



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: February 27, 2024

RE: Federal Hill Demand-Based Parking Meter Rate Setting Recommendations Round 3

Approval Request

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

1. Adjustments of 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) 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% on 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% on 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.

Background

The goal of parking meters is to create on-street parking availability, so that patrons of stores, restaurants, and attractions can easily find a parking space near their destination. This goal is achieved through setting parking meter rates at the lowest rate that results 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, and the whole City benefits from reduced congestion, lower emissions, and reduced fossil fuel usage. Currently, the PABC is using the demand-based pricing model in the Central Business District (CBD)/Central Downtown, Harbor East/Harbor Point, Mt. Vernon, Fells Point, and Federal Hill.

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 Parking Authority of Baltimore City (PABC) collects and analyzes parking utilization data no more than twice per year in Federal Hill. Rates are adjusted in **\$0.25** increments after each parking demand study if the blockface is not in the desired range. If on-street parking occupancy is higher than **85%** on a block face, the rate generally increases. If on-street parking occupancy is lower than **75%** on a block face, the rate generally decreases. If on-street parking occupancy is between **75%** and **85%** on a block face, the rate generally is maintained.

Data from Round 3 of the PABC's Federal Hill demand-based parking meter rate adjustments study was collected in January and February 2024. 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).

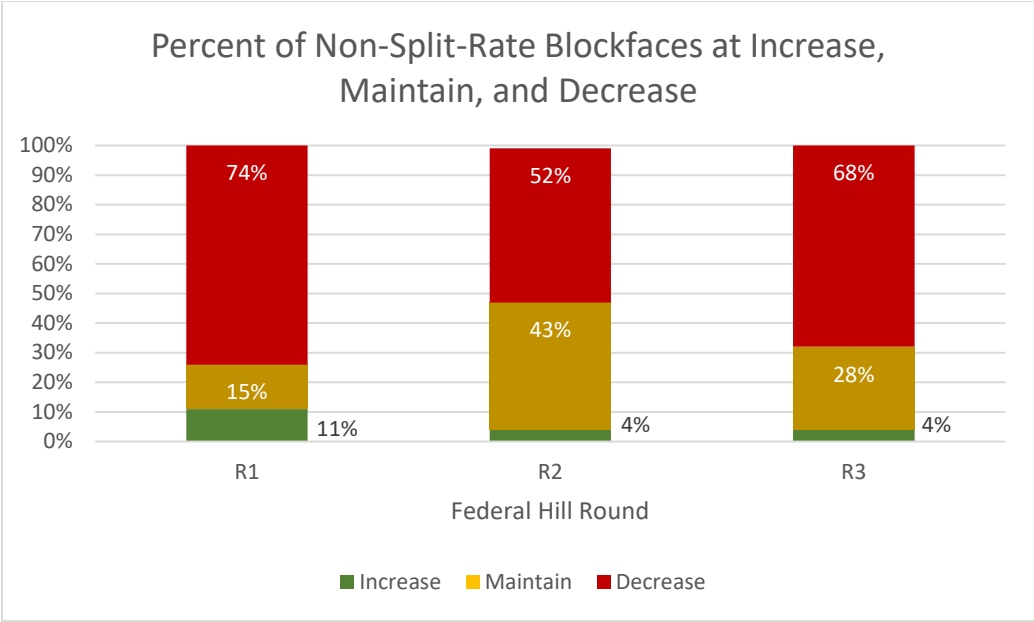
The study area includes portions of Residential Permit Parking (RPP) Areas #8 (Otterbein), #9 (Federal Hill), #19 (Federal Hill South), #30 (South Baltimore East) and #41 (Sharp Leadenhall). Similar to the Mt. Vernon demand-based meter pricing study, residential permit parking utilization data was collected 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.

