

**Report and Recommendations For Improving the  
Borough of Somerville Parking system**

**Submitted by:**

**Mayors Parking Task Force**

**June 15<sup>th</sup>, 2015**

**Members**

Deirdre Rosinski	Chairperson
Jane Kobuta	Council President
Ken Utter	Councilman
Tom Genova	DSA Chairman
Joseph Clymore	Captain Somerville Police Department
Kevin Sluka	Borough Administrator
Michael Cole	Planning Board Planner/Engineer
Joseph Yarnell	Parking Enforcement Officer
Colin Driver	Director of Economic Development

## **Introduction**

In January of 2015, Mayor Gallagher appointed nine (9) volunteers to form a Parking Task Force to undertake a comprehensive study of the Boroughs public parking system to determine how it currently operates, and to make recommendations on improvements or changes to enhance overall parking performance, and to simplify the parking experience for the users of the system.

This task force reviewed the following:

1. Current parking system operations
2. Current Parking Locations
3. Current Parking rates and times
4. Current parking enforcement operation
5. Current parking revenue
6. Current Parking enforcement revenue
7. Strengths and weaknesses of the current system
8. Parking zones/areas
9. Parking Fee's
10. Times for paid parking
11. Potential income from a modified system
12. Parking Enforcement
13. Cost to implement any changes/improvements/modifications to system
14. Planning Board "License to Hunt" program
15. Parking passes
16. Public/private partnership parking
17. Valet Parking
18. Additional changes or modifications
19. ShopRite employee parking on Veterans Memorial Drive
20. Non-metered and prohibited area parking fine rates
21. Implementation

### **Executive Summary**

The task force evaluated the current parking system for the Borough. This evaluation included a study of street parking, parking lots, private parking, future parking needs based on proposed redevelopment and alternatives to current parking availability. Included in this evaluation were all previous parking and traffic studies prepared for the Borough, either in house or by paid parking professionals.

The conclusions reached are:

1. The paid parking system is based on a 1984 ordinance of which certain sections have been updated over time, however there has never been a review of the systems overall operation and management. The only exception being the replacement of 571 parking meters with nine (9) pay stations in 2011.
2. Peak parking demand occurs when the Borough is not charging for parking.
3. There has been no significant increase to parking rates in the past decade.
4. Parking rates are among the lowest in the state of New Jersey for similar systems.
5. There is little or no differentiation between Main Street and off Main Street parking rates.

### **Recommendations:**

1. Formalize a Parking utility to manage Borough parking operations
2. Create four parking zones each with different parking rates
3. Increase parking rates
4. Parking rates to decline as distance from Main Street increases
  - a. Zone 1, \$1:00 per hour
  - b. Zone 2, \$0.75 per hour
  - c. Zone 3, \$0.50 per hour
  - d. Transit Zone, \$0.25 per hour
5. Increase hours of paid parking to be from 8:00 AM until 8:00 PM
6. Raise parking fines at expired meters from \$23.00 to \$29.00 and in prohibited areas to \$40.00 as detailed in section 23
7. Include Saturdays in the paid parking schedule; making the paid day schedule Monday through Saturday.
8. Ensure that parking enforcement is active during all paid parking hours
9. Upgrade parking system equipment

10. Pursue potential for public parking in private facilities to alleviate stress on system during public events and festivals
11. Identify areas for future expansion of parking system
12. Improve parking area identification signage and way-finder signage
13. Review assigning residential paid "license to hunt for parking" fee's in lots 1 & 2
14. Ensure that all funds generated through parking services (fees/fines) are dedicated to parking utility for supporting the operations and maintenance of the system per NJSA 40A:4 et seq, Local Budget Law
15. Define by ordinance that surplus funds generated from the parking system be dedicated to; improvements and capital expenditure of parking system, (over and above regular maintenance and repair etc.) and Borough street repair and maintenance
16. Offer parking permits only in parking areas outside the SID

**Conclusion:**

Should the above recommendations be accepted and implemented, the following is an example of expected revenues and expenses over the first full 12 months of operating the new system.

- a. Use a conservative income estimate of \$893,916, based on Bier Associates model.
- b. Taking all expenses, salaries, benefits, equipment purchase and maintenance, they would total \$825,032 or 92.4% of income, leaving an operating balance of \$67,425 from parking system revenue at the end of the first 12 months, excluding violation revenue.
- c. If violations remain consistent with 2014, an additional \$125,000 would be realized, bringing the total operating balance to \$193,884.
- d. In following years, expenses could reduce by as much as \$420,000 as equipment (capital) outlays would not be the same as the first year.
- e. Therefore, in a standard operating year, with income remaining constant, an operating balance of \$613,884 would be realized.
- f. This is an increase of \$363,884 or 145% in parking revenue compared to 2014 parking revenue receipts; this does not include any parking violation income.

## **1. Current parking system operations**

Current paid parking system consists of 1028 Borough owned parking spaces spread throughout the Borough. This system is focused on managing parking compliance in and around the Main Street and High Street Business District.

There are five (5) parking lots with a total of 571 parking spaces and street parking areas with 457 parking spaces.

The system charges for parking between the hours of 9:00 AM and 5:00 PM Monday through Friday. Enforcement occurs between 9:00 am and 4:00 PM. Veterans Memorial Drive times are 7:00 AM to 7:00 PM.

Current Parking rates range from \$0.25 or \$0.50 per hour between the hours of 9:00 am and 5:00 PM Monday to Friday. (Refer section 3).

Parking enforcement consists of one paid Parking Enforcement Office (PEO) who is responsible for monitoring the complete system. The PEO issues parking violations when necessary; in addition the PEO monitors the system equipment whenever possible, issues warnings to users and generally monitors the upkeep of the various areas.

The PEO activities are supported by Somerville Police officers who also enforce parking.

### **a. Metering and Collection Equipment**

The Borough of Somerville has nine (9) pay stations with a back office system to manage the machines. The Borough installed these pay stations and back office system on June 11, 2011. Metric Parking ("Metric"), supplied the Aura Pay Station with a back office system product ASLAN. The system is solar powered.

The original cost was for four (4) pay stations and the complete back office system for \$62,995.00. The price for additional machines was \$10,688.00, each. This system allows for cash, coin and credit cards. The original costs were inclusive of manuals, training, warranties software, hardware, initial data plan, credit card gateway, shipping and installation.

