ Hopefully the site becomes a development that enhances and expands the downtown experience.

Ms. Edwards continued the presentation at this time.

- Optimize Operations and Technology
 - The maintenance and operations contract for the City's five garages has not been subject to competitive bidding or amendment since the original signing date in 1991.
 - Issue a parking operator solicitation that incorporates best practices in parking management and technology.
 - A Service Operator Agreement will allow the City to better manage the amount of permits, and more maintenance in the garages.
 - Parking enforcement is often viewed negatively.
 - Change parking enforcement officers into a "Parking Ambassador" program.
 - Equipment in City garages has demonstrated limitations that impede efficiency.
 - Optimize use of existing gate technology and consider options for additional equipment or features that could improve function and reduce congestion at the gates.
 - ✓ Review options to add ParkMobile to the parking structures.
 - ✓ Consider adding to or modifying existing SKIDATA equipment to allow for additional payment options.
 - ✓ Explore License Plate Recognition ("LPR") equipment options so that when a car pulls up the LPR will know it was there for less than two hours and will let it out. The LPR also helps to monitor data.
 - Curbside use should be implemented as much as possible.
 - Support downtown businesses and a walkable, urban downtown by maintaining availability for curbside loading, delivery, and services in the morning.

- ✓ Parkers should be able to utilize those spaces in the afternoons and evenings. The parking curb should be active morning through evening.
- Demand for electric vehicles ("EV") is growing.
 - o Establish a set of policies and programs to facilitate installation and expansion of EV network infrastructure in downtown Birmingham. The more options that people have, the better.

Mr. Bonjorno went on to talk about the open house that will be held at the Baldwin Public Library between 5 and 7 p.m. this evening. Stations will be set up with a team member at each station who will discuss the overall project. Five thousand postcards were mailed out to inform residents and businesses. The purpose of the open house is to obtain feedback on the evaluation and strategies developed by the consulting team. Public input will then be incorporated into refining the strategies and recommendations.

Mr. O'Meara noted the City has always been hesitant to install electric vehicle charging stations with the idea that the demand is low and whether they want to block off a space where no one else can park because of the station. Ms. Edwards noted the amount of electric vehicles will steadily increase over time. Ms. Gunter said they do not want to restrict spaces, given the amount of demand and the limited supply. So they have to review the opportunity with respect to the current supply. The City won't jump into electric vehicle charging stations that take spaces out of the garages or the street until they do that review.

Ms. Edwards said vehicles should only be allowed to park at the stations while actively charging. That prevents people from pulling in and storing their vehicle for many hours. The word "actively" changes the conception.

With regard to cost to the consumer, Mr. Brown noted his understanding from their other Michigan clients is that they have not been able to charge for the service because they are not a utility. Therefore it is offered as a perk. Mr. O'Meara indicated there has not been a strong demand for charging stations in Birmingham.

Speaking about loading zones, it was discussed there should be a "no idling" ordinance for trucks that are loading or unloading, because the noise disturbs people who are dining outside.

The discussion turned to dining platforms and Mr. Bonjorno thought the aggregate amount of spaces that they take up is not that significant. The decks are a big part of an inviting and walkable downtown. Mr. Brown agreed to take a look to make sure the amount of platforms is right sized for Birmingham.

The group talked about Parking Lot 6. Mr. Bonjorno said when they did the on-street counts they did not count Lot 6. Dr. Paskiewicz observed that people with permits say they cannot get a permit spot there and have to use the meters.

Mr. O'Meara noted that many merchants are reporting that they are doing as well or better during construction as last year. Ms. Honhart thought that free parking on Saturdays is wonderful for visitors. The gate stays open and there are no backups.

Ms. Gunter reported that in crunch times SP+ now has operators at the gates assisting people. It helps tremendously in keeping the lines down.

Mr. Bonjorno suggested adding at least one more tier of charges on the meters. That needs to be accompanied with clear and predictable communication to the public as to the areas where parking gets more expensive. Eye level wayfinding might be feasible, such as sleeves on the poles. The three tiers of rates need to be complimented with a map. He recommended that rates for ADA parking should be consistent with other meters.

APPOINTMENT TO THE AD HOC MASTER PLAN COMMITTEE

Ms. Gunter advised that the RFP is out for the city-wide Master Plan. The City Commission is looking for representation from the community and from each of the relevant boards to select the consultant and participate in the study.

Chairman Vaitas volunteered to be on the committee and all were in favor.

MONTHLY FINANCIAL REPORTS

Mr. Gunter reported that revenues are up and expenses are down, primarily because there haven't been any major undertakings. This year they are at 47% free parking. SP+ ambassadors are now helping people in and out of the gate system so there is not a pressure to just let somebody out because they are holding up traffic. Now they can process the payment.

Ms. Burch commented that with the SKIDATA system that requires a credit card when entering a garage they might see somewhat of a reduction in people who are taking advantage of the two hours free by moving their car every two hours. Also, with the old system they had to let people out because of equipment problems.

Ms. Gunter advised they are seeing a lot more usage of the valet assist in the Park and Chester structures, as the valet assist program is being enforced when the garage is full. As Mr. O'Meara stated, this may warrant allowing this program to go on beyond the construction season to determine whether or not it is still useful and if it is worth allowing for additional issuance of permits.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

- Ms. Gunter reported the City Commission has allowed them to move forward with the ad hoc Parking Development Committee's recommendation on the N. Old Woodward Garage demolition and re-build to gain some additional capacity with 1,150 spaces over the existing 745. The Committee made a recommendation to the Commission to move forward with the team that proposes to stick within the existing fabric of the downtown Birmingham community and offers two levels of underground parking and one additional level above ground. The Commission approved the opportunity for City staff to engage in negotiations with the Walbridge Woodward Bates team that would allow for a public/private partnership development model that then can be reviewed by the ad hoc Parking Development Committee and taken back to the Commission prior to the next step.
- A scope of work will be issued next week to engage a development consultant team and a legal firm to review the elements of the deal as it involves, and work with staff and Walbridge Woodward Bates Partners. The public will have to vote on a bonding measure.
- Gravel is down and signage is being created for Parking Lot 12 at the SE corner of Woodward Ave. and Maple Rd. They are working with contractors to install a gate arm for permit holders to enter and exit the lot. Thus far 100 permits have been issued. They will stick with that for now to determine how people use the lot before issuing more
- The wait list for permits has now been pulled ahead to 2015.
- Chairman Vaitas noticed that construction at the north end of N. Old Woodward Ave. has come to a halt and the parking spaces have been out of commission for quite some time. Mr. O'Meara advised the City sidewalk is damaged beyond repair so if there is a several month wait before anything more happens there will be some costs on the developer's part to rebuild the sidewalk and get the parking spaces open again.

- Dr. Paskiewicz asked that the construction workers not be allowed to use the parking in front of the stores in that strip for their turn-around. They have ruined the bed at the south end.
- Chairman Vaitas said regarding Parking Lot 6 expansion there is a species of tree called the Thuga tree that grows to 40 to 60 ft. and is an effective screening tool.

NEXT REGULARLY SCHEDULED MEETING

July 11, 2018

ADJOURNMENT

No further business being evident, the Chairman adjourned the meeting at 9:28 a.m.

City Engineer Paul O'Meara

Assistant to the City Manager Tiffany Gunter



MEMORANDUM

Office of the City Manager

DATE: July 11, 2018

TO: Advisory Parking Committee

FROM: Tiffany J. Gunter, Assistant City Manager

SUBJECT: Continuation of Permit Rule Change: Valet Assist and Transient Parking 3 Hour Maximums

The Old Woodward construction project is nearing completion. The APC made a recommendation in March 2018 to overcome the loss of 130 on street parking spaces during the construction. In an effort to mitigate the impact on our transient parkers and ensure full utilization of the available roof top valet assist program, it was recommended that the City restrict the first levels of parking in the structures to a maximum of three hours and require that monthly permit holders use the roof top valet assist program to create additional capacity in the parking system by an additional 250 spaces whenever the garage reaches capacity.

The permit rule change requiring monthly permit holders to utilize the roof top valet assist began in April 2018. The roof top valet assist program has experienced a significant increase in usage when compared to the same period in 2017. The table below shows that the program is performing significantly better than the same three month period from April - June 2017:

	# of Cars – Roof Top Valet Assist
April 2017	5
April 2018	96
% Increase	1820%
May 2017	27
May 2018	234
% Increase	767%
June 2017	64
June 2018	239
% Increase	273%

Additionally, the recommendation called for a change in policy on the first levels of the parking structures moving from no parking between 7 am and 9 am/10 am to a maximum 3 hour parking Monday – Friday from 7am – 6pm. The goal of the program was to create higher turnover in the most heavily sought after parking spaces in the garage. Under the former policy, the premium spaces were full by 9am/10am in many cases. Under the 3 hour maximum rule, SP+ and staff

have observed that spaces remain available throughout the day, even during the lunch rush. See the table attached hereto for specifics regarding availability of 3 hour maximum parking spaces.

Understanding that the recommendation represented a significant change in existing policy, the APC voted to approve the recommendation as a temporary option through the period of construction on Old Woodward and revisit the discussion as a potential for a longer term solution based on the results of this demonstration. The demonstration period has been positive. There were some growing pains felt during the first month. Monthly permit holders did complain early on that the policy wasn't fair to them and that they didn't understand the new rules, but through discussion they seemed to understand that the City does have the obligation to satisfy both long and short term parking in the structures. The complaint calls stopped after approximately three weeks into the new program. Also, the on street valet program did utilize several of the 3 hour maximum parking spaces to accommodate the Birmingham Shopping District's on street valet program. The garages were pushed nearly to their maximum capacity during construction and we found that in many instances we experienced utilization of 95% or higher during peak hours of the day, but still managed the bulk of the demand consistently.

Staff is recommending that the City continue the program as a long term solution without a predetermined sunset. We are keenly aware of the limits on capacity during the peak periods and anticipate that with the reopening of Old Woodward and activating the on-street parking again that many of the issues we've faced in the garages since April 2018 with respect to capacity will be lessened substantially. The cost to maintain a sufficient level of enforcement for the 3 hour maximum parking is \$3,112 per month. The roof top valet assist program was an existing program for the garages prior to the rule change; however, the requirement that monthly permit holders utilize the service is what has appeared to have increased its utilization. Signage and other costs to implement the new rules and communicate them to users have already been incurred and no additional funding is needed at this time to continue this operation.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission continue to require monthly permit holders to utilize the roof-top valet assist option and retain the 3 Hour Maximum parking signage in all garages as an on-going program at a cost of \$3,112 per month.



MEMORANDUM

Office of the City Manager

DATE: March 7, 2018

TO: Advisory Parking Committee

FROM: Tiffany J. Gunter, Assistant City Manager

SUBJECT: Permit Rule Change: Valet Assist and Transient Parking 3 Hour Maximums

In the third week of March 2018, the City will undergo a major reconstruction of Old Woodward Avenue and will temporarily remove 130 on street parking spaces. Additionally, peak demand has historically been realized in May with the onset of consistently warmer weather and outdoor dining. In an effort to mitigate the impact on our transient parkers and ensure full utilization of the available roof top valet assist, staff has drafted the following recommendation for APC consideration. Today, the five city structures in Birmingham have white lined spaces (transient parking) and yellow lined spaces (monthly parking) available for parking. Staff requested that SP+ monitor the structures over the course of two weeks to determine the average utilization for each section. Our goal is to maximize availability of the first level parking spaces within the decks. The following pair of recommendations, if approved, would result in an increased capacity of 250 spaces in the existing structures and eliminate long term parking in the prime parking spaces, located on the first floors of each structure.

Table 1 below illustrates the existing spaces within the structures distinguishing between the transient and monthly parking spaces, the number of restricted parking spaces in three of the five structures, and the observed rates of utilization at 10 am.

Table 1

Structure	Transient Parking Spaces (white lines)	Monthly Parking Spaces (yellow lines)	Restricted Parking Spaces (7AM to 9 or 10 AM)	%of Transient on average utilized at 10am
Chester	425	560	0	100 %
N. Old Woodward	359	386	21	100 %
Park	348	463	31	90 %
Peabody	224	213	0	80 %
Pierce	370	336	270	70 %

We learned that the percentage of transient parking spaces that were utilized by 10 am ranged from 70-100%. Many of these vehicles remained parked throughout the day leaving the

perception that there is no available parking in the structures throughout the day. Staff wants to increase overall capacity in the parking structures to mitigate the impact of the parking spaces that will be lost during construction and increase the availability of desirable parking to our daily visitors during this period.

Further, we know from our monthly garage calendars that our Valet Assist services are not being utilized as expected. In January of 2018, the roof top valet parked a total of eight cars in the two decks where this service is currently available. During a period spanning five months in 2017 from January – May we know that of the 149 days, none of the parking structures were reported as full for more than nine (9) days.

Staff asked SP+ to calculate the additional capacity that would be created in the structures if the roof top valet assist were being fully utilized. Table 2 below tells us that we could increase capacity by **250** spaces.

