

ADVISORY PARKING COMMITTEE
WEDNESDAY, November 2, 2022 @ 7:30am

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, October 12, 2022
5. Meeting open to the public for items not on the agenda
6. Parking Meter Sensor – Recommendation to cancel and remove
7. BSD – Holiday Shopping Request – Jana Ecker
8. WJE Proposal – review Repair Design & Construction Document Development Proposal
9. Misc. Communication
 - a Parking equipment decision explanation
 - b Branding of TIBA equipment will be presented and approved by the Ad Hoc Wayfinding Committee
 - c September APS Update
10. Next Meeting – December 7 2022
11. Adjournment

Notice: Please note that board meetings will be conducted in person. Members of the public can attend in person at Birmingham City Hall or may attend virtually at <https://us06web.zoom.us/j/86082330819>

Meeting ID: 860 8233 0819

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Advisory Parking Committee
Meeting of October 12, 2022
151 Martin Street, City Commission Room, Birmingham, MI

Minutes

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on Wednesday, October 12, 2022. The meeting was called to order at 7:30 a.m. by Chair Vaitas.

1. Rollcall

Present: Chair Al Vaitas; Kelly Cobb, Steven Kalczynski, Kevin Kozlowski, Lisa Krueger, Lisa Silverman (left 9:24 a.m.), Jennifer Yert

Absent: Vice-Chair Richard Astrein; Jim Arpin, Mary-Claire Petcoff

Staff: Parking Systems Manager Ford; City Transcriptionist Eichenhorn, Operations Commander Grewe

SP+: Catherine Burch

2. Introductions

3. Review of the Agenda

4. Approval Of Minutes: Meeting Of September 14, 2022

Motion by Dr. Silverman

Seconded by Mr. Kozlowski to accept the minutes of September 14, 2022 as submitted.

Motion carried, 7-0.

VOICE VOTE

Yeas: Silverman, Vaitas, Yert, Cobb, Kalczynski, Krueger, Kozlowski

Nays: None

5. PARCS (Parking Access Revenue Control Equipment) Review and Recommendation

PSM Ford outlined the review process.

TIBA / Traffic & Safety (TIBA) presented first and Flash Parking presented second.

Subsequent to their presentation, in reply to APC and Staff inquiry, representatives from TIBA stated:

- In the case of a lost ticket, a user can use the intercom button on the in-lane machine to contact customer service. Customer service would either then locate the ticket in their system and base the charge on that, or enter an estimated time of entry to calculate a charge;
- City of Lansing, City of Ann Arbor, and some City of Detroit locations work with TIBA / Traffic & Safety for their parking;
- If a network connection is lost, tickets and payments would still be functional. Updates to the software would not work. If customer service was within the deck, that could remain operational during a network connection loss as well;
- The system has anti-passback technology;
- The system could come with the ability for Staff, permit parkers, and companies with permit parkers to manage monthly permit parking information if desired; and,
- The system has integration options with ParkMobile, the City's present mobile parking application.

Subsequent to their presentation, in reply to APC and Staff inquiry, representatives from Flash Parking stated:

- The ticket read-rate exceeds 99%;
- The kiosk can be adjusted to avoid glare from sunlight;
- The system is in use in the City of Grand Rapids and at private operations within Michigan;
- If the City's internet fails, the system comes with an LTE modem built in which would allow monthly parkers to enter and exit without being affected. In the event that all internet is lost, payment at the kiosk would not work. If a parker's mobile device had internet, mobile payments could be made through the app. If the City wants to capture revenue in that event, the lanes would have to be staffed in order to show proof-of-payment and allow exits;
- The default in the event of offline mode is to raise the gate arm and allow parkers out without revenue collection so that no parker remains trapped inside of a deck without the ability to pay;
- The system has anti-passback technology;
- The system has integration options with ParkMobile, the City's present mobile parking application;
- Since most of the repairs are self-service, the most common vendor service repairs stem from gate-arm damage. In the event that a printer goes down, the City would already have a backup printer for replacement;
- The systems can be retrofitted with new technology that becomes available;
- The system would come with the ability for Staff and permit parkers to manage monthly permit parking information;
- The screen is customizable in a number of ways, and could include a banner feature to advertise City events; and,
- For a lost ticket, there is a flat fee option or a dynamic lost ticket option, which would require an interaction with customer service to verify the entry-time in order to more accurately capture revenue.

