



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: September 23, 2021

RE: Federal Hill Demand-Based Parking Meter Rate Setting Recommendation

Approval Request

PABC staff request PABC Board of Directors' approval of the following recommendation:

1. The authority to adjust on-street parking meter rates in the Federal Hill area (defined here as the area bounded by Conway Street, West Montgomery Street and Key Highway to the north, West Ostend Street and Fort Avenue to the south, Key Highway and Lawrence Street to the east and southeast, and Sharp Street to the west) within a range of 50¢/hour to \$5.00/hour based on parking demand as determined by the following criteria:
 - 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 blockface, 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 blockface, 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 Federal Hill 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 Federal Hill will be sent to the District 11 Council Member at least one month prior to implementation.
2. Initial adjustments of on-street parking meter rates in Federal Hill as outlined in this memo.
3. Adjustment of parking meter in-effect times in Federal Hill as outlined in this memo.

If this recommendation is approved by this Board, then item #1 above would also need the City's Board of Estimate's approval prior to implementation. The primary members of the Board of Estimates (the Mayor; City Council President; City Comptroller) and District 11 City Councilman Eric Costello would be briefed on this recommendation prior to its formal presentation to the Board of Estimates.

Background

The goal of parking meters is to create on-street parking availability, so that customers of stores, restaurants, and attractions can easily find a parking space near their destination. This goal is achieved through setting parking meters 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 that results in one or two available spaces per block reduces the number of cars circling to find parking. That means drivers benefit from greater convenience, but the whole City benefits from reduced congestion, lower emissions, and less fossil fuel usage. PABC has conducted demand-based pricing studies in the Central Business District (CBD)/Central Downtown, Harbor East and Mt. Vernon previously.

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. If demand-based parking in Federal Hill is approved as indicated, rates will be adjusted in **\$0.25** increments after each parking demand study. The Parking Authority of Baltimore City (PABC) will conduct these studies at least once per year. 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 1 of the PABC's Federal Hill demand-based parking meter rate adjustments study was collected in July and August 2021. 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).

The study area includes portions of Residential Permit Parking (RPP) Areas #8 (Otterbein), #9 (Federal Hill), #19 (Federal Hill South), #30 (South Baltimore East) and #41 (Sharp Leadenhall). Similar to the Mt. Vernon demand-based meter pricing study, residential permit parking utilization data was collected simultaneously with meter utilization data. As Federal Hill includes a relatively high percentage of RPP, the decision was made to collect utilization for RPP blockfaces that abut metered ones, to begin to form a picture of how these regulations interact. PABC is not recommending any changes to the residential permit parking program in Federal Hill as part of this study.

Parking behaviors have likely been impacted because of COVID-19. The PABC will continue to observe changes in parking utilization during future data collection rounds.

Demand-Based Pricing

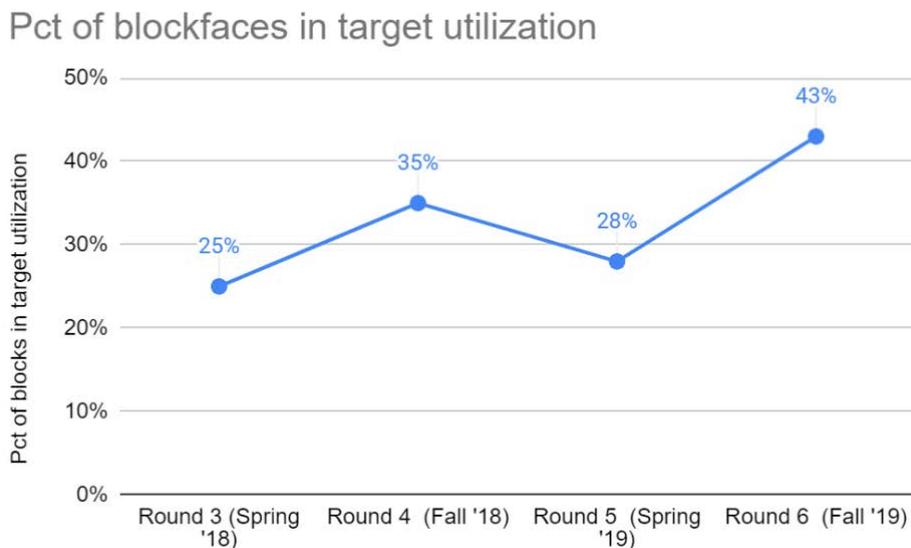
According to the Institute for Transportation and Development Policy, changing pricing for meters is a best practice for curbside management because it helps optimize the use of on-street parking availability in City areas. It creates parking availability for businesses and residents, and regional commuters¹. PABC has been conducting the demand-based pricing study in the CBD for several years, and it continues to show beneficial results creating parking availability after meter rates are adjusted. Demand-based meter pricing will be expanded to Harbor East in fall 2021. To better understand its success, we will examine parking utilization data from rounds 3-6 of study within the CBD. Our reasoning for excluding the first two rounds is it likely took parkers

¹ US Parking Policies: An Overview of Management Strategies, Institute for Transportation and Development Policy

some time to become aware and react to the changing parking meter rates. Additionally, we are excluding data from Round 7 and Round 8 of study because it was conducted in fall 2020 and spring 2021 respectively, during the COVID-19 pandemic. The on-street parking utilization data may have been partially skewed because of changes in driving and parking behavior brought about by the pandemic.

CBD Target parking utilization

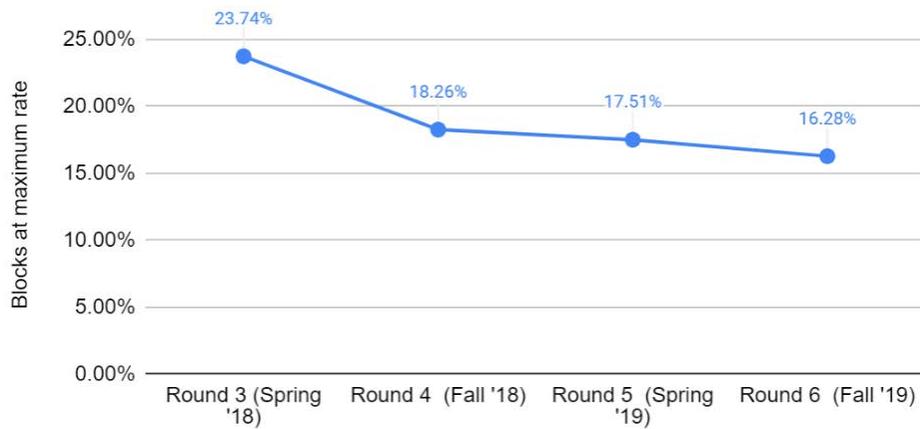
As mentioned above, the PABC targets a **75-85%** parking utilization rate on blockfaces to foster parking availability. The percentage of blockfaces that are entering the target parking utilization range is one indicator that demand-based pricing is achieving its objective. In the third round of study, **25%** of blockfaces were within the target parking utilization range. In the 6th round, **43%** of blockfaces were performing within that target parking utilization range. Additionally, in Round 3, **41%** of blockfaces had rate increases. In Round 6, only **35%** increased. This indicates that blocks are moving toward an equilibrium within the target parking utilization range.



Maximum meter rates

We can also measure how well demand-based pricing is changing parking behaviors by looking at the number of blockfaces that are at the maximum rate for that round of study. We would expect that with each round of study, fewer and fewer blockfaces would reach the maximum rate, as each blockface reaches its equilibrium point within the target parking utilization range. In Round 3, **23.7%** of blockfaces had seen their rates increase in each of the three rounds of study and were at the maximum rate of **\$2.75**. As of Round 6, **16.3%** of blockfaces had seen their rates increase in each of the six rounds of study and were at the maximum rate of **\$3.50**. That represents a **31%** decrease in the number of blocks at the maximum rate between rounds 3 and 6.

