

**Advisory Parking Committee
Meeting of November 5, 2025**

151 Martin Street, City Commission Room, Birmingham, MI

These are the minutes of the Advisory Parking Committee ("APC") regular meeting held on November 5, 2025. The meeting was called to order at 7:30 a.m.

1. Roll Call

Present: Chair Kevin Kozlowski, Vice Chair Jim Arpin; Committee Members James Eshaki, Patricia Hardy, Michelle Moody, Lisa Silverman, Michele Taddei; Alternate Committee Member Bill Kolb (not voting)

Absent: None

Staff: Parking Systems Manager Ford; Birmingham Shopping District Executive Director Bassett, Assistant City Manager Clemence

2. Approval of Minutes – October 1, 2025

Motion by Moody

Motion was seconded to approve the minutes with Jim's amendment.

Motion carried, 7-0.

VOICE VOTE

Yeas: Hardy, Eshaki, Moody, Silverman, Kozlowski, Arpin, Taddei

Nays: None

3. Items from Prior Discussion – Moped spaces

PSM Ford and ACM Clemence presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- If the moped spaces are also intended to be used by motorcycles, the signage should be updated, as motorcycles sometimes park in regular parking spaces when regular spaces are available.
- The moped spaces can accommodate more than one moped and/or motorcycle at a time.
- It would be helpful to know how many moped spaces there are in the City.
- The moped spaces do not seem to be utilized frequently.
- If the moped spaces were converted to regular parking spaces, it would be helpful to understand how long it would take the City to realize a return on that conversion.
- It seems that the City will not be converting the moped parking spaces into paid, automobile parking spaces.
- The moped spaces are likely underutilized for four or five months out of the year.

- During the staff presentation, it was explained that the spaces were inevitable because of the constraints of the street redesign. Staff also clarified that the signs were added in an attempt to make the spaces useful.
- The demand for parking spaces has increased since these moped spaces were created, making these spaces more valuable. It might be appropriate to retain some of them, and to convert some of them.
- DPSD Zielinski's letter on page five of the agenda packet was very clear that moving forward with converting the moped spaces to car spaces was not recommended.
- If staff does not support converting any of these spaces, a preliminary exploration may not be worth pursuing further at this time. At the same time, it could be interesting to understand what it might cost.
- Since the spaces will continue to exist, using the signage to clarify that both mopeds and motorcycles may park in the spaces might help reduce the frustration some members of the public have expressed. The signage could specify usage for two-wheeled vehicles, or other options as appropriate.
- It might be appropriate to focus on converting the moped spaces where the metered parking demand is highest.
- It was not yet clear if there would be a total price for converting all of the moped spaces, or variable pricing for each space depending on the surrounding conditions.
- It could be appropriate to get a broad estimate, and proceed from there.
- If the costs for converting each space varies significantly, it could be hard to estimate the pricing.
- When the Commission originally contemplated these moped spaces, allowing them may have been the best decision. Exploring further options may now be appropriate since the moped/motorcycle spaces have been underutilized.
- Since DPSD Zielinsky's letter noted that some of the moped parking spaces were included in special assessments, it may not be feasible to modify those areas.
- There was still interest in knowing how many moped spaces exist. If there are only a dozen moped spaces, converting them might yield less benefit than if there were 20 to 30 of them.
- Since the challenge of converting the moped spaces is not apparent, parking system users may end up wondering why the conversion would not occur.
- Staff should return with further information on what might be possible in terms of converting the moped spaces.

4. BSD – Holiday Contribution Request

BSDED Bassett, PSM Ford, and ACM Clemence presented the item and answered questions from the APC.

APC members raised the following points during discussion:

- Some Birmingham events offer all-day free parking because these events attract a number of new users to the parking system and because reducing congestion at the peak entrance and exit times is worthwhile. This helps contribute to a good experience for attendees.

Motion by Moody

Seconded by Arpin to provide the \$25,000 contribution to the BSD from the parking fund to support their marketing efforts to attract visitors and residents downtown.

Motion carried, 7-0.

VOICE VOTE

Yeas: Hardy, Eshshaki, Moody, Silverman, Kozlowski, Arpin, Taddei

Nays: None

5. EV Charging

PSM Ford and ACM Clemence presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- The location would have to be carefully considered. Installing a Voltpost could be appropriate as long as it is located in a parking deck or lot, and not on S. Old Woodward or Maple.
- Alternatively, it might be possible to allow its installation at the under-utilized south end of S. Old Woodward if garage or lot installation is not possible.
- Birmingham parking does not exist to make money for Birmingham, so it should not concern the APC that the City would not receive revenue from this. It would be of interest to understand whether Voltpost monetizes this opportunity in other ways.
- The use cases for level two urban charging would be either commuters or drivers who only need to add a bit of charge.
- The City should pursue education on the impacts of providing EV chargers.
- Clarifying policy around damage, location, parking enforcement, implementation, and other considerations would be necessary. The City could model its policies on other municipalities', and the City's policy could also be amended as new information is learned.
- Adding one charger to a surface lot and implementing an initial policy could be an enormously valuable opportunity to learn more about how EV charging might operate in the City. Information on users and user experience should be gathered.
- It would be informative to visit an installed Voltpost in order to evaluate the aesthetics.
- If the APC presently agrees to learn more about Voltposts, it would not commit the City to installing one.
- Clarifying Voltpost's requirements is essential.