These nine (9) pay stations are located:

- Lot 1 - two (2) machines
- Lot 2 - two (2) machines
- Lot 4 - two (2) machines
- Lot 6 - one (1) machine
- Lot 7 - one (1) machine
- Vets - one (1) machine

The installation of Pay Stations resulted in the removal of 532 single space meters from Lots, 1, 2, 4, 6 and Veterans Memorial Drive.

The Borough has an additional 394 on street parking meters. These present various challenges including but not limited to, cost of maintenance, antiquated parts, inability to calibrate,

jamming, vandalism, enforcement costs, cost of collection, unsafe and unsecured collection, lack of auditing, lack of automation, piggybacking on purchase and access during winter months.

A single space conventional meter can cost between \$450 to \$600 to purchase depending on the manufacturer. In addition, unknown operational costs could increase the annual cost.

The current parking management system used by the Borough offers nearly 1,100 paid parking opportunities with about 60% being in the parking lots. Proper management calls for two machines in each lot as well as on Veterans Memorial Drive.

**2. Current Parking Locations**

Borough owned parking locations are:

<u>Location</u>	<u>Payment Type</u>	<u>Number of spaces</u>
Lot 1	Pay Station	183
Lot 2	Pay Station	129
Lot 4	Pay Station	88
Union St Ext alongside Shoprite	Pay Station	16
Lot 6	Meters	35
Lot 7	Pay Station	136

**E Main St**

Bridge to Grove north side	Meters	26
Bridge to Grove south side	Meters	25
Grove east - north side	Meters	8
Grove east - south side	Meters	20

**W Main St**

Doughty to Davenport Nth	Meters	19
Doughty to Davenport Sth	Meters	12
Davenport to Maple Nth	Meters	23
Davenport to Maple Sth	Meters	22
Maple to Bridge Nth	Meters	13
Maple to Bridge Sth	Meters	14
Division South of South St	Meters	10
Davenport	Meters	4
Maple St	Meters	3
Grove - Main to High	Meters	11
N Doughty - North of Main	Meters	3
S Doughty - South of Main	Meters	7
S Bridge - East Side	Meters	10

**VMD W**

Division to Doughty North	Pay Stn	20
Division to Doughty South	Pay Stn	42

Doughty to New North	Pay Stn	6
Doughty to New South	Meters	7
<b>E High St</b>		
North Side	Meters	22
South Side	Meters	23
<b>W High St</b>		
North Side	Meters	22
South Side	Meters	46
<b>Franklin St</b>		
	<u>Free</u>	<u>15</u>
	<u>Total</u>	<u>1028</u>

A current parking system map is attached

Other Parking:

Two private parking areas are within the Main Street area and are used by the public regularly during peak parking times.

Additionally, a Borough owned deck operated by DeSapio Properties is located on Veterans Memorial Drive.

Details of these are:

- a. The private parking lot in front of Saker ShopRite and behind the Edge apartment building. This consists of 372 parking spaces.
- b. The parking deck for the Post Office Plaza building, adjacent to parking lot #4. This consists of 270 parking spaces.
- c. Parking deck located at 59 Veterans Memorial Drive, owned by the Borough, and operated by DeSapio properties. This consists of 700 spaces.

Vehicles have been observed using these private parking facilities regularly during peak times when public parking is at or approaching capacity.

The Borough should pursue trying to incorporate these areas into the Borough’s parking system during peak times. If agreements could be negotiated, these facilities would add 1,342 spaces to the system.

**3. Current Parking rates per hour and times**

Lot 1		\$0.25
Lot 2		\$0.25
Lot 4		\$0.25
Union St Ext	alongside Shoprite	\$0.25
Lot 6		\$0.25
Lot 7		\$0.25

E Main St	Bridge to Grove north side	\$0.50
E Main St	Bridge to Grove south side	\$0.50
E Main St	Grove east - north side	\$0.50
E Main St	Grove east - south side	\$0.50
W Main St	Doughty to Davenport Nth	\$0.50
W Main St	Doughty to Davenport Sth	\$0.50
W Main St	Davenport to Maple Nth	\$0.50
W Main St	Davenport to Maple Sth	\$0.50
W Main St	Maple to Bridge Nth	\$0.50
W Main St	Maple to Bridge Sth	\$0.50
Division	South of South St	\$0.01
South Davenport		NA
Maple St		\$0.25 & \$0.50
Grove Main to High		\$0.50
N Doughty	North of Main	\$0.50
S Doughty	South of Main	\$0.50
S Bridge	East Side	\$0.50
VMD W	Division to Doughty Nth	\$0.25
VMD W	Division to Doughty Sth	\$0.25
VMD W	Doughty to New Nth	\$0.25
VMD W	Doughty to New Sth	\$0.25
E High St	North Side	\$0.25
E High St	South Side	\$0.25
W High St	North Side	\$0.25
W High St	South Side	\$0.25
Franklin St Permits		free

Parking times consistent with Borough policy from 9:00 am to 5:00 PM Monday to Friday.  
Veterans Memorial Drive times are; 7:00 am to 7:00 pm

**4. Current parking enforcement operation**

Current enforcement is from 9:00 am to 4:00 pm Monday to Friday.  
All metered areas and borough lots are visited on a regular cycle throughout the day.  
Police also enforce street parking

**5. Current parking revenue**

Total system revenue 2014  
\$249,639.76  
\$111,165.33 Pay Stations  
\$138,474.43 Meters  
Revenue per space per year \$242.84  
Using a 261-day year, system revenue per:  
Month Week Day  
\$20,803.31 \$4,800.76 \$956.47

## **6. Current Parking enforcement revenue**

The value of violations with tickets issued by the Borough Parking Enforcement Officer in 2014 was \$212,337. The amount due to the State was \$85,640.50.

This task force has not been able to confirm the number of violations that were dismissed for various reasons by the Court and are unable to arrive at a final net number. The reason for this is the PEO system and the court systems utilize different programs, with the court hearing violations outside the PEO's jurisdiction.

### **Recommendation:**

The task force recommends the value of fines should be increased for parking at an expired meter or exceeding the time limit, from \$24.00 to \$29.00 and to a minimum of \$40.00 in prohibited areas. This is detailed in section 21.

