



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: August 29, 2023

RE: Central Business District Demand Based Parking Meter Rate Setting Recommendation

Approval Request

Parking Authority of Baltimore City (PABC) staff request PABC Board of Directors' approval of the following recommendation:

1. Adjustments of on-street parking meter rates in the Central Business District as outlined in this memo.
 - Parking meter rates on any block may be adjusted up or down only in 25¢/hour increments and no more than once every 6 months.
 - If occupancy is higher than 85% in a particular block, then the parking meter rate may be adjusted upward incrementally and slowly until occupancy hits 85%.
 - If occupancy is lower than 75% in a particular block, then the parking meter rate may be adjusted downward incrementally and slowly until occupancy hits 75%.
 - If occupancy is between 75% and 85%, then the parking meter rate will not be adjusted.
 - Each parking meter rate adjustment within the Central Business District will be reviewed and approved by the Board of Directors of the Parking Authority prior to implementation.
 - Notice of each parking meter rate adjustment within the Central Business District will be sent to the District 11 Council Member at least one month prior to implementation
2. Adjustment of parking meter durations in the Central Business District as outlined in this memo.
3. Adjustment of parking meter-in-effect times as outlined in this memo.

Background

The goal of parking meters is to create on-street parking availability, so that parkers visiting central business district uses (offices, stores, restaurants, and attractions) can easily find a parking space near their destination. This goal is achieved through setting parking meter rates that result in one or two available parking spaces on each blockface (about **15% - 25%** availability, or about **75% - 85%** utilization). When meter rates are too low, demand for parking goes up and a block may be overparked. When meter rates are too high, fewer drivers are willing to pay the rate and a block may be underutilized. Effective metering results in each block having on average one or two available spaces. This in turn reduces the number of cars circling to find parking. That means drivers benefit from greater convenience, and the whole City benefits from reduced congestion, lower emissions, and reduction of fossil fuel usage.

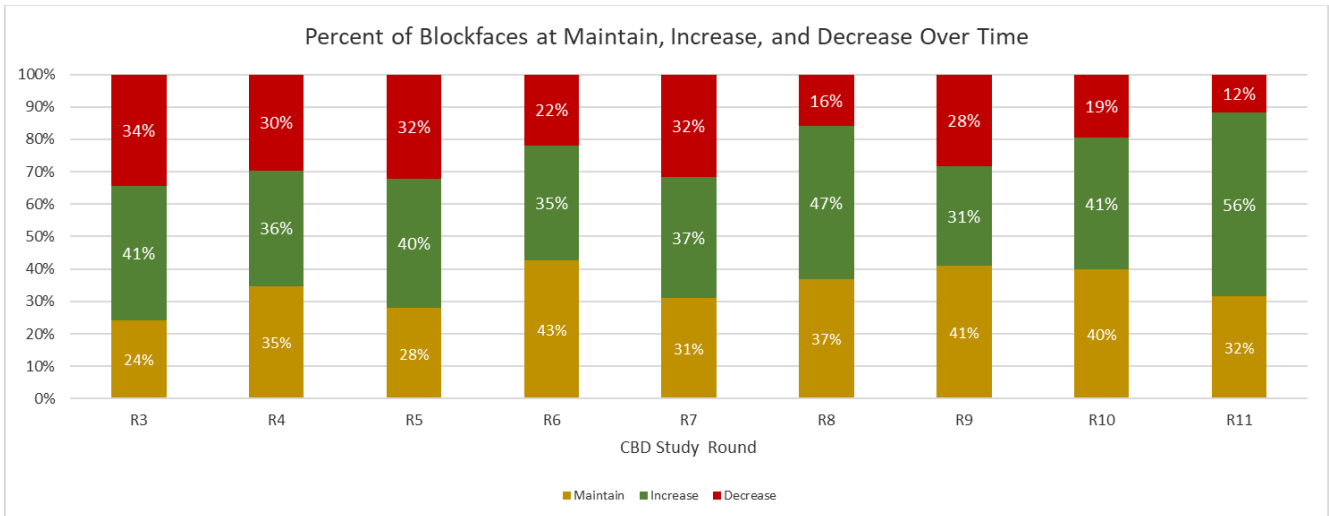
Determining meter rates that result in one or two available spaces is an iterative process based on collecting and analyzing data and altering rates incrementally. To determine the correct meter rates, the PABC collects and analyzes parking utilization data not more than once every six months in Baltimore's central business district (CBD). If on-street parking occupancy is higher than **85%** on a blockface, the rate generally increases. If on-street parking occupancy is lower than **75%** on a blockface, the rate generally decreases. If on-street parking occupancy is between **75%** and **85%** on a blockface, the rate generally is maintained.

Data from Round 11 of the PABC's Central Business District (CBD) demand-based parking meter rate adjustments study was collected in July of 2023. The PABC first determined the parking capacity of each blockface included in the study area. Then the number of cars parked was counted at different times of the day and evening, for both weekdays and Saturdays. The data was compiled and analyzed to determine a utilization rate (average percentage of the block's capacity that is parked).

Parking behaviors have been impacted by COVID-19-related office and retail closures. The PABC will continue to observe changes in parking utilization during future data collection rounds.

Study Findings

The analysis indicates that during weekday daytime hours, an average of **56%** of blockfaces in the CBD are over-parked (with fewer than one free space available), while **12%** are under-parked (with more than two spaces available). Rounds 4-6 showed slow movement towards more blockfaces in the ideal range, with 1-2 parking spaces available. Rounds 7 and 8 at the beginning of the pandemic showed a reduction in the number of blockfaces in the ideal range. Then data from Rounds 9 and 10 showed the number of blockfaces in the ideal range nearer to pre-pandemic levels, at 41% and 40% respectively. However, Round 11 shows a decrease to only 32% of blockfaces in the ideal range, while 56% of blockfaces are overparked. This high amount of parking demand during weekday daytime seems to indicate more on-street parking need as employees are returning to downtown, at least for a few days a week. Other factors specific to Round 11, discussed below, may have influenced a 37% increase in the number of blockfaces experiencing higher-than-ideal demand. However, the pandemic is still affecting parking in the CBD. Garage activity continues to be below normal, and PABC is also recommending maintaining meters at \$0.50 where utilization indicates a decrease in rate, as discussed briefly below.