Table 2

<u>Structure</u>	<u>Total Rooftop Spaces – Self Park</u>	<u>Additional Valet Spaces</u>	<u>Total Rooftop Spaces – Valet Assist</u>
<u>Chester</u>	<u>132</u>	<u>75</u>	<u>207</u>
<u>N. Old Woodward</u>	<u>122</u>	<u>50</u>	<u>172</u>
<u>Park St.</u>	<u>247</u>	<u>50</u>	<u>297</u>
<u>Peabody</u>	<u>67</u>	<u>N/A</u>	<u>67*</u>
<u>Pierce St.</u>	<u>146</u>	<u>75</u>	<u>221</u>

***The rooftop at the Peabody structure does not accommodate valet assist.**

Based on the observations gathered in Tables 1 and 2, staff would like the APC to consider a two part recommendation that will 1) open the most desired parking spaces for our transient parkers seeking to eat, dine, or recreate in the CBD while 2) simultaneously moving our monthly permit holders to higher levels within the parking structure and creating additional capacity during the reconstruction of Old Woodward.

Part 1 of the recommendation involves a change in strategy for the structures that will encourage greater turnover of parking spaces in the lower levels of the structure. Staff recommends that all garages will move away from the No Parking between 7 am and 9 am or 7 am and 10 am and replacing those signs with 3 hour maximum parking signs that exclude monthly permit holders from parking in these restricted spaces. A draft sign is attached at the end of this memo and would be applied in the structures as follows:

Chester Structure

The Chester structure has 425 transient and 560 monthly parking spaces. On average at 10:00AM, approximately one hundred percent of the transient spaces are utilized; leaving only the roof and basement open for parking. Chester is a large monthly parking structure, which does not leave a lot of turn over for transient customers. The structure does not currently utilize any restricted parking signage. Staff recommends adding restricted 3-hour parking/no monthly parking signage on the L1 ramp ascending into the structure, on the south side of the building (42

spaces). While adding 42 restricted parking spaces at Chester, where there are currently no time specific restrictions, we are simultaneously increasing capacity for our monthly parkers through valet assist with the additional 75 parking spaces.

N. Old Woodward Structure

The N. Old Woodward structure and lot has 359 transient and 386 monthly parking spaces. On average at 10:00AM, approximately one hundred percent of the transient spaces are utilized, leaving only the roof of the structure open for parking. The location includes 21 spaces on the surface lot that do not allow parking between 7:00 AM – 9:00 AM. Staff recommends adding restricted 3-hour parking/no monthly parking signage on the entire surface lot (156 spaces). There are currently 21 restricted parking spaces in the N. Old Woodward structure and we understand that increasing to 156 spaces is a substantial increase. Staff and SP+ agreed that communication and enforcement at this location would be difficult if there was an attempt to section off spaces within the existing surface lot. The assumption is that the need for transient parking within the structure would diminish as a result of this change in restricted parking and capacity would increase by 50 parking spaces with the use of valet assist. Staff would observe traffic flow to evaluate the success of the program and determine if the signage would need to be relocated inside of the structure after the initial roll out.

Park Structure

The Park Structure has 348 transient and 463 monthly parking spaces in the structure. On average at 10:00 AM, approximately ninety percent of the transient spaces are utilized, leaving only the upper levels of the structure open for parking. The structure has 31 spaces on the first level that do not allow parking between 7:00 AM-10:00 AM. Staff recommends adding restricted 3-hour parking/no monthly parking signage on the entire first floor (78 spaces). While adding 47 restricted parking spaces at Park, we are maintaining capacity for our monthly parkers through valet assist with the additional 50 spaces.

Peabody Structure

The Peabody structure has 224 transient and 213 monthly parking spaces in the structure. On average at 10:00 AM, approximately eighty percent of the transient spaces are utilized, leaving the upper levels of the structure open for parking. The structure does not currently utilize any restricted parking signage on any of the levels. Due to the number of open transient spaces at 10:00 AM and the physical fitness businesses in the area that see a large demand in the early morning hours, Staff recommends adding restricted parking signage on the descending first floor only, on the west side of the building (31 spaces).

Pierce Structure

The Pierce Structure has 370 transient and 336 monthly parking spaces in the structure. On average at 10:00 AM, approximately 70 percent of the transient spaces are being utilized, leaving only partial first and upper levels of the structure open for parking. The structure utilizes 270 spaces on the first and second level that do not allow parking between 7:00 AM – 9:00 AM. Staff recommends adding restricted 3-hour parking/no monthly parking signage on the first level of the Piece Street Side to the right (43 spaces) and left (3 spaces). Staff also recommends adding restricted 3-hour parking/no monthly parking signage on the Pierce Brown side directly at the left entrance (8 spaces) and left side Level One Ramp B (23 spaces). Pierce would have a total of 77 restricted 3-hour/no monthly parking signage in the structure that accommodates both

entrances. Staff recognizes that there are significantly fewer time restricted spaces for Pierce. Staff and SP+ agreed that adding signs over time, with observations to support the increase, would be easier than taking those spaces away due to an overly aggressive initial roll-out. Transient parkers will continue to have access to all levels in all of the decks.

These restrictions will create the need for heavy enforcement of each restricted area for a time to ensure the spaces are being used properly during the initial roll-out. Enforcement personnel will need to identify monthly parkers and track parking duration of the parkers in these spaces.

Given APC's approval, staff requests that SP+ monitors and enforces these spaces, which will require hiring additional staff. We recommend utilizing a team of 3 attendants to monitor the structures for a period of 3 months with the hours of enforcement being 8:00 AM to 4:00 PM Monday -Friday. This will result in additional payroll of approximately \$9,336 per month. After the initial three month period, the enforcement levels can be reduced to one attendant at a cost of approximately \$3,112.

Part II of the recommendation involves a modification to the existing rules that require the use of roof top valet assist for monthly permit parkers when the structure is full. This change would be rolled out along with the parking signage suggestions, staff recommends changing the language on the monthly parking permit rules. Number 5 on the rules **currently** states the following:

- 5. This permit authorizes parking only in designated areas on a first-come first serve basis.** Designated areas are striped with yellow lines. If no space is available in your designated area you may park in any available space in the structure. If the structure is full, you may park in designated areas in any other City Parking Structure (not surfaces lots).

To have the monthly parkers fully utilize their designated space in each structure staff would like to change the language to the following:

- 5. This permit authorizes parking only in designated areas on a first-come first serve basis.** If all available spaces are full, you are required to use the rooftop valet service (if available) at no extra fee. If the rooftop valet is unavailable, you may park in designated areas in any other City Parking Structure. Parking spaces marked with a 3 hour time limit, as well as any parking meters on streets and surface lots do not qualify as monthly parking spaces at any time. Any monthly parker not utilizing the rooftop valet, when available, will be required to pay the daily rate at any other City Structure (except for permit holders at the Peabody structure, where valet assist is not available).

This recommendation will significantly increase the likelihood that transient spaces remain open for daily parkers and will help promote turnover when coupled with the time restrictions. Consistent and similar signage, enforcement, and change of rules in all the structures will give a more positive impression to daily parkers. Staff would work with SP+ to evaluate the effectiveness of these changes, if implemented, so that upon the completion of the Old Woodward reconstruction project, the APC would have data to consider the possibility of issuing additional permits to address the growing waitlist.

We recognize that the overall recommendation represents a significant change in policy. If approved, SP+ will begin an intense communication push with our monthly permit holders. SP+ will send emails and instruct staff to pass out flyers to drivers as they enter and exit the structure for at least a week prior to the changes taking effect.

The total cost to implement these changes in the first three months is estimated to be \$33,768 through the remainder of this current fiscal year. (Signage is estimated at \$5,760 and enforcement costs for three months totaling \$28,008.) After three months, the cost to maintain enforcement is \$3,112.

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission approves \$33,768 to support the implementation of the restricted 3-hour parking/no monthly parking signage at all of the existing parking structures and modification of the existing permit rules to require monthly permit holders to utilize the roof-top valet assist option with an ongoing enforcement cost of \$3,112 per month.

"3 Hour Max/No Monthly Parking" Usage Survey

Chester				
Date	Scanned Time	Spaces	Spaces Occupied	Percentage Occupied
5/8/2018	10:55a	42	34	80.95%
5/8/2018	1:05p	42	32	76.19%
5/8/2018	5:17p	42	15	35.71%
5/9/2018	10:25a	42	18	42.86%
5/9/2018	8:20a	42	26	61.90%
5/9/2018	5:50p	42	19	45.24%
5/10/2018	10:50a	42	16	38.10%
5/10/2018	1:15p	42	31	73.81%
5/11/2018	8:20a	42	5	11.90%
5/11/2018	11:15a	42	40	95.24%
5/11/2018	1:30p	42	19	45.24%
5/11/2018	5:27p	42	12	28.57%
5/14/2018	8:20a	42	6	14.29%
5/14/2018	10:35a	42	24	57.14%
5/14/2018	12:45p	42	24	57.14%
5/14/2018	5:26p	42	20	47.62%
5/15/2018	8:20a	42	10	23.81%
5/15/2018	10:40a	42	30	71.43%
5/15/2018	1:05p	42	23	54.76%
5/15/2018	5:39p	42	19	45.24%
5/16/2018	8:15a	42	7	16.67%
5/16/2018	10:45a	42	40	95.24%
5/16/2018	12:50p	42	35	83.33%
5/16/2018	5:31p	42	23	54.76%
5/17/2018	8:20a	42	4	9.52%
5/17/2018	11:35a	42	40	95.24%
5/17/2018	12:50p	42	21	50.00%
5/17/2018	5:45p	42	18	42.86%
5/18/2018	8:15a	42	6	14.29%
5/18/2018	10:50a	42	32	76.19%
5/18/2018	12:55p	42	28	66.67%
5/18/2018	5:35p	42	23	54.76%

N.O.W.

Date	Scanned Time	Spaces	Spaces Occupied	Percentage Occupied
5/8/2018	11:30p	21	19	90.48%
5/8/2018	1:30p	21	20	95.24%
5/8/2018	4:25p	21	18	85.71%
5/9/2018	8:35a	21	4	19.05%
5/9/2018	11:00a	21	21	100.00%
5/9/2018	2:00p	21	21	100.00%
5/9/2018	4:43p	21	18	85.71%
5/10/2018	8:40a	21	5	23.81%
5/10/2018	11:20a	21	21	100.00%
5/10/2018	1:30p	21	21	100.00%
5/10/2018	4:33p	21	20	95.24%
5/11/2018	8:35a	21	5	23.81%
5/11/2018	11:45a	21	19	90.48%
5/11/2018	1:50p	21	20	95.24%
5/11/2018	4:20p	21	19	90.48%
5/14/2018	8:40a	21	5	23.81%
5/14/2018	10:55a	21	21	100.00%
5/14/2018	1:05p	21	20	95.24%
5/14/2018	4:15p	21	15	71.43%
5/15/2018	8:40a	21	6	28.57%
5/15/2018	10:55a	21	21	100.00%
5/15/2018	1:25p	21	19	90.48%
5/15/2018	4:30p	21	16	76.19%
5/16/2018	11:05a	21	20	95.24%
5/16/2018	12:50p	21	21	100.00%
5/16/2018	4:38p	21	18	85.71%
5/17/2018	8:40a	21	6	28.57%
5/17/2018	12:00p	21	18	85.71%
5/17/2018	1:10p	21	20	95.24%
5/18/2018	8:30a	21	5	23.81%
5/18/2018	11:15a	21	20	95.24%
5/18/2018	1:20p	21	18	85.71%
5/18/2018	4:15p	21	18	85.71%