Blockfaces at maximum rate

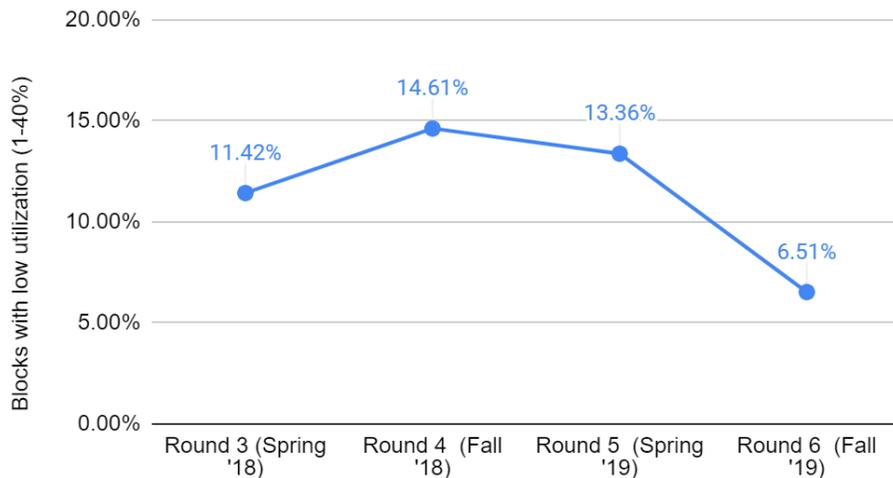


Lowest-utilization blocks

In addition to looking at how popular, highly utilized blockfaces are responding to price increases, we can also measure the effectiveness of demand-based pricing by looking at what happens on blocks with very low parking utilization, which we have defined as between **1%** and **40%** utilization. These blockfaces see their rates decrease which could incentivize drivers to park in underutilized areas.

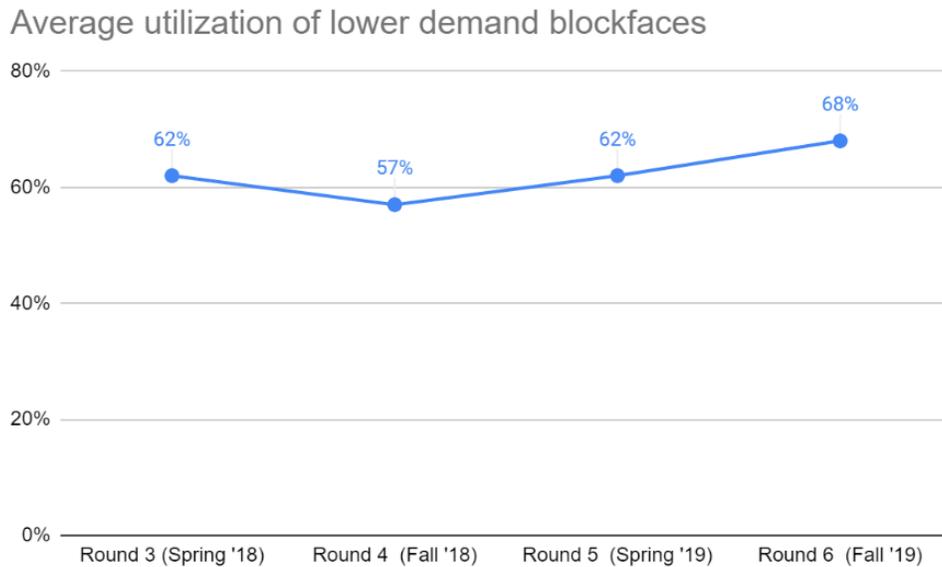
In Round 3, **11.4%** of blocks were within the lowest utilization range. By Round 6, only **6.5%** of blocks were within the lowest parking utilization range. That represents a **43%** decrease in the number of blockfaces with very low parking utilization. The combination of fewer blockfaces with very low utilization and fewer blockfaces reaching the maximum rate indicates drivers are likely responding to demand-based pricing, shying away from more costly, high parking utilization blockfaces in favor of less costly, less trafficked blocks.

Pct of blockfaces with low utilization (1-40%)

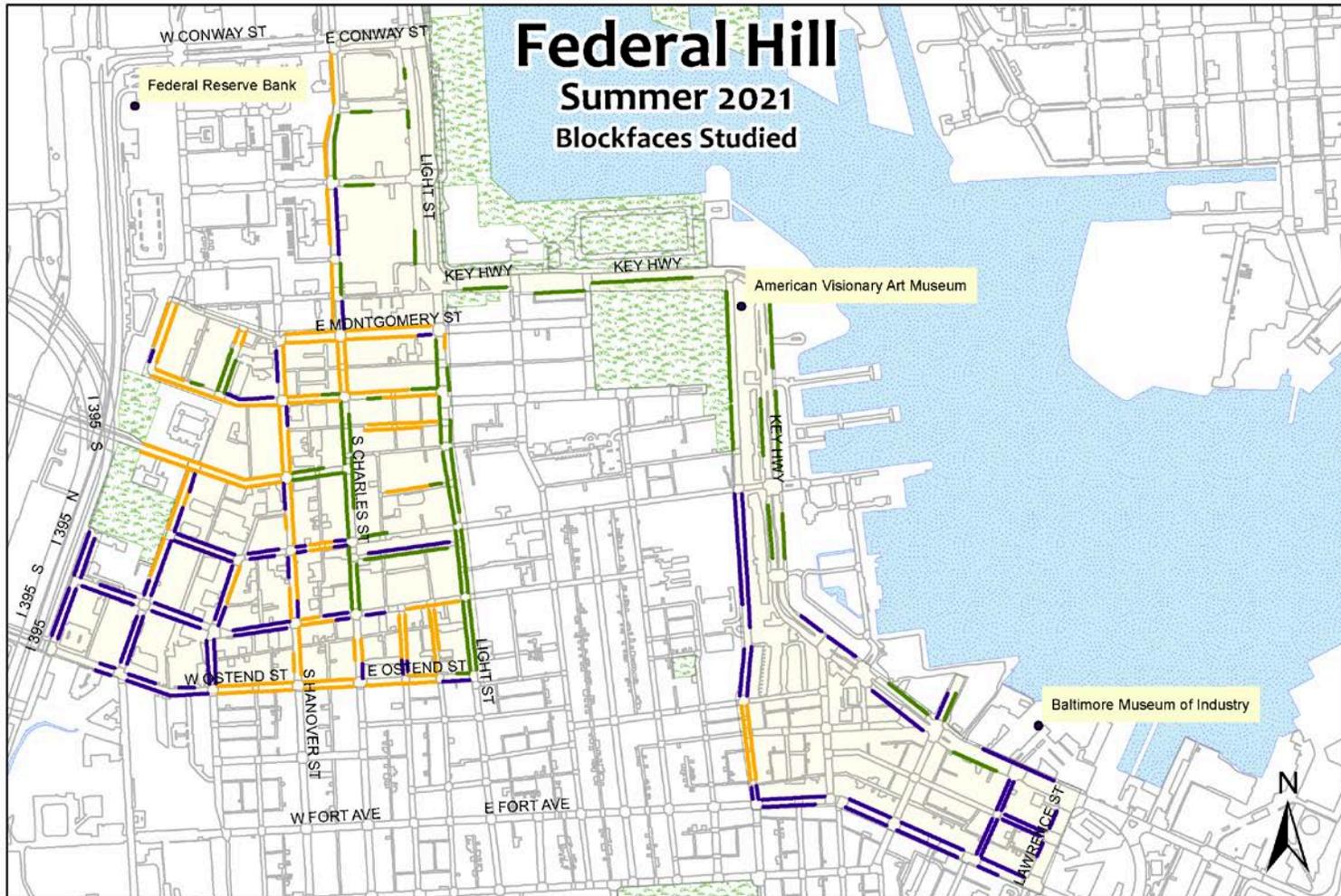


Lower demand blocks

We can also measure how blockfaces with low to moderate parking demand—those that had at least two, but no more than three rate decreases in the four rounds of the study between rounds 3-6—have been impacted by demand-based pricing. Analyzing these blockfaces shows that from Round 3 to Round 6 there was a 6-percentage point increase in the parking utilization on these blockfaces. This shows demand-based pricing is helping to distribute parking demand to less popular blocks and move these blockfaces toward the target parking utilization range of **75-85%**.

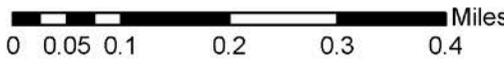


We have identified several beneficial aspects of using the demand-based pricing model for improving parking availability and utilization. We think in a neighborhood like Federal Hill, which includes a mix of high-density residential, high-end hotels and retail, and popular restaurants, this model of demand-based pricing will be helpful.