The APC then discussed the two vendors. APC comments were as follows:

- Flash was significantly less expensive than TIBA. Flash was also a bit slower, had less premium materials, and less high-quality ticket paper;

- Flash has a shorter history in the industry;
- For either option it would be helpful to maximize the screen font;
- The TIBA screen was more intuitive, faster, and more responsive than the Flash screen;
- The majority of the text on the default Flash screen could be removed to simplify the User Interface (UI);
- TIBA has an offline mode that allows revenue capture whereas Flash does not;
- It would never become less expensive to use TIBA than Flash given TIBA's upfront costs;
- Either vendor would address the entry and exit issues the City presently encounters;
- Flash estimates a faster installation time than TIBA does; and,
- It would be preferable to have the system installed before the holidays if possible.

PSM Ford said he had previous positive experiences in using Flash. He noted that the ticket paper quality did not matter. He said the functionality between the two vendors was largely the same. He said he also liked the branding and the self-repair aspects. In speaking with references for both vendors, the largest difference was whether vendor repair or self-service repair was preferable. His experience with using Flash's LTE modems when necessary was positive.

After discussion concluded, two APC members voiced their support for Flash.

One APC member said she preferred the TIBA product but understood the value of self-repair offered by Flash.

In reply to the Chair, PSM Ford said the APC could help customize a simpler UI if Flash were selected.

The Chair emphasized the importance of a streamlined UI in terms of public experience.

OC Grewe noted that both vendors would eliminate the likelihood of the deck entries causing backups into the roads. He noted that the Flash ticket would instruct parkers on paying via mobile before exiting, would could result in less exiting backups as well.

Motion by Dr. Silverman

Seconded by Mr. Kozlowski to recommend to the City Commission that Flash Parking be the new parking access revenue control provider for all five City garages.

There was broad APC concurrence about the importance of streamlining Flash's UI.

Motion carried, 7-0.

VOICE VOTE

Yeas: Silverman, Vaitas, Yert, Cobb, Kalczynski, Krueger, Kozlowski

Nays: None

The Chair and the APC thanked PSM Ford for organizing the presentations.

6. Meeting Open to the Public for Items not on the Agenda

Ms. Krueger raised concerns about certain public behavior at the Park Street Parking Garage (Park Street).

OC Grewe said the Police Department (PD) was presently working on installing cameras within the parking garages but it would be about a year out. He clarified that some drivers are undertaking risky driving behavior on the roof of the Park Street, but said there was not much crime in any of the structures.

Ms. Krueger asked that Park Street be prioritized during that process since the easier access to Woodward makes issues more likely.

OC Grewe said the PD could solicit the APC's feedback on where the cameras should be located within the garages once the process reaches that point.

The Chair confirmed that would be appropriate.

7. Miscellaneous Communications

8. Adjournment

No further business being evident, the meeting adjourned at 9:29 a.m.

Aaron Ford
Parking Systems Manager



Laura Eichenhorn
City Transcriptionist



MEMORANDUM

(Police Department)

DATE: **October 27, 2022**

TO: **Advisory Parking Committee**
 Aaron Ford, Parking Systems Manager

FROM: **Greg Wald, Services Captain**

SUBJECT: **Vehicle Sensors**

INTRODUCTION:

On January 9, 2017 the City Commission approved the purchase of 1277 smart meters and sensors from CivicSmart, to replace the existing meters at the time. The sensors were designed to be a technological improvement to the City's on street parking. The purpose of the sensors were multi part; increased revenue, real time occupancy data and interoperability, meter reset, and the possibility for wayfinding.