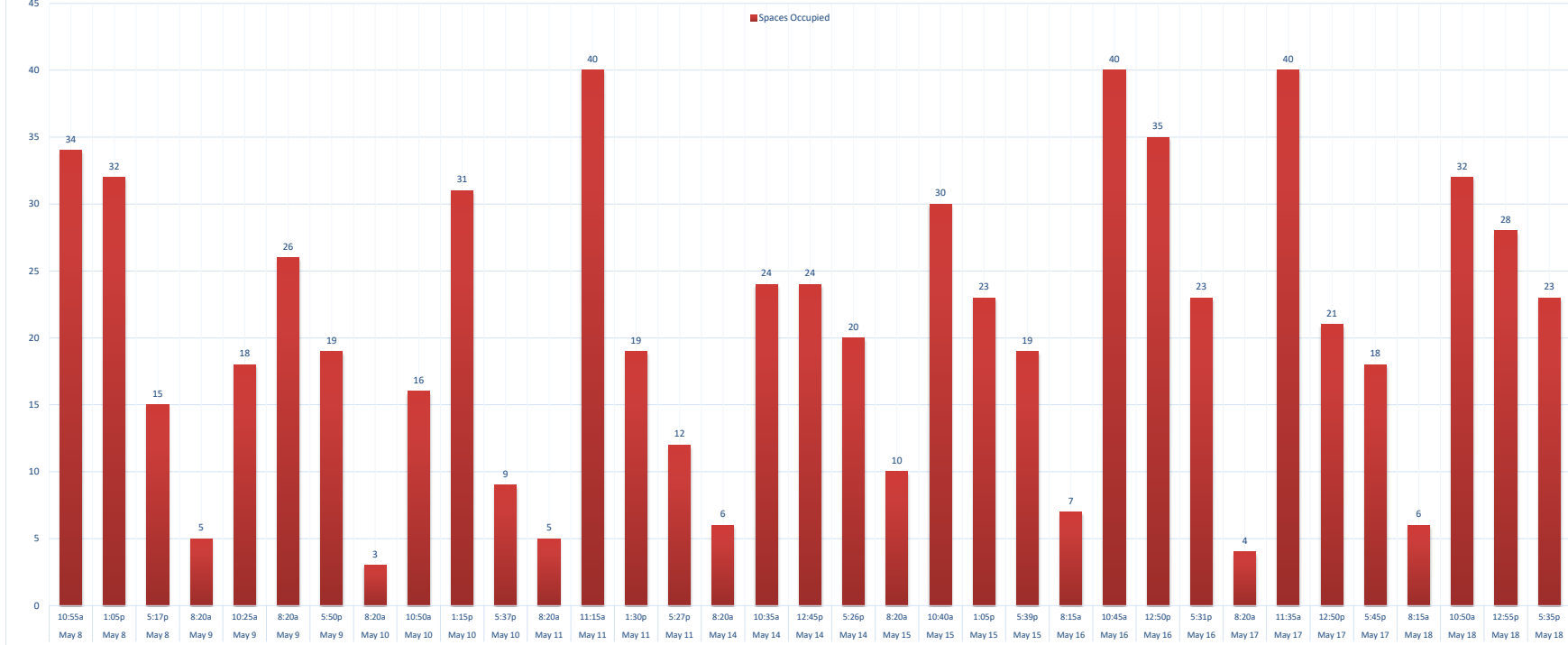
Park				
Date	Scanned Time	Spaces	Spaces Occupied	Percentage Occupied
5/8/2018	12:10p	78	64	82.05%
5/8/2018	2:00p	78	68	87.18%
5/8/2018	4:59p	78	44	56.41%
5/9/2018	9:00a	78	16	20.51%
5/9/2018	11:40a	78	66	84.62%
5/9/2018	2:20p	78	70	89.74%
5/9/2018	5:05p	78	60	76.92%
5/10/2018	8:55a	78	5	6.41%
5/10/2018	11:50a	78	67	85.90%
5/10/2018	2:30p	78	69	88.46%
5/10/2018	5:08p	78	63	80.77%
5/11/2018	9:00a	78	21	26.92%
5/11/2018	12:40p	78	75	96.15%
5/11/2018	2:10p	78	68	87.18%
5/11/2018	5:10p	78	63	80.77%
5/14/2018	11:20a	78	67	85.90%
5/14/2018	1:35p	78	68	87.18%
5/14/2018	4:54p	78	67	85.90%
5/15/2018	9:00a	78	29	37.18%
5/15/2018	11:25a	78	75	96.15%
5/15/2018	1:45p	78	70	89.74%
5/15/2018	5:05p	78	69	88.46%
5/16/2018	9:00a	78	22	28.21%
5/16/2018	11:40a	78	70	89.74%
5/16/2018	2:00p	78	66	84.62%
5/17/2018	9:05a	78	24	30.77%
5/17/2018	12:15p	78	77	98.72%
5/17/2018	1:30p	78	72	92.31%
5/17/2018	5:39p	78	70	89.74%
5/18/2018	8:55a	78	21	26.92%
5/18/2018	11:45a	78	59	75.64%
5/18/2018	2:00p	78	78	100.00%
5/18/2018	5:00p	78	62	79.49%

Peabody				
Date	Scanned Time	Spaces	Spaces Occupied	Percentage Occupied
5/8/2018	11:43a	31	27	87.10%
5/8/2018	2:55p	31	30	96.77%
5/9/2018	9:20a	31	22	70.97%
5/9/2018	11:55a	31	29	93.55%
5/9/2018	3:02p	31	30	96.77%
5/10/2018	9:10a	31	21	67.74%
5/10/2018	12:00p	31	31	100.00%
5/10/2018	2:57p	31	30	96.77%
5/11/2018	9:25a	31	30	96.77%
5/11/2018	12:08p	31	29	93.55%
5/11/2018	3:09p	31	28	90.32%
5/14/2018	9:10a	31	16	51.61%
5/14/2018	11:56a	31	30	96.77%
5/14/2018	3:05p	31	29	93.55%
5/15/2018	9:20a	31	24	77.42%
5/15/2018	12:08p	31	30	96.77%
5/15/2018	3:10p	31	30	96.77%
5/16/2018	9:20a	31	28	90.32%
5/16/2018	12:05p	31	30	96.77%
5/16/2018	3:05p	31	26	83.87%
5/17/2018	9:10a	31	13	41.94%
5/17/2018	11:08a	31	31	100.00%
5/17/2018	1:00p	31	28	90.32%
5/17/2018	3:05p	31	25	80.65%
5/18/2018	9:15a	31	21	67.74%
5/18/2018	11:25a	31	28	90.32%
5/18/2018	1:25p	31	30	96.77%
5/18/2018	3:25p	31	27	87.10%

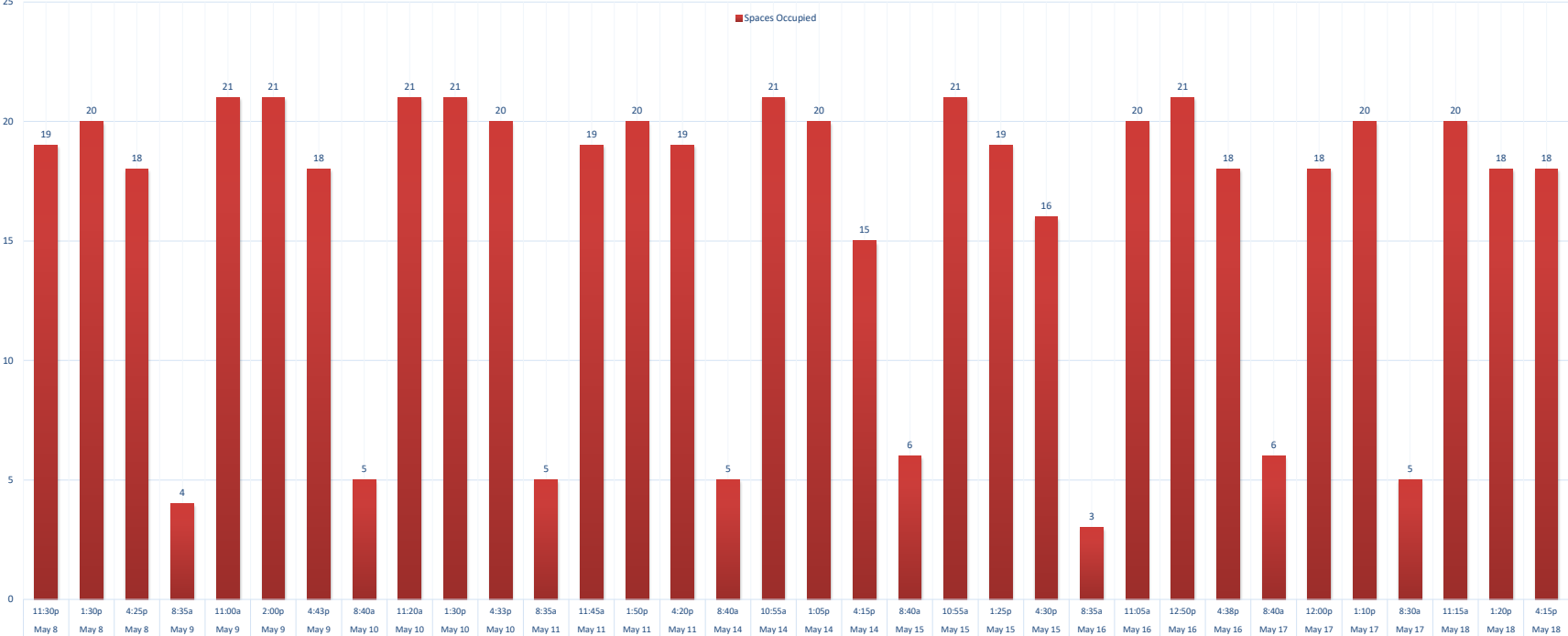
Pierce

Date	Scanned Time	Spaces	Spaces Occupied	Percentage Occupied
5/8/2018	12:35p	77	75	97.40%
5/8/2018	3:53p	77	59	76.62%
5/9/2018	9:40a	77	23	29.87%
5/9/2018	12:57p	77	74	96.10%
5/9/2018	4:15p	77	59	76.62%
5/10/2018	9:35a	77	52	67.53%
5/10/2018	12:43p	77	72	93.51%
5/10/2018	4:03p	77	52	67.53%
5/11/2018	9:50a	77	32	41.56%
5/11/2018	12:57p	77	67	87.01%
5/11/2018	3:59p	77	65	84.42%
5/14/2018	9:30a	77	8	10.39%
5/14/2018	12:50p	77	56	72.73%
5/14/2018	3:43p	77	52	67.53%
5/15/2018	9:40a	77	23	29.87%
5/15/2018	12:54p	77	73	94.81%
5/15/2018	4:00p	77	51	66.23%
5/16/2018	9:40a	77	40	51.95%
5/16/2018	12:45p	77	73	94.81%
5/16/2018	4:08p	77	50	64.94%
5/17/2018	9:35a	77	46	59.74%
5/17/2018	12:20p	77	66	85.71%
5/17/2018	2:20p	77	65	84.42%
5/18/2018	9:40a	77	22	28.57%
5/18/2018	12:00p	77	69	89.61%
5/18/2018	2:00p	77	67	87.01%