Federal Hill - Summer 2021

- Unmetered Blocks
- RPP
- Meters



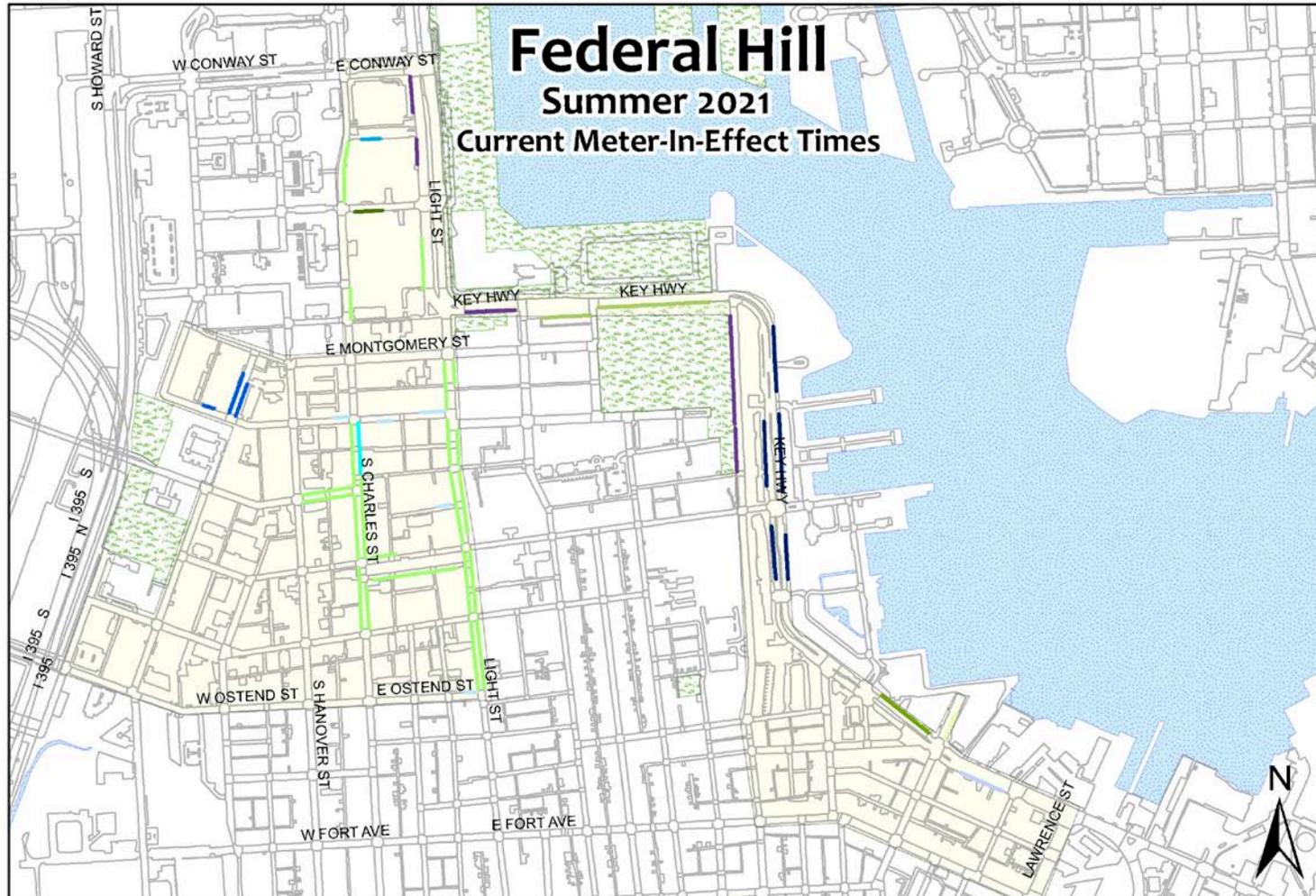
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Federal Hill - Existing Conditions

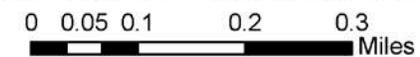
The Federal Hill study area includes a total of **49** metered blockfaces and **60** RPP blockfaces. Additionally, there are **64** blockfaces that are not metered due to a different on-street parking regulation or are unregulated altogether. The study area is bounded by Conway Street, West Montgomery Street and Key Highway to the north, West Ostend Street and Fort Avenue to the south, Key Highway and Lawrence Street to the east and southeast, and Sharp Street to the west. The east-west streets are Barre Street, Lee Street, Montgomery Street, Henrietta Street, Hamburg Street, Wheeling Street, Poultney Street, Cross Street, West Street, Ostend Street, Harvey Street and Fort Avenue. The north-south streets are Sharp Street, Leadenhall Street, Race Street, Hanover Street, Charles Street, Patapsco Street, Marshall Street, Light Street, Key Highway, Covington Street, Webster Street, Boyle Street and Lawrence Street.

This study collected parking data on some of the adjacent RPP regulated streets in Federal Hill as a point of reference and is not meant to be an RPP study. It will provide a baseline to understand potential changes to demand that might occur when demand-based meter pricing is implemented in the area.

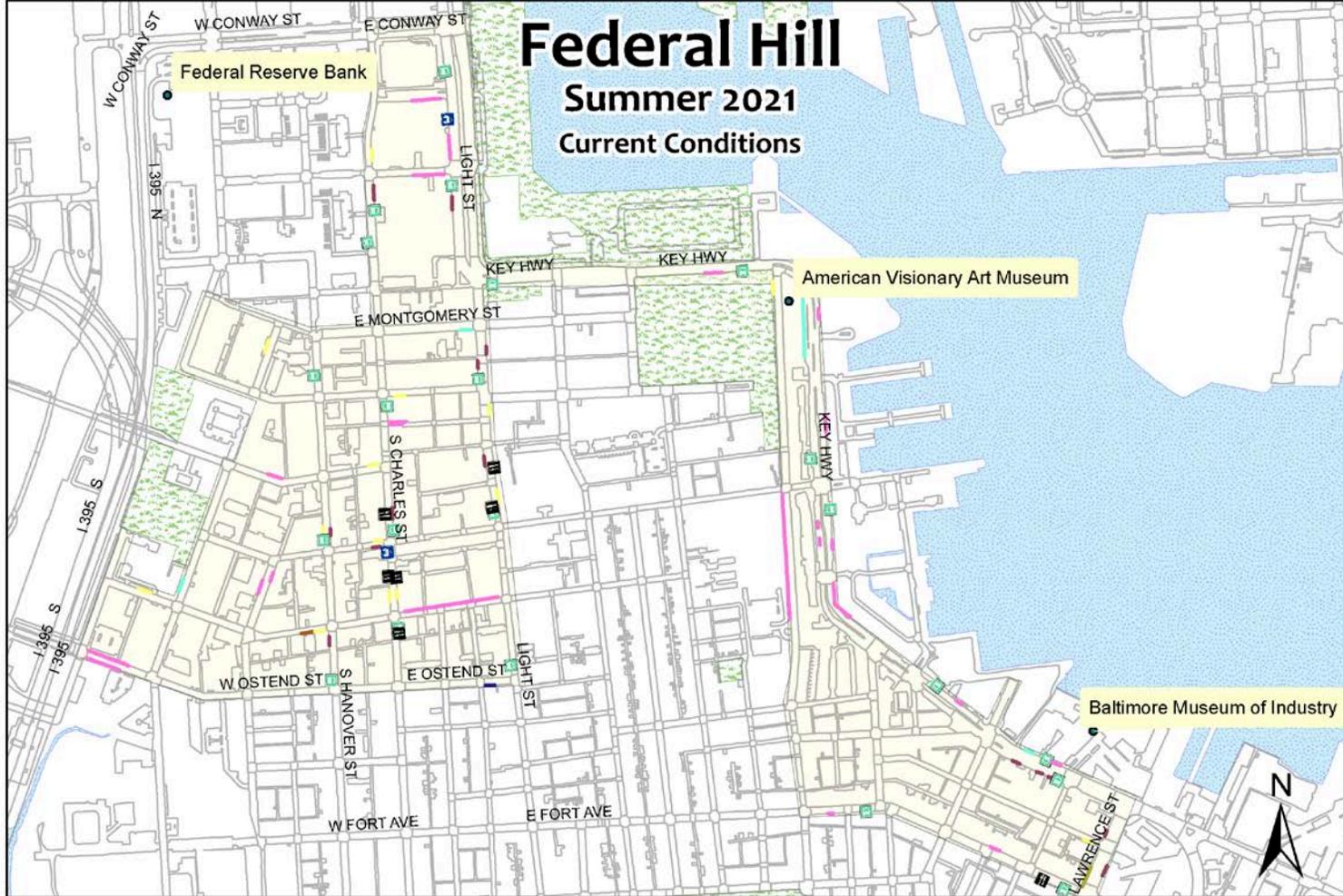
Currently, **7** blockfaces are **\$0.50** per hour, **1** blockface is **\$1.50** per hour, and **19** blockfaces are **\$2.00** per hour. Additionally, **22** blockfaces have split rates charging **\$1.50** from 10 a.m. to 5 p.m. and **\$2.00** after 5 p.m. Three maps are attached below with existing conditions showing current meter rates, meter-in-effect times, and other, non-meter regulations in Federal Hill. These split rates were introduced on Nov. 1, 2013, on blockfaces with uses that were driving parking demand in the evening but showed relatively low utilization during the daytime. Rather than a one-size-fits-all-approach to pricing parking on a blockface, split rates allow variable pricing that more accurately reflects parking demand throughout different times of the day and evening. Split rates will be discussed further in the Recommendations section of this report.