Recommendations

New Meter Rates

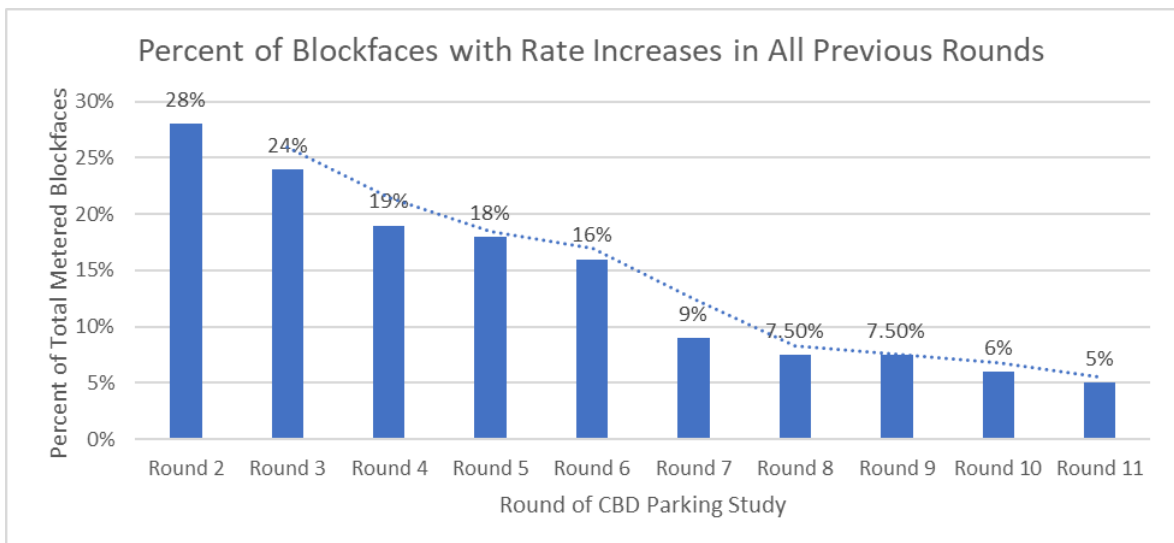
- Of the 211 blockfaces studied (with meters), 119 blockfaces' (56%) rates will increase by \$0.25, 67 blockfaces' (32%) rates will maintain, and 25 blockfaces' (12%) rates will decrease by \$0.25. Overall, 44% of blockfaces will either maintain or decrease their current rates.

Increase: 119 block faces (56%)
Maintain: 67 block faces (32%)
Decrease: 25 block faces (12%)

- There will be 18 meter rates throughout the CBD: \$4.75, \$4.50, \$4.25, \$4.00, \$3.75, \$3.50, \$3.25, \$3.00, \$2.75, \$2.50, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25, \$1.00, \$0.75, and \$0.50. The table below shows the number of blockfaces at each rate.

New Meter Rates		
Rate per Hour	# of Block Faces	% of Total
\$4.75	11	5%
\$4.50	23	11%
\$4.25	7	3%
\$4.00	14	7%
\$3.75	12	6%
\$3.50	10	5%
\$3.25	5	2%
\$3.00	3	1%
\$2.75	4	2%
\$2.50	8	4%
\$2.25	8	4%
\$2.00	9	4%
\$1.75	4	2%
\$1.50	17	8%
\$1.25	11	5%
\$1.00	11	5%
\$0.75	27	13%
\$0.50	27	13%

- Eleven blockfaces (5%) have had rate increases in all eleven rounds of the study and will now have a rate of \$4.75. For Round 2 there were 61 blockfaces (28%) that had increased in all rounds, for Round 3 there were 53 blockfaces (24%), for Round 4 there were 41 blockfaces (19%), for Round 5 there were 39 blockfaces (18%), for Round 6 there were 35 blockfaces (16%), for Round 7 there were 20 blockfaces (9%), for Round 8 there were 16 blockfaces (7.5%), for Round 9 there were 15 blockfaces (7.5%), and for Round 10 there were 12 blockfaces (6%).



- 50% of blockfaces will have a rate higher than, 4% of blockfaces will have a rate equal to, and 46% of blockfaces will have a rate lower than the original rate of \$2.00 per hour.

Extending Meter Durations

- Seven blockfaces (3%) have had rate decreases in all ten rounds of the study. For Round 2 there were 38 block faces (18%) that had decreased in both rounds, for Round 3 there were 33 block faces (15%), for Round 4 there were 26 block faces (12%), for Round 5 there were 24 block faces (11%), for Round 6 there were 13 block faces (6%), for Round 7 there were 11 blockfaces (5%) , for Round 8 there were 12 blockfaces (6%), for Round 9 there were 11 blockfaces (5%), and for Round 10 there were 8 blockfaces (4%). In the 11th Round, the data recommends that hourly rates for 17 block faces should fall below \$0.50. When rates fall below \$0.50 it is worthwhile to consider removing parking meters or extending the amount of time that can be reserved on the meter to make those blockfaces more attractive to parkers. With this round, because of potential changes in parking behavior due to COVID-19, and also due to upcoming plans for redevelopment on the northwest side of the CBD including 1,000 State Department of Health workers moving to 300-400 N Greene St, we recommend against removing meters.
- In Round 10 PABC increased meter durations for 11 low-utilization blockfaces already at \$0.50 to encourage utilization. Eight of those 11 blockfaces showed increased utilization in Round 11, with the average percent change at 72%. For the 3 blockfaces that experienced a decrease in utilization from Round 10 to Round 11, the average percent change was -15%. This data indicates that increasing meter duration can be a tool to nudge parking demand to low-utilization blockfaces.
- The 17 blockfaces in Round 11 that indicated a decrease in the hourly rate even though the meter rate is already at \$0.50 were considered for increased meter duration. The PABC recommends increasing the meter duration for 9 blockfaces as shown in the table below: Unit E Franklin northside, Unit E Mulberry southside, Unit W Mulberry southside, 500 W Saratoga southside, 100 W Franklin northside and southside, 200 W Franklin northside, and 300 W Franklin northside and southside. It is only possible to extend the parking durations to 6 hours on the first four blockfaces because of existing peak parking restrictions in these corridors. For 100-300 W Franklin, the duration on these meters had been increased to 6 hours in Round 10, and we are still seeing utilization below 75%. As such, in this round we are recommending increasing the meter duration to 10 hours. Allowing parkers to purchase parking for an extended period may make parking on these corridors more attractive despite peak parking restrictions and increase demand for parking along these blocks that have experienced low demand through many of the CBD parking studies.