Chester 3 Hour Max/No Monthly Spaces Occupied
42 Spaces

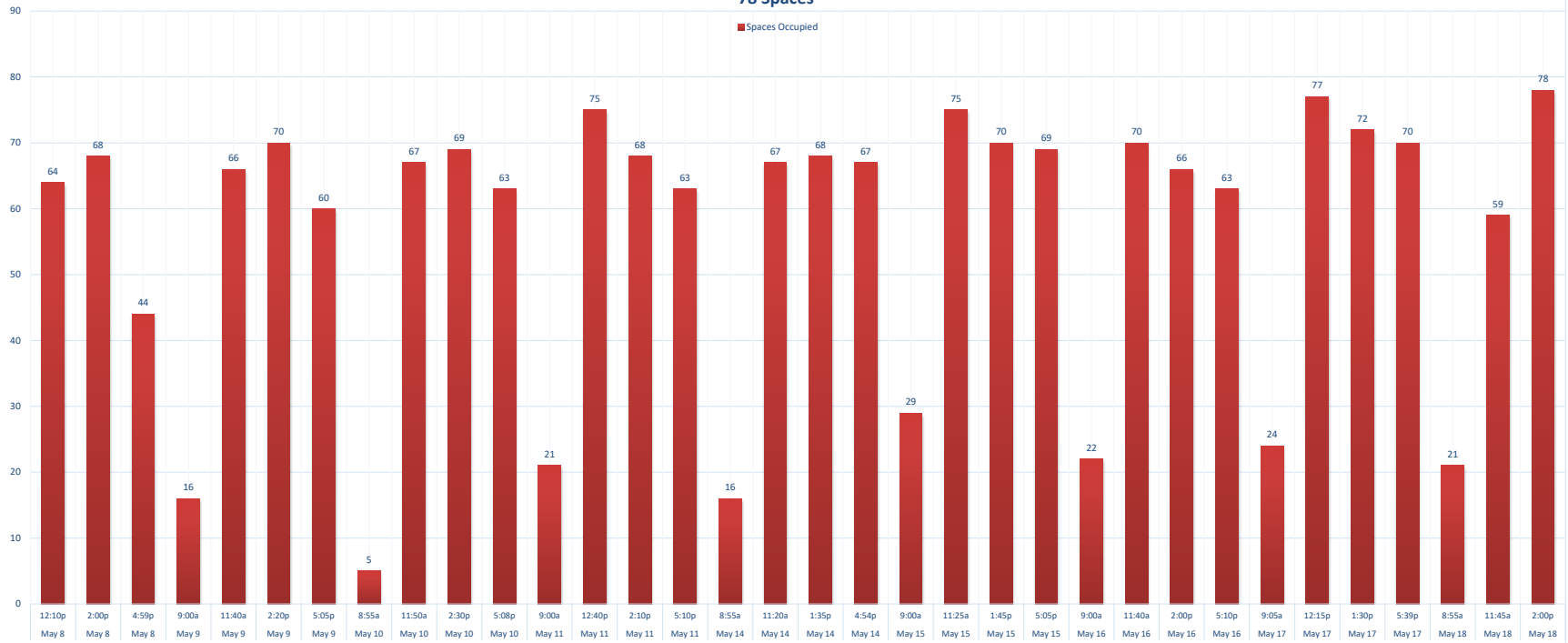


N.O.W. 3 Hour Max/No Monthly Spaces Occupied
21 Spaces

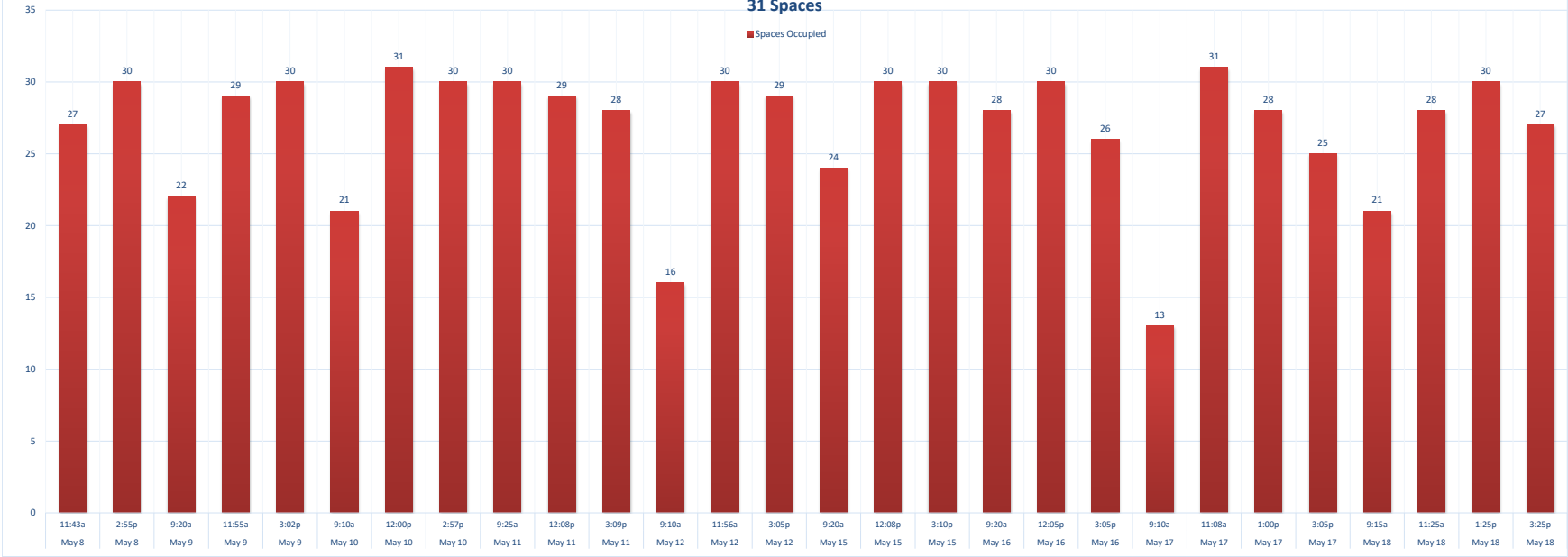


Park 3 Hour Max/No Monthly Spaces Occupied
78 Spaces

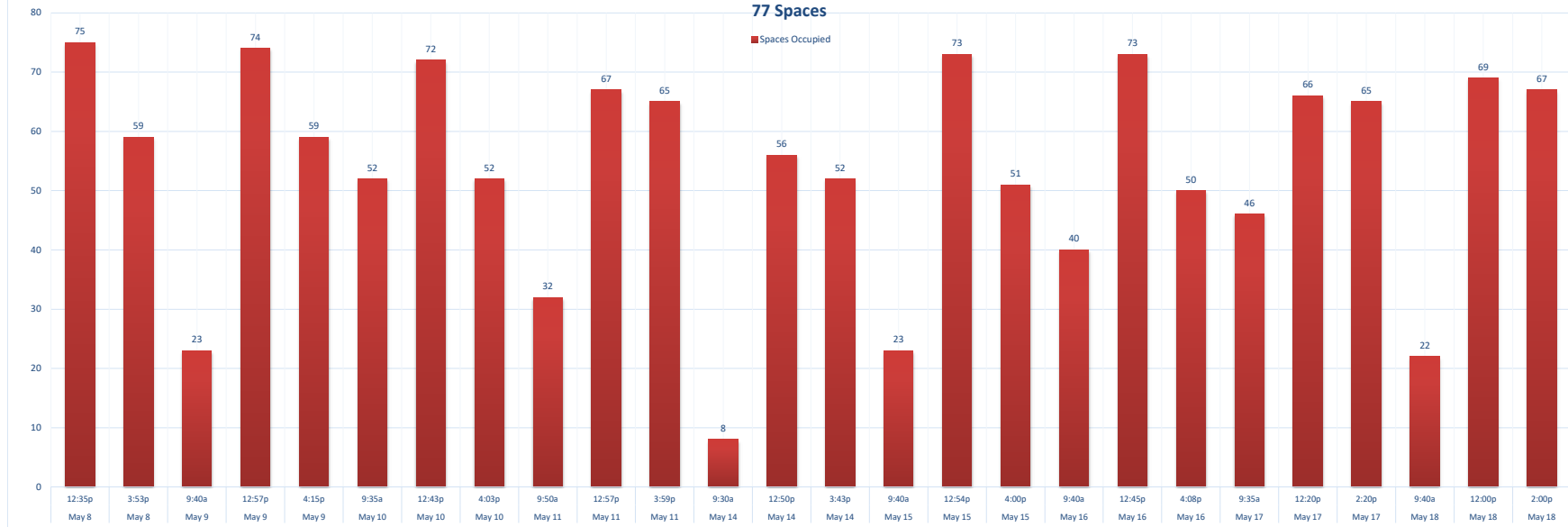
■ Spaces Occupied



Peabody 3 Hour Max/No Monthly Spaces Occupied
31 Spaces



Pierce 3 Hour Max/No Monthly Spaces Occupied
77 Spaces





MEMORANDUM

Office of the City Manager

DATE: July 11, 2018

TO: Advisory Parking Committee

FROM: Tiffany J. Gunter, Assistant City Manager

SUBJECT: Continuation of On-Street Valet Parking Program

During the Old Woodward construction project, the Birmingham Shopping District began a robust on street valet parking program to support the merchants and enhance the shopping, dining and recreation experience for residents and visitors that wanted hassle free access to downtown Birmingham. The on street valet program featured five (5) valet stands at key entry points around downtown. In the first week of operation, there were 350 vehicles recorded using the service. Over the weeks, the usage has remained steady around 750 cars per week. That's approximately 3,000 cars per month. The City has received very positive feedback regarding the program and many requests have been made to continue the program post construction. Table 1 provides you with a summary of the average number of cars parked per week by station:

Valet Station	Average Number of Cars / Week
Hamilton	310
N. Old Woodward	199
Brown Street at S. Old Woodward	110
Henrietta	77

The program has offered complimentary valet services for the first two hours with a \$5 charge for each additional hour. The BSD has supported the complimentary service with a payment to In-House Valet of \$6,500 per week (\$26,000 per month). This includes five stands operating from 10 am – 6 pm Monday through Friday. As the City and staff consider the continuation of this service, there are a few factors that we wanted to share with the APC for consideration as you consider the recommendation to continue these services through the end of the year.

- 1) The cost to provide valet services would need to be reduced substantially. This will likely involve charging user fees for the first two hours.
- 2) The number of stands should be reduced from five (5) to two (2) to serve both sides of the downtown and it is anticipated that the intensity of demand will lessen post construction.
- 3) There were some concerns that employees would use the service and artificially inflate the numbers. The table attached following this memo illustrates that the average user stays no more than two (2) hours. Further, it is expected that by adding a user fee for the first two hours that we will effectively discourage employee usage.

- 4) Our goal is to monitor usage over the next six months to determine if the program will continue to perform well in a non-construction environment and then reevaluate the usefulness of the on street valet services under normal conditions and determine if there is an argument for permanence.

In conversation with In-House Valet, staff has negotiated an initial proposal to satisfy this demonstration period that we believe will right-size the service and require minimal subsidy to achieve a high level of customer satisfaction.

Based on the activity of all 4 locations that In House Valet has been providing service during construction, they have recommended the following two (2) locations to best serve the needs of the City. First choice would be the Hamilton stand, because it produces the highest numbers and it is the most popular of all locations. Their recommendation for the second stand would be to set up in front of Keller Williams / Rivage Day Spa located next to Chase Bank. This location is centrally located and is in the heart of the downtown area.

In House Valet provided the following proposal of locations and terms of service to support post construction valet services that would reduce the cost from \$6,500 per week for five stands (equivalent to \$1,300 per stand as a complimentary service fully subsidized) to \$1,500 per week for two stands (equivalent to \$750 per stand for a paid valet service). To support the program for a six month period would cost \$36,000. The Birmingham Shopping District has committed funding for the six month period totaling \$10,000 as this program has a direct positive benefit to the merchants. The Parking Enterprise Fund would contribute the remaining \$26,000:

PROPOSAL OF LOCATIONS AND TERMS OF SERVICE

1. In House Valet will provide valet parking services at 2 locations in the City of Birmingham, optimally one on the North side of town (proposing current Hamilton stand) and a second on the South end of Old Woodward (2nd location proposing in front of Keller Williams / Rivage Spa) to more equally spread out service throughout the city. Hours of operation will be Monday-Saturdays, 10:00Am-6:00PM. The first two hours of valet service will cost \$5 and an additional \$5 per hour thereafter. Employees will insert time of arrival on ticket to keep track of hours parked with city.
2. In House Valet will provide two (2) parking attendants for each valet parking location during the 10:00AM-6:00PM daily work shift.
3. In House Valet will track and report daily transactions for each location on a weekly basis
4. Based on history of current construction program, In House Valet has tracked all four current locations of valet program, below is the average per week since the inception of program:

Hamilton	= 310 vehicles per week
North Old Woodward	= 199 vehicles per week
Brown street a S Old Woodward	= 110 vehicles per week
Henrietta	= 77 vehicles per week

5. Drop Off and Pick Up

Procedures for Drop off and pick up of customer's vehicle's will be as follows:

Upon vehicle drop off, In House Valet will greet guests, mark tickets with arrival time, get customer name, phone number in case of needed contact, and inspect vehicle for any existing damage. All damage found will be pointed out to customer and marked on vehicle ticket in the appropriate area. Staff member will then park the vehicle at designated parking area for that particular stand. Staff member will also provide customer with a phone number for the ability to text ahead for customers vehicle. Staff will also not stage any vehicles in drop off and retrieval areas.

Upon Pick up of customer's vehicle, staff will either retrieve claim number from guest either via text or from the guest handing ticket stub to staff member where then he or she will retrieve vehicle from designated parking area. At this time staff member will calculate time of stay for customer and charge accordingly.

The plan for accommodating late returning customers will be as follows: It will be protocol for In House Valet Staff to inform guest hours of operation and inform them the procedure to retrieve their vehicle . Staff will also attempt to text or call customer to inform them where they can retrieve their vehicle if late. Any guest who returns past hours of operation will be instructed to pick up their vehicle at the Townsend Hotel or Cameron's Steak House. .Both properties are controlled by In House Valet. Signage will also have hours of operation posted.

6. Security

All vehicles parked by In House Valet will be securely locked at location and keys to be stored at the secure valet podium located at each valet location.

7. Valet Runners

In House Valet will be responsible for providing transportation for Valet staff, if necessary. Outline of operation as of now does not require any extra transportation for staff. If operation is amended, (by the City of Birmingham) pricing will be amended as needed for this service

8. Claim Tickets

In House Valet will provide a 3 part claim ticket for the Valet Parking program .

9. Vehicle and Key Accountability:

A daily accounting of all activity will be recorded and turned into the City of Birmingham on a weekly basis and keys will be kept in a secure valet podium

10. Claims

In House Valet will be responsible for any claims that arise from Valet Parking Program. A written report will be created from any incidents that arise from daily activity. In House Valet will not be responsible for any vehicle left over in designated areas where guest refuses or suggests we leave vehicle in any other area than the 2 said locations mentions in paragraph 5.

11. Customer Complaints

In House Valet will respond to all complaints and will copy the City of Birmingham on said complaints. In House Valet responds to all complaints on the same day as reported with a phone call to customer from a supervisor of In House Valet.

12. Driving Requirements

In House Valet Employees are trained to follow and obey all traffic laws, rules and regulations. All In House Valet are already licensed with the city of Birmingham.

13. Uniforms

In House Valet supplies all employees with uniforms for all seasons with In House Valet logo inserted on all gear

14. Storage of vehicles

Fortunately, In House Valet already operates out of several locations in the City of Birmingham, and will be utilizing its office space at the Townsend Hotel for all of its operations throughout the city. Location one (Hamilton Stand would require the first level north side of the Park street garage as well as the Oakland street parking that In House Valet is currently utilizing for construction program. For the South Old Woodward Location (Keller Williams/ Rivage Spa), In House Valet requests that we keep the 15-20 spaces on the first level of the southwest side of the Pierce Structure.

15. Signage & Equipment

In House Valet will provide the following for each valet stand location:

- 100 key Valet Podium stand with Umbrella inserted
- 1 A-Frame sign with customized signage inserted with City of Birmingham LOGO / IN HOUSE VALET LOGO
- 4 valet parking cones
- 3-part tickets for inventory

16. 3 client references from past projects:

City of Birmingham – 248-530-1200

Phenicia Restaurant- 248-644-3122

Townsend Hotel – 248-642-7900

17. Economics of proposal

In House Valet proposes to charge each vehicle parked \$ 5 per vehicle for the first two hours and an additional \$ 5 per hour thereafter.

In House Valet is requesting the City of Birmingham to supplement In House Valet \$ 750 for each location per week to be billed weekly to the City of Birmingham .

SUGGESTED RECOMMENDATION:

The Advisory Parking Committee recommends that the City Commission continue to the on-street valet program for a six month trial period post construction for a total cost of \$36,000 with a \$10,000 contribution from the Birmingham Shopping District and the remaining \$26,000 to be drawn from the Parking Fund to support two (2) valet stands in downtown Birmingham and evaluate to success of the program at the end of the six month period to consider establishing on street valet as a permanent program.