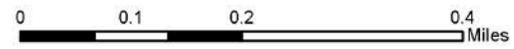
Federal Hill MIEs			
	Mon-Sat; 8a-8p		Mon-Sun; 10a-5p, 5p-8p
	24/7		Mon-Sat; 8a-9:30p
	Mon-Sat; 8a-6p		Mon-Sun; 9a-8p
	Mon-Sat; 9a-6p		Mon-Sun; 9a-10p
	Mon-Sat; 8a-10p		Mon-Sun; 8a-12a
	Mon-Sun; 9a-6p		



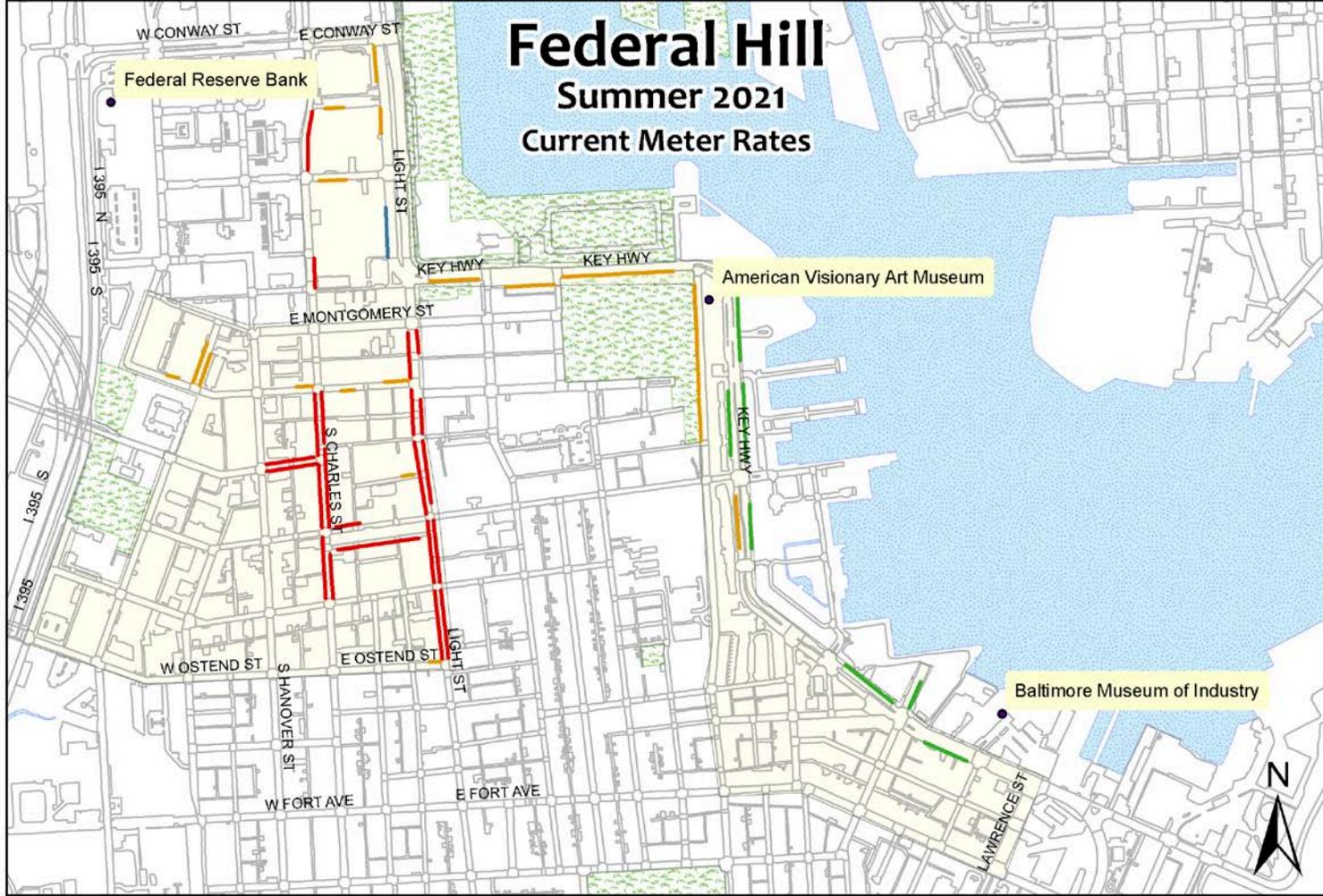
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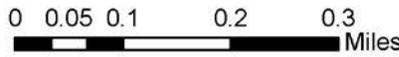
Current Conditions	
	Bus Stop
	Cab Stand
	Construction
	No Parking
	No Stopping
	Outdoor Dining
	PLZ
	RSVD/Permit
	TLZ
	Zip Car



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Current Meter Rates	
—	\$1.50/\$2.00
—	\$0.50
—	\$2.00
—	\$1.50



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Study Findings

The analysis indicates that throughout the course of the study, including weekdays, weekends, days and nights, **27%** of metered blockfaces in Federal Hill were over-parked (with fewer than one free space available), while **65%** were under-parked (with more than two spaces available). During evening hours, **41%** of metered blockfaces were over-parked, while **53%** were under-parked. The findings indicate that on-street metered parking is not currently optimized in Federal Hill and could benefit from demand-based pricing.

Meters in Federal Hill have a variety of in-effect times. Most of the highest demand area – the corridors of Light Street and Charles Street between the 800 and 1200 blocks – are in effect until 8 p.m. Meters along these corridors have split rates charging \$1.50 from 10 a.m. to 5 p.m. and \$2.00 from 5 p.m. to 8 p.m. Despite the higher rates charged after 5 p.m., these blockfaces continued to show high demand at all times, including daytime and evening hours, a testament to the area’s popularity, and further evidence that demand-based meter rate pricing is warranted in this area.

Metered blockfaces along Key Highway generally showed low utilization at all days and times of the study. The exception to this was the 200 block of Key Highway, which is directly in front of a shopping center with a coffee shop, cannabis dispensary and various offices. The meters on this blockface showed low demand during the day and moderate (75%-85%) demand in the evenings. Meters in this shopping center are in effect until 8 p.m.

Of the 64 unmetered blockfaces that were studied, 28 blockfaces showed high utilization when all days and times were averaged. Twenty-five unmetered blockfaces showed utilization below 75%, and 11 showed utilization between 75% and 85%. One unmetered blockface showed medium utilization. Some of these blockfaces are regulated with loading zones, permit parking or other restrictions which are in place for the benefit of businesses or institutions – such as the businesses along the Light Street and Charles Street commercial corridors and the Fire Station at Light Street and Montgomery Street – so they should remain in place as long as they are serving an existing need. Many of the highest demand unmetered and otherwise unregulated blockfaces are in the largely residential southeastern portion of the study area approaching Locust Point.

As mentioned above, the study area includes 60 blockfaces with RPP parking. These blockfaces generally showed high demand throughout the course of the study. Of the 60 RPP blockfaces studied, 32 showed high utilization during the daytime, 16 showed low utilization, and 12 showed moderate utilization. It should be noted that RPP Areas 9, 19 and 30 have 2-hour parking limit for non-residents, while Area 8 has a 1-hour limit and Area 41 is completely restricted to only allow parking for Area 41 permit holders. Of the 16 blocks showing low utilization during the daytime, 4 were located in Area 41 (0-hour parking for non-permit holders, 5 were located in Area 8 (4 within areas with a 1-hour parking limit for non-permit holders and 1 within an area with a 2-hour parking limit for non-permit holders), 4 were in Area #30 (3 in an area with a 2-hour parking limit for non-permit holders and 1 in an area with a 1-hour parking limit for non-permit holders) and 3 were in Area #9 (2-hour parking limit for non-permit holders).

There do not appear to be many instances of high-utilization metered blocks directly adjacent to high-utilization RPP blocks when averaging the data collected at all days and times studied. This may be a result of the high number of unmetered blockfaces that offer unregulated parking in the area, as patrons at local businesses may

opt to park on an unmetered blockface rather than pay a meter, and residents in the area may utilize the unmetered blockfaces as overflow residential parking during the day. For a map showing average RPP and meter utilization throughout all days and times of the study, see page 17.

In the evenings, residential parking becomes much more highly utilized, as 42 blockfaces showed high utilization in the evening, 14 were low, and 4 were within the target utilization of 75%-85%. This will be discussed further in the recommendations below. For a map showing average meter and RPP utilization during the evening, see page 18.