Blockfaces to Extend Meter Duration					
Block	Street	Side	Current Hours	Current Duration	Proposed Duration
Unit	E Franklin	North	Mon-Fri 9a-4p, Sat 8a-6p, Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
Unit	E Mulberry	South	Mon-Fri 9a-4p, Sat 8a-6p, Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
Unit	W Mulberry	South	Mon-Fri 9a-4p, Sat 8a-6p, Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
500	W Saratoga	South	Mon-Fri 9a-4p, Sat 8a-6p, Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
100	W Franklin	North	8AM-6PM Mon-Sat	6 hours	10 hours
100	W Franklin	South	8AM-6PM Mon-Sat	6 hours	10 hours
200	W Franklin	North	8AM-6PM Mon-Sat	6 hours	10 hours
300	W Franklin	North	8AM-6PM Mon-Sat	6 hours	10 hours
300	W Franklin	South	8AM-6PM Mon-Sat	6 hours	10 hours

- After collecting future data to investigate the effect of these meter duration changes, the PABC will also consider conducting targeted promotion of the blockfaces at \$0.50 that have consistently low utilization as affordable alternatives to more expensive on-street parking nearby.

Extending Meter-In-Effect Times for 300 and 400 North Charles

- Meter programming should be appropriate for the uses on the block in question. In Round 11, we realized numerous restaurant/bar uses are continuing or returning on the 300 and 400 blocks of North Charles. In Round 11, utilization on these blockfaces in the evenings was greater than 100% due to parking in non-legal spaces. Current metering goes out at 6pm. Increasing the meter-in-effect times of these meters until 8pm will provide more protection for evening restaurant uses, moving toward ensuring 1-2 spaces are available during dinner hours. The PABC recommends increasing the meter-in-effect times as shown in the table below.

Blockfaces to Extend Meter-In-Effect Times				
Block	Street	Side	Current MIE	Proposed MIE
300	N Charles	West	Mon-Sat 8AM-6PM	Mon-Sat 8AM-8PM
400	N Charles	East	Mon-Sat 8AM-6PM	Mon-Sat 8AM-8PM
400	N Charles	West	Mon-Sat 8AM-6PM	Mon-Sat 8AM-8PM

Investigate Metering the Westside of Unit South Charles

- With the recent addition of a pilot dedicated bus lane on the east side of Charles Street from Conway St through the CBD, some unregulated parking was added on the west side of Unit South Charles. During the study we noticed very high utilization of this parking. PABC will investigate metering this blockface as it is adjacent to offices and near restaurants and other amenities. There is a very narrow sidewalk next to the parking lane, so PABC will have to work out the best treatment for this blockface.

Discussion

COVID-19's Effect on Parking

Although the COVID-19 health emergency is over, pandemic restrictions and the changing office environment have had and continue to have an effect on parking activity. Data collection for Rounds 7-10 took place during the pandemic. It is still difficult to determine the specific long-term effects on parking demand.

As of August 2023, the Off-Street Parking Division reports revenue from monthly contracts in PABC-operated parking garages was 76% of pre-pandemic levels. Transient revenue, from individuals parking at garages or lots for a day or a few hours at a time, has substantially improved from earlier in the pandemic, and is now at between 90 and 95% of pre-pandemic levels. In addition, while on-street meter revenue in 2020 was close to half of pre-pandemic levels, on-street revenue has recovered to a degree and is holding at 80% of pre-pandemic revenue. This data indicates that, compared to the beginning of the pandemic, more drivers are coming back to the Central Business District. However, these drivers still seem to be more often choosing transient garage parking or on-street parking as opposed to monthly contracts.

Because the impacts of the pandemic are still evolving, PABC is recommending strategies like increasing meter durations to spur on-street parking utilization on blockfaces that indicate hourly rates should drop below \$0.50.

Tiered Pricing

The PABC has collected and analyzed parking utilization data for weekday evenings and Saturdays throughout all eleven rounds of the study. After Round 5, the PABC introduced tiered pricing on 11 block faces near City Hall that have high weekday daytime utilization, but low utilization on weekday evenings and Saturdays. Tiered pricing is in effect on the following blocks: Unit Commerce east side; Unit Commerce west side; 400 Baltimore north side; 400 E Fayette south side; 400 E. Lexington north side; 400 E Lexington south side; 200 Guilford east side; Unit Holliday east side; 300 N Calvert east side; and 100 N Gay west side. Meters were removed on 200

Guilford west side between rounds 5 and 6 of the study. Meters on 400 E Baltimore north side were removed between rounds 7 and 8 of the study.

The goal of tiered pricing in the CBD is to evenly distribute the very high daytime weekday utilization, and to increase the relatively low evening and weekend utilization. More practically, tiered pricing allows for rate changes that respond appropriately to high utilization during weekday daytime (higher rates), but also respond appropriately to low utilization nights and weekends (lower rates). In Round 11, one blockface showed higher evening and weekend utilization than in Round 5, when tiered pricing began. This was a slight decrease compared to Round 10, when two blockfaces showed higher evening and weekend utilization than in Round 5. For previous rounds the number of blockfaces with higher evening and weekend utilization than in Round 5 included two (Round 9), three (Round 8), five (Round 7), and four (Round 6). Daytime utilization was lower on seven of nine blockfaces in Round 11 compared to Round 5, which is the same as in Round 10. In Round 9, eight of nine blockfaces had lower daytime utilization than in Round 5. In Round 8, six of nine blockfaces had lower daytime utilization than Round 5. In Round 7, all ten blockfaces showed lower daytime utilization compared to Round 5. In Round 6, five of ten blockfaces showed lower daytime utilization compared to Round 5.

After Round 6, it was recommended that more data be collected before determining how to move forward with tiered pricing. After Round 7, it was determined that a decision whether to continue tiered-pricing should wait until after the effects of the COVID-19 pandemic have passed. As there are signs that on-street parking activity is approaching pre-pandemic levels, we recommend resuming adjusting meter rates on the tiered priced blockfaces based on the parking utilization.

The following tables show average parking utilization for daytime weekdays as well as average utilization during weekday evenings and all day Saturdays.