## **7. Strengths and weaknesses of the current system**

The strength of the system is the low price of parking and the limited period this is enforced.

The weakness is the low parking rates and limited period of time payment is required. As parking rates are the same regardless of where a person parks, there is no reason not to park in the Main Street spaces and feed the meters. This creates pressure on the areas closer to Main Street through people continually hunting for a parking space.

Even though the PEO regularly enforces the spaces, it is acknowledged that many of these spaces are utilized for significant periods by merchants and their staff, reducing the ability for visitors/shoppers to park near the location they wish to go to.

## **8. Parking zones/areas**

### **Recommendation:**

Wayfinding signs should be maintained and updated as required to clearly identify parking area locations. New parking area maps should be created for distribution by the DSA, retailers, other merchants, and police. Parking information should be made available at Borough Hall and via the Borough web site. See attached map

## **9. Parking Fees**

### **Recommendation:**

Parking zones, rates and times should be published in the newspapers placed on the Borough web site and distributed via e-connect.

Recommended rates are:

**Zone 1:** \$1:00 per hour

Main Street and all connecting streets, Doughty, Davenport, Maple and Grove Streets, High Street between Grove and Mechanic Streets, Parking lots 4 and 6.

Maintain existing time limit of 2 hours.

**Zone 2:** \$0.75 per hour  
Parking Lots 1, 2 and 7.

**Zone 3:** \$0.50 per Hour 2 hour limit  
High Street east of Grove Street

**Transit Zone:** Veterans Memorial Drive West only  
\$3:00 per day (\$0.25 per hour) or parity with NJT rates

**Post Office Zone:** No Change 30 Minute limit

**Parking Lot 7:** to offer free resident long-term parking

#### **10. Times for Paid Parking**

Recommendation:

All paid and metered parking should be from 8:00 am through 8:00 pm Monday through Saturday. Veterans Memorial Drive would remain 7:00 am to 7:00 pm.

#### **11. Potential income from a modified system**

Using the parking utilization numbers from the most recent Bier Associates report and applying the recommended rates per hour the potential income model shows, at full utilization, approximately \$1,787,832.

With the understanding this revenue model is based on full utilization; all income estimates in this report are based on a conservative estimate based on 50% of this amount or \$893,915.

The increase in income is due to the additional hours parking is paid for, as well as the addition of Saturday.

The most important factor is; this will be the first time the Borough charges for parking when the Borough owned parking areas are being used the heaviest.

The increase in rates per hour is influenced by two factors:

1. To encourage merchant employees to park off Main Street and in the lower cost areas.
2. To encourage longer term parking off Main Street through providing more economical parking rates with no time limitation.

It should be noted that the proposed rates are comparable to surrounding communities and municipalities where there is an active Main street area.

The proposed rates are at the lower end of comparable ranges.

## **12. Parking Enforcement**

Parking enforcement must be active during the hours parking is paid for. As the recommendation is for a 12-hour day, additional staff is required in the form of a part time manager and two part time parking enforcement officers to ensure continuity of enforcement.

### **Recommendation:**

Fully implement the Parking Utility organizational structure

- a. If necessary contact DCA – Division of Local Government Services to relay intentions and to seek general and procedural guidance.
- b. Identify the separate and collective parking facilities that will compose the “parking system” to be operated by the utility.
- c. Establish, on paper, the employees of the utility, including the new part time “Parking Enforcement Officer” description.
- d. Prepare position descriptions for all levels.
- e. Establish accounting template for the Parking Utility. Accounting should be as a separate unit (similar to an enterprise fund or the current Sewer Utility fund). The resultant “surplus” or “deficit” of the Parking Utility shall carry into the municipal budget as miscellaneous revenue or a budget appropriation, respectively. See NJSA 40A: 4, et. seq. for additional information.
- f. Program the Somerville Parking Utility into the 2016 budget process.
- g. Revise the borough’s “cash management plan” (required per NJSA 40A: 5-14) to reflect the utility.
- h. Prepare a new chapter in the Borough’s General Ordinance titled “Somerville Parking Utility”. The new chapter shall set forth a description of the new unit including, but not limited to, Establishment, Powers, Operation, and Disposition of Funds.
- i. Adopt the new chapter / revised ordinance by resolution

Modify parking enforcement staffing to the following:

- a. Parking Unit Manager Administrative - New Position approx. 15 hours per week
- b. Full time PEO Existing position - 8:00 am to 4:00 pm Daily Monday to Friday 40 hours per week
- c. Part time PEO New Position - 4:00PM to 8:00 PM daily Monday to Friday. 20 Hours per week.
- d. Part Time PEO New Position - 8:00 am to 8:00 Saturday only. 12 Hours per week
- e. Equipment Maintenance Manager - Part time position. 15 hours per week
- f. Part time equipment repair technician. As required up to 12 hours per week

It is estimated that the unit manager and maintenance staff will be existing Borough employees and seconded from other departments within the Borough to fill these roles.

It is estimated the salaries and benefits for this operating unit will be approximately \$174,000 per year. With the exception of the Parking Enforcement staff, all positions will be shared with other Borough departments helping contain the costs of these positions.

An organization chart is attached to this report.

**13. Cost to implement changes/improvements/modifications to system**

An automated multi space parking management systems offer a variety of options that have value to parking management agencies.

- a. The cost of current twelve (12) machines software to manage 658 spaces is estimated \$192,000.
- b. If the borough were to replace the nearly 400 meters with solar powered meters on the street that allowed for credit cards, it would cost an estimated \$260,000, approximately \$650 per space.
- c. Therefore, multi space meters may be a solution on the side roadways. Which locations could be consolidated have not yet been identified, assuming that 50% of the nearly 400 spaces can be managed by six additional pay stations bringing the total to sixteen (16) stations

The costs for a total of sixteen (16) stations with the corresponding back office system is estimated to be \$256,000, with the replacement of 200 single space meters in the estimated amount of \$130,000. The total cost of the pay stations and meters result in a capital outlay of an estimated \$386,000.

**14. Planning Board “License to Hunt” program**

A parking study was performed by Cole and Associates in 2009 to identify the parking demand in municipal parking lots #1, #2, #6, & #7 located within the SID, based on this study, the Planning Board concluded there were 70 parking spaces available in Municipal Lots 1 & 2 that could be used for residential use.