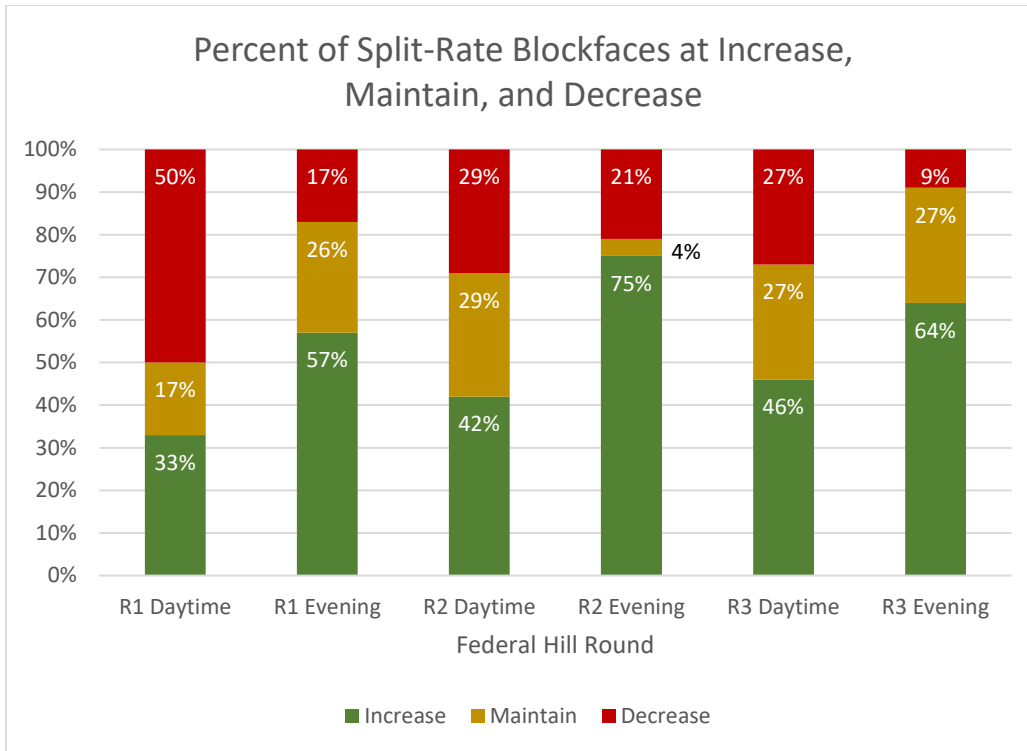
Study Findings

For the third round, the analysis indicates that throughout the course of the study, including weekdays, weekends, days and nights, **23%** of metered blockfaces in Federal Hill were over-parked in the daytime (with fewer than one free space available), while **49%** were under-parked (with more than two spaces available). During evening hours, **32%** of metered blockfaces were over-parked, while **40%** were under-parked.

When we break down the analysis by the split-rate metered blockfaces in the commercial core¹ (22 in number) and non-split-rate metered blockfaces (25), we can see how the numbers look over time. For non-split-rate blockfaces, round 3 has seen a decrease in the number of blockfaces that are in the ideal range-with 1 to 2 spaces available (from 43% to 28%). In the commercial core, during daytime hours we see a slight decrease in the percentage of blockfaces in the ideal range compared with round 2 (29% to 27%). In the evening, however, there is a marked increase in the percentage of split-rate blockfaces in the ideal range (4% to 27%). Evening parking demand in Federal Hill’s commercial core in the evenings is still high, but shows signs of tapering off. The West Street Garage reports slightly lower occupancy on Friday and Saturday nights compared to round 2 (76% occupancy Friday nights and 88% Saturday nights compared with near 90% both nights in round 2), and 68% of Federal Hill blockfaces have at least 1 or 2 spaces available in the evenings. PABC generally sees lower off-street parking demand in January; there may be a generally lower parking demand after the end-of-year holidays. We will continue to keep seasonal variations under review to avoid unnecessary and unhelpful meter rate oscillations.



¹ The split-rate blockfaces include Light Street, Charles Street, Cross Street, Poultney Street, and Unit West Hamburg Street.