Block	Street	Side	Avg. Utilization Daytime Weekday (Round 5)	Avg. Utilization Daytime Weekday (Round 6)	Avg. Utilization Daytime Weekday (Round 7)	Avg. Utilization Daytime Weekday (Round 8)	Avg. Utilization Daytime Weekday (Round 9)	Avg. Utilization Daytime Weekday (Round 10)	Avg. Utilization Daytime Weekday (Round 11)
Unit	Commerce	ES	105%	107%	78%	76%	79%	100%	98%
Unit	Commerce	WS	114%	122%	60%	77%	99%	93%	103%
400	E Baltimore	NS	124%	119%	79%	Meters removed	Meters removed	Meters removed	Meters removed
400	E Fayette	SS	197%	155%	162%	131%	128%	214%	214%
400	E Lexington	NS	148%	165%	93%	79%	85%	297%	140%
400	E Lexington	SS	239%	244%	172%	206%	206%	206%	267%
200	Guilford	ES	250%	283%	217%	250%	156%	167%	83%
200	Guilford	WS	23%	Meters removed	Meters removed	Meters removed	Meters removed	Meters removed	Meters removed
Unit	Holliday	ES	109%	101%	93%	83%	95%	91%	93%
300	N Calvert	ES	139%	128%	121%	167%	109%	116%	138%
100	N Gay	WS	105%	81%	19%	118%	118%	70%	94%

Block	Street	Side	Avg. Utilization Weekday Evenings/ Saturdays (Round 5)	Avg. Utilization Weekday Evenings/ Saturdays (Round 6)	Avg. Utilization Weekday Evenings/ Saturdays (Round 7)	Avg. Utilization Weekday Evenings/ Saturdays (Round 8)	Avg. Utilization Weekday Evenings/ Saturdays (Round 9)	Avg. Utilization Weekday Evenings/ Saturdays (Round 10)	Avg. Utilization Weekday Evenings/ Saturdays (Round 11)
Unit	Commerce	ES	52%	57%	49%	68%	68%	87%	68%
Unit	Commerce	WS	60%	41%	78%	58%	55%	42%	44%
400	E Baltimore	NS	44%	37%	53%	Meters removed	Meters removed	Meters removed	Meters removed
400	E Fayette	SS	64%	85%	70%	41%	53%	40%	60%
400	E Lexington	NS	45%	38%	14%	29%	24%	73%	20%
400	E Lexington	SS	45%	109%	33%	72%	33%	67%	28%
200	Guilford	ES	67%	67%	114%	43%	7%	25%	4%
200	Guilford	WS	9%	Meters removed	Meters removed	Meters removed	Meters removed	Meters removed	Meters removed
Unit	Holliday	ES	57%	56%	56%	56%	56%	38%	40%
300	N Calvert	ES	63%	67%	77%	49%	67%	22%	60%
100	N Gay	WS	27%	18%	14%	33%	16%	4%	2%

Target Utilization

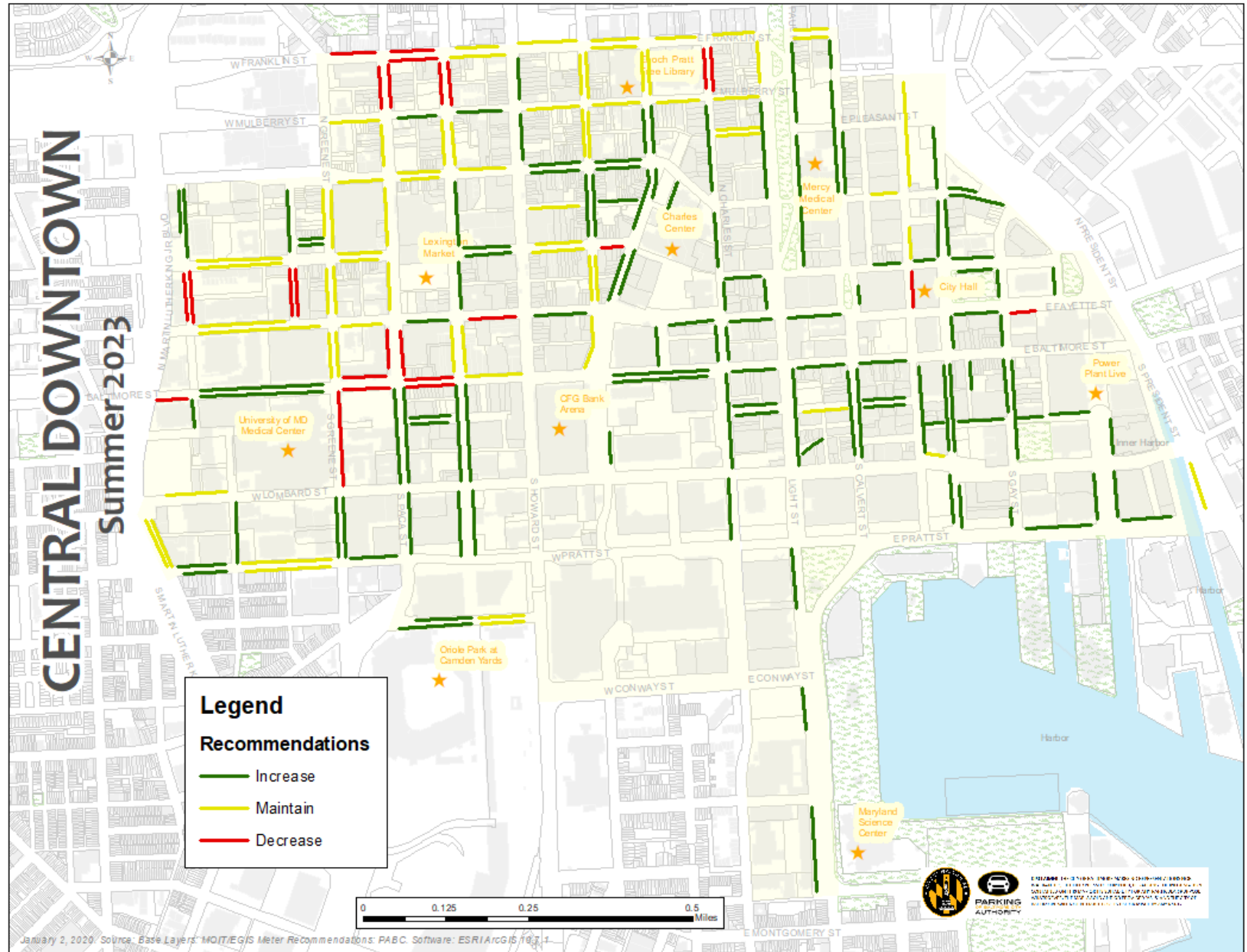
Round 6 resulted in 92 “maintain” blockfaces (43% of all blockfaces in the study area) within the target utilization range, an increase of 51% from the previous round. Round 7 resulted in 67 “maintain” blockfaces (32% of the study area), 27% fewer than in the previous round. Round 8 resulted in 79 “maintain” blockfaces (37% of the study area), an 18% increase from the previous round, but still 14% fewer “maintain” blockfaces than in pre-pandemic Round 6. Round 9 resulted in 87 “maintain” blockfaces (41% of the study area), an increase of 10% from the previous round. Round 10 resulted in 84 “maintain” blockfaces (40% of the study area), a decrease of 3% from the previous round. Round 11 resulted in 67 “maintain” blockfaces (32% of the study area), a decrease of 20% from the previous round.