When the City purchased the vehicle parking sensors, their life expectancy was approximately five years. CivicSmart has discontinued manufacturing the current sensors and now offers a more technologically advanced model. The police department is proposing discontinuing the vehicle sensor program as the projected benefits of having the vehicle parking sensors do not outweigh the financial costs and operational issues associated with their purchase, maintenance, wayfinding and utilitarian value.

BACKGROUND:

In the spring of 2017, the City deployed new smart parking meters and vehicle sensors for on street parking in the City. The sensors were designed to provide added value to the end user and provide more efficiency for the City's management of on street parking. The sensors were to achieve this goal by providing real time occupancy data and interoperability, increased revenue via meter reset, more efficient enforcement and the possibility for wayfinding. Sensors are designed to interact with different systems or networks, including parking enforcement handhelds, the meter itself, and wayfinding applications. This connection is done via "gateways" the City purchased and has deployed throughout the downtown. The 52 gateways connect the sensors to the Parking Enterprise Management System (PEMS), CivicSmart and ParkMobile.

Each sensor and gateway has a monthly fee charged by CivicSmart. For the number of sensors the City uses the monthly fee is \$3,369.60. For the number of gateways the City uses the monthly

fee is \$190.80. Annual total for the fees combined is \$42,724.80. This does not include other charges for battery replacement or maintenance.

The perceived benefits of the vehicle parking sensors have not been realized. There are a variety of reasons for this that include the following:

1. Internet connectivity is sometimes lost between the gateways and the vehicle sensors. Often times the connectivity cannot be re-established until parking meter maintenance staff can address it on-site.
2. The wayfinding application that was supposed to connect the parking structures and the on-street parking meters into a "parking app" for the City was never developed/implemented.
3. Legal challenges to "marking" vehicles under a Fourth Amendment claim of an unreasonable warrantless search arose in 2019 and was not adjudicated until August of this year. This legal battle eliminated the time stamping feature of the vehicle sensor that was designed to address over time violations.
4. The parking sensors have to be aligned in a very specific manner to ensure their operability and effectiveness. Over time, people have figured out that by deliberately moving the sensors by hand on the meter pole, the parking sensor "beam" is no longer aligned, rendering the parking sensor ineffective as it relates to monitoring a vehicle's movements.
5. Vehicle sensors have been damaged or rendered inoperable in several other ways:
 - a. Damaged by vehicles
 - b. Repositioning by external factors other than deliberate acts (incidental bumping, shoveling, sidewalk maintenance)
 - c. Weathering from snow and ice build-up
 - d. Foliage growth obstructions
 - e. Repair delays as a result of vehicle obstructions/fixed objects
6. Parking Enforcement Assistants (PEA's) used the vehicle parking sensor information to navigate to areas where there was a high volume of violations present. However, the PEA's reported that upon their arrival in the high violation area, the actual number of violations present had changed or was wrong to begin with due to delays with receiving information from credit card transactions. As a result, the PEA's have informed police administrative staff that they do not feel the enforcement feature on their handheld citation computers warrants continuation.
7. The accuracy rate of the vehicle sensors was promised to be 99%. In the police department's testing, the accuracy rate realized was closer to 95%.

One of the primary drivers of the vehicle sensor program was wayfinding. However, upon closer examination, the police department has reservations about the wayfinding

as it relates to adding to the already serious problem of distracted driving. Distracted driving accounted for 6% of all traffic crashes in 2020. Furthermore, distracted driving accounted for 45% of all rear end crashes in 2020. The City prides itself as a walkable community. The police department is of the opinion that a parking app, if it were ever developed or implemented, could add to the problem of distracted driving.

The police department obtained pricing to replace the current vehicle parking sensors from CivicSmart. The cost of new vehicle parking sensors has come down substantially from the time of the City's original purchase (\$329,382.00). The cost to purchase 1,250 new vehicle parking sensors from CivicSmart is \$62,500.00. If the City wanted to use the CivicSmart wayfinding app, there is a \$4,000.00 one-time charge to activate the app (pushes data to a third party app.) and a \$200.00 monthly fee. The City would continue to incur the \$42,724.80 per year sensor and gateway fees. It should also be noted that the new vehicle sensors are almost twice the size of the current sensors.