Recommendations

New Meter Rates

The first recommendation of this PABC parking study is to adjust meter rates based on the data collected and analyzed.

Of the **25** metered blockfaces without split rates included in this study, **1** blockface’s (**4%**) rate will increase by **\$0.25**, **7** blockfaces’ (**28%**) rates will maintain, and **17** blockfaces’ (**68%**) rates will decrease by **\$0.25**.

Of the **22** metered blockfaces with split rates included in this study, **10** blockfaces’ (**46%**) daytime rates will increase by \$0.25, **6** blockfaces’ (**27%**) daytime rates will maintain, and **6** blockfaces’ (**27%**) daytime rates will decrease by \$0.25. Of those same split-rate meters, **14** blockfaces’ (**64%**) evening rates will increase by \$0.25, **6** blockfaces’ (**27%**) evening rates will maintain, and **2** blockfaces’ (**9%**) evening rates will decrease by \$0.25.

There will be **8** meter rates throughout Federal Hill: **\$2.75, \$2.25, \$1.75, \$1.50, \$1.25, \$1.00, \$0.75, and \$0.50**. The table on the following page shows the number of blockfaces with each rate. In the 3rd Round, the data recommends that hourly rates for 7 blockfaces should fall below \$0.50. When parking utilization remains low consistently and reaches **\$0.50** per hour, it is worthwhile to consider removing parking meters or to extend the duration for which the meter can be reserved. In this case, we have already extended the allowed durations on these low-utilization blockfaces, and revenue data indicates these meters are addressing a need for visitors to the area.

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.

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
\$1.75	3	12%	\$2.75	1	5%	\$2.75	14	64%
\$1.50	2	8%	\$2.25	5	23%	\$2.25	2	9%
\$1.25	10	40%	\$1.75	6	27%	\$2.00	2	9%
\$1.00	1	4%	\$1.50	2	9%	\$1.75	2	9%
\$0.75	2	8%	\$1.00	6	27%	\$1.50	2	9%
\$0.50	7	28%	\$0.75	2	9%			

<i>Non-Split-Rate Meter Rate Recommendations</i>	<i>Split-Rate Daytime Meter Rate Recommendations</i>	<i>Split-Rate Evening Meter Rate Recommendations</i>
Increase: 1 blockface (4%)	Increase: 10 blockfaces (46%)	Increase: 14 blockfaces (64%)
Maintain: 7 blockfaces (28%)	Maintain: 6 blockfaces (27%)	Maintain: 6 blockfaces (27%)
Decrease: 17 blockfaces (68%)	Decrease: 6 blockfaces (27%)	Decrease: 2 blockfaces (9%)

Future Study to Evaluate Split-Rate Meters

The split-rate programming for meters in Federal Hill’s commercial core was designed to respond to variations in parking demand with greater flexibility. In Round 2, PABC began to evaluate the existing split-rate model, to see whether daytime/evening is the best demarcation for split rates. As shown in the table below, round 2 data showed that in the entire study area, the differential between average daytime and average evening utilization is 15 percentage points while the differential between average weekday and average weekend (Saturday) utilization is 24 percentage points. There was an even larger differential in the commercial core: a 23-percentage-point differential for daytime/evening versus a 34-percentage-point differential for weekday/weekend. Round 3 data shows a similar pattern, that the Weekday/Weekend differential is larger for both the full study area and the commercial core. In response, PABC staff recommends potentially collecting usage data on Fridays and/or Sundays in the next round, to determine if the Federal Hill split-rate model should be switched to a Monday-Thursday rate versus a Friday-Sunday rate instead of the current daytime/evening model.