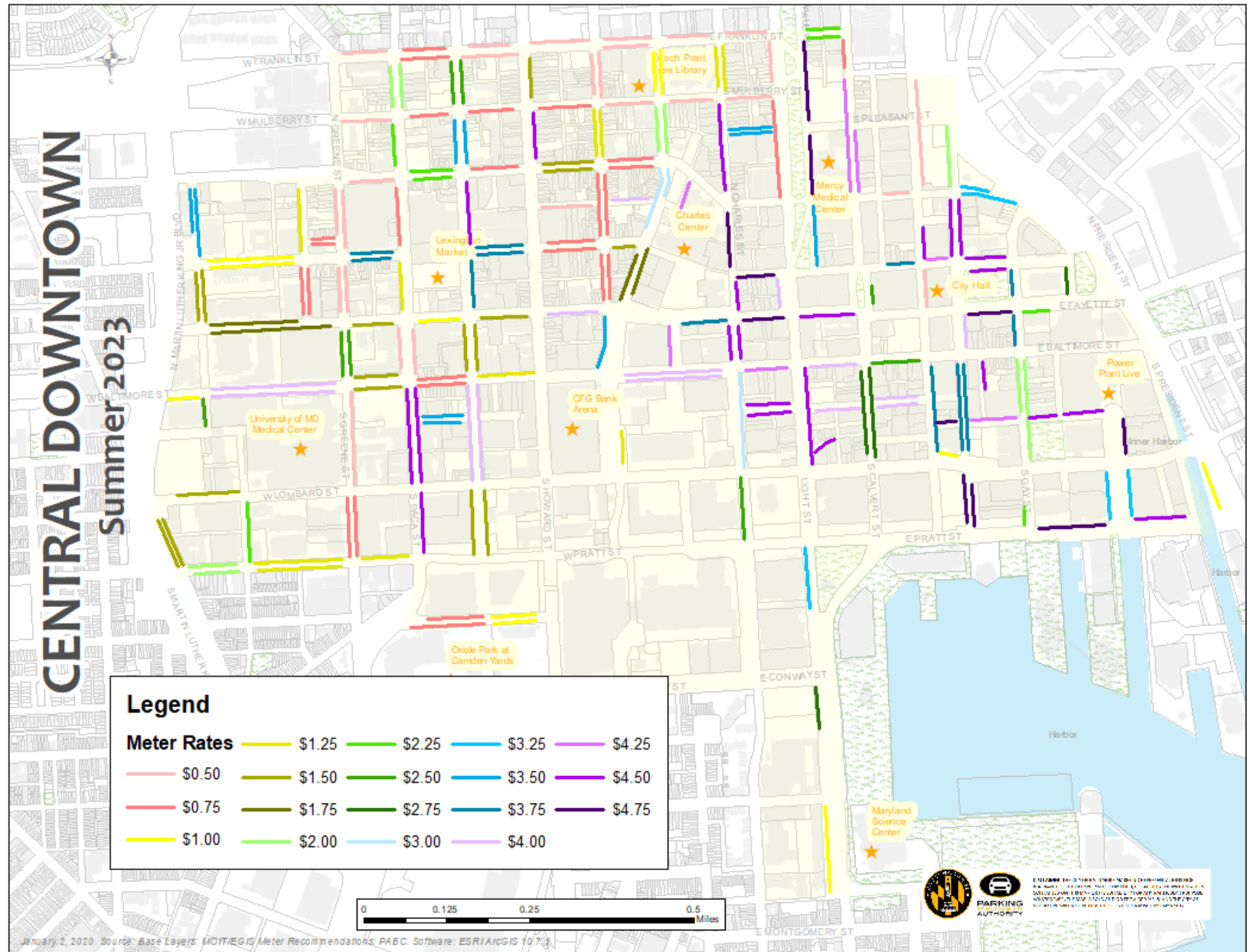
A few circumstances particular to Round 11 may help explain the greater demand seen in this round, which resulted in a decrease of “maintain” blockfaces. First, construction finished on two blockfaces in the CBD, on 700 W Pratt and 100 N Liberty. The parking field of these blocks was constrained by long-term construction and may have been a deterrent to parkers. As the construction vehicles and crews exited, these blocks may have appeared as safer parking, and the new residential building on 700 W Pratt may be attracting visitors/potential renters. Second, the opening of the new Lexington Market building appears to have increased parking demand along Eutaw, Lexington, Paca, and Saratoga near the market. Third, 200 E Redwood was blocked during Round 10 for a movie shoot and so the rate on that block was maintained. However, this block traditionally has seen very high utilization, which we noticed again in Round 11. Fourth, Round 11 coincided with a pilot dedicated bus lane on Charles Street, particularly affecting 100 and Unit S Charles and Unit N Charles. As noted above, Unit S Charles now has unregulated parking on the westside, which has generated very high demand. Perhaps these on-street changes have spurred more parkers to look for parking along Charles. A fifth potential circumstance affecting higher parking demand in Round 11 could be the time of year. Data collection was completed in July of 2023. PABC has attempted to avoid summer months for parking studies to control against transient tourism effects. One sign this may be a factor is that every block of Light Street, adjacent to the Inner Harbor, saw higher-than-ideal parking utilization in Round 11. In previous rounds (usually in either April/May or September-November), Light Street has seen mixed parking demand. Going forward, PABC will work to shift CBD parking studies away from summer months, if at all possible. However, the other mitigating factors listed above are common changes to the on-street landscape that could happen at any time.

Despite Round 11’s higher-than-ideal utilization, it is expected that the percentage of blockfaces achieving the target utilization will increase with future rounds of the study. This would signify improvement in parking availability and a more even distribution of on-street parking utilization throughout the CBD.

The PABC is working to implement Pay-by-Phone technology in the Central Business District. Once implemented, this new technology will help communicate the demand-based meter pricing program and should lead to improved enforcement and meter payment.