Of the 70 parking space available, the Board has granted 62 parking variances. These parking variances are granted on a first come, first serve bases and the variance is a “license to hunt” and does not guarantee or assign parking spaces to any resident.

The variance also requires the developer/property owner to pay an impact fee of \$ 30/space per month to the Borough.

This approach has been applied to small infill developments where the upper floors or existing buildings were being converted to residential and the impact to the public parking field was minimal.

**Recommendation:**

Parking counts should be obtained from the municipal lots within the SID on an annual basis to measure the parking demand and to determine whether additional parking variances can be granted for residential use within the SID.

**15. Parking passes/permits**

**Recommendation:**

Following a lengthy review of similar systems, the task force felt there is no current need to provide new parking passes to any user of the system. Parking permits should continue to be issued for use outside the boundaries of the Special Improvement District (SID).

**16. Additional Public Parking Space**

**Recommendation:**

The Borough should establish a "Parking Acquisition Fund", through allocating 10% of the annual parking meter/pay station revenue to this fund to assist paying for additional parking areas or structures required for expansion in the future.

**17. Public/Private partnership parking**

**Recommendation:**

Public/Private parking partnerships should be pursued. This will provide the borough additional needed capacity at peak periods.

**18. Valet Parking**

Currently there is a test of how effective valet parking is. This test is at and for Wolfgang's restaurant on Main Street. The cars are dropped off outside the restaurant at three marked parking locations. The cars are parked on a private lot until pick up is required where the valet returns the vehicle to the drop off location.

At peak use, this service provides an additional 105 parking spaces that could otherwise be used by patrons going to this restaurant further stressing the downtown parking situation.

**Recommendation:**

Based on current limited experience valet parking should be allowed within the Main street area, drop off location(s) would need to be monitored and parking of vehicles should be in a private location so as not to infringe on public parking.

A formula to determine estimated valet parking needs is:

One (1) parking space for every two (2) restaurant seats x 40%. This assumes that less than half of the patrons will use the valet service. This is based on the experience of current valet services in the borough.

Therefore if there are 180 seats the formula is;  $180 \div 2 = 90 \times 40\% = 36$  spaces.

**19. Additional changes or modifications**

**Recommendation:**

- a. Stripping on Union Street to be completed
- b. Continue the free holiday parking in lots 1,2 & 4 for this year (2015) only.

**20. Supermarket employee parking**

**Recommendation:**

Should be discontinued at the conclusion of the current approved test period.

## **21. Non-Metered and Prohibited Area parking and enforcement**

There are a number of parking Prohibited by ordinance areas within the Borough, these are:

- General Prohibited area, i.e.,
- Taxi Stand
- Fire Zone
- Parking in Two stalls
- No Stopping and No Standing zones
- Parked over the posted time limit
- Parked in a Resident only permit parking area
- Loading zone
- Bus stop
- Street Cleaning on certain posted roads only
- Parking prohibited at designated times

Currently the fine for these is \$23.00. This fine has not changed in many years.

### **Recommendation:**

The task force recommends that the fine should be in line with other communities and recommend an increase from \$23.00 to the following:

- |  |         |
|--|---------|
| • General Prohibited area, i.e.,                 | \$40.00 |
| • Taxi Stand                                     | \$40.00 |
| • Fire Zone                                      | \$54.00 |
| • Parking in Two stalls                          | \$40.00 |
| • No Stopping/No Standing zones                  | \$40.00 |
| • Parked over the posted time limit              | \$29.00 |
| • Parked in a Resident only permit parking area  | \$40.00 |
| • Loading zone                                   | \$40.00 |
| • Bus stop                                       | \$40.00 |
| • Street Cleaning (on certain posted roads only) | \$23.00 |
| • Parking prohibited at designated times         | \$40.00 |

## **22. Implementation**

- a. Present to Council June 15, 2015
- b. Feedback from Council June 15 – July 6, 2015
- c. Follow up with Council July 6, 2015
- d. Recommendations introduced by ordinance July 20, 2015
- e. Recommendations adopted by ordinance August 3, 2015 (effective 1-1-2016)
- f. Finance discussion September 14, 2015
- g. Financing ordinance introduced October 5, 2015
- h. Utility ordinance introduced October 5, 2015
- i. Financing adopted by ordinance October 19, 2015
- j. Utility ordinance adopted October 19, 2015 (effective 1-1-2016)
- k. Bid for equipment November 10, 2015

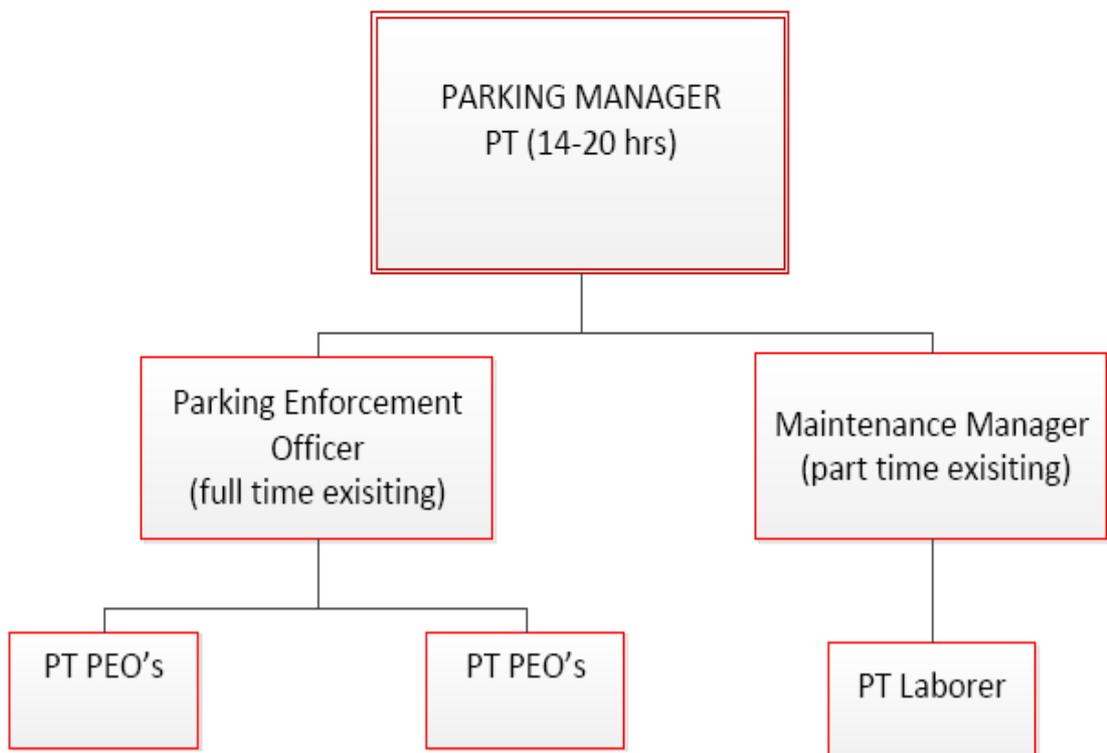
- l. Award of equipment and installation November 16, 2015
- m. Hire Part time PEO(s) December 16, 2015
- n. Installation of all new equipment January – February 2016
- o. Implement parking utility management and staff changes April 2016