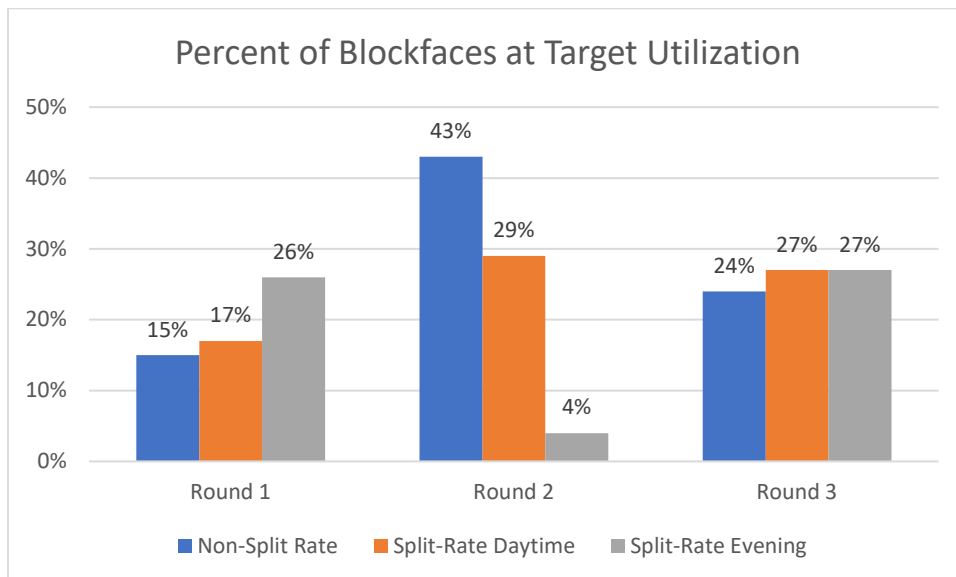
Pattern to Watch in Split Rate Area				
Area	Daytime/Evening Usage Differential		Weekday/Weekend Usage Differential	
	Round 2	Round 3	Round 2	Round 3
Full metered study area	+15 percentage points	+6 percentage points	+24 percentage points	+19 percentage points
Commercial core	+23 percentage points	+21 percentage points	+34 percentage points	+24 percentage points

Future Regulations

The addition of metering at Stadium Square II is in process at West Ostend Street and Leadenhall Street in the southwestern portion of the study area. PABC is still pursuing the expansion of metering on the 1300 block of Webster Street. In addition, we recommend looking into adding metering to 1400 Lawrence Street. Now that construction is complete and new uses are on the block, it may be beneficial to convert existing passenger loading zones to meters to allow easy access for the new uses.

Target Utilization

The first-round study found that 4 non-split-rate blockfaces (15%) were at target utilization, 4 split-rate blockfaces (18%) were at target utilization in the daytime, and 6 split-rate blockfaces (27%) were at target utilization in the evening. The second study showed 10 non-split-rate blockfaces (43%) reaching target utilization, 7 split-rate blockfaces (29%) reaching target utilization in the daytime, and 1 split-rate blockface (4%) reaching target utilization in the evening. The third-round study found 7 non-split-rate blockfaces (28%) reaching target utilization, 6 split-rate blockfaces (27%) were at target utilization in the daytime, and 6 split-rate blockfaces (27%) were at target utilization in the evening.