The following pages include maps which depict the data and tables indicating the recommended meter rates for all meters and for the tiered pricing blockfaces. The recommended meter rates table includes data from rounds 6 through 11. A table showing the meter rates for all eleven rounds is included as a separate attachment.





Block	Street	Side	Sixth Rate Change	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	
300	Cathedral	ES	\$1.75	\$1.75	\$1.75	\$1.50	\$1.75	\$2.00	
300	Cathedral	WS	\$1.75	\$1.75	\$1.75	\$1.50	\$1.75	\$2.00	Increase
400	Cathedral	ES	\$1.75	\$1.50	\$1.25	\$1.00	\$1.00	\$1.00	Maintain
400	Cathedral	WS	\$1.75	\$1.50	\$1.25	\$1.00	\$1.00	\$1.00	Decrease
100	Clay	NS	\$3.00	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	
200	Clay	SS	\$1.50	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	
100	Commerce	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	Commerce	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
Unit	Commerce	ES	\$3.50	\$3.25	\$3.25	\$3.25	\$3.50	\$3.75	
Unit	Commerce	WS	\$3.50	\$3.25	\$3.25	\$3.25	\$3.50	\$3.75	
Unit	Custom House	ES	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
100	E Baltimore	SS	-	\$3.50	\$3.75	\$3.75	\$3.75	\$4.00	
200	E Baltimore	NS	\$3.00	\$2.75	Removed	-	-	-	
200	E Baltimore	SS	-	\$2.75	\$2.50	\$2.50	\$2.25	\$2.50	
300	E Baltimore	NS	\$3.00	\$2.75	Removed	-	-	-	
400	E Baltimore	NS	\$3.50	\$3.50	Removed	-	-	-	
Unit	E Baltimore	NS	\$3.25	\$3.50	Removed	-	-	-	
Unit	E Baltimore	SS	-	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	
100	E Fayette	SS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
400	E Fayette	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
500	E Fayette	SS	\$2.50	\$2.75	\$2.50	\$2.50	\$2.50	\$2.25	
Unit	E Fayette	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	E Franklin	NS	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	
100	E Franklin	SS	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	
Unit	E Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	E Lexington	NS	\$3.00	\$3.25	\$3.25	\$3.50	\$3.50	\$3.75	
300	E Lexington	NS	\$3.50	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	
400	E Lexington	NS	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	
400	E Lexington	SS	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	
Unit	E Lexington	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	E Lombard	NS	\$1.50	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	
Unit	E Mulberry	SS	\$0.50	\$0.75	\$0.75	\$0.50	\$0.50	\$0.50	
Unit	E Pleasant	NS	\$3.50	\$3.50	\$3.75	\$3.75	\$3.50	\$3.50	
Unit	E Pleasant	SS	\$3.50	\$3.50	\$3.75	\$3.75	\$3.50	\$3.50	
700	E Pratt	NS	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
500-600	E Pratt	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	E Redwood	SS	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.00	
200	E Redwood	NS	\$3.00	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	
200	E Redwood	SS	\$3.00	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	
Unit	E Redwood	NS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
Unit	E Redwood	SS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
200	E Saratoga	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
400	E Saratoga	NS	\$3.50	\$3.25	\$3.25	\$3.00	\$3.00	\$3.25	
400	E Saratoga	SS	\$3.50	\$3.25	\$3.25	\$3.00	\$3.00	\$3.25	
100	Guilford	ES	\$1.50	\$1.25	\$1.00	\$1.00	\$0.75	\$0.50	
200	Guilford	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.50	
300	Guilford	ES	\$0.75	\$0.50	\$0.50	\$0.50	Combined	-	
350	Guilford	ES	\$1.00	\$0.75	\$0.50	\$0.50	Combined	-	
300/350	Guilford	ES	-	-	-	\$0.50	\$0.50	\$0.50	
200	Holliday	ES	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	

Block	Street	Side	Sixth Rate Change	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	
200	Holliday	WS	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
300	Holliday	WS	\$2.25	\$2.00	\$1.75	\$2.00	\$1.75	\$2.00	
Unit	Holliday	ES	\$3.50	\$3.25	\$3.25	\$3.50	\$3.75	\$4.00	
Unit	Hopkins	ES	\$1.50	\$1.25	\$1.25	\$1.00	\$1.00	\$1.25	
200	Light	WS	\$3.00	\$2.75	\$3.00	\$3.25	\$3.00	\$3.25	Increase
400	Light		-	-	-	\$2.75	\$2.50	\$2.75	
500	Light	WS	\$2.25	\$2.50	\$2.75	\$3.00	\$3.25	Removed	Maintain
600	Light	WS	\$1.75	\$1.50	\$1.25	\$1.00	\$0.75	\$1.00	Decrease
Unit	Light	ES	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
600	Little W Lexington	NS	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	\$0.75	
600	Little W Lexington	SS	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	\$0.75	
100	Market	ES	\$2.50	\$2.50	\$2.75	\$2.75	\$3.00	\$3.25	
100	Market	WS	\$2.50	\$2.50	\$2.75	\$2.75	\$3.00	\$3.25	
Unit	Market	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	N Calvert	ES	\$2.75	\$3.00	\$2.75	\$2.50	\$2.25	\$2.50	
300	N Calvert	ES	\$3.50	\$3.75	\$3.75	\$3.75	\$4.00	\$4.25	
300	N Calvert	WS	\$3.50	\$3.75	\$3.75	\$3.75	\$4.00	\$4.25	
400	N Calvert	WS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
100	N Charles	ES	\$3.50	\$3.75	\$4.00	\$4.00	\$4.25	\$4.50	
200	N Charles	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	N Charles	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	
400	N Charles	ES	\$1.00	\$1.25	\$1.25	\$1.50	\$1.50	\$1.25	
400	N Charles	WS	\$1.00	\$1.25	\$1.25	\$1.50	\$1.50	\$1.25	
Unit	N Charles	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	
Unit	N Charles	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	
100	N Eutaw	ES	\$2.75	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	
200	N Eutaw	ES	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
300	N Eutaw	ES	\$3.00	\$3.25	\$3.50	\$3.75	\$3.50	\$3.50	
300	N Eutaw	WS	\$3.00	\$3.25	\$3.50	\$3.75	\$3.50	\$3.50	
400	N Eutaw	ES	\$2.75	\$2.75	\$3.00	\$3.00	\$2.75	\$2.50	
400	N Eutaw	WS	\$2.75	\$2.75	\$3.00	\$3.00	\$2.75	\$2.50	
Unit	N Eutaw	ES	\$1.25	\$1.50	\$1.75	\$1.50	\$1.50	\$1.50	
Unit	N Eutaw	WS	\$1.25	\$1.50	\$1.75	\$1.50	\$1.50	\$1.50	
100	N Frederick	WS	\$3.00	\$2.75	\$2.50	\$2.25	\$2.50	\$2.75	
100	N Gay	WS	\$3.25	\$3.25	\$3.50	\$3.75	\$3.50	\$3.75	
Unit	N Gay	WS	\$3.00	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	
100	N Greene	ES	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	N Greene	WS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	N Greene	ES	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	N Greene	WS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	N Greene	ES	\$2.50	\$2.50	\$2.50	\$2.25	\$2.50	\$2.50	
Unit	N Greene	WS	\$2.50	\$2.50	\$2.50	\$2.25	\$2.50	\$2.50	
Unit	N Hanover	WS	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	
300	N Howard	ES	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
400	N Howard	ES	\$0.75	\$1.00	\$1.25	\$1.50	\$1.25	\$1.50	
100	N Liberty	ES	\$1.75	\$1.75	\$2.00	\$1.75	\$1.50	\$1.75	
100	N Liberty	WS	\$1.75	\$1.75	\$2.00	\$1.75	\$1.50	\$1.75	
200	N Liberty	ES	\$2.00	\$2.25	\$2.50	\$2.50	\$2.75	\$3.00	
200	N Liberty	WS	\$2.00	\$2.25	\$2.50	\$2.50	\$2.75	\$3.00	
100	N Paca	WS	\$2.25	\$2.00	\$1.75	\$1.50	\$1.25	\$1.25	