LEGAL REVIEW:

N/A

FISCAL IMPACT:

The City would save \$42,724.80 per year in annual fees (sensor fees and gateway fees) if the vehicle parking sensor program was discontinued. The City would also see a reduction of \$1,000.00 to \$4,000.00 per year in sensor battery replacement and other vehicle sensor maintenance costs.

PUBLIC COMMUNICATIONS:

N/A

SUMMARY:

The vehicle sensor program went into service in 2017 along with the City's purchase of new "smart" parking meters from CivicSmart. The life expectancy of the vehicle sensors was five years. A police department/parking management office analysis of the vehicle sensors does not appear to justify the continuation of the use of vehicle parking sensors from both an operational and financial perspective. While the initial costs associated with the purchase of new vehicle sensors has come down dramatically, the City still incurs significant yearly fees (sensor fees and gateway fees) as well as additional maintenance costs. Parking meter maintenance staff would still have to monitor and service all 1,250 sensors. Based upon a cost analysis and an operational analysis as to how the vehicle sensors are used, the police department is recommending that the City discontinue the use of the current vehicle parking sensors and not replace them at this time.

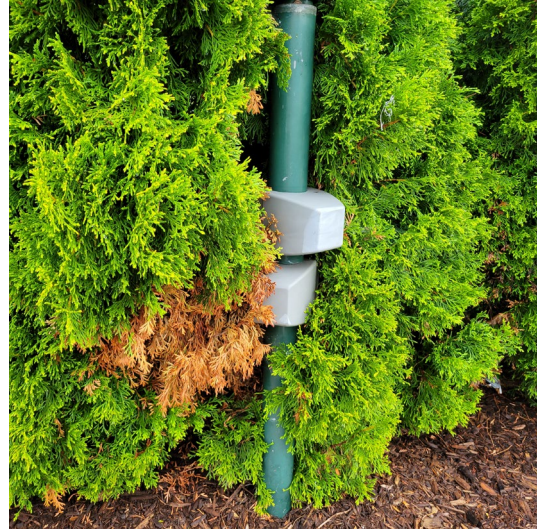
ATTACHMENTS:

- 1) Photos of current sensor issues.
- 2) Quote for new sensors
- 3) Quote for wayfinding option

SUGGESTED APC ACTION:

Make a motion to recommend to the City Commission to discontinue the use of vehicle parking sensors and not replace them with an updated model at this time.

ATTACHMENT 1



Wireless Vehicle Detection Sensor Quote

Duncan Parking Technologies, Inc.



Prepared for: Birmingham
Quote ID: 22 08 05 600r
Sales Rep: Jeff Rock

Ship-to Region: MI
Due Date: 8/5/2022
Expiry Date: 10/4/2022

Product ID	Description	Unit Price	Qty	Extended Price
1. Single Space Sensors				
SENS-NEW-WPM	NEW WPM Sensor (Pole-mount -No LNG battery-use current ones)	\$ 50.00	1250	\$ 62,500.00
INSTALL - SENS	Field Installation of Vehicle Sensor-Pole Mount	\$ 25.00	1250	Optional
Subtotal				\$ 62,500.00
2. Freight				
FRGHT	Freight for Lot to Customer Site (actual freight to be charged on the invoice)	TBD	1	TBD
Subtotal				TBD
Grand Total:				\$ 62,500.00

3. Monthly Fees				Monthly Total
SENS-Sx-WIRE	Monthly Wireless Fee for Duncan pole mounted Si Vehicle Sensor (per sensor/per month) - replaces current sensor fee.	\$ 3.00	1250	\$ 3,750.00
Subtotal: Monthly Fees				\$ 3,750.00