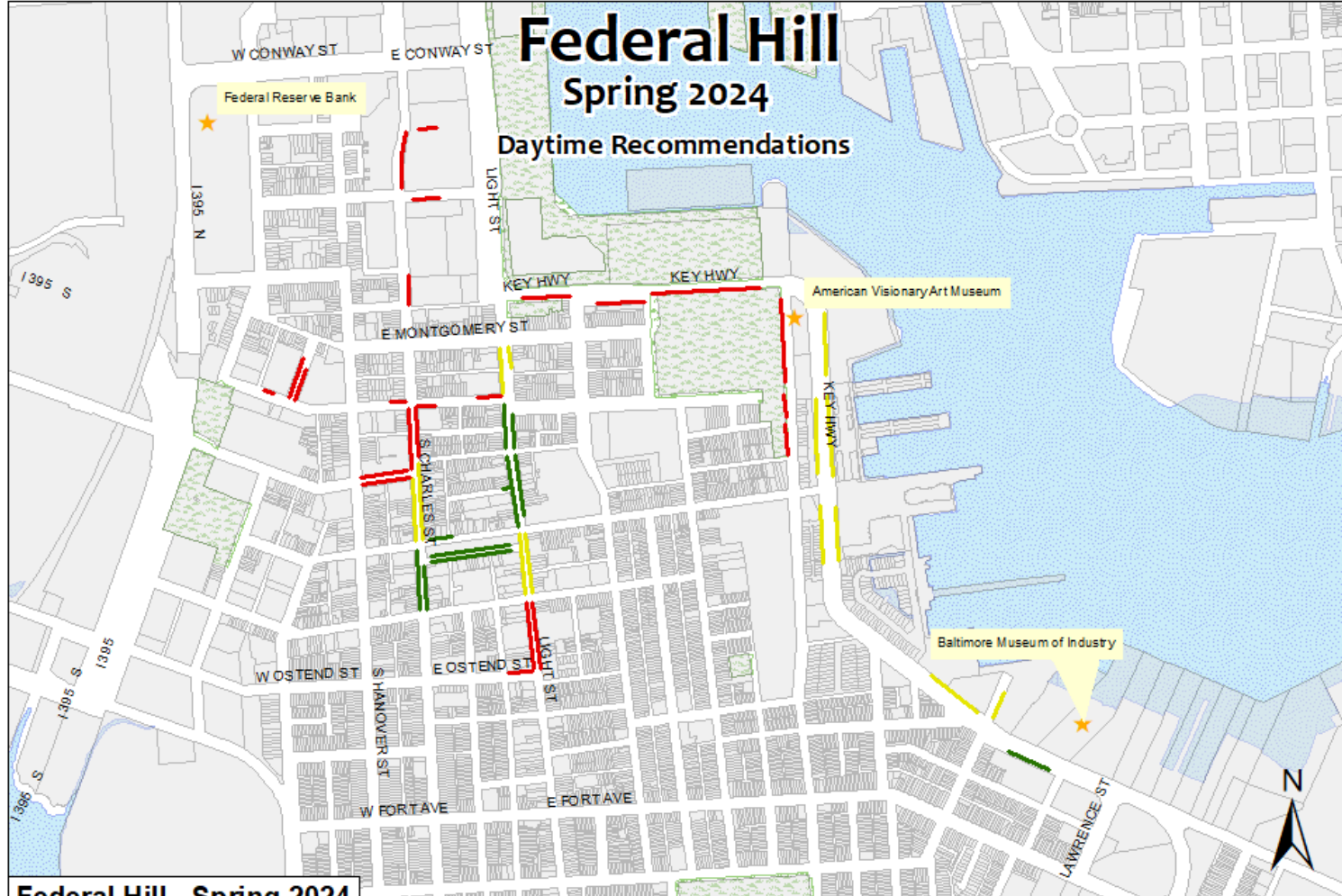
We anticipate that the percentage of blockfaces achieving the target parking utilization will increase with future reviews. This would signify improvement in parking availability as well as distribute the parking utilization more evenly throughout Federal Hill. The following pages include spreadsheets with new meter rates for non-split-rate meters and split-rate meters along with maps which depict the recommendations and the new meter rates.