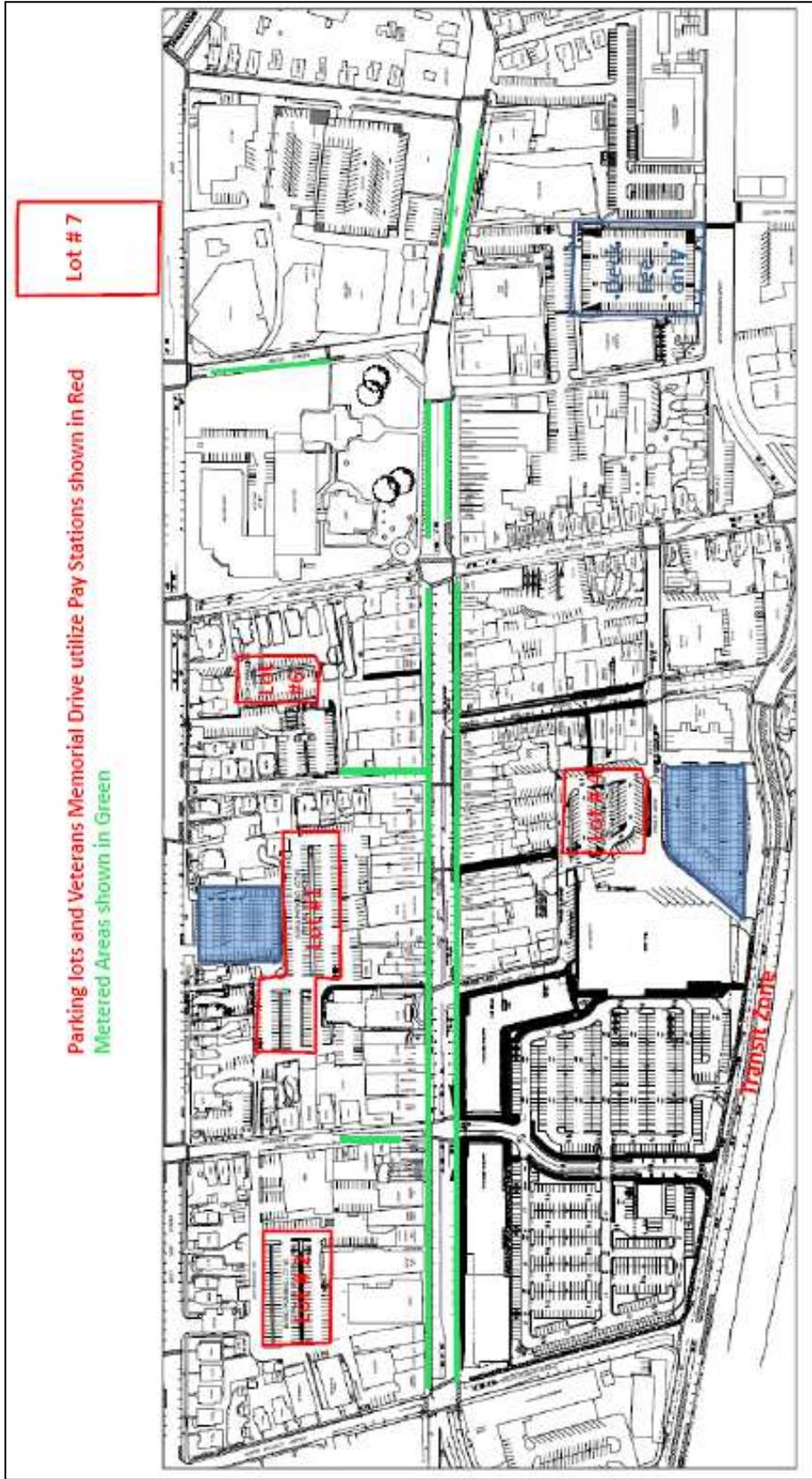
Implementation Chart attached to this report