4. Additional Requirements

Sales Tax, if applicable, has not been included
Equipment is covered by a 1-year standard manufacturer's warranty.
Shipping Terms FOB Origin. Shipping/Freight not included. Freight will be prepaid and added to the invoice.
Payment terms: Net 30 Days
Lead-time: 10-12 weeks
Customer will be invoiced upon delivery of equipment and monthly in advance for recurring wireless service fees.
Quotation subject to Duncan Parking Technologies, Inc. Standard Terms and Conditions. Please see attached.
Additional service and transaction processing costs apply from third parties, including: Credit card gateway transaction and merchant fees. Customer is responsible for setting up credit card gateway compatible with Duncan credit card enabled meters. Contact your sales representative or project manager for additional details
Prices are subject to change in the event of new or increased costs of wireless communications and other third party vendor services.
Recurring prices are valid for the first full year of service and may be subject to change for subsequent contract terms.

Please Send Purchase Order To:

Duncan Parking Technologies, Inc.
Attn: Meigan Lindholm
P.O. Box 14777
West Allis, WI 53214
Ph: (414) 534-8066 Fax: (870) 741-6806
mlindholm@civicsmart.com

I hereby certify that the products and services referenced above have been requested and that by signing below I am confirming the order and agree to the terms and conditions presented in this quotation

Authorized Signature

Date

Print or Type Name

Print or Type Title

Email Address

Phone Number

Bill To Address:

Birmingham Police Department
PO Box 3001
Birmingham, MI 48012

Ship To Address:

Birmingham Police Department
151 Martin Street
Birmingham, MI 48009

Guidance Application

Prepared for: Birmingham
Quote ID: 22 09 22 600r
Sales Rep: Jeff Rock

Ship-to Region: MI
Due Date: 9/22/2022
Expiry Date: 10/22/2022

Product ID	Description	Unit Price	Qty	Extended Price
1. Project Services				
GUIDANCE	City website; sensor data to be published to third party apps	\$ 4,000.00	1	\$ 4,000.00
Subtotal				\$ 4,000.00
Grand Total:				\$ 4,000.00

2. Monthly Fees				Monthly Total
GUID-MAINT	Maintenance of Guidance Map/App Integration	\$ 200.00	1	\$ 200.00
Subtotal: Monthly Fees				\$ 200.00

3. Additional Requirements

Sales Tax, if applicable, has not been included.
Equipment is covered by a 1-year standard manufacturer's warranty.
Shipping Terms FOB Origin. Shipping and handling will be prepaid and added to the invoice.
Payment Terms: Net 30 Days.
Customer will be invoiced monthly in advance for recurring wireless service fees.
Lead-Time: 6 weeks after receipt of order and configuration information
Quotation subject to Duncan Parking Technologies, Inc. Standard Terms and Conditions. Please see attached.
Prices are subject to change in the event of new or increased costs of wireless communications and other third party vendor services.
Recurring prices are valid for the first full year of service and may be subject to change for subsequent contract terms.

Please Send Purchase Order To:

Duncan Parking Technologies, Inc.
Attn: Meigan Lindholm
PO BOX 2081
Milwaukee, WI 53201-2081
Ph: (414) 534-8066 Fax: (870) 741-6806
mlindholm@civicsmart.com

I hereby certify that the products and services referenced above have been requested and that by signing below I am confirming the order and agree to the terms and conditions presented in this quotation

Authorized Signature _____

Date _____

Print or Type Name _____

Print or Type Title _____

Email Address _____

Phone Number _____

Bill To Address: _____

Ship To Address: _____

Ship To Phone Number: _____

Housing Information Required:

Programming Contact Information Required:

Housing Color (Gunmetal Gray or Black)

Contact Name _____

Dome Type (Round or Anti-Glare)

Contact Phone Number _____

Mech/Top Lock Combination _____

Contact Email _____

Vault/Door Lock Combination _____

Coin Box Combination or N/A _____



MEMORANDUM

Parking System

DATE: 11/2/22

TO: Advisory Parking Committee

FROM: Aaron Ford, Parking Systems Manager

SUBJECT: Repair Design & Construction Document Development

INTRODUCTION:

Structural assessment reports were completed at all five of the City's parking structures by Wiss, Janney, Elstner Associates, Inc. (WJE). As part of those assessments, WJE was asked to prepare a 5-year plan to address all the repairs needed. More "Immediate Repair Recommendations" were approved by the City Commission in September of 2021. Those "Immediate Recommendations" have been completed, except at the North Old Woodward structure, which are still ongoing. WJE is now submitting a proposal to design repairs and develop construction documents for each of the City's five parking structures as part of a long-term (3-5 years) repair plan with construction beginning in 2023.