Start of Week 26-Mar
March 26- April 1

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	24	12	1						5	13
Tuesday	24	14	1						5	15
Wednesday	16	19	4						20	23
Thursday	16	19	4						20	23
Friday	16	24	5						25	29
Saturday	16	13	3						15	16
Totals	112	101	18	0	0	0	0	0	90	119

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	8	2						10	10
Tuesday	16	19	2						10	21
Wednesday	16	21	6						30	27
Thursday	17	19	3						15	22
Friday	20	36	1						5	37
Saturday	16	24	2						10	26
Totals	101	127	16	0	0	0	0	0	80	143

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	4							0	4
Tuesday	16	5							0	5
Wednesday	8	7							0	7
Thursday	8	11	2						10	13
Friday	8	9							0	9
Saturday	8	4							0	4
Totals	64	40	2	0	0	0	0	0	10	42

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	17	5	3	1					25	9
Tuesday	16	8	1						5	9
Wednesday	16	13	3						15	16
Thursday	16	8	2						10	10
Friday	16	5	1						5	6
Saturday	16	3							0	3
Totals	97	42	10	1	0	0	0	0	60	53

Start of Week
April 2 - 8

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	2	1						5	3
Tuesday	16	15	2				1		35	18
Wednesday	16	16	1						5	17
Thursday	16	26	2						10	28
Friday	21	34	1				1		30	36
Saturday	17	29	1						5	30
Totals	102	122	8	0	0	0	2	0	90	132

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	17	14	1						5	15
Tuesday	16	11	1						5	12
Wednesday	17	12	1						5	13
Thursday	18	24	2			1			30	27
Friday	21.5	27	1		1				20	29
Saturday	19	25	2						10	27
Totals	108.5	113	8	0	1	1	0	0	75	123

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8	3							0	3
Wednesday	8	5							0	5
Thursday	8	8	1						5	9
Friday	8	4	1						5	5
Saturday	8	13							0	13
Totals	48	40	2	0	0	0	0	0	10	42

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	7							0	7
Tuesday	16	8							0	8
Wednesday	16	5	2						10	7
Thursday	16.5	7	2						10	9
Friday	16	5							0	5
Saturday	25	47	2						10	49
Totals	105.5	79	6	0	0	0	0	0	30	85

Start of Week
April 9-15

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	17	10							0	10
Tuesday	17	18	1						5	19
Wednesday	19	29	1	1					15	31
Thursday	23	48	1		1				20	50
Friday	18	31	2			1			30	34
Saturday	16	7							0	7
Totals	110	143	5	1	1	1	0	0	70	151

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	17	26	2						10	28
Tuesday	20	36	3						15	39
Wednesday	22	31	3	1					25	35
Thursday	24	43	3						15	46
Friday	26	57	6	2					50	65
Saturday	25	63	2	2					30	67
Totals	134	256	19	5	0	0	0	0	145	280

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	3	2						10	5
Tuesday	8	12							0	12
Wednesday	8	17	2						10	19
Thursday	10	19	1						5	20
Friday	15	18	1	1					15	20
Saturday	8	14							0	14
Totals	57	83	6	1	0	0	0	0	40	90

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	23	26	2						10	28
Tuesday	16	19							0	19
Wednesday	17	18	1						5	19
Thursday	17	11							0	11
Friday	16	23	1						5	24
Saturday	21	31	1						5	32
Totals	110	128	5	0	0	0	0	0	25	133

Start of Week

April 16-22

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	6							0	6
Tuesday	16	22							0	22
Wednesday	16	26	1						5	27
Thursday	19	46	2						10	48
Friday	20	47	2	4					50	53
Saturday	16	17	3						15	20
Totals	103	164	8	4	0	0	0	0	80	176

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	20.5	44	2						10	46
Tuesday	24	49	5						25	54
Wednesday	24	58	7						35	65
Thursday	28	67	3						15	70
Friday	25	58	5						25	63
Saturday	21	45	2						10	47
Totals	142.5	321	24	0	0	0	0	0	120	345

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8.5	10	1						5	11
Wednesday	8	11							0	11
Thursday	8	13							0	13
Friday	9	21							0	21
Saturday	9	19	2						10	21
Totals	50.5	81	3	0	0	0	0	0	15	84

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	9							0	9
Tuesday	16	12							0	12
Wednesday	16	25							0	25
Thursday	17	27	4						20	31
Friday	21	31	4						20	35
Saturday	16	15	2						10	17
Totals	102	119	10	0	0	0	0	0	50	129

Start of Week
April 23-29

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	11	1						5	12
Tuesday	16	26	4						20	30
Wednesday	18	39	4						20	43
Thursday	18	42	1						5	43
Friday	18	47	2						10	49
Saturday	16	19	1						5	20
Totals	102	184	13	0	0	0	0	0	65	197

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	21	29	2						10	31
Tuesday	24	51	4						20	55
Wednesday	25.5	64	4						20	68
Thursday	25.5	59	6						30	65
Friday	25	61	5						25	66
Saturday	22	52	5						25	57
Totals	143	316	26	0	0	0	0	0	130	342

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8	7							0	7
Wednesday	8	4	1						5	5
Thursday	8	10	1						5	11
Friday	8	15	1						5	16
Saturday	7	9							0	9
Totals	47	52	3	0	0	0	0	0	15	55

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	14	3						15	17
Tuesday	16	17	1						5	18
Wednesday	22	29	3						15	32
Thursday	17	21	4						20	25
Friday	17	27	4						20	31
Saturday	15	10	1						5	11
Totals	103	118	16	0	0	0	0	0	80	134

Start of Week
April 30- May 6

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	10							0	10
Tuesday	16	18							0	18
Wednesday	18	34	4						20	38
Thursday	18	39	3						15	42
Friday	17	44	2	1					20	47
Saturday	16	21	1						5	22
Totals	101	166	10	1	0	0	0	0	60	177

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	21	33	3						15	36
Tuesday	22.5	70	5						25	75
Wednesday	24	64	6						30	70
Thursday	25	56	6						30	62
Friday	26	67	5						25	72
Saturday	20	57	6						30	63
Totals	138.5	347	31	0	0	0	0	0	155	378

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8.5	13	1						5	14
Wednesday	8	5							0	5
Thursday	9	17	1						5	18
Friday	8.5	9	1						5	10
Saturday	8	10	1						5	11
Totals	50	61	4	0	0	0	0	0	20	65

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	13	2						10	15
Tuesday	16	14	2						10	16
Wednesday	17	29	1						5	30
Thursday	21	34	1						5	35
Friday	20	17	3						15	20
Saturday	16	18	1						5	19
Totals	106	125	10	0	0	0	0	0	50	135

Start of Week
May 7-13

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	12	2						10	14
Tuesday	18	37	5						25	42
Wednesday	17	33	4						20	37
Thursday	17	39	6						30	45
Friday	18	44	5						25	49
Saturday	16	22	2						10	24
Totals	102	187	24	0	0	0	0	0	120	211

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	22	49	4						20	53
Tuesday	21	54	5	2					45	61
Wednesday	25	56	7	3					65	66
Thursday	26	47	7	2					55	56
Friday	25	53	4						20	57
Saturday	27	64	7	4					75	75
Totals	146	323	34	11	0	0	0	0	280	368

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	6							0	6
Tuesday	8	10							0	10
Wednesday	8	5							0	5
Thursday	10	21	2						10	23
Friday	9	21	2						10	23
Saturday									0	0
Totals	43	63	4	0	0	0	0	0	20	67

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	21	3						15	24
Tuesday	16	23	3						15	26
Wednesday	16	17	3						15	20
Thursday	16	22	3						15	25
Friday	16	12	1						5	13
Saturday	16	15	2						10	17
Totals	96	110	15	0	0	0	0	0	75	125

Start of Week
May 14-20

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	11							0	11
Tuesday	16	31	1						5	32
Wednesday	17	38	2						10	40
Thursday	17	41	5						25	46
Friday	18	51	3	2					35	56
Saturday	16	18	9						45	27
Totals	100	190	20	2	0	0	0	0	120	212

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	25	37	4						20	41
Tuesday	27	62	8	1					50	71
Wednesday	27	65	8	3					70	76
Thursday	26.5	58	8						40	66
Friday	25	47	3						15	50
Saturday	22	24	1	1					15	26
Totals	152.5	293	32	5	0	0	0	0	210	330

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8	14							0	14
Wednesday	8	13							0	13
Thursday	8	15	4						20	19
Friday	8	19							0	19
Saturday	8	12							0	12
Totals	48	80	4	0	0	0	0	0	20	84

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	12	3						15	15
Tuesday	16	21	3						15	24
Wednesday	16	21	2						10	23
Thursday	16	23	3						15	26
Friday	16	11	2						10	13
Saturday	16	8	3						15	11
Totals	96	96	16	0	0	0	0	0	80	112

Start of Week

May 21-27

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	11	2						10	13
Tuesday	18	42	3						15	45
Wednesday	17	38	5						25	43
Thursday	18	37	8						40	45
Friday	16.5	31	5						25	36
Saturday	16	10	2						10	12
Totals	101.5	169	25	0	0	0	0	0	125	194

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	22	42	3						15	45
Tuesday	26	62	8						40	70
Wednesday	25	64	12						60	76
Thursday	25	52	5						25	57
Friday	25	55	6						30	61
Saturday	25	39	5						25	44
Totals	148	314	39	0	0	0	0	0	195	353

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	9							0	9
Tuesday	8	12	1						5	13
Wednesday	8	11	1						5	12
Thursday	8	16	1						5	17
Friday	8.5	25	2						10	27
Saturday	8	10	1						5	11
Totals	48.5	83	6	0	0	0	0	0	30	89

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	11	1						5	12
Tuesday	16	12	1						5	13
Wednesday	17	26	5						25	31
Thursday	16	16	3						15	19
Friday	17	23	2						10	25
Saturday	16	12							0	12
Totals	98	100	12	0	0	0	0	0	60	112

Start of Week
May 28-June 3

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	0							0	0
Tuesday	16	22	3						15	25
Wednesday	18	53	2						10	55
Thursday	18	41	11						55	52
Friday	21	56	21						105	77
Saturday	16	17	10						50	27
Totals	97	189	47	0	0	0	0	0	235	236

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	13	2							0	2
Tuesday	25	39	4						20	43
Wednesday	24	44	6						30	50
Thursday	25	67	12						60	79
Friday	25	49	11						55	60
Saturday	23	43	4						20	47
Totals	135	244	37	0	0	0	0	0	185	281

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	2							0	2
Tuesday	0								0	0
Wednesday	16	13							0	13
Thursday	17	28	4						20	32
Friday	17	44	2						10	46
Saturday	16.5	39	4						20	43
Totals	74.5	126	10	0	0	0	0	0	50	136

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	1							0	1
Tuesday	16	14							0	14
Wednesday	16	23	3						15	26
Thursday	16	16	2						10	18
Friday	16	18	2						10	20
Saturday	16	10	2						10	12
Totals	88	82	9	0	0	0	0	0	45	91

Start of Week

June 4-10

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	15	3						15	18
Tuesday	17	29	2						10	31
Wednesday	18	50	5						25	55
Thursday	17	41	7						35	48
Friday	17	30	14						70	44
Saturday	16	13	3						15	16
Totals	101	178	34	0	0	0	0	0	170	212

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	23	36	2						10	38
Tuesday	24	54	4						20	58
Wednesday	25	54	7						35	61
Thursday	26	61	5						25	66
Friday	23	48	5						25	53
Saturday	18	49	4						20	53
Totals	139	302	27	0	0	0	0	0	135	329

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	6	2						10	8
Tuesday	8	8							0	8
Wednesday	8	12	2						10	14
Thursday	8	14	1						5	15
Friday	8	19	2						10	21
Saturday	8	13	2						10	15
Totals	48	72	9	0	0	0	0	0	45	81

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	11	2						10	13
Tuesday	17	20	4						20	24
Wednesday	17.5	27	4						20	31
Thursday	16	21	5						25	26
Friday	16	17	3						15	20
Saturday	16	12	2						10	14
Totals	98.5	108	20	0	0	0	0	0	100	128

Start of Week
June 11-17

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	15	5						25	20
Tuesday	16	40	10						50	50
Wednesday	16	46	15						75	61
Thursday	17	55	6	2					50	63
Friday	17	49	17						85	66
Saturday	16	18	5						25	23
Totals	98	223	58	2	0	0	0	0	310	283

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	25	42	6						30	48
Tuesday	26	59	8						40	67
Wednesday	28	64	11	2					75	77
Thursday	28	62	12	1					70	75
Friday	26	42	7	3					65	52
Saturday	25	45	5						25	50
Totals	158	314	49	6	0	0	0	0	305	369

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	9							0	9
Tuesday	8	14	1						5	15
Wednesday	8	7	1						5	8
Thursday	8	15							0	15
Friday	8	18	4						20	22
Saturday	8	20	5						25	25
Totals	48	83	11	0	0	0	0	0	55	94

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	9	2						10	11
Tuesday	16	12	1						5	13
Wednesday	16.5	21	3						15	24
Thursday	16	22	4						20	26
Friday	16	13	3						15	16
Saturday	16	11	2						10	13
Totals	96.5	88	15	0	0	0	0	0	75	103

Start of Week
June 18-24

North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	7	5						25	12
Tuesday	16	33	4						20	37
Wednesday	17	41	11						55	52
Thursday	17	49	7						35	56
Friday	16	38	8						40	46
Saturday	16	17	4						20	21
Totals	98	185	39	0	0	0	0	0	195	224

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	24	45	6						30	51
Tuesday	24	50	9						45	59
Wednesday	26.5	74	11						55	85
Thursday	24	51	5						25	56
Friday	27	47	8						40	55
Saturday	21	52	9						45	61
Totals	146.5	319	48	0	0	0	0	0	240	367

Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	9							0	9
Tuesday	8	12	3						15	15
Wednesday	8	6	1						5	7
Thursday	8	13	2						10	15
Friday	8	14	3						15	17
Saturday	8	12	7						35	19
Totals	48	66	16	0	0	0	0	0	80	82

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	12							0	12
Tuesday	16	10	2						10	12
Wednesday	16	11	2						10	13
Thursday	16	17	4						20	21
Friday	16	13	3						15	16
Saturday	16	10	5						25	15
Totals	96	73	16	0	0	0	0	0	80	89