Recommendations

New Meter Rates

The first recommendation of this PABC parking study is the implementation of demand-based meter pricing. This involves adjusting meter pricing for blockfaces that are not showing an average of **75%-85%** parking utilization.

Of the **27** metered blockfaces without split rates included in this study, **3** blockfaces' (**11%**) rates will increase by **\$0.25**, **4** blockfaces' (**15%**) rates will maintain, and **20** blockfaces' (**74%**) rates will decrease by **\$0.25**.

Of the **22** metered blockfaces with split rates included in this study, **7** blockfaces' (**32%**) daytime rates will increase by \$0.25, **4** blockfaces' (**18%**) daytime rates will maintain, and **11** blockfaces' (**50%**) daytime rates will decrease by \$0.25. Of those same split rate meters, **12** blockfaces' (**55%**) evening rates will increase by \$0.25, **6** blockfaces' (**27%**) evening rates will maintain, and **4** blockfaces' (**18%**) evening rates will decrease by \$0.25.

There will be **6** meter rates throughout Federal Hill: **\$2.25, \$2.00, \$1.75, \$1.50, \$1.25, and \$0.50**. The table on the following page shows the number of blockfaces with each rate. When parking utilization remains low consistently and reaches **\$0.50** per hour, it is worthwhile to consider removing parking meters or to extend the amount of time that can be reserved on the meter to a longer duration. In this case, because of potential changes in parking behavior due to COVID-19, our recommendation is to wait until a later date once the pandemic has passed and the area is studied again.

We also recommend continuing the existing split-rate meter pricing on the 22 blockfaces throughout the study area. Continuation of the split-rate program will allow more data collection in future rounds of study, and will form a clearer picture of the effect split rates are having on parking activity during the daytime and evening. While some other blockfaces showed low or moderate demand during the day and higher demand in the evening, our initial recommendation for those blockfaces is to extend the meter-in-effect times which will be covered in the next recommendation.

New Federal Hill Non-Split-Rate Meter Rates			New Federal Hill Split-Rate Daytime Meter Rates			New Federal Hill Split-Rate Evening Meter Rates		
Hourly Rate	# of Blockfaces	% of Total	Hourly Rate	# of Blockfaces	% of Total	Hourly Rate	# of Blockfaces	% of Total
\$2.25	3	11%	\$1.75	7	32%	\$2.25	12	55%
\$2.00	3	11%	\$1.50	4	18%	\$2.00	6	27%
\$1.75	13	48%	\$1.25	11	50%	\$1.75	4	18%
\$1.50	1	4%						
\$0.50	7	26%						

Non-Split-Rate Meter Rate Recommendations	Split-Rate Daytime Meter Rate Recommendations	Split-Rate Evening Meter Rate Recommendations
Increase: 3 blockfaces (11%)	Increase: 7 blockfaces (32%)	Increase: 12 blockfaces (55%)
Maintain: 4 blockfaces (15%)	Maintain: 4 blockfaces (18%)	Maintain: 6 blockfaces (27%)
Decrease: 20 blockfaces (74%)	Decrease: 11 blockfaces (50%)	Decrease: 4 blockfaces (18%)

Extend Meter-In-Effect Times

A few blockfaces throughout the study area showed relatively low utilization during daytime hours and much higher utilization in the evening. While some of these blockfaces are likely providing overflow parking for Federal Hill-area residents in the evening, some are adjacent to busy commercial areas that appear to be driving evening parking demand. PABC recommends extending the meter-in-effect times based on uses – i.e. the presence of businesses that are open and generating high parking demand – in areas where there is a large discrepancy between daytime and evening parking demand or where parking demand is consistently high in the daytime and evening. The north side of Unit W. Henrietta Street and the east side of 1200 Webster are two such blockfaces. We recommend extending the meter-in-effect times of these blockfaces to 8 p.m. and 10 p.m., respectively. These extended meter hours will provide consistency, as the adjacent metered blockfaces have identical meter-in-effect times. Additionally, extending these blockfaces meter-in-effect times will allow PABC to better study evening parking demand in the future, and determine if these blockfaces would be good candidates for split-rate meter pricing. The table below identifies the selected blockfaces with meter-in-effect times that should be extended based on adjacent uses and parking activity. The table shows the block number, street name, side, current hours and proposed new hours.

Blockfaces To Extend Meter In Effect Time To 8PM				
Block	Street	Side	Current Hours	New Hours
Unit	West Henrietta	North Side	8am-6pm, Mon-Sat	8am-8pm, Mon-Sat
1200	Webster	East Side	9am-6pm, Mon-Sun	9am-10pm, Mon-Sun

Address issues on 1100/1200 Covington Street

Despite nearly the entire west side of 1100/1200 Covington Street being signed for No Stopping, daytime utilization was 69% and evening utilization was 50% throughout the study. The No Stopping signage was likely installed during construction of the Bainbridge Federal Hill apartments. PABC staff are currently working with area stakeholders, MTA and the Baltimore City Department of Transportation to find solutions for high parking demand in the area and to remove the No Stopping signage.

Future regulations

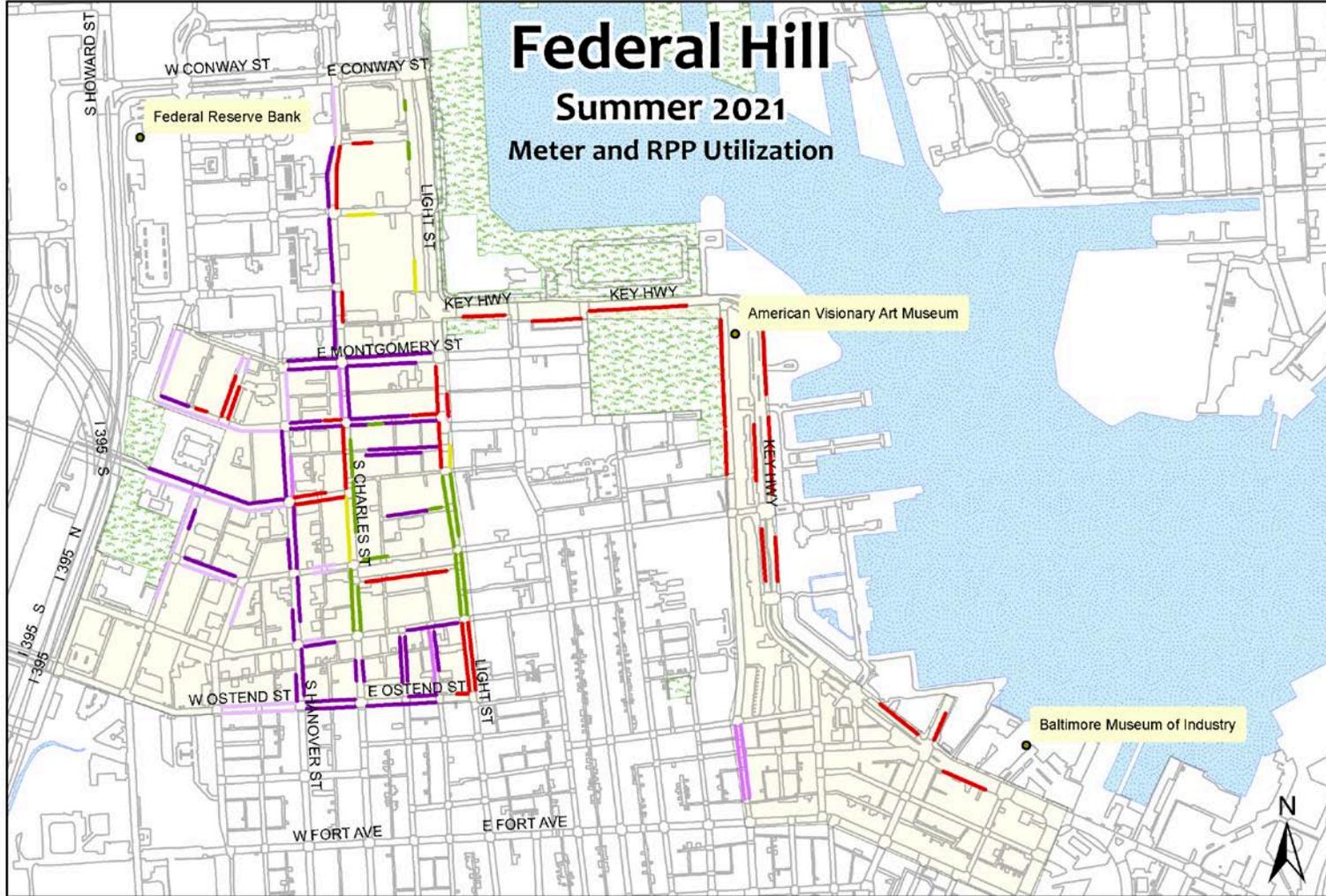
Plans are in place for the development of Stadium Square II, a new residential development on the currently vacant lot at West Ostend Street and Leadenhall Street in the southwestern portion of the study area. This project, along with other high-density residential projects further south of the study area, may shift parking activity. It is recommended that staff continue to monitor the progress of ongoing and future development projects to help determine the need for on-street parking regulations such as meters, truck loading zones and passenger loading zones.