BACKGROUND:

In 2020 and 2021, WJE performed condition assessments at four of the five subject parking structures for the purpose of developing short, mid, and long-term repair and maintenance strategies, as well as solutions to rehabilitate and extend the useful life of the structures. Following the completion of the condition assessments, the City chose to perform limited repairs at the North Old Woodward, Chester, Park, and Peabody parking structures. WJE designed repairs, developed construction documents, and provided construction period services for the repair projects during fall 2021. The projects at the Chester, Park, and Peabody parking structures have been completed. The project at the NOW structure is ongoing, with completion expected in late fall 2022. WJE also has previous experience, prior to the 2020-2021 assessment program, with the North Old Woodward and Pierce Street parking structures.

At a meeting with WJE on February 3, 2022, staff requested that WJE submit a proposal to design repairs and prepare construction drawings for the anticipated comprehensive repair projects at each parking structure, with the repair work to be performed over the subsequent years. The anticipated repair projects were to include all remaining repair recommendations outlined in WJE's original condition assessment reports, which generally consist of structural repairs, waterproofing

and facade repairs. City staff also requested that WJE include aesthetic and serviceability improvements within the parking structures and stairwells, including painting, and lighting.

WJE will retain a mechanical, electrical (lighting), and plumbing (MEP) sub consultant to assess the parking structures and assist with the assessment, design, and development of construction documents with respect to the MEP elements of the garages. Some of the MEP sub consultant tasks for each garage will include, but are not limited to the review of the original MEP construction drawings, building code review of the MEP systems, cost estimating, LED lighting upgrade design and lighting controls, egress lighting calculation and design, and electric Vehicle (EV) charging station design.

LEGAL REVIEW:

The City's attorney has reviewed and approved the agreement.

FISCAL IMPACT:

Provided in WJE's proposal is the fee schedule for the proposed work. See below:

Table 1. Fee Schedule	
Scope	Fee
<i>Fieldwork, Analysis, Schematic Design, Repair Design and Construction Document Development:</i>	
Peabody Street Parking Structure	\$56,000
Park Street Parking Structure	\$76,000
Chester Street Parking Structure	\$58,000
North Old Woodward Avenue Parking Structure	\$38,000
Pierce Street Parking Structure, including condition assessment phase	\$81,000
WJE Scope Subtotal	\$309,000
<i>MEP Subconsulting:</i>	
Assessment and Reporting	\$6,000 per garage = \$30,000
Scope Development, Repair Design, and Construction Documents	\$35,000 to \$45,000 per garage = \$175,000 to \$225,000
MEP Subconsulting Subtotal	\$205,000 to \$255,000
2023 Bidding Assistance	\$10,000
Total	\$574,000

PUBLIC COMMUNICATIONS:

None

SUMMARY:

WJE, who performed Condition Assessments on all five of the City's parking structures provided three repair recommendations in 2021: Immediate (within 1 year), Near-Term (within 1-2 years),

and Long-Term (within 3-5 years). In September 2021, "Immediate Recommendations" were approved by the City Commission for the Park, Peabody, Chester, and North Old Woodward parking structures. These "Immediate Recommendations" were completed except at the North Old Woodward Garage, which will be completed by late fall 2022.