Non-Split Rate Meters

Block	Street	Side	Initial Rate	R1 Recommendation	First Rate Change	R2 Recommendation	Second Rate Change	R3 Recommendation	Third Rate Change	
101	Key Highway	SS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
201	Key Highway	SS	\$2.00	Decrease	\$1.75	Maintain	\$1.75	Decrease	\$1.50	
301-401	Key Highway	SS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
801	Key Highway	ES	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
900-1000	Key Highway	WS	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
901-1001	Key Highway	ES	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
1100	Key Highway	WS	\$2.00	Decrease	\$1.75	Decrease	\$0.50	Maintain	\$0.50	
1101	Key Highway	ES	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
1301	Key Highway	ES	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
1400	Key Highway	WS	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Increase	\$0.75	
1301	Webster	ES	\$0.50	Decrease	\$0.50	Maintain	\$0.50	Maintain	\$0.50	
700-800	Covington Street	WS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
900	Covington Street	WS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	Increase
1000	Covington Street	WS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	Decrease
Unit	E. Ostend Street	NS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	Maintain
Unit	E. Poultney Street	NS	\$2.00	Increase	\$2.25	now split rate				
100	W. Henrietta Street	NS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
Unit	W. Henrietta Street	NS	\$2.00	Decrease	\$1.75	Increase	\$2.00	Decrease	\$1.75	
Unit	E. Henrietta Street	NS	\$2.00	Maintain	\$2.00	Maintain	\$2.00	Decrease	\$1.75	
Unit	E. Henrietta Street	SS	\$2.00	Maintain	\$2.00	Maintain	\$2.00	Decrease	\$1.75	
Unit	E. Lee Street	SS	\$2.00	Maintain	\$2.00	Decrease	\$1.75	Decrease	\$1.50	
Unit	E. Barre Street	SS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
800	Leadenhall Street	WS	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
801	Leadenhall Street	ES	\$2.00	Decrease	\$1.75	Decrease	\$1.50	Decrease	\$1.25	
400	Light Street	WS	\$2.00	Increase	\$2.25	now within CBD				
500	Light Street	WS	\$2.00	Increase	\$2.25	now within CBD				
600	Light Street	WS	\$1.50	Maintain	\$1.50	now within CBD				
501	S Charles Street	ES	\$1.50/\$2.00	was split rate	\$1.25/\$1.75	Decrease	\$1.00	Decrease	\$0.75	
701	S Charles Street	ES	\$1.50/\$2.00	was split rate	\$1.25/\$1.75	Maintain	\$1.25	Decrease	\$1.00	