Start of Week
June 25- July 1

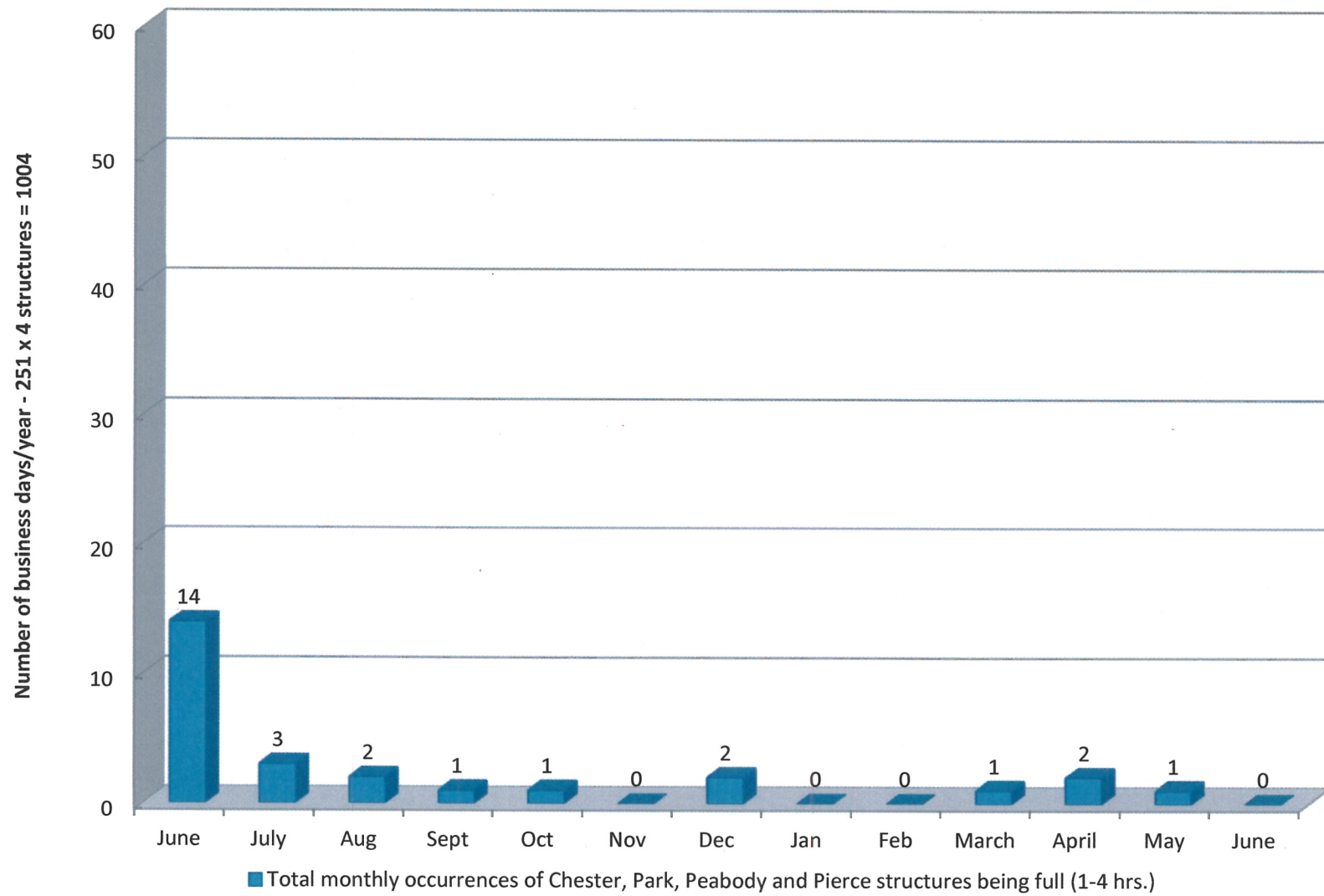
North Old Woodward location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	18	4						20	22
Tuesday	18	37	10						50	47
Wednesday	18	42	12						60	54
Thursday	17.5	39	11						55	50
Friday	22	55	13						65	68
Saturday	16	14	5						25	19
Totals	107.5	205	55	0	0	0	0	0	275	260

Hamilton Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	25	49	5						25	54
Tuesday	27	62	13						65	75
Wednesday	25	57	9						45	66
Thursday	25	51	7						35	58
Friday	25	48	8						40	56
Saturday	21	27	4						20	31
Totals	148	294	46	0	0	0	0	0	230	340

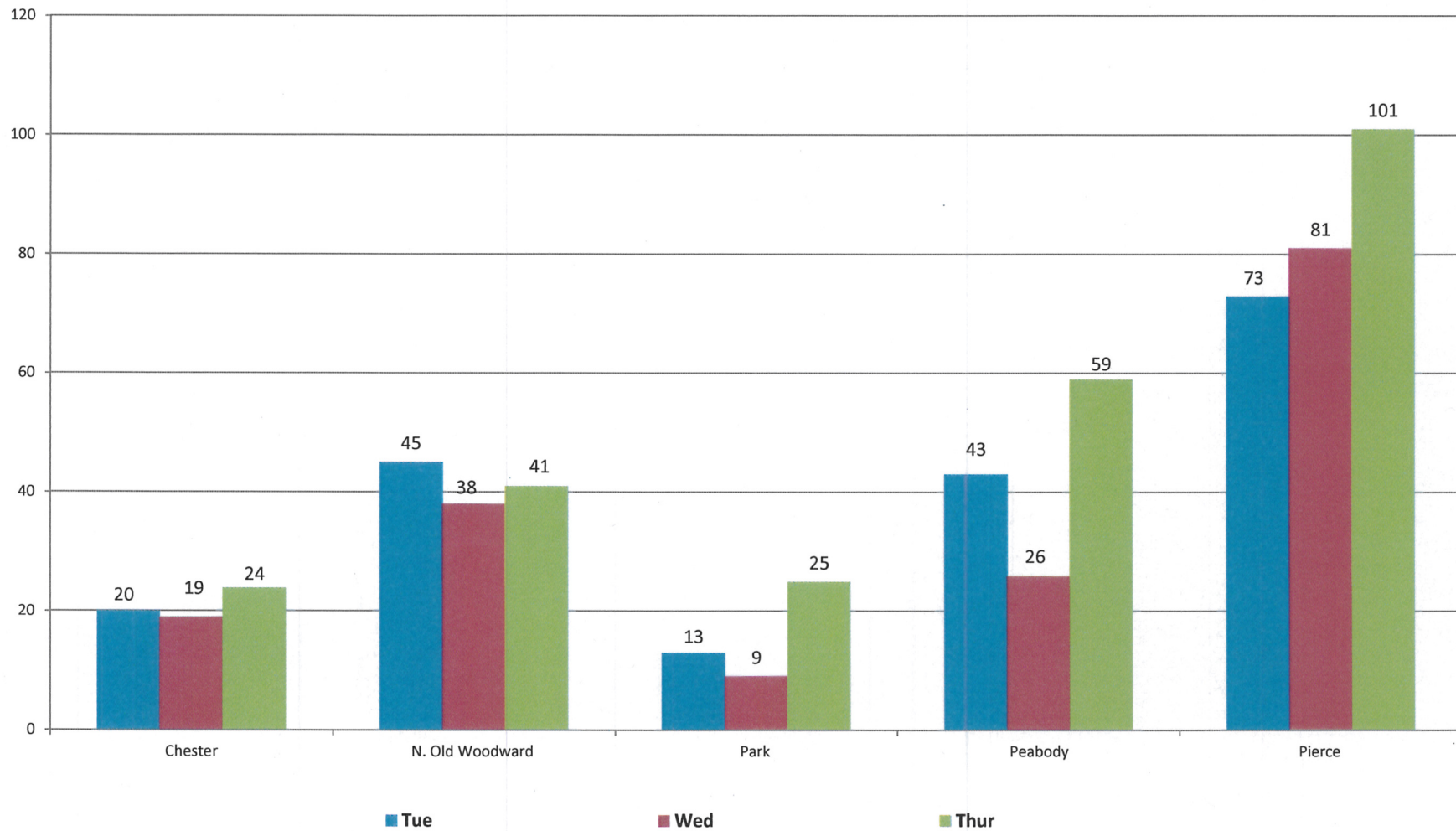
Henrietta Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	8	7							0	7
Tuesday	8	11	3						15	14
Wednesday	8	11	2						10	13
Thursday	8	10	1						5	11
Friday	8	16	6						30	22
Saturday	8	9	0						0	9
Totals	48	64	12	0	0	0	0	0	60	76

Brown & S Old Woodward Location										
Day of Week	Total Employee Hrs	# of Cars - Free 2 Hrs	# of Cars 3 Hrs	# of Cars 4 Hrs	# of Cars 5 Hrs	# of Cars 6 Hrs	# of Cars 7 Hrs	# of Cars 8 Hrs	\$ for over first 2 hrs	Total # of cars
Monday	16	16	4						20	20
Tuesday	16	18	5						25	23
Wednesday	16	15	3						15	18
Thursday	16	21	3						15	24
Friday	16	17	2						10	19
Saturday	14	10	1						5	11
Totals	94	97	18	0	0	0	0	0	90	115

2017-18 Combined Parking Structure Full Status

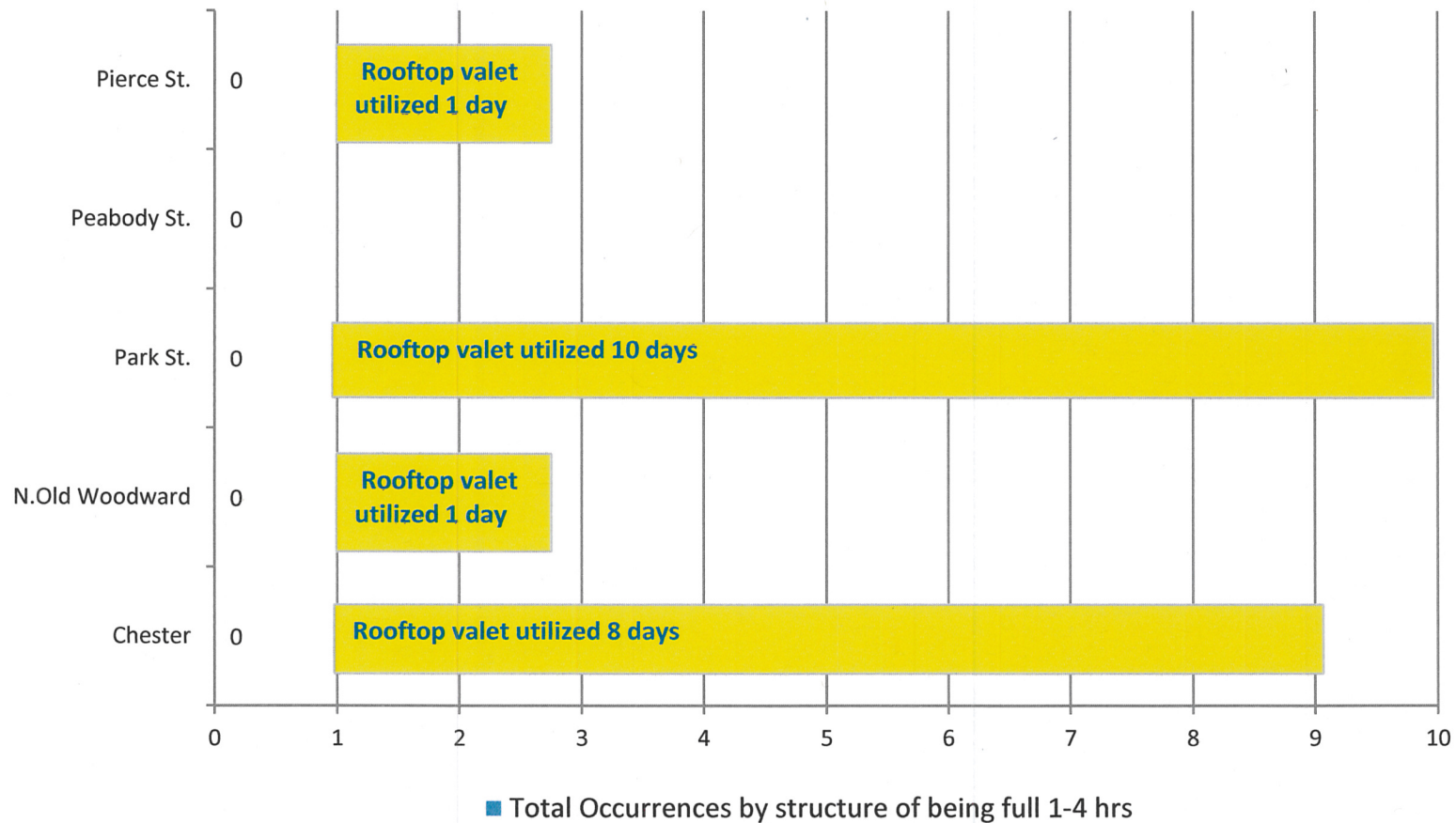


Structure Occupancy at 1 pm Tuesday-Thursday Average Available Spaces - June 2018