At the request of staff, WJE is submitting a proposal for Repair Design and Construction Document Development for all five parking structures. This proposal is for all remaining repairs. These repairs were part of the original assessment provided by WJE, however, they also include aesthetic and serviceability improvements and includes painting and lighting. Included in their services is project schedule, repair design and development of construction documents, assistance with bidding, and including an MEP sub consultant for addressing all the structures mechanical, electrical (lighting) and plumbing elements.

ATTACHMENTS:

1. WJE repair design & construction document development proposal
<https://drive.google.com/file/d/1qf9k6khEyguIhn6TqAm3YeZQZyKs777F/view?usp=sharing>
2. Assessment report repair recommendations for each garage
 - a. North Old Woodward <https://drive.google.com/file/d/1nPTIcdksxGR6IubZmEUJm-LUpfyBxiMP/view?usp=sharing>
 - b. Park
https://drive.google.com/file/d/14qqYiBSGvi6WuIsOoO_dpt7BNU1gFkwr/view?usp=sharing
 - c. Peabody <https://drive.google.com/file/d/1KWU0rCcr-Qni9JnWeD1IEIH9WT7vaM4n/view?usp=sharing>
 - d. Chester
https://drive.google.com/file/d/1ZnG_XnmnOmmTZszpma4TU_xlIYGbwcPj/view?usp=sharing

SUGGESTED COMMITTEE ACTION:

Make a motion to recommend WJE to provide Repair Design and Construction Documents for the remaining repairs for all five City structures as outlined in WJE's 2021 parking assessments.



MEMORANDUM

Parking Department

DATE: 11/02/2022

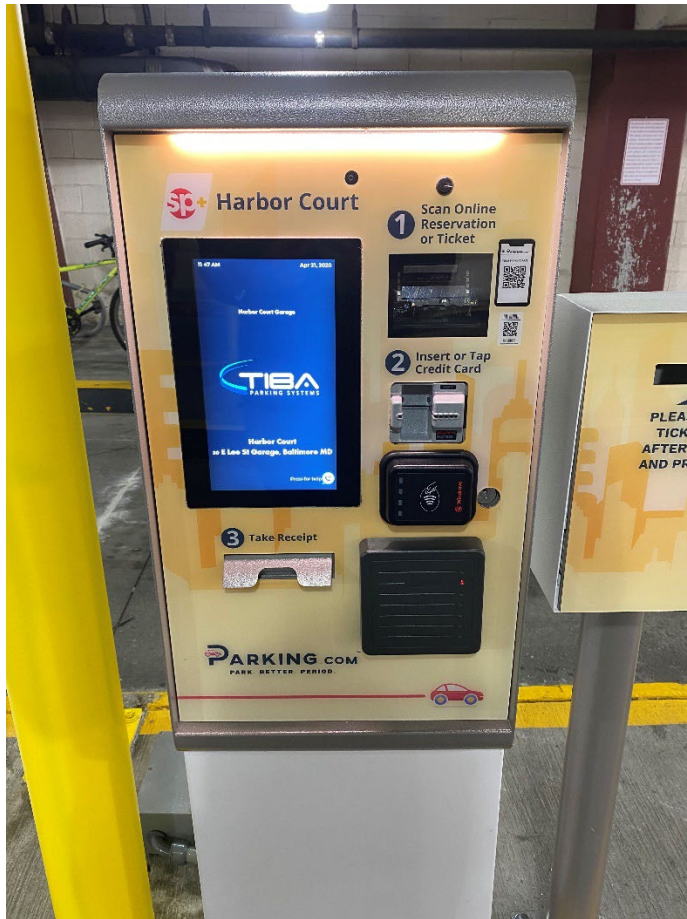
TO: Advisory Parking Committee

FROM: Aaron Ford, Parking Systems Manager

SUBJECT: Miscellaneous Communication

- A. Parking Equipment Explanation
 - a. Failed to respond to the RFP correctly
 - i. Did not provide a signed agreement in response to the RFP as outlined in the RFP.
 - ii. Didn't submit agreement counters in the timeframe identified in the RFP
 - b. Agreement counters were substantial
 - c. Provided an alternate document to SP+ procurement team. Not the actual document provided in response to the RFP
- B. TIBA Branding
 - a. Branding will be designed by the City's designer and approved by the Ad Hoc Wayfinding Signage Committee
 - b. See sample images below:







C. September APS Update

Capacity

SEPTEMBER AVG CAPACITY	
Chester Garage (880)	37.32%
Old Woodward (745)	50.18%
Park Garage (811)	53.55%
Peabody Garage (437)	77.56%
Pierce Garage (706)	74.01%

Monthly Contract Parking Usage

LOCATION	PERMITS SOLD	AVG USED	% USED
Chester Garage (880)	1096	238	22.51%
Old Woodward (745)	825	288	35.74%
Park Garage (811)	931	276	30.90%
Peabody Garage (437)	506	193	37.36%
Pierce Garage (706)	813	275	34.11%

Meter Revenue

	Cash	Credit Card	ParkMobile	Total
January	\$ 40,186.35	\$ 31,755.50	\$ 60,266.30	\$ 132,208.15
February	\$ 38,017.40	\$ 30,607.50	\$ 61,029.00	\$ 129,653.90
March	\$ 49,614.00	\$ 47,104.25	\$ 80,701.30	\$ 177,419.55
April	\$ 51,673.15	\$ 47,517.75	\$ 79,079.65	\$ 178,270.55
May	\$ 47,739.00	\$ 50,583.00	\$ 76,123.00	\$ 174,445.00
June	\$ 54,107.00	\$ 55,136.00	\$ 75,262.00	\$ 184,505.00
July	\$ 51,237.15	\$ 53,466.25	\$ 71,809.40	\$ 176,512.80
August	\$ 54,566.85	\$ 55,769.25	\$ 77,324.00	\$ 187,660.10
September	\$ 48,244.00	\$ 50,221.25	\$ 69,869.15	\$ 168,334.40

Structure Revenue

	Monthly	Daily	Total
January	\$ 309,698.00	\$ 131,681.00	\$ 441,379.00
February	\$ 275,519.00	\$ 171,051.00	\$ 446,570.00
March	\$ 321,955.00	\$ 179,938.00	\$ 501,893.00
April	\$ 249,180.00	\$ 156,828.00	\$ 406,008.00
May	\$ 299,175.00	\$ 188,511.00	\$ 487,686.00
June	\$ 291,492.00	\$ 219,681.00	\$ 511,173.00
July	\$ 283,933.00	\$ 182,025.00	\$ 465,958.00
August	\$ 298,570.00	\$ 212,035.00	\$ 510,605.00
September	\$ 260,818.00	\$ 206,705.00	\$ 467,523.00

MONTHLY PARKING PERMIT & ACTIVITY REPORT

For the month of: September 2022
Date Compiled: October 5, 2022

Space Count	Pierce	Park	Peabody	N.Old Wood	Chester					Total
Total Garage Spaces	706	811	437	745	880					3579
Garage Monthly Permits Authorized	829	945	536	981	1368					4659

cost per month		\$70	\$70	\$70	\$70	\$50				
Permits Issued	Pierce	Park	Peabody	N.Old Wood	Chester					Total
Garage permits end of previous month	799	852	508	801	1061					4021
Garage permits canceled in month	0	0	2	0	0					2
Garage permits added in month	14	79	0	24	35					152
Total Garage permits end of month	813	931	506	825	1096					4171
Garage permits available	16	14	30	156	272					488
Garage evening passes	46	8	19	7	18					98

Hangtags						\$210 Lot #6	\$150 Lot #6 econ	\$180 Lot A & C	\$105 Lot B	Total
Total Hangtag Lot Spaces						174	79	8	40	301
Hangtag Lot Quarterly Permits Authorized						177	40	8	30	255
Hangtags issued						122	20	3	1	146
Hangtags available						55	20	5	29	109

Waiting List	Pierce	Park	Peabody	N.Old Wood	Chester	Lot #6	Lot #6 econ	Lot A & C	Lot B	Total
On Wait List - end of month	104	35	50	0	0					189