RPP enforcement

As noted previously, utilization on RPP blocks was consistently high throughout the study area at all times and days studied, and especially high in the evenings. This could indicate that some non-residents are illegally parking (i.e. parking in RPP areas longer than the 2-hour maximum allowed). We recommend coordinating with DOT's enforcement officers to ensure the RPP areas are regularly checked for permitted and allowed non-permitted use.

Block	Street	Side	Initial Rate	R1 Recommendation	First Rate Change	
101	Key Highway	SS	\$2.00	Decrease	\$1.75	Increase
201	Key Highway	SS	\$2.00	Decrease	\$1.75	Maintain
301	Key Highway	SS	\$2.00	Decrease	\$1.75	Decrease
801	Key Highway	ES	\$0.50	Decrease	\$0.50	
900-1000	Key Highway	WS	\$0.50	Decrease	\$0.50	
901-1001	Key Highway	ES	\$0.50	Decrease	\$0.50	
1100	Key Highway	WS	\$2.00	Decrease	\$1.75	
1101	Key Highway	ES	\$0.50	Decrease	\$0.50	
1301	Key Highway	ES	\$0.50	Decrease	\$0.50	
1400	Key Highway	WS	\$0.50	Decrease	\$0.50	
1301	Webster	ES	\$0.50	Decrease	\$0.50	
700-800	Covington Street	WS	\$2.00	Decrease	\$1.75	
900	Covington Street	WS	\$2.00	Decrease	\$1.75	
1000	Covington Street	WS	\$2.00	Decrease	\$1.75	
Unit	E Ostend Street	NS	\$2.00	Decrease	\$1.75	
Unit	E Poultney Street	NS	\$2.00	Increase	\$2.25	
100	W Henrietta Street	NS	\$2.00	Decrease	\$1.75	
Unit	W Henrietta Street	NS	\$2.00	Decrease	\$1.75	
Unit	E Henrietta Street	NS	\$2.00	Maintain	\$2.00	
Unit	E Henrietta Street	SS	\$2.00	Maintain	\$2.00	
Unit	E Lee Street	SS	\$2.00	Maintain	\$2.00	
Unit	E Barre Street	SS	\$2.00	Decrease	\$1.75	
800	Leadenhall Street	WS	\$2.00	Decrease	\$1.75	
801	Leadenhall Street	ES	\$2.00	Decrease	\$1.75	
400	Light Street	WS	\$2.00	Increase	\$2.25	
500	Light Street	WS	\$2.00	Increase	\$2.25	
600	Light Street	WS	\$1.50	Maintain	\$1.50	

Block	Street	Side	Initial Rate	R1 Daytime Recommendation	First Daytime Rate Change	R1 Evening Recommendation	First Evening Rate Change	
Unit	E North Cross Street	NS	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	Increase
Unit	E South Cross Street	SS	\$1.50-\$2.00	Decrease	\$1.25	Increase	\$2.25	Maintain
Unit	W Hamburg Street	NS	\$1.50-\$2.00	Decrease	\$1.25	Maintain	\$2.00	Decrease
Unit	W Hamburg Street	SS	\$1.50-\$2.00	Decrease	\$1.25	Maintain	\$2.00	
501	S Charles Street	ES	\$1.50-\$2.00	Decrease	\$1.25	Decrease	\$1.75	
701	S Charles Street	ES	\$1.50-\$2.00	Decrease	\$1.25	Decrease	\$1.75	
900	S Charles Street	WS	\$1.50-\$2.00	Maintain	\$1.50	Maintain	\$2.00	
901	S Charles Street	ES	\$1.50-\$2.00	Maintain	\$1.50	Maintain	\$2.00	
1000	S Charles Street	WS	\$1.50-\$2.00	Maintain	\$1.50	Increase	\$2.25	
1001	S Charles Street	ES	\$1.50-\$2.00	Maintain	\$1.50	Increase	\$2.25	
1100	S Charles Street	WS	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
1101	S Charles Street	ES	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
800	Light Street	WS	\$1.50-\$2.00	Decrease	\$1.25	Maintain	\$2.00	
801	Light Street	ES	\$1.50-\$2.00	Decrease	\$1.25	Maintain	\$2.00	
900	Light Street	WS	\$1.50-\$2.00	Decrease	\$1.25	Increase	\$2.25	
901	Light Street	ES	\$1.50-\$2.00	Decrease	\$1.25	Increase	\$2.25	
1001	Light Street	ES	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
1000	Light Street	WS	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
1100	Light Street	WS	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
1101	Light Street	ES	\$1.50-\$2.00	Increase	\$1.75	Increase	\$2.25	
1200	Light Street	WS	\$1.50-\$2.00	Decrease	\$1.25	Decrease	\$1.75	
1201	Light Street	ES	\$1.50-\$2.00	Decrease	\$1.25	Decrease	\$1.75	



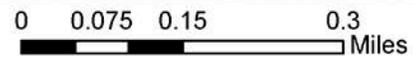
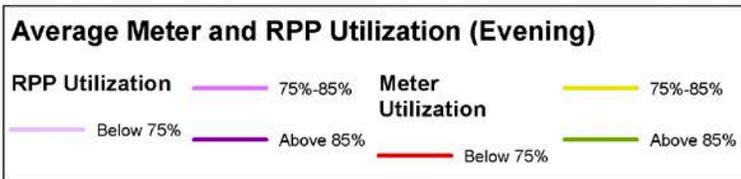
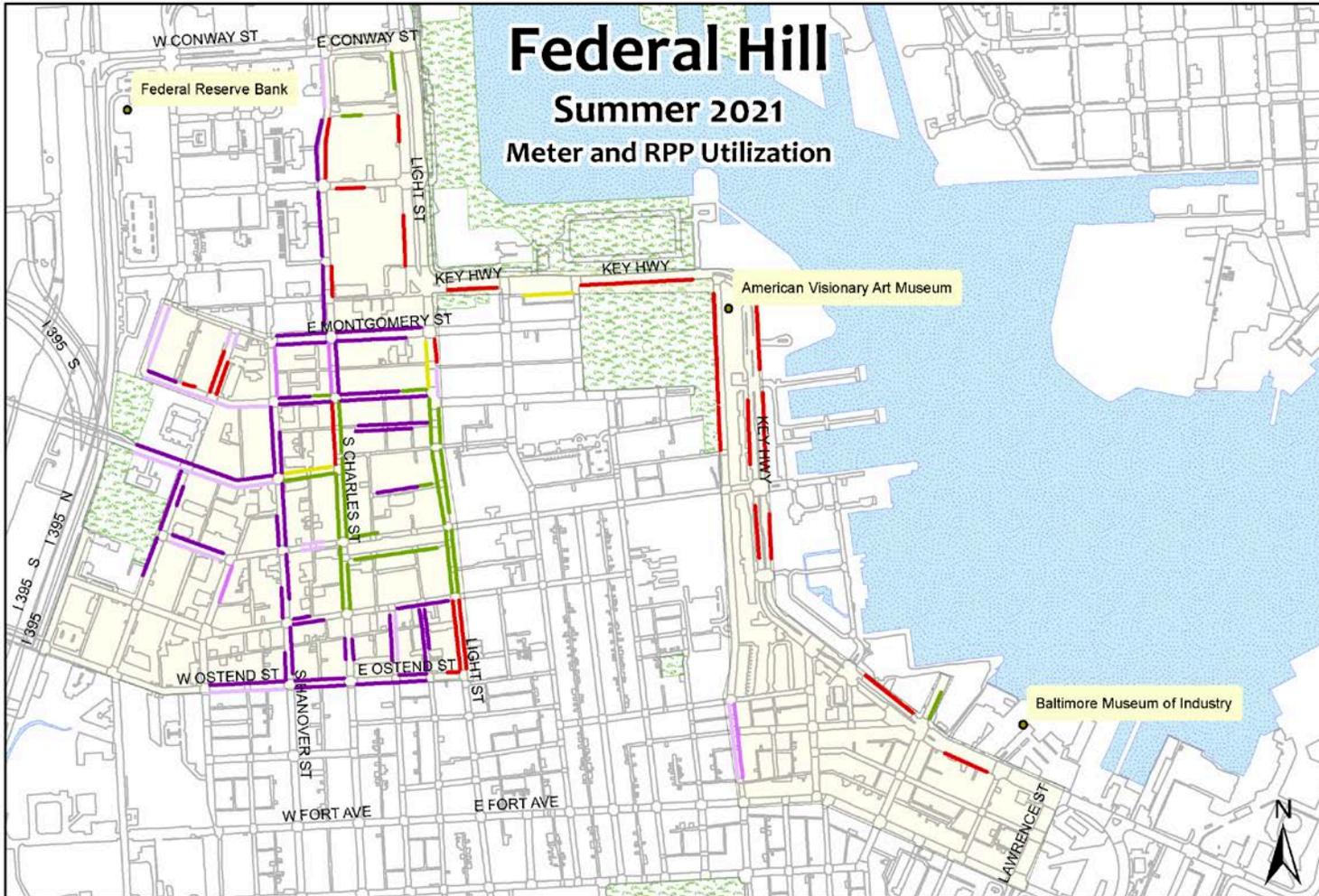
Average Meter and RPP Utilization (All Days and Times)