Split Rate Meters

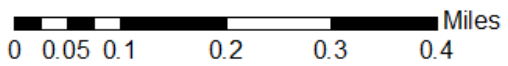
Block	Street	Side	Initial Rate	R1 Daytime Recommendation	First Daytime Rate Change	R1 Evening Recommendation	First Evening Rate Change	R2 Daytime Recommendation	Second Daytime Rate Change	R2 Evening Recommendation	Second Evening Rate Change	R3 Daytime Recommendation	Third Daytime Rate Change	R3 Evening Recommendation	Third Evening Rate Change	
Unit	E. North Cross Street	NS	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Increase	\$2.00	Increase	\$2.50	Increase	\$2.25	Increase	\$2.75	
Unit	E. South Cross Street	NS	\$1.50/\$2.00	Decrease	\$1.25	Increase	\$2.25	Increase	\$1.50	Increase	\$2.50	Increase	\$1.75	Increase	\$2.75	
Unit	E. South Cross Street	SS	\$1.50/\$2.00	Decrease	\$1.25	Increase	\$2.25	Increase	\$1.50	Increase	\$2.50	Increase	\$1.75	Increase	\$2.75	
Unit	E. Poultney Street	NS	\$2.00	Increase	\$2.25	N/A	N/A	Increase	\$2.50	Increase	\$2.50	Increase	\$2.75	Increase	\$2.75	
Unit	W. Hamburg Street	NS	\$1.50/\$2.00	Decrease	\$1.25	Maintain	\$2.00	Maintain	\$1.25	Decrease	\$1.75	Decrease	\$1.00	Decrease	\$1.50	
Unit	W. Hamburg Street	SS	\$1.50/\$2.00	Decrease	\$1.25	Maintain	\$2.00	Maintain	\$1.25	Decrease	\$1.75	Decrease	\$1.00	Decrease	\$1.50	
501	S. Charles Street	ES	\$1.50/\$2.00	Decrease	\$1.25	Decrease	\$1.75	no longer split rate								
701	S. Charles Street	ES	\$1.50/\$2.00	Decrease	\$1.25	Decrease	\$1.75	no longer split rate								Increase
900	S. Charles Street	WS	\$1.50/\$2.00	Maintain	\$1.50	Maintain	\$2.00	Decrease	\$1.25	Increase	\$2.25	Decrease	\$1.00	Maintain	\$2.25	Decrease
901	S. Charles Street	ES	\$1.50/\$2.00	Maintain	\$1.50	Maintain	\$2.00	Decrease	\$1.25	Increase	\$2.25	Decrease	\$1.00	Maintain	\$2.25	Maintain
1000	S. Charles Street	WS	\$1.50/\$2.00	Maintain	\$1.50	Increase	\$2.25	Increase	\$1.75	Increase	\$2.50	Maintain	\$1.75	Increase	\$2.75	
1001	S. Charles Street	ES	\$1.50/\$2.00	Maintain	\$1.50	Increase	\$2.25	Increase	\$1.75	Increase	\$2.50	Maintain	\$1.75	Increase	\$2.75	
1100	S. Charles Street	WS	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Increase	\$2.00	Increase	\$2.50	Increase	\$2.25	Increase	\$2.75	
1101	S. Charles Street	ES	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Increase	\$2.00	Increase	\$2.50	Increase	\$2.25	Increase	\$2.75	
800	Light Street	WS	\$1.50/\$2.00	Decrease	\$1.25	Maintain	\$2.00	Decrease	\$1.00	Decrease	\$1.75	Maintain	\$1.00	Maintain	\$1.75	
801	Light Street	ES	\$1.50/\$2.00	Decrease	\$1.25	Maintain	\$2.00	Decrease	\$1.00	Decrease	\$1.75	Maintain	\$1.00	Maintain	\$1.75	
900	Light Street	WS	\$1.50/\$2.00	Decrease	\$1.25	Increase	\$2.25	Maintain	\$1.25	Increase	\$2.50	Increase	\$1.50	Increase	\$2.75	
901	Light Street	ES	\$1.50/\$2.00	Decrease	\$1.25	Increase	\$2.25	Maintain	\$1.25	Increase	\$2.50	Increase	\$1.50	Increase	\$2.75	
1001	Light Street	ES	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Increase	\$2.00	Increase	\$2.50	Increase	\$2.25	Increase	\$2.75	
1000	Light Street	WS	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Increase	\$2.00	Increase	\$2.50	Increase	\$2.25	Increase	\$2.75	
1100	Light Street	WS	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Maintain	\$1.75	Increase	\$2.50	Maintain	\$1.75	Increase	\$2.75	
1101	Light Street	ES	\$1.50/\$2.00	Increase	\$1.75	Increase	\$2.25	Maintain	\$1.75	Increase	\$2.50	Maintain	\$1.75	Increase	\$2.75	
1200	Light Street	WS	\$1.50/\$2.00	Decrease	\$1.25	Decrease	\$1.75	Decrease	\$1.00	Increase	\$2.00	Decrease	\$0.75	Maintain	\$2.00	
1201	Light Street	ES	\$1.50/\$2.00	Decrease	\$1.25	Decrease	\$1.75	Decrease	\$1.00	Increase	\$2.00	Decrease	\$0.75	Maintain	\$2.00	



