

**Spring, 2019**  
**Demand-Based Parking Meter Rate Adjustments**  
**Central Business District**

**Why Use Demand-Based Parking Meter Rates?**

The goal of parking meters is to create on-street parking availability so that patrons of shops, restaurants, and attractions, and short-term visitors to offices, can quickly and easily find a parking space within a reasonable distance to their destinations. To function effectively parking meters must have the correct rates – rates that will regularly produce one or two available parking spaces on each block face (about 15% - 25% availability; or about 75% - 85% utilization).

**How to Determine and Reach the Correct Rates?**

To determine the correct rates the Parking Authority of Baltimore City (PABC) collects and analyzes data every six months to find the average occupancy on each block face in Baltimore’s central business district (CBD). Meter rates are adjusted incrementally over time. Rates are adjusted up or down in \$0.25 increments no more than once every six months. If on-street parking occupancy is higher than 85% on a block face, typically the rate increases. If on-street parking occupancy is lower than 75% on a block face, typically the rate decreases. If occupancy is between 75% and 85% on a block face, typically the rate is maintained. As more data is collected, it will inform the model to ensure it considers variations during the week and seasonal fluctuations.

**CBD Meter Rate Adjustment Study Round 4, Fall 2018**

Data for Round 4 of the PABC’s meter rate adjustments was collected from November – December 2018. Detailed findings are below, followed by a chart of rate changes for each block face, a rate map, and a utilization map.

**Findings**

- Of the 219 block faces studied, 79 block faces (36%) will increase by \$0.25; 77 block faces (35%) will maintain their current rate; and 63 block faces (29%) will decrease by \$0.25. Overall, 64% of the block faces will either maintain or decrease their current rate.

Increase: <b>79 block faces</b> (36%)
Maintain: <b>77 block faces</b> (35%)
Decrease: <b>63 block faces</b> (29%)

**51% of the meter rates have stayed the same or gone down, with 42% having gone down, since the original rate of \$2.00 per hour.**

Round 4 Meter Rates		
Rate Per Hour	# of Block Faces	% of Total
\$3.00	41	19%
\$2.75	36	16%

- There are now 9 meter rates: \$3.00, \$2.75, \$2.50, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25, and \$1.00. As seen in the table on the right, 41 block faces (19%) will have a rate of \$3.00 per hour; 36 block faces (16%) will have a rate of \$2.75 per hour; 14 block faces (6%) will have a rate of \$2.50 per hour; 19 block faces (9%) will have a rate of \$2.25 per hour; 19 block faces (9%) will have a rate of \$2.00 per hour; 17 block faces (8%) will have a rate of \$1.75 an hour; 19 block faces (9%) will have a rate of \$1.50 per hour; 28 block faces (13%) will have a rate of \$1.25 per hour; and 26 block faces (12%) will have a rate of \$1.00 per hour.

\$2.50	14	6%
\$2.25	19	9%
\$2.00	19	9%
\$1.75	17	8%
\$1.50	19	9%
\$1.25	28	13%
\$1.00	26	12%

- 41 block faces (19%) have experienced rate increases in all four rounds and will now have a rate of \$3.00 per hour.
- 26 block faces (12%) have experienced rate decreases in all four rounds and will now have a rate of \$1.00 per hour.
- 18 block faces (8%) have experienced rate oscillation (at least one increase and one decrease) during the four rounds.
- For this round, 1 block face (0.5%) has a rate increase after having a rate decrease in Round 3.
- For this round, 8 block faces (4%) have a rate decrease after having a rate increase in Round 3.
- Round 3 resulted in 55 “maintain” block faces (25%) within the target utilization range. Round 4 resulted in 77 “maintain” block faces (35%) within the target utilization range, an increase of 22 block faces (10%).

**50%** of block faces will have a rate **higher than**, **9%** of block faces will have a rate **equal to**, and **41%** of block faces will have a rate **lower than** the starting rate of \$2.00 an hour.

It is anticipated that the percentage of block faces achieving the target utilization will increase with future reviews. This would signify improvement in parking availability as well as a more even distribution of parking utilization throughout Baltimore’s CBD.