Motion by Silverman

Seconded by Eshshaki to reach out and let them know that we are interested in the two spaces.

Motion carried, 7-0.

VOICE VOTE

Yeas: Hardy, Eshshaki, Moody, Silverman, Kozlowski, Arpin, Taddei

Nays: None

6. Comprehensive Repair Project Staff Report from City Commission Meeting 10/6/25

PSM Ford and ACM Clemence presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- The parking fund exists to maintain the parking system.
- Demand for parking is growing near Pierce.
- On page 21, the 'fund balance' is the amount of cash the parking system has available.
- Staff is estimating that there will be about \$30 million in capital expenditures for these upgrades. The parking system will continue to generate revenue as these amounts are spent.
- WJE would be doing another assessment on the Park deck before moving forward on those repairs.
- Staff received thanks for this report.

7. Parking Reports Review

PSM Ford and ACM Clemence presented the item and answered informational questions from the APC.

APC members raised the following points during discussion:

- The Chester numbers seemed to be a bit unusual because of the construction.
- The APC has a lot of data, and that data should be processed into information.
- The data should be used to determine whether Birmingham has a parking problem, and to determine how much parking Birmingham should have.
- The reports indicate that there is always parking availability in the decks. Parking system user behavior seems to indicate that often, if a driver cannot park directly in front of their destination, they will not go to a deck. It could be useful to discuss how the City might attempt to encourage shifts in this behavior through a combination of approaches.
- Sometimes there seems to be vacancy in a deck when there is not.
- Staff should verify whether meters 79-06 and 79-05 are actually unavailable because of nearby construction.

8. Meeting open to the public for items not on the agenda

The APC welcomed new members Patricia Hardy and James Esshaki, and thanked members Kevin Kozlowski and Bill Kolb for their participation as this would be their last APC meeting.

BSDED Bassett said the the BSD might be interested in collaborating with the APC on messaging around parking.

APC members made the following comments regarding non-agenda matters:

- It would be helpful to have an agenda item on the purpose of the Advisory Parking Committee, what it does, and how it relates to the City Commission. In addition to some APC members, there might be other people curious about the topic.
- It would be interesting to conduct a survey with a goal 100% response rate from BSD members as to whether they believe downtown Birmingham has a parking problem.
- When the BSD holds events, it might be beneficial for parking enforcement to give drivers a bit of timing leeway before issuing parking tickets. These events often draw first-time visitors to Birmingham. Some residents of Bloomfield Hills do not visit Birmingham because of perceived parking issues.

- If the redesign of the Maple and S. Old Woodward corridors prioritized pedestrian safety and aesthetics over parking preservation, understanding whether the City achieved its goals in the redesign and whether it would take the same approach to future redesigns would be useful.
- During these redesigns, density also increased in the City. As a result, drivers sometimes find it challenging to locate on-street parking that is very convenient to their destination.
- Most of the spaces removed during the S. Old Woodward redesign were towards the southern end.
- The spaces that tend to be less utilized on S. Old Woodward are also towards the southern end.
- It might be appropriate to emphasize to other City boards and committees that the remaining on-street parking needs to be preserved.
- Some employees of local businesses park in the neighborhoods and walk to their places of employment.
- Vehicles drive the wrong way on S. Old Woodward because left turns cannot be taken into 411 S. Old Woodward. This may be an unsafe condition.
- The traffic patterns behind 444 S. Old Woodward and near Barnum Park also seem to result in unsafe conditions.
- The City could explore using an AI tool to either create transcripts or to create more detailed meeting minutes.
- The capacity to create a transcript of recordings is likely already available.
- The Vimeo recordings function similarly to a transcript at this time.
- There are times where certain aspects of committee members' statements are not initially captured in minutes.
- Amending meeting minutes is not unusual.
- AI cannot be said to have judgments, and could not be said to have better 'judgment' than the already experienced staff member composing the minutes.
- There would be skepticism regarding the accuracy of AI output.

9. Adjournment

No further business being evident, the meeting adjourned at 9:09 a.m.

Aaron Ford, Parking Systems Manager



Laura Eichenhorn, City Transcriptionist