RPP Utilization	— 75%-85%	Meter Utilization	— 75%-85%
— Below 75%	— Above 85%	— Below 75%	— Above 85%

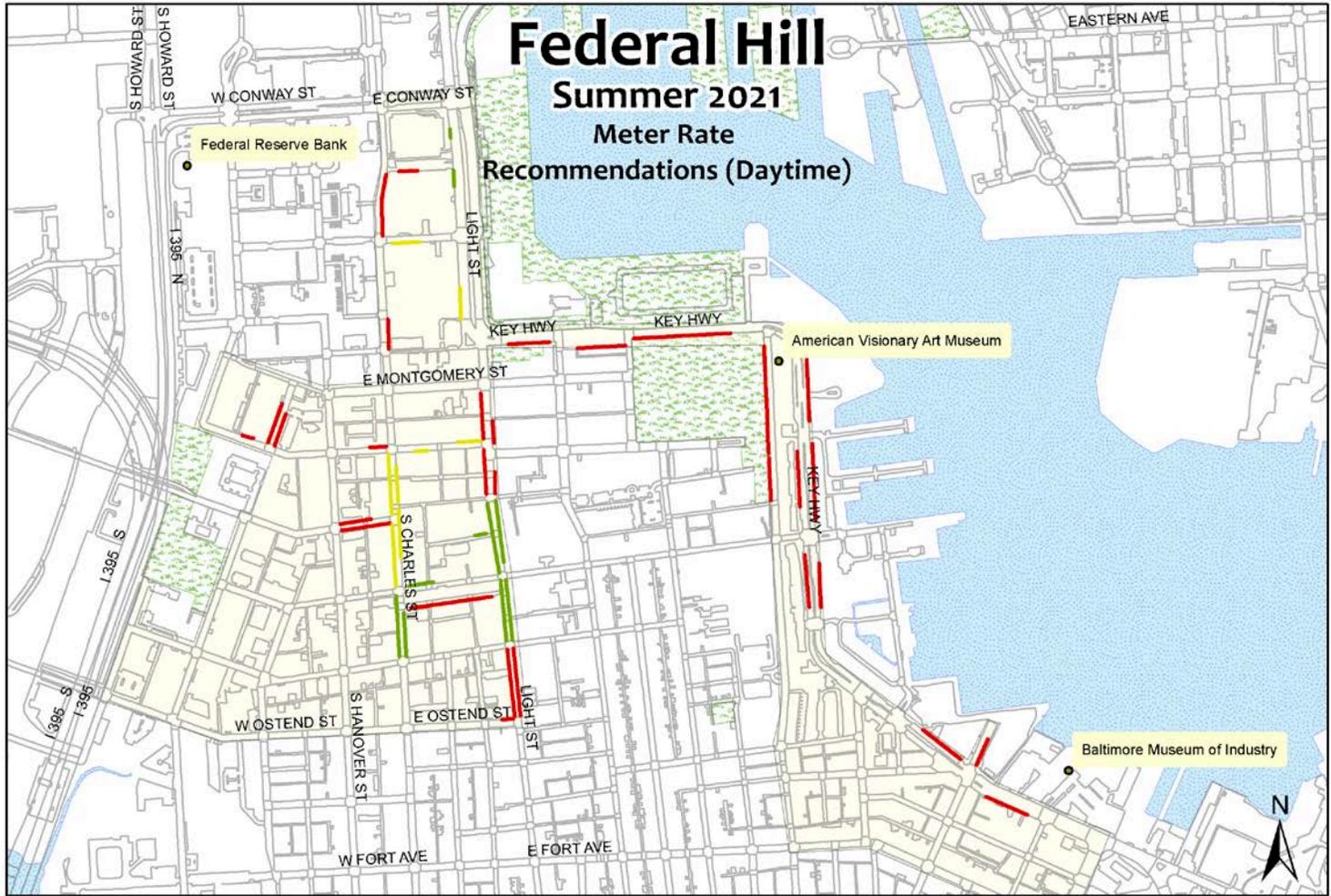
0 0.075 0.15 0.3
Miles



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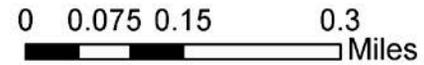


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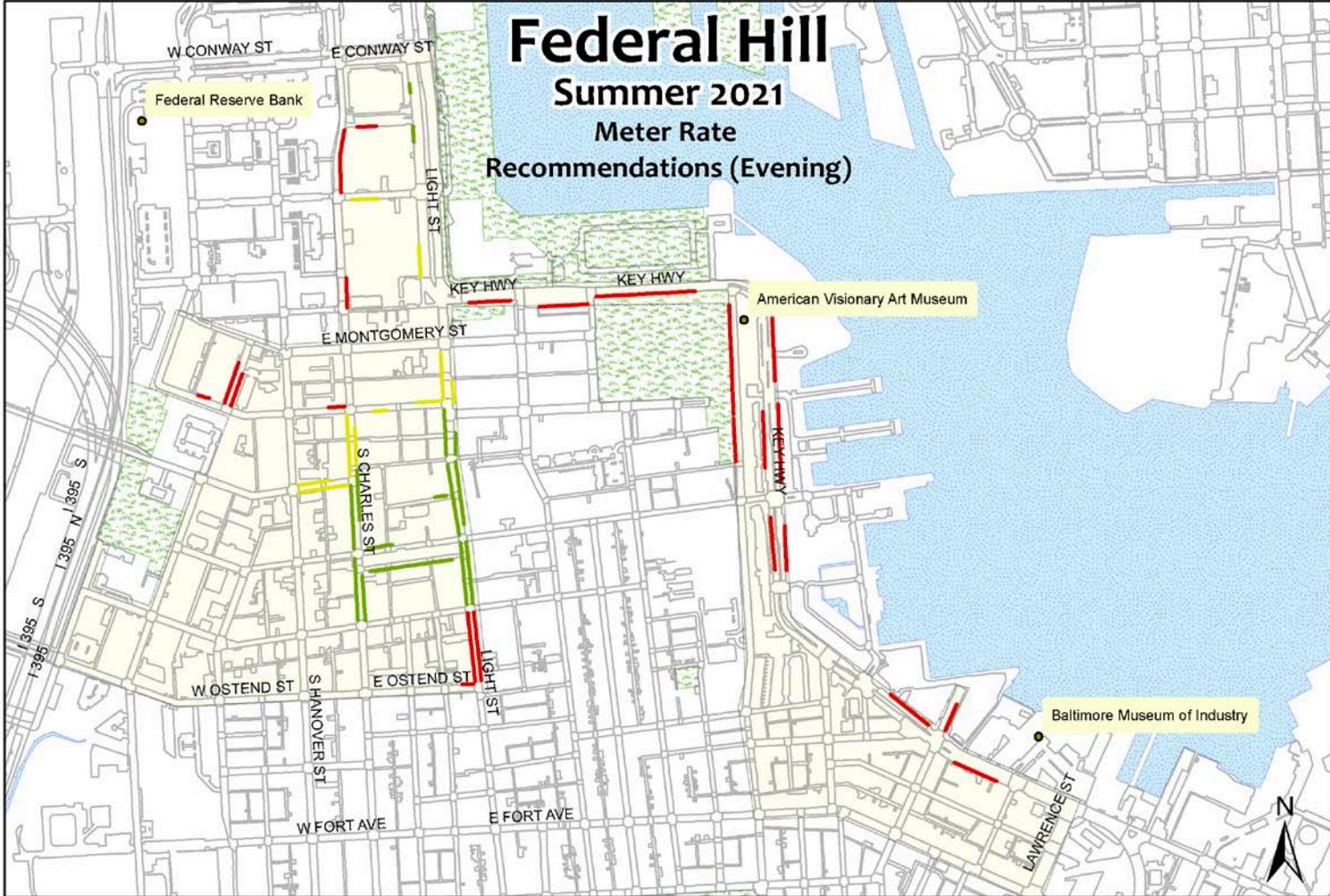