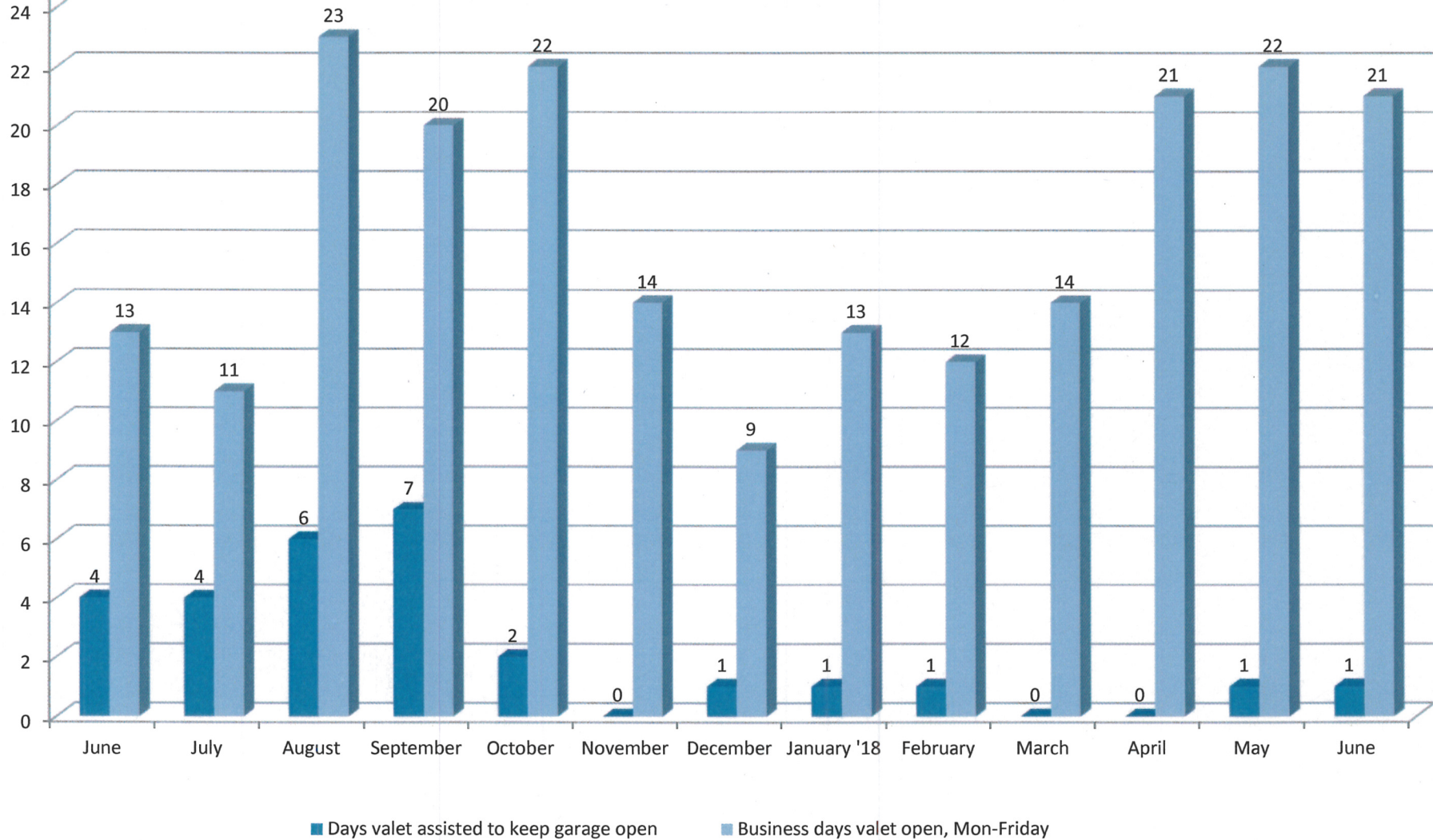


Parking Full Status by Structure

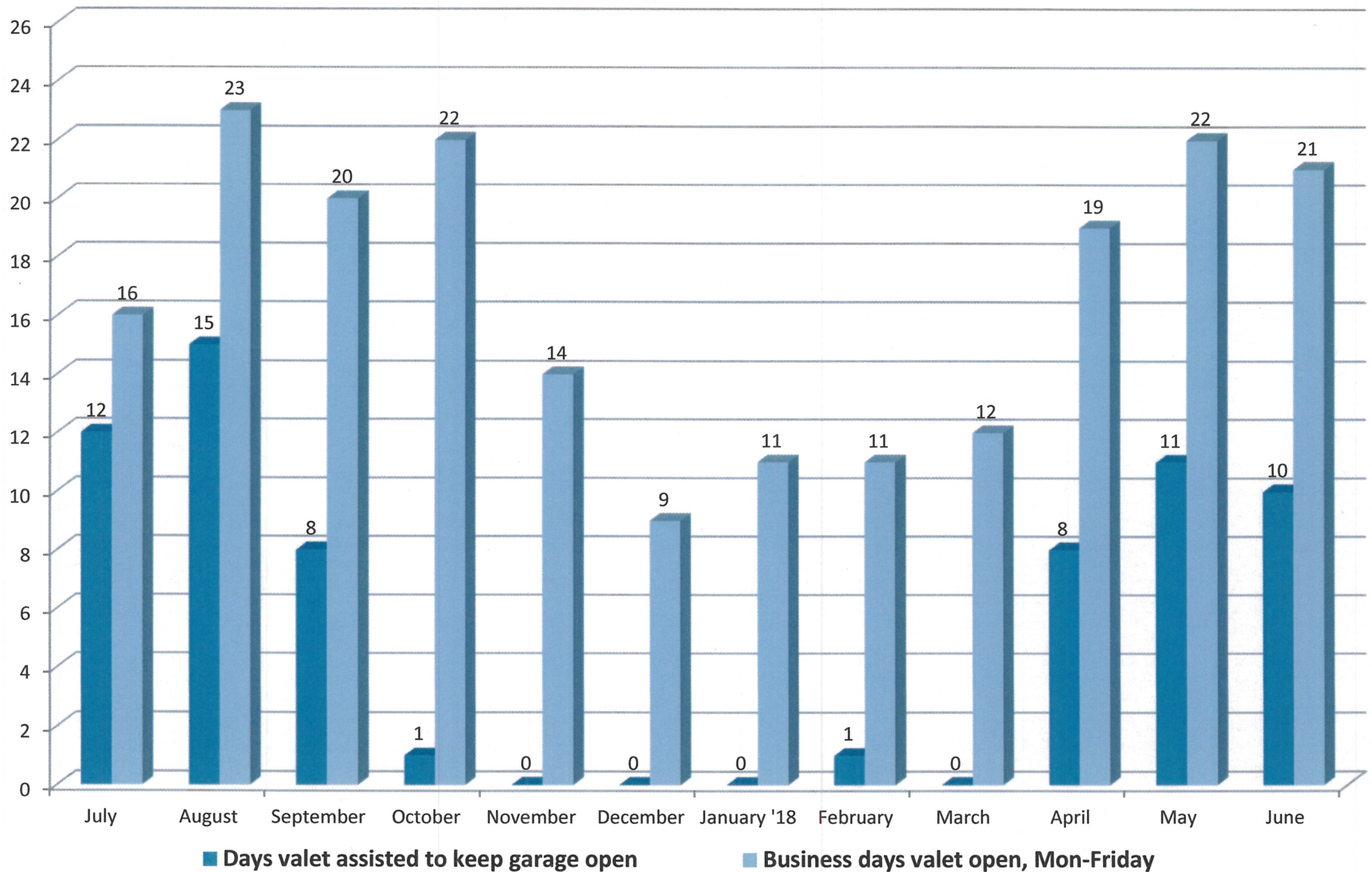
June 2018 Business Days Only (M-Friday)



N. Old Woodward Structure Valet Assist Data - June 2017- June 2018



Park Street Structure Valet Assist Data - July 2017 - June 2018



Chester Street Structure

Garage full list

JUNE 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Garage not filled.	6 Valet-14 cars	7 Garage not filled.	8 Garage not filled.	9
10	11 Valet-1 car	12 Valet-3 cars	13 Valet-7 cars	14 Valet-2 cars	15 Valet-2 cars	16
17	18 Garage not filled.	19 Garage not filled.	20 Valet-15 cars	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Garage not filled.	27 Valet-2 cars	28 Garage not filled.	29 Garage not filled.	30
		Notes:				

N. Old Woodward Garage

Valet Counts

June 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 16 cars	2
3	4 Garage not filled.	5 Garage not filled.	6 Garage not filled.	7 Garage not filled.	8 Garage not filled.	9
10	11 Garage not filled.	12 Garage not filled.	13 Garage not filled.	14 Garage not filled.	15 Garage not filled.	16
17	18 Garage not filled.	19 Garage not filled.	20 Garage not filled.	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Garage not filled.	27 Garage not filled.	28 Garage not filled.	29 Garage not filled.	30
		Notes:				

Park Street Structure

Garage full list

JUNE 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Valet-11 cars	6 Garage not filled.	7 Valet-13 cars	8 Garage not filled.	9
10	11 Garage not filled.	12 Valet-26 cars	13 Valet-8 cars	14 Garage not filled.	15 Garage not filled.	16
17	18 Valet-8 cars	19 Valet-24 cars	20 Valet-25 cars	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Valet-20 cars	27 Valet-22 cars	28 Valet-2 cars	29 Garage not filled.	30
		Notes:				

Peabody Street Structure

Garage full list

JUNE 2018

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	29	30
		Notes: Structure did not fill.				

Pierce Street Structure

Garage full list

JUNE 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15 Valet-18 cars	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
		Notes:				

Structure Occupancy at 1pm Tuesday-Thursday

Available Spaces

June 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 Chester- N.O.W.- Park- Peabody- Pierce-	6 Chester-21 N.O.W.-31 Park-8 Peabody-35 Pierce-81	7 Chester-24 N.O.W.-64 Park-27 Peabody-12 Pierce-88	8	9
10	11	12 Chester-13 N.O.W.-19 Park-14 Peabody-26 Pierce-60	13 Chester-18 N.O.W.-25 Park-16 Peabody-20 Pierce-88	14 Chester-20 N.O.W.-23 Park-15 Peabody-68 Pierce-86	15	16
17	18	19 Chester-15 N.O.W.-34 Park-11 Peabody-55 Pierce-77	20 Chester-18 N.O.W.-59 Park-10 Peabody-18 Pierce-42	21 Chester-35 N.O.W.-27 Park-20 Peabody-73 Pierce-99	22	23
24	25	26 Chester-33 N.O.W.-82 Park-15 Peabody-48 Pierce-81	27 Chester-19 N.O.W.-38 Park-2 Peabody-31 Pierce-112	28 Chester-15 N.O.W.-49 Park-39 Peabody-82 Pierce-131	29	30
		Notes:				

CENTRAL PARKING SYSTEM

Birmingham Parking System Transient & Free Parking Analysis Months of May 2017 & May 2018

May 2017

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	17,141	9,730	\$48,781.20	57%
PARK**	15,027	8,359	\$53,801.30	56%
CHESTER	7,427	2,777	\$67,027.00	37%
WOODWARD	14,805	7,768	\$45,748.10	52%
PIERCE**	23,409	12,016	\$60,573.75	51%
TOTALS	77,809	40,650	\$ 275,931.35	52%

May 2018

GARAGE	TOTAL CARS	FREE CARS	CASH REVENUE	% FREE
PEABODY	17,714	10,435	\$ 36,498.00	59%
PARK	19,294	8,341	\$ 47,768.00	43%
CHESTER	7,617	2,084	\$ 76,561.00	27%
WOODWARD	14,659	7,646	\$ 38,130.00	52%
PIERCE	25,588	12,653	\$ 64,290.00	49%
TOTALS	84,872	41,159	\$ 263,247.00	48%

BREAKDOWN:	TOTAL CARS	-9%
	FREE CARS	+1%
	CASH REVENUE	-5%

CITY OF BIRMINGHAM - Combined
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	219,340.90	2,410,833.96	229,910.00	2,183,711.50
Revenues - Cash Parking	263,247.00	2,708,252.09	275,931.35	2,305,405.60
Revenues - Card Fees	165.00	14,160.00	495.00	6,080.00
Revenue - Lot #6	15,065.00	167,185.55	# 9,530.00	122,028.40
TOTAL INCOME	<u>497,817.90</u>	<u>5,300,431.60</u>	<u>515,866.35</u>	<u>4,617,225.50</u>
EXPENSES:				
Salaries and Wages	67,327.66	721,399.23	69,760.19	745,475.14
Payroll Taxes	6,608.41	74,058.93	7,348.42	78,545.48
Workmens Comp Insurance	3,063.34	31,672.92	2,853.15	30,402.09
Group Insurance	19,829.86	244,462.43	24,428.95	234,837.35
Uniforms	140.02	5,018.41		2,906.91
Insurance	13,145.64	115,772.70	9,653.72	110,913.59
Utilities	737.36	10,434.11	1,232.34	12,101.35
Maintenance	7,194.88	56,575.11	5,140.02	82,922.73
Parking Tags/Tickets		3,563.41	1,832.33	14,910.81
Accounting Fees	4,384.11	48,901.98	4,363.97	48,640.22
Office Supplies	248.91	5,408.83	212.85	4,358.91
Card Refund		-		
Operating Cost - Vehicles	618.36	6,513.43	577.08	6,368.26
Pass Cards		-		
Employee Appreciation	475.56	1,863.71	192.69	1,621.95
Credit Card Fees	10,584.45	136,463.02	8,172.27	92,001.54
Bank Service Charges	75.50	1,005.62	232.54	3,998.34
Miscellaneous Expense	402.49	4,237.28	384.30	4,577.72
Management Fee Charge	3,875.00	42,625.00	3,875.00	42,625.00
TOTAL EXPENSES	<u>138,711.55</u>	<u>1,509,976.12</u>	<u>140,259.82</u>	<u>1,517,207.39</u>
OPERATING PROFIT	<u>359,106.35</u>	<u>3,790,455.48</u>	<u># 375,606.53</u>	<u>3,100,018.11</u>