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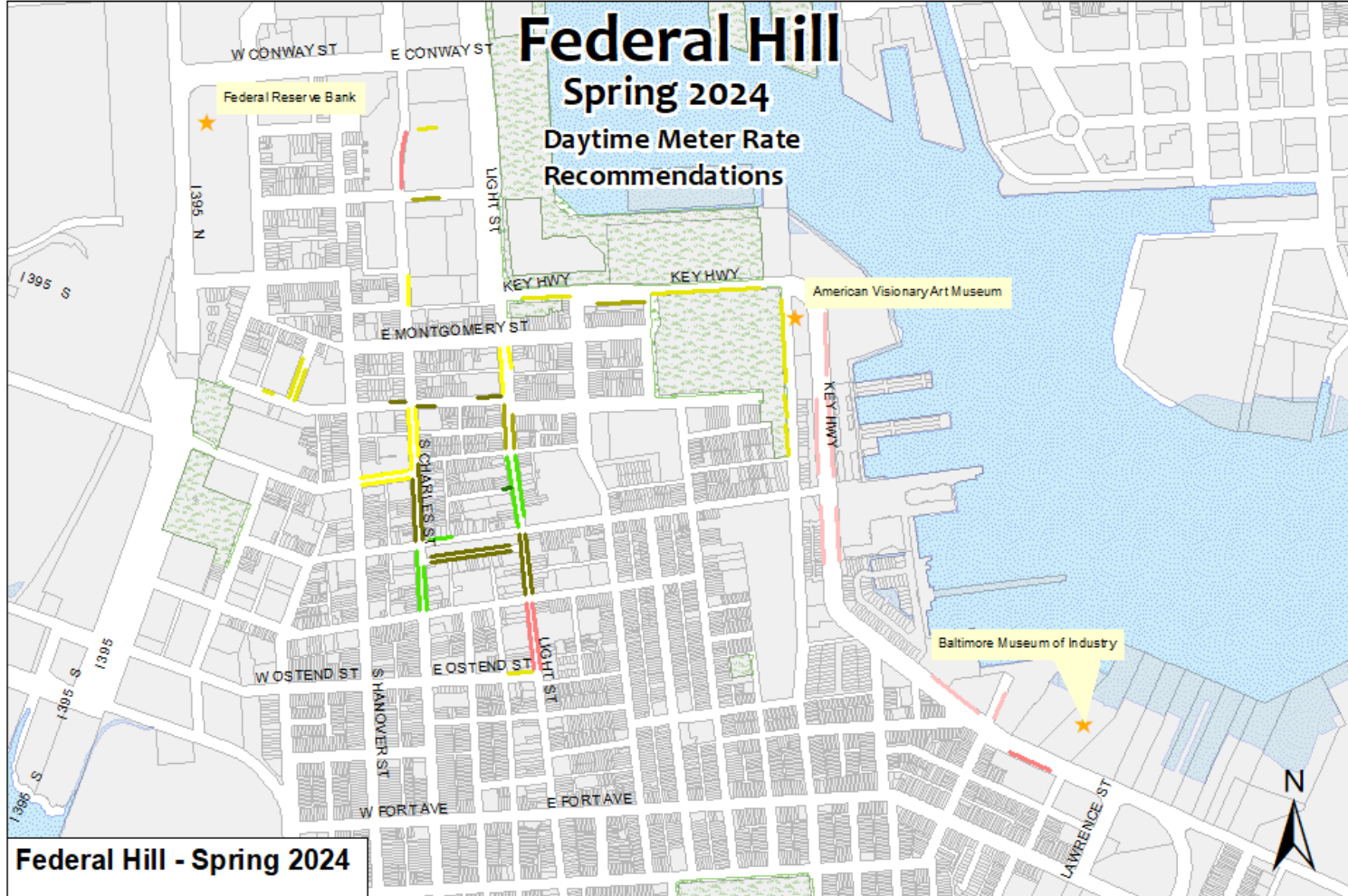
Daytime Recommendations

- Increase
- Maintain
- Decrease



PARKING AUTHORITY

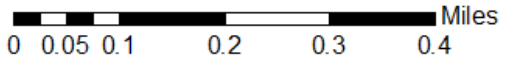
REVENUE FROM THIS FUND IS USED TO SUPPORT THE OPERATION OF THE CITY OF BALTIMORE'S PUBLIC TRANSPORTATION SYSTEM. THE BALTIMORE PARKING AUTHORITY IS A PUBLIC CORPORATION OF THE CITY OF BALTIMORE. BALTIMORE PARKING AUTHORITY - 1000 BALTIMORE AVENUE, SUITE 1000, BALTIMORE, MD 21202