Meter Rate Recommendations (Daytime)

— Decrease
 — Increase
 — Maintain



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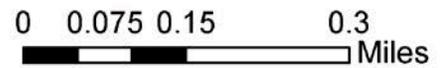
Federal Hill

Summer 2021

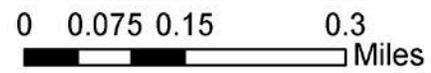
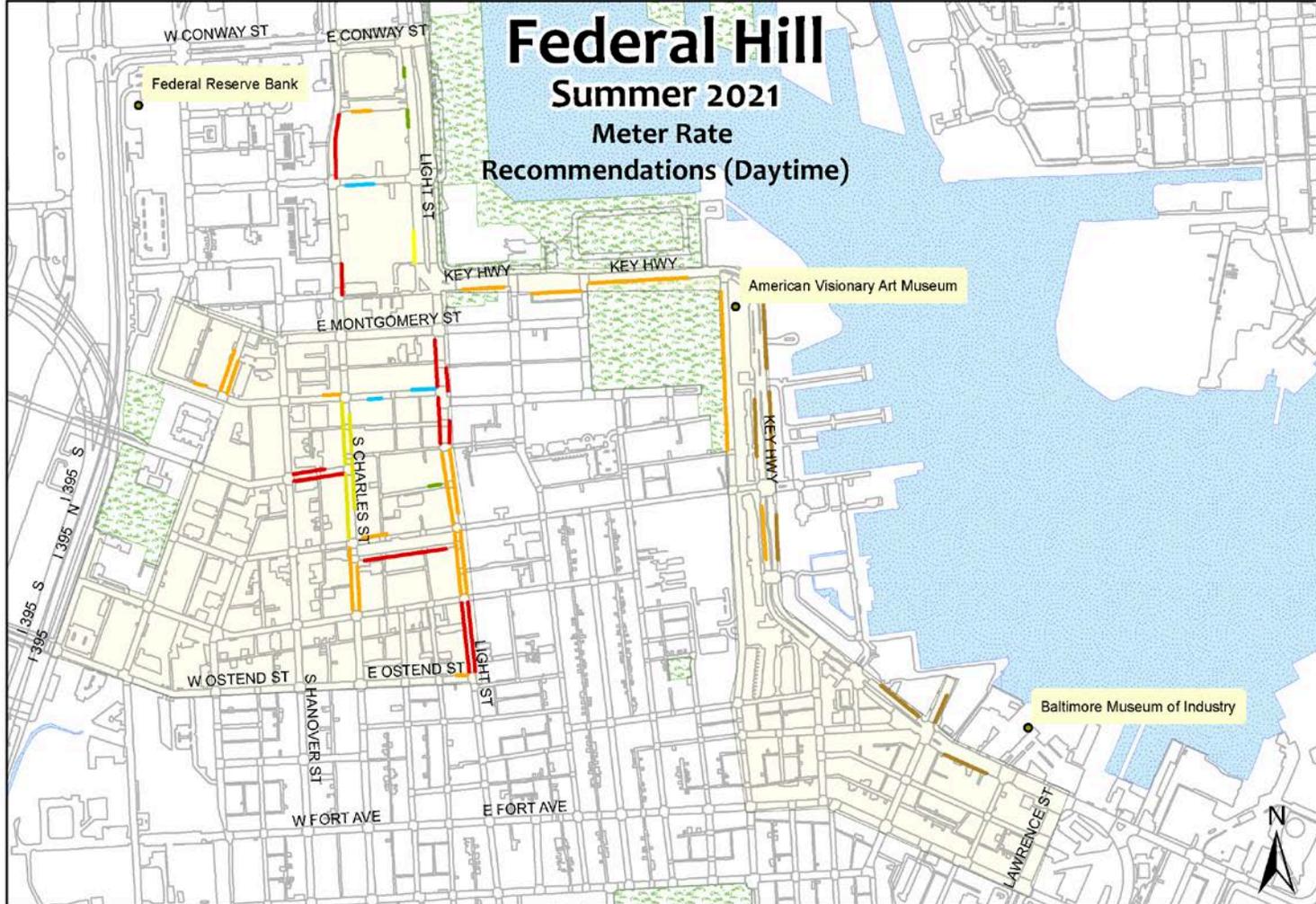
Meter Rate Recommendations (Evening)

Meter Rate Recommendations (Evening)

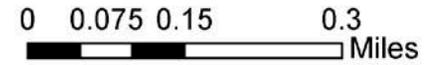
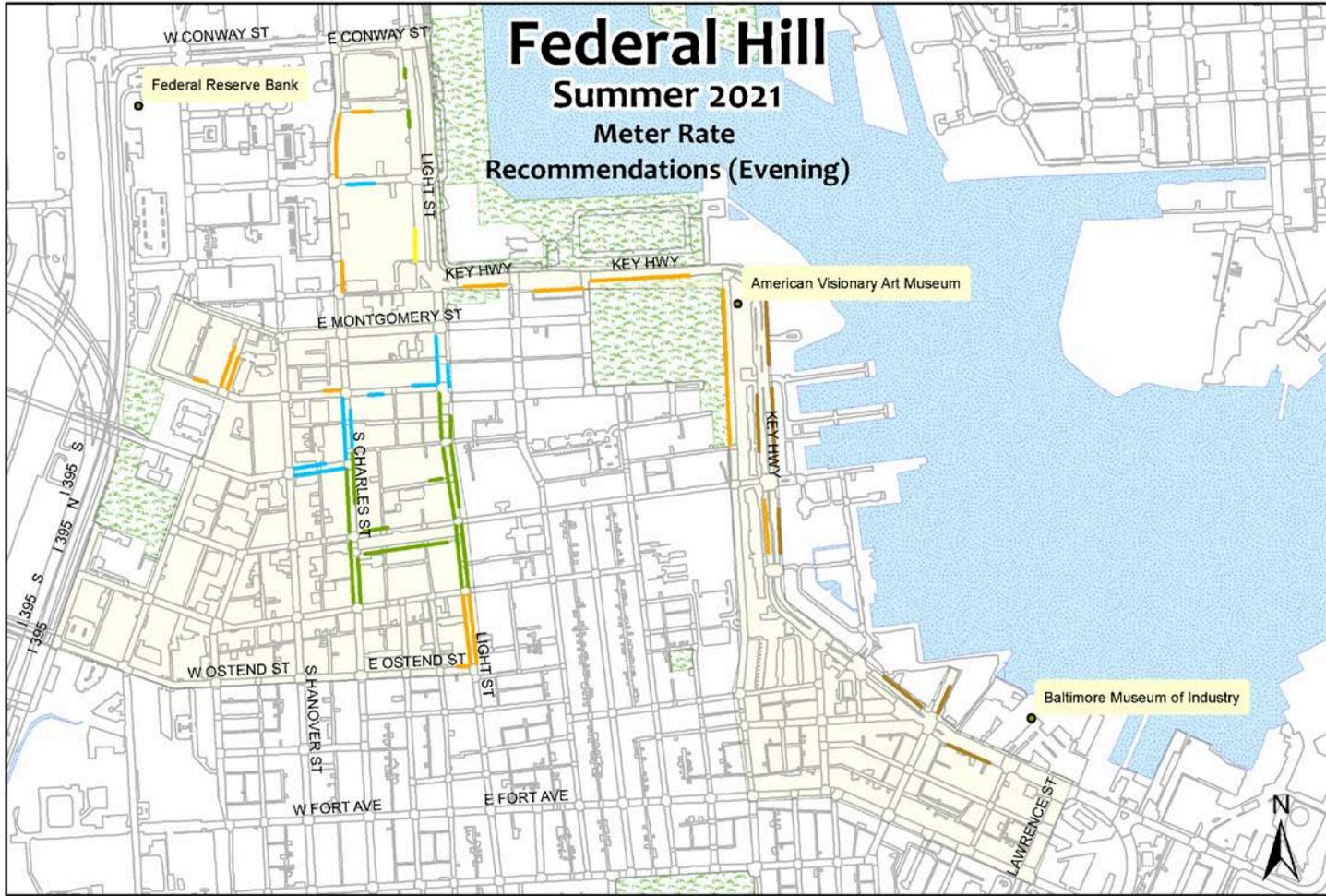
— Decrease
 — Increase
 — Maintain



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