Block	Street	Side	Sixth Rate Change	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	
200	N Paca	WS	\$1.50	\$1.25	\$1.00	\$1.00	\$0.75	\$0.75	
300	N Paca	WS	\$1.50	\$1.75	\$1.75	\$2.00	\$2.25	\$2.25	
400	N Paca	ES	\$2.00	\$2.25	\$2.50	\$2.50	\$2.25	\$2.00	
400	N Paca	WS	\$2.00	\$2.25	\$2.50	\$2.50	\$2.25	\$2.00	
Unit	N Paca	ES	\$1.50	\$1.25	\$1.25	\$1.00	\$0.75	\$0.50	
Unit	N Paca	WS	\$1.50	\$1.25	\$1.25	\$1.00	\$0.75	\$0.50	Increase
100	N Pine	ES	\$1.75	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	Maintain
100	N Pine	WS	\$1.75	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	Decrease
200	N Pine	ES	\$2.50	\$2.75	\$3.00	\$3.00	\$3.25	\$3.50	
200	N Pine	WS	\$2.50	\$2.75	\$3.00	\$3.00	\$3.25	\$3.50	
200	N Sharp	ES	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	
100	Park	ES	\$1.00	\$1.25	\$1.25	\$1.00	\$0.75	\$0.75	
100	Park	WS	\$1.00	\$1.25	\$1.25	\$1.00	\$0.75	\$0.75	
200	Park	ES	\$1.00	\$0.75	\$0.75	\$0.50	\$0.50	\$0.75	
200	Park	WS	\$1.00	\$0.75	\$0.75	\$0.50	\$0.50	\$0.75	
300	Park	ES	\$1.25	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	
300	Park	WS	\$1.25	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	
400	Park	ES	\$1.25	\$1.00	\$1.00	\$0.75	\$0.50	\$0.50	
400	Park	WS	\$1.25	\$1.00	\$1.00	\$0.75	\$0.50	\$0.50	
Unit	Park	WS	\$3.00	\$3.25	\$3.50	\$3.25	\$3.50	\$3.50	
100	Pearl	ES	\$1.25	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	
100	Pearl	WS	\$1.25	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	
200	Pearl	ES	\$0.75	\$0.50	\$0.75	\$1.00	Unmetered	-	
200	Pearl	WS	\$0.75	\$0.50	\$0.75	\$1.00	\$1.00	\$1.25	
Unit	S Calvert	ES	\$2.75	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	
Unit	S Calvert	WS	\$2.75	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	
100	S Charles	WS	\$2.75	\$2.75	\$2.75	\$2.50	\$2.25	\$2.50	
Unit	S Charles	ES	\$2.75	\$3.00	\$3.25	\$3.00	\$2.75	\$3.00	
100	S Eutaw	ES	\$1.50	\$1.50	\$1.50	\$1.50	\$1.25	\$1.50	
100	S Eutaw	WS	\$1.50	\$1.50	\$1.50	\$1.50	\$1.25	\$1.50	
Unit	S Eutaw	ES	\$3.00	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	
Unit	S Eutaw	WS	\$3.00	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	
100	S Fremont	ES	\$1.75	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	
100	S Fremont	WS	\$1.75	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	
100	S Gay	WS	-	-	-	-	\$2.00	\$2.25	
Unit	S Gay	ES	\$2.25	\$2.00	\$2.00	\$2.00	\$1.75	\$2.00	
Unit	S Gay	WS	\$2.25	\$2.00	\$2.00	\$2.00	\$1.75	\$2.00	
100	S Greene	ES	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
100	S Greene	WS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
Unit	S Greene	ES	\$0.75	\$0.75	\$1.00	\$0.75	\$0.75	\$0.50	
Unit	S Greene	WS	-	-	-	-	-	-	
100	S Paca	ES	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
Unit	S Paca	ES	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
Unit	S Paca	WS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
100	S Penn	ES	\$1.75	\$1.75	\$1.75	\$1.75	\$2.00	\$2.25	
Unit	S Pine	WS	\$2.75	\$2.50	\$2.25	\$2.25	\$2.25	\$2.50	
100	S President	WS	\$0.75	\$0.50	\$0.75	\$0.75	\$1.00	\$1.00	
Unit	South	ES	\$3.25	\$3.25	\$3.50	\$3.25	\$3.50	\$3.75	
300	St Paul Pl	WS	\$0.75	\$0.50	\$0.75	\$0.50	\$0.50	\$0.75	
400	St Paul Pl	WS	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	