## Parking Utility Implimentation Time Line

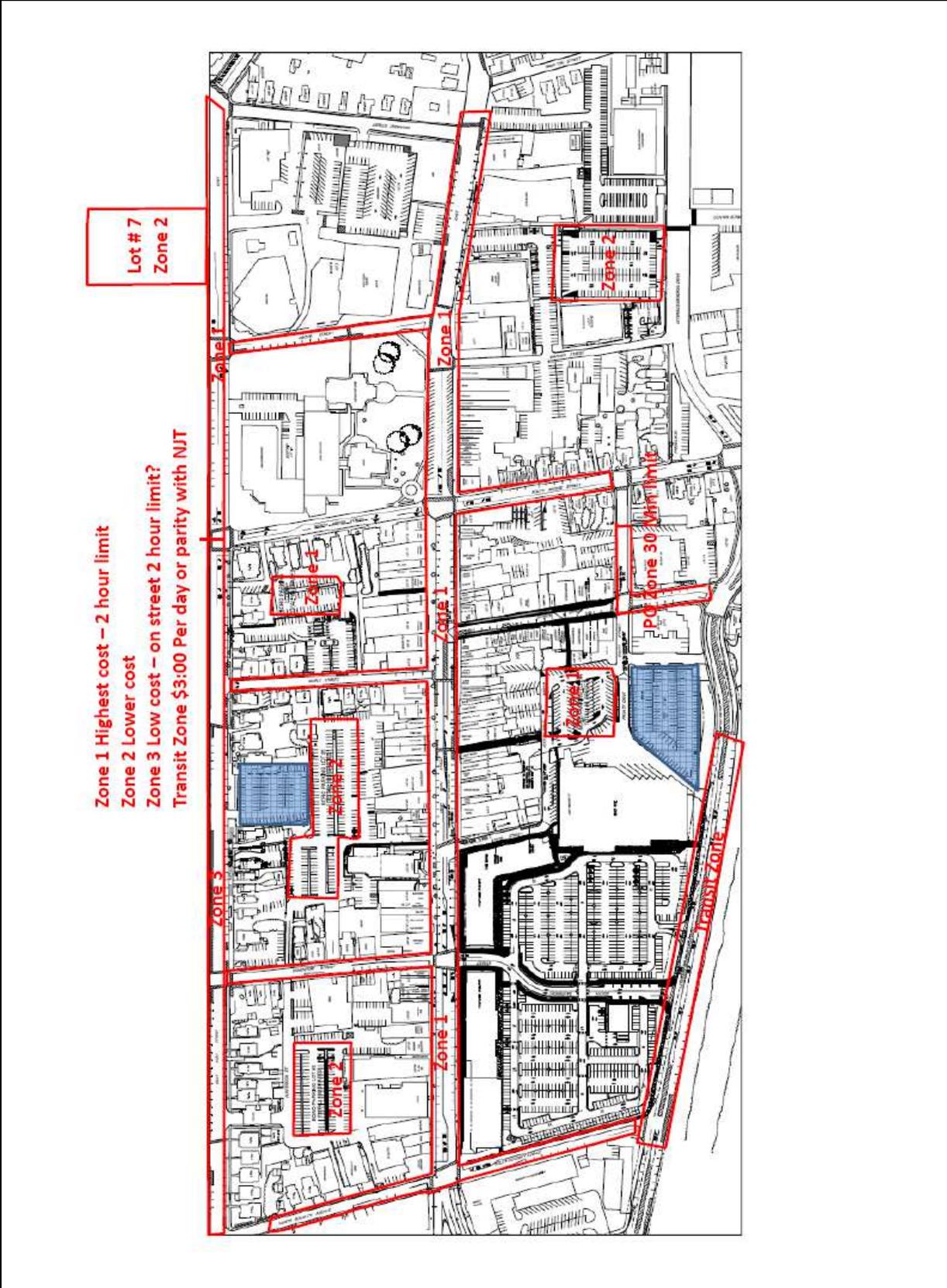
	6/15/2015	6/16/2015	7/6/2015	7/20/2015	8/3/2015	9/14/2015	9/15/2015	10/5/2015	10/19/2015	11/10/2015	11/16/2015	12/16/2015	1/1/2016	1/2/2016	4/1/2016	
Initial Presentation to Council	XXX															
Review by Governing Body		XXX	XXX													
Follow up with Council			XXX													
Accepting Report & Recommendations			XXX													
Introduction of Parking Ordinances			XXX													
Adoption of Parking Ordinances				XXX												
Finance Committee Meeting					XXX											
Approval to proceed with Financing						XXX										
Supplemental Debt Statement							XXX									
Finance Discussion								XXX								
Introduction of Finance Ordinances									XXX							
Adoption of Finance Ordinances																
Introduction of Utility Ordinance																
Adoption of Utility Ordinance																
Bid Spec preparation																
Bid Advertisement										XXX						
Bid Award																
Advertise for PEO																
Contract exchange																
Interview PEO Candidates																
Hire Part time PEO												XXX				
Installation of Stations													XXX			
Installation of Meters														XXX		
Effective date of ordinances															XXX	
Impliment Utility and Management																XXX