CITY OF BIRMINGHAM PIERCE DECK
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	45,069.90	417,016.95	37,988.00	373,630.50
Revenues - Cash Parking	64,290.00	738,634.27	60,573.75	721,252.85
Revenues - Card Fees	30.00	2,003.00	165.00	3,105.00
		-		
TOTAL INCOME	<u>109,389.90</u>	<u>1,157,654.22</u>	<u>98,726.75</u>	<u>1,097,988.35</u>
		-		
EXPENSES:				
Salaries and Wages	11,648.15	130,364.21	11,880.84	136,954.90
Payroll Taxes	1,118.62	13,112.45	1,147.97	13,348.94
Workmens Comp Insurance	530.40	5,705.80	504.21	5,302.72
Group Insurance	3,897.60	53,449.73	5,430.55	49,882.37
Uniforms		708.56		274.06
Insurance	1,992.68	21,646.60	1,860.60	21,983.43
Utilities	-70.64	2,106.29	233.11	2,536.78
Maintenance	1,398.71	7,823.21	4,166.96	19,567.74
Parking Tags/Tickets		564.97	504.75	3,277.68
Accounting Fees	865.37	9,519.07	865.37	9,519.07
Office Supplies	49.78	1,081.77	42.57	871.79
Card Refunds		-		
Operating Cost - Vehicles	123.67	1,302.68	115.42	1,249.01
Pass Cards		-		
Employee Appreciation	41.25	259.01	38.54	240.54
Credit Card Fees	2,584.93	37,335.42	1,794.02	29,394.25
Bank service charges	11.49	249.68	71.27	1,254.42
Miscellaneous Expenses	42.67	364.06	20.52	276.05
Management Fee Charge	775.00	8,525.00	775.00	8,525.00
TOTAL EXPENSES	<u>25,009.68</u>	<u>294,118.51</u>	<u>29,451.70</u>	<u>304,458.75</u>
OPERATING PROFIT	<u>84,380.22</u>	<u>863,535.71</u>	<u>69,275.05</u>	<u>793,529.60</u>

CITY OF BIRMINGHAM PEABODY DECK
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	28,800.00	297,342.50	37,712.50	284,387.00
Revenues - Cash Parking	36,498.00	415,979.00	48,781.20	360,728.55
Revenues - Card Fees	60.00	10,769.00	240.00	360.00
		-		
TOTAL INCOME	<u>65,358.00</u>	<u>724,090.50</u>	<u>86,733.70</u>	<u>645,475.55</u>
		-		
EXPENSES:				
Salaries and Wages	10,699.34	117,241.66	11,564.36	136,240.60
Payroll Taxes	1,035.61	11,963.54	1,118.00	13,299.08
Workmens Comp Insurance	487.45	5,190.36	490.81	5,264.41
Group Insurance	3,890.51	53,069.84	5,430.53	50,218.27
Uniforms		648.32		301.14
Insurance	1,520.17	16,124.53	1,419.03	17,386.86
Utilities	202.00	2,027.46	233.12	2,449.62
Maintenance	1,411.01	6,614.63	136.43	12,868.41
Parking Tags/Tickets		564.97	239.77	2,528.63
Accounting Fees	775.19	8,527.09	775.19	8,639.69
Office Supplies	49.78	1,081.76	42.57	871.79
Card Refund		-		-
Employee Appreciation	41.25	259.01	38.54	240.54
Operating Cost - Vehicles	123.67	1,302.68	115.42	1,249.00
Pass Cards		-		-
Credit Card Fees	1467.49	21,266.25	1444.75	14,189.95
Bank service charges	11.49	122.47	43.04	785.25
Miscellaneous Expense	41.94	380.28	20.27	275.55
Management Fee Charge	775.00	8,525.00	775.00	8,525.00
TOTAL EXPENSES	<u>22,531.90</u>	<u>254,909.86</u>	<u>23,886.83</u>	<u>275,333.79</u>
OPERATING PROFIT	<u>42,826.10</u>	<u>469,180.64</u>	<u>62,846.87</u>	<u>370,141.76</u>

CITY OF BIRMINGHAM PARK DECK
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	44,509.00	569,442.51	48,934.00	517,134.50
Revenues - Cash Parking	47,768.00	558,210.00	53,801.30	545,198.60
Revenues - Card Fees	15.00	(42.00)		375.00
		-		
TOTAL INCOME	<u>92,292.00</u>	<u>1,127,610.51</u>	<u>102,735.30</u>	<u>1,062,708.10</u>
		-		
EXPENSES:				
Salaries and Wages	13,124.92	143,140.38	14,725.46	158,963.59
Payroll Taxes	1,303.70	14,654.44	1,448.64	15,908.97
Workmens Comp Insurance	597.25	6,263.70	624.66	6,197.66
Group Insurance	2,996.93	41,914.81	4,241.30	39,221.84
Uniforms		707.19		438.15
Insurance	4,766.67	26,644.79	2,125.49	22,571.87
Utilities	202.00	2,027.46	233.11	2,343.96
Maintenance	1,410.97	6,017.29	136.44	18,343.81
Parking Tags/Tickets		564.97	608.31	3,575.19
Accounting Fees	881.28	9,719.36	881.28	9,694.08
Office Supplies	49.78	1,081.76	42.57	871.76
Card Refund		-		
Operating Cost - Vehicles	123.67	1,302.68	115.42	1,248.99
Pass Cards		-		
Employee Appreciation	159.03	646.67	38.54	232.20
Credit Card Fees	1,920.62	28,140.74	1,593.44	21,835.66
Bank service charges	11.49	116.66	57.64	892.10
Miscellaneous Expenses	43.83	315.51	22.74	301.62
Management Fee Charge	775.00	8,525.00	775.00	8,525.00
		-		
TOTAL EXPENSES	<u>28,367.14</u>	<u>291,783.42</u>	<u>27,670.04</u>	<u>311,166.45</u>
OPERATING PROFIT	<u>63,924.86</u>	<u>835,827.09</u>	<u>75,065.26</u>	<u>751,541.65</u>

CITY OF BIRMINGHAM CHESTER DECK
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	41,582.00	545,479.00	36,072.50	503,631.00
Revenues - Cash Parking	76,561.00	576,646.82	67,027.00	319,817.75
Revenues - Card Fees	60.00	1,205.00	15.00	1,250.00
		-		
TOTAL INCOME	<u>118,203.00</u>	<u>1,123,330.82</u>	<u>103,114.50</u>	<u>824,698.75</u>
EXPENSES:				
Salaries and Wages	19,404.34	179,746.61	16,586.08	144,309.33
Payroll Taxes	1,898.45	18,904.88	1,637.68	18,142.49
Workmens Comp Insurance	881.50	7,919.67	581.14	7,019.92
Group Insurance	6,046.92	56,181.79	4,241.28	48,465.73
Uniforms	140.02	2,247.37		1,643.50
Insurance	2,450.00	25,969.60	2,286.60	26,864.00
Utilities	202.00	2,237.24	299.89	2,321.43
Maintenance	1,563.21	27,548.59	263.78	17,987.06
Parking Tags/Tickets		1,303.53	239.75	1,666.71
Accounting Fees	970.38	11,313.03	950.24	10,773.49
Office Supplies	49.78	1,081.76	42.57	871.81
Card Refund		-		-
Operating Cost - Vehicles	123.67	1,302.69	115.42	1,372.28
Pass Cards	-	-		-
Employee Appreciation	192.78	440.01	38.53	668.14
Credit Card Fees	3,078.31	28,508.80	1,985.14	12,056.57
Bank Service Charges	29.54	400.15	18.69	124.56
Misc Expense	48.73	857.77	116.43	1,793.27
Management Fee Charge	775.00	8,525.00	775.00	8,525.00
TOTAL EXPENSES	<u>37,854.63</u>	<u>374,488.50</u>	<u>30,178.22</u>	<u>304,605.29</u>
OPERATING PROFIT	<u>80,348.37</u>	<u>748,842.32</u>	<u>72,936.28</u>	<u>520,093.46</u>

CITY OF BIRMINGHAM N. WOODWARD DECK
Income Statement
For Periods Indicated

	Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
REVENUES:				
Revenues - Monthly parking	59,380.00	581,553.00	69,203.00	504,928.50
Revenues - Cash Parking	38,130.00	418,782.00	45,748.10	358,407.85
Revenues - Card Fees		195.00	75.00	990.00
		-		
TOTAL INCOME	<u>97,510.00</u>	<u>1,000,530.00</u>	<u>115,026.10</u>	<u>864,326.35</u>
EXPENSES:				
Salaries and Wages	12,450.91	150,906.37	15,003.45	169,006.71
Payroll Taxes	1,252.03	15,423.62	1,996.13	17,846.00
Workmens Comp Insurance	566.74	6,593.39	652.33	6,617.38
Group Insurance	2,997.90	39,846.26	5,085.29	47,049.14
Uniforms		706.97		250.06
Insurance	2,416.12	25,387.18	1,962.00	22,107.43
Utilities	202.00	2,035.66	233.11	2,449.56
Maintenance	1,410.98	8,571.38	436.41	14,155.71
Parking Tags/Tickets		564.97	239.75	3,500.42
Accounting Fees	891.89	9,823.43	891.89	10,013.89
Office Supplies	49.78	1,081.76	42.57	871.76
Card Refund		-		
Operating Cost - Vehicles	123.67	1,302.69	115.42	1,248.99
Pass Cards		-		
Employee Appreciation	41.25	259.01	38.54	240.53
Credit Card Fees	1533.10	21,211.81	1354.92	14,525.11
Bank Service Charges	11.49	116.66	41.90	942.01
Miscellaneous Expense	43.30	321.57	23.25	301.42
Management Fee Charge	775.00	8,525.00	775.00	8,525.00
TOTAL EXPENSES	<u>24,766.16</u>	<u>292,677.74</u>	<u>28,891.96</u>	<u>319,651.12</u>
OPERATING PROFIT	<u>72,743.84</u>	<u>707,852.26</u>	<u>86,134.14</u>	<u>544,675.23</u>

CITY OF BIRMINGHAM lot #6
Income Statement
For Periods Indicated

		Month Ended May 31, 2018	11 Month Ending May 31, 2018	Month Ended May 31, 2017	11 Month Ending May 31, 2017
INCOME	Revenues - Monthly Parking Lot #6 & Southside	15,065.00	167,185.55	9,530.00	122,028.40
	TOTAL INCOME	<u>15,065.00</u>	<u>167,185.55</u>	<u>9,530.00</u>	<u>122,028.40</u>
EXPENSES	Liability Insurance				-
	Office Supplies (Hanging Tags)				362.18
	Misc.	182.02	1,998.09		1,629.81
	TOTAL EXPENSES	<u>182.02</u>	<u>1,998.09</u>	<u>181.09</u>	<u>1,991.99</u>
	NET PROFIT	<u>14,882.98</u>	<u>165,187.46</u>	<u>9,348.91</u>	<u>120,036.41</u>

MONTHLY PARKING PERMIT REPORT

For the month of: May 2018
Date Compiled: June 25, 2018

	Pierce	Park	Peabody	N.Old Wooc	Chester	Lot #6/\$210	Lot #6/\$150	South Side	Lot B	35001 Woodward	Total
1. Total Spaces	706	811	437	745	985	174	79	8	40	40	4025
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	50	3918
5. Permits - end of previous month	550	750	400	800	1140	150	40	8	30	50	3918
6. Permits - end of month	550	750	400	800	1140	150	40	8	30	50	3918
7. Permits - available at end of month	0	0	0	0	0	0	0	0	0	0	0
8. Permits issued in month includes permits effective 1st of month	6	2	3	8	7	0	0	0	0	0	26
9. Permits given up in month	6	2	3	8	7	0	0	0	0	0	26
10. Net Change	0	0	0	0	0	0	0	0	0	0	0
11. On List - end of month* **On List-Unique Individuals	1013	934	974	1300	880	0	0	0	0	0	5101 3286
12. Added to list in month	14	15	17	11	14	0	0	0	0	0	71
13. Withdrawn from list in month (w/o permit)	0	0	51	0	0	0	0	0	0	0	51
14. Average # of weeks on list for permits issued in month	143	82	141	126	57	0	0	0	0	0	110
15. Transient parker occupied	298	182	142	109	53	N/A	N/A	N/A	N/A	N/A	784
16. Monthly parker occupied	366	621	251	603	894	N/A	N/A	N/A	N/A	N/A	2735
17. Total parker occupied	664	803	393	712	947	N/A	N/A	N/A	N/A	N/A	3519
18. Total spaces available at 1pm on Wednesday 5/16	42	8	44	33	38	N/A	N/A	N/A	N/A	N/A	165
19. "All Day" parkers paying 5 hrs. or more											
A:Weekday average.	199	182	117	125	108	N/A	N/A	N/A	N/A	N/A	731
B:**Maximum day	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	0
20. Utilization by long term parkers	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	#DIV/0!

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

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

* Average Maximum day not available currently in Skidata

** Unique individuals represent the actual number of unique people on the wait list regardless of how many structures they have requested.