Block	Street	Side	Sixth Rate Change	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	
100	St Paul St	WS	\$3.25	\$3.50	\$3.75	\$3.50	\$3.75	\$4.00	
200	St Paul St	ES	\$2.75	\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	
300	St Paul St	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
400	St Paul St	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	W Baltimore	NS	\$1.25	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	
400	W Baltimore	NS	\$1.00	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	
400	W Baltimore	SS	\$1.00	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	
500	W Baltimore	NS	\$2.00	\$1.75	\$1.75	\$1.75	\$1.75	\$1.50	Increase
500	W Baltimore	SS	\$2.00	\$1.75	\$1.75	\$1.75	\$1.75	\$1.50	
600	W Baltimore	NS	\$2.75	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	Maintain
600	W Baltimore	SS	\$2.75	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	Decrease
700	W Baltimore	SS	\$1.75	\$1.75	\$1.50	\$1.25	\$1.25	\$1.00	
100	W Baltimore	NS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
100	W Baltimore	SS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
300	W Camden	NS	\$1.50	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	
300	W Camden	SS	\$1.50	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	
400	W Camden	NS	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	\$0.75	
400	W Camden	SS	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	\$0.75	
200	W Fayette	SS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
300	W Fayette	SS	\$2.00	\$2.25	\$2.00	\$1.75	\$1.75	\$1.50	
400	W Fayette	SS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
500	W Fayette	SS	\$1.75	\$1.50	\$1.25	\$1.25	\$1.50	\$1.50	
600	W Fayette	NS	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	
600	W Fayette	SS	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	
Unit	W Fayette	SS	\$3.50	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	
100	W Franklin	NS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	W Franklin	SS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
300	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
300	W Franklin	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
400	W Franklin	NS	\$0.75	\$0.75	\$0.75	\$0.75	\$1.00	\$0.75	
400	W Franklin	SS	\$0.75	\$0.75	\$0.75	\$0.75	\$1.00	\$0.75	
500	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$0.50	
Unit	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	W Lexington	SS	\$1.75	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	
200	W Lexington	NS	\$1.25	\$1.00	\$1.00	\$0.75	\$0.75	\$0.75	
200	W Lexington	SS	\$1.25	\$1.00	\$1.00	\$0.75	\$0.75	\$0.75	
300	W Lexington	NS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	
300	W Lexington	SS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	
500	W Lexington	NS	\$3.25	\$3.50	\$3.75	\$3.75	\$3.75	\$3.75	
500	W Lexington	SS	\$3.25	\$3.50	\$3.75	\$3.75	\$3.75	\$3.75	
600	W Lexington	NS	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	
600	W Lexington	SS	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	
700	W Lombard	NS	\$1.75	\$1.50	\$1.25	\$1.25	\$1.50	\$1.50	
100	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	
300	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
400	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
500	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	W Mulberry	SS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	

Block	Street	Side	Sixth Rate Change	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	
500	W Pratt	NS	\$1.00	\$1.25	\$1.50	\$1.25	\$1.00	\$1.25	
600	W Pratt	NS	\$1.75	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	
600	W Pratt	SS	\$1.75	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	
700	W Pratt	NS	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$2.00	
700	W Pratt	SS	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$2.00	
300	W Redwood	NS	\$2.50	\$2.50	\$2.75	Unmetered	-	-	
300	W Redwood	SS	\$2.50	\$2.50	\$2.75	Unmetered	-	-	
400	W Redwood	NS	\$2.25	\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	Increase
400	W Redwood	SS	\$2.25	\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	Increase
100	W Saratoga	NS	\$1.00	\$1.00	\$1.00	\$0.75	\$0.50	\$0.75	Maintain
100	W Saratoga	SS	\$1.00	\$1.00	\$1.00	\$0.75	\$0.50	\$0.75	Decrease
200	W Saratoga	NS	\$1.25	\$1.25	\$1.25	\$1.00	\$1.25	\$1.50	
200	W Saratoga	SS	\$1.25	\$1.25	\$1.25	\$1.00	\$1.25	\$1.50	
300	W Saratoga	NS	\$1.75	\$1.50	\$1.25	\$1.00	\$0.75	\$0.75	
400	W Saratoga	NS	\$2.25	\$2.50	\$2.50	\$2.50	\$2.25	\$2.25	
400	W Saratoga	SS	\$2.25	\$2.50	\$2.50	\$2.50	\$2.25	\$2.25	
500	W Saratoga	SS	\$1.50	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	
100	Water	SS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
300	Water	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
400	Water	NS	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	
500	Water	NS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
600	Water	NS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	

Tiered Pricing

Block	Street	Side	R7 Weekday Rate Change	R7 Evening/Saturday Rate Change	R8 Weekday Rate Change	R8 Evening/Saturday Rate Change	R9 Weekday Rate Change	R9 Evening/Saturday Rate Change	R10 Weekday Rate Change	R10 Evening/Saturday Rate Change	R11 Weekday Rate Change	R11 Evening/Saturday Rate Change
Unit	Commerce	ES	\$3.25	\$2.50	\$3.25	\$2.50	\$3.25	\$2.25	\$3.50	\$2.00	\$3.75	\$1.75
Unit	Commerce	WS	\$3.25	\$2.50	\$3.25	\$2.50	\$3.25	\$2.25	\$3.50	\$2.00	\$3.75	\$1.75
400	E Baltimore	NS	Meters Removed	-	-	-	-	-	-	-	-	-
400	E Fayette	SS	\$3.75	\$2.50	\$4.00	\$2.50	\$4.25	\$2.25	\$4.50	\$2.00	\$4.75	\$1.75
400	E Lexington	NS	\$3.75	\$2.50	\$3.75	\$2.50	\$4.00	\$2.25	\$4.25	\$2.00	\$4.50	\$1.75
400	E Lexington	SS	\$3.75	\$2.50	\$3.75	\$2.50	\$4.00	\$2.25	\$4.25	\$2.00	\$4.50	\$1.75
200	Guilford	ES	\$3.75	\$2.50	\$4.00	\$2.50	\$4.25	\$2.25	\$4.50	\$2.00	\$4.50	\$1.75
200	Guilford	WS	Meters Removed	-	-	-	-	-	-	-	-	-
Unit	Holiday	ES	\$3.25	\$2.50	\$3.25	\$2.50	\$3.50	\$2.25	\$3.75	\$2.00	\$4.00	\$1.75
300	N Calvert	ES	\$3.75	\$2.50	\$3.75	\$2.50	\$3.75	\$2.25	\$4.00	\$2.00	\$4.25	\$1.75
300	N Calvert	WS	\$3.75	\$2.50	\$3.75	\$2.50	\$3.75	\$2.25	\$4.00	\$2.00	\$4.25	\$1.75
100	N Gay	WS	\$3.25	\$2.50	\$3.50	\$2.50	\$3.75	\$2.25	\$3.50	\$2.00	\$3.75	\$1.75