## PARKING ORGANIZATIONAL CHART





# Recommended Parking Zone Map



Parking Violation Report January to December 2014											
Offence	Violation Code	Ticket Total	Value	Revenue	State Share	Proposed Rates Value	Proposed Rates Revenue	State Share	% Ticket issued	% Value	
Parking in Resident Parking area Only	1030	3	\$23.00	\$69.00	\$0.00	\$40.00	\$120.00	\$0.00	0.04%	0.03%	
<b>Parking in Taxi Stand Zone</b>	<b>166-17</b>	<b>3</b>	<b>\$23.00</b>	<b>\$69.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$120.00</b>	<b>\$0.00</b>	<b>0.04%</b>	<b>0.03%</b>	
Parking in Handcapped zone	166-40	112	\$263.00	\$29,456.00	\$0.00	\$263.00	\$29,456.00	\$0.00	1.47%	13.87%	
<b>Parking where Prohibited Parking at all times</b>	<b>166-6</b>	<b>39</b>	<b>\$23.00</b>	<b>\$897.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$1,560.00</b>	<b>\$0.00</b>	<b>0.51%</b>	<b>0.42%</b>	
<b>Parking at an Expired parking meter on streets</b>	<b>166-63</b>	<b>4243</b>	<b>\$24.00</b>	<b>\$101,832.00</b>	<b>\$48,794.50</b>	<b>\$40.00</b>	<b>\$169,720.00</b>	<b>\$48,794.50</b>	<b>55.68%</b>	<b>47.95%</b>	
Parking Prohibited at certain times	166-7	1	\$23.00	\$23.00	\$0.00	\$40.00	\$40.00	\$0.00	0.01%	0.01%	
<b>Parking at Expired meters in lots</b>	<b>166-75</b>	<b>3111</b>	<b>\$24.00</b>	<b>\$74,664.00</b>	<b>\$35,776.50</b>	<b>\$40.00</b>	<b>\$124,440.00</b>	<b>\$35,776.50</b>	<b>40.83%</b>	<b>35.16%</b>	
Parking a truck in No truck parking 9:00pm to 6:00 am	166-7B	8	\$23.00	\$184.00	\$0.00	\$40.00	\$320.00	\$0.00	0.10%	0.09%	
Improper parking	39:4-135	6	\$54.00	\$324.00	\$69.00	\$54.00	\$324.00	\$69.00	0.08%	0.15%	
Parking on Highway-removing disabled vehicle	39:4-136	1	\$54.00	\$54.00	\$11.50	\$54.00	\$54.00	\$11.50	0.01%	0.03%	
Improper parking within intersection	39:138A	2	\$54.00	\$108.00	\$23.00	\$54.00	\$108.00	\$23.00	0.03%	0.05%	
Improper parking in front of driveway	39:4-138D	1	\$54.00	\$54.00	\$11.50	\$54.00	\$54.00	\$11.50	0.01%	0.03%	
Improper parking within 25 ft of crosswalk	39:4-138E	20	\$54.00	\$1,080.00	\$230.00	\$54.00	\$1,080.00	\$230.00	0.26%	0.51%	
Parking in No Parking Area Est by State highway Dept	39:4-138G	63	\$54.00	\$3,402.00	\$724.50	\$54.00	\$3,402.00	\$724.50	0.83%	1.60%	
<b>Parked in two stalls</b>	<b>410.7C</b>	<b>2</b>	<b>\$23.00</b>	<b>\$46.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$80.00</b>	<b>\$0.00</b>	<b>0.03%</b>	<b>0.02%</b>	
<b>Firezones</b>	<b>888</b>	<b>5</b>	<b>\$23.00</b>	<b>\$115.00</b>	<b>\$0.00</b>	<b>P \$54.00</b>	<b>\$270.00</b>	<b>\$0.00</b>	<b>0.07%</b>	<b>0.05%</b>	
<b>Parked over time limit</b>	<b>166-9</b>	<b>0</b>	<b>\$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>0.00%</b>	
<b>Loading zone</b>	<b>166-16</b>	<b>0</b>	<b>\$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>0.00%</b>	
<b>Bus stop</b>	<b>166-18</b>	<b>0</b>	<b>\$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>0.00%</b>	
<b>Street Cleaning</b>	<b>166-31</b>	<b>0</b>	<b>\$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>P \$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>0.00%</b>	
<b>No Stopping or Standing</b>	<b>166-8</b>	<b>0</b>	<b>\$23.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>P \$40.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>0.00%</b>	
		<b>7620*</b>		<b>\$212,377.00</b>	<b>\$85,640.50</b>		<b>\$331,148.00</b>	<b>\$85,640.50</b>			
If violation is a municipal ordinance there is no state share except for parking overtime at meters											
The State share of parking violations is	\$11.50	per violation =	<b>Boro Net</b>	<b>\$126,736.50</b>		<b>Boro Net</b>	<b>\$245,507.50</b>				
State Violations under title 39 are subject to the share	\$11.50	per violation									
This assumes all tickets are paid, cannot allocate % to dismissed tickets											
* Cannot correlate number of violations issued via PEO report with Municipal Court Case Flow Summary for the same period											
P = Prohibited Parking Area											

Parking Violation Report and Revenue Estimate

# Parking System Income Model

365 days minus 52 sundays	<b>BOLD indicates an increase of income potential</b>												
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	
time of day usage	44%	61%	78%	82%	71%	59%	67%	88%	100%	97%	100%	85%	
	28%	29%	38%	37%	32%	20%	21%	21%	33%	65%	75%	56% blended rate lots 1,2 & 7	
	28%	29%	38%	37%	32%	20%	21%	21%	33%	65%	75%	56% blended rate lots 1,2 & 7	
	5%	5%	8%	12%	9%	6%	9%	6%	6%	14%	20%	9%	
occupied spaces by day part by zone													
Z1	186	257	329	346	300	249	283	371	422	409	422	359	
Z2	129	134	175	171	148	92	97	97	152	300	346	258	
Z3	23	24	32	31	27	17	17	17	27	54	62	46	
TZ	3	3	5	7	6	4	6	4	4	9	12	6	
Total	341	418	541	555	479	362	403	489	605	772	842	669	
income per day by day part by zone													
Z1	<b>\$186</b>	<b>\$257</b>	<b>\$329</b>	<b>\$346</b>	<b>\$300</b>	<b>\$249</b>	<b>\$283</b>	<b>\$371</b>	<b>\$422</b>	<b>\$409</b>	<b>\$422</b>	<b>\$359</b>	
Z2	<b>\$97</b>	<b>\$100</b>	<b>\$131</b>	<b>\$128</b>	<b>\$111</b>	<b>\$69</b>	<b>\$73</b>	<b>\$73</b>	<b>\$114</b>	<b>\$225</b>	<b>\$259</b>	<b>\$194</b>	
Z3	\$12	\$12	\$16	\$15	\$13	\$8	\$9	\$9	\$14	\$27	\$31	\$23	
TZ	\$1	\$1	\$1	\$2	\$1	\$1	\$1	\$1	\$1	\$2	\$3	\$1	
Total	<b>\$295</b>	<b>\$370</b>	<b>\$478</b>	<b>\$491</b>	<b>\$425</b>	<b>\$327</b>	<b>\$365</b>	<b>\$454</b>	<b>\$551</b>	<b>\$663</b>	<b>\$716</b>	<b>\$577</b>	
income per year by day part by zone													
Z1	<b>\$58,118</b>	<b>\$80,572</b>	<b>\$103,027</b>	<b>\$108,311</b>	<b>\$93,781</b>	<b>\$77,931</b>	<b>\$88,498</b>	<b>\$116,236</b>	<b>\$132,086</b>	<b>\$128,123</b>	<b>\$132,086</b>	<b>\$112,273</b>	
Z2	<b>\$30,302</b>	<b>\$31,384</b>	<b>\$41,124</b>	<b>\$40,041</b>	<b>\$34,630</b>	<b>\$21,644</b>	<b>\$22,726</b>	<b>\$22,726</b>	<b>\$35,713</b>	<b>\$70,343</b>	<b>\$81,165</b>	<b>\$60,603</b>	
Z3	\$3,637	\$3,767	\$4,936	\$4,806	\$4,157	\$2,598	\$2,728	\$2,728	\$4,287	\$8,443	\$9,742	\$7,274	
TZ	\$243	\$243	\$388	\$582	\$437	\$291	\$437	\$291	\$291	\$679	\$970	\$437	
Total	<b>\$92,299</b>	<b>\$115,966</b>	<b>\$149,475</b>	<b>\$153,740</b>	<b>\$133,005</b>	<b>\$102,464</b>	<b>\$114,388</b>	<b>\$141,981</b>	<b>\$172,376</b>	<b>\$207,589</b>	<b>\$223,963</b>	<b>\$180,587</b>	
												<b>\$1,231,042</b>	
													<b>\$492,400</b>
													combined lots 1,2 & 7
													\$59,102 total Z2 and Z3
													\$5,288
													<b>\$1,787,832</b>

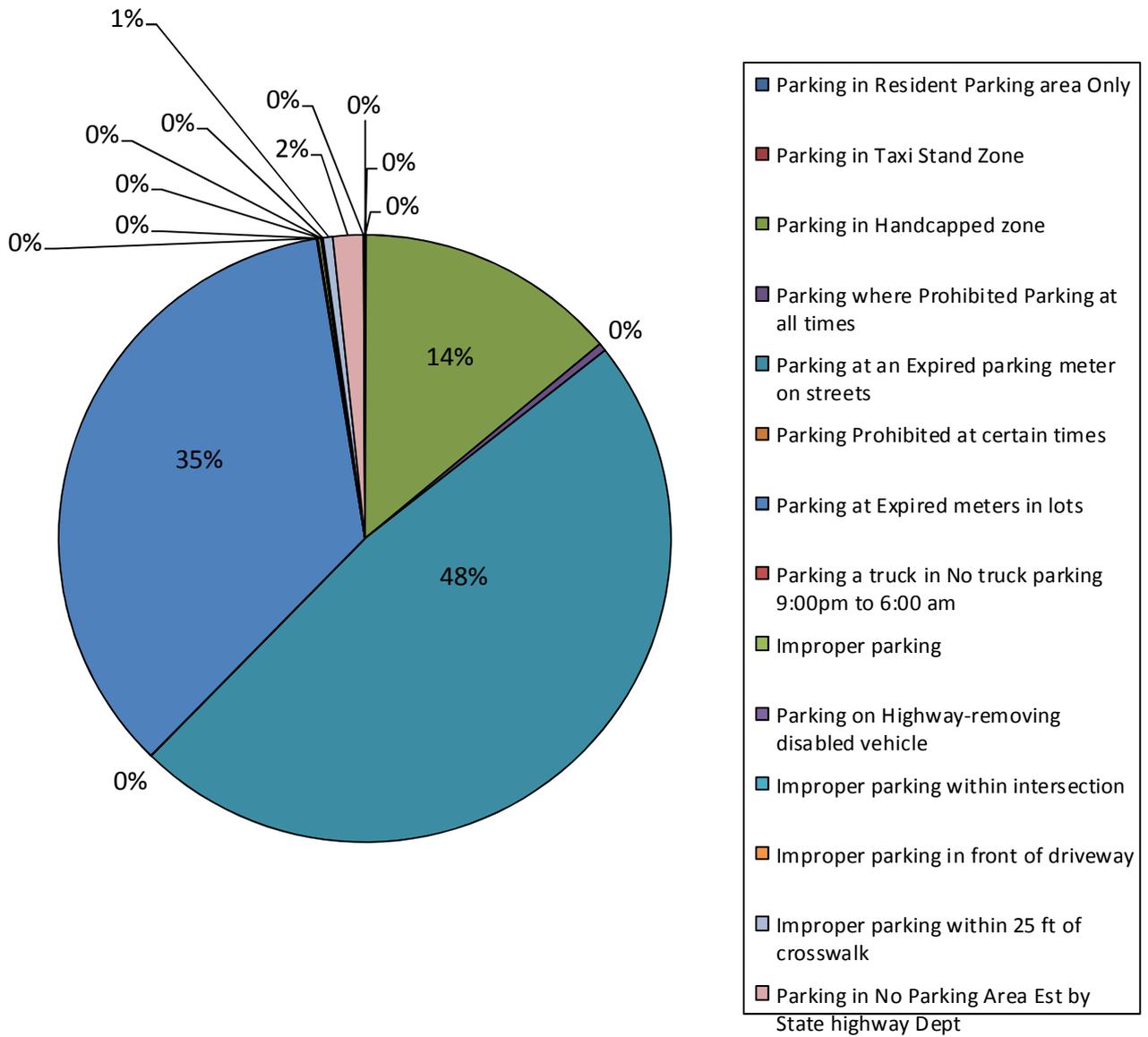
Z1 is major contributor comprising of Main Street Doughty to mechanic, lots 4 and 6 and all side streets connecting with Main  
 Z2 comprises of lots 1 & 2 plus lot 7, lot 7 utilization is over stated in this estimate  
 Z3 comprises west high street only

No calculations have been made for special event parking or utilization of private owned areas.

50% \$893,915.87

<b>Income and Operating Statement</b>		<b>Year 1</b>	
<b>REVENUE</b>	Amount		%
Meters	\$497,314		48.81%
Pay Stations	\$396,602		38.92%
Residential Permits	\$0		0.00%
Merchant Permits	\$0		0.00%
Visitor Permits	\$0		0.00%
Violations	\$125,000		12.27%
<b>TOTAL REVENUE</b>	<b>\$1,018,916</b>		<b>100.00%</b>
<b>EXPENSES</b>			
Salaries	\$140,000		13.74%
Benefits	\$34,000		3.34%
<b>Collection System</b>			
Equipment Maintenance	\$20,000		1.96%
Meter Replacement	\$236,400		23.20%
Pay Station Purchase/Repl	\$149,632		14.69%
<b>Other Equipment</b>			
vehicles	\$30,000		2.94%
gas	\$10,000		0.98%
maintenance	\$10,000		0.98%
Enforcement equipment	\$20,000		1.96%
<b>Other</b>			
Upgrade signs	\$150,000		14.72%
Computers	\$5,000		0.49%
Software	\$20,000		1.96%
Other Expenses			
<b>TOTAL EXPENSES</b>	<b>\$825,032</b>		<b>80.97%</b>
<b>OPERATING INCOME/LOSS</b>	<b>\$193,884</b>		<b>19.03%</b>

## Share of Tickets Issued by Revenue



## Share of Tickets Issued by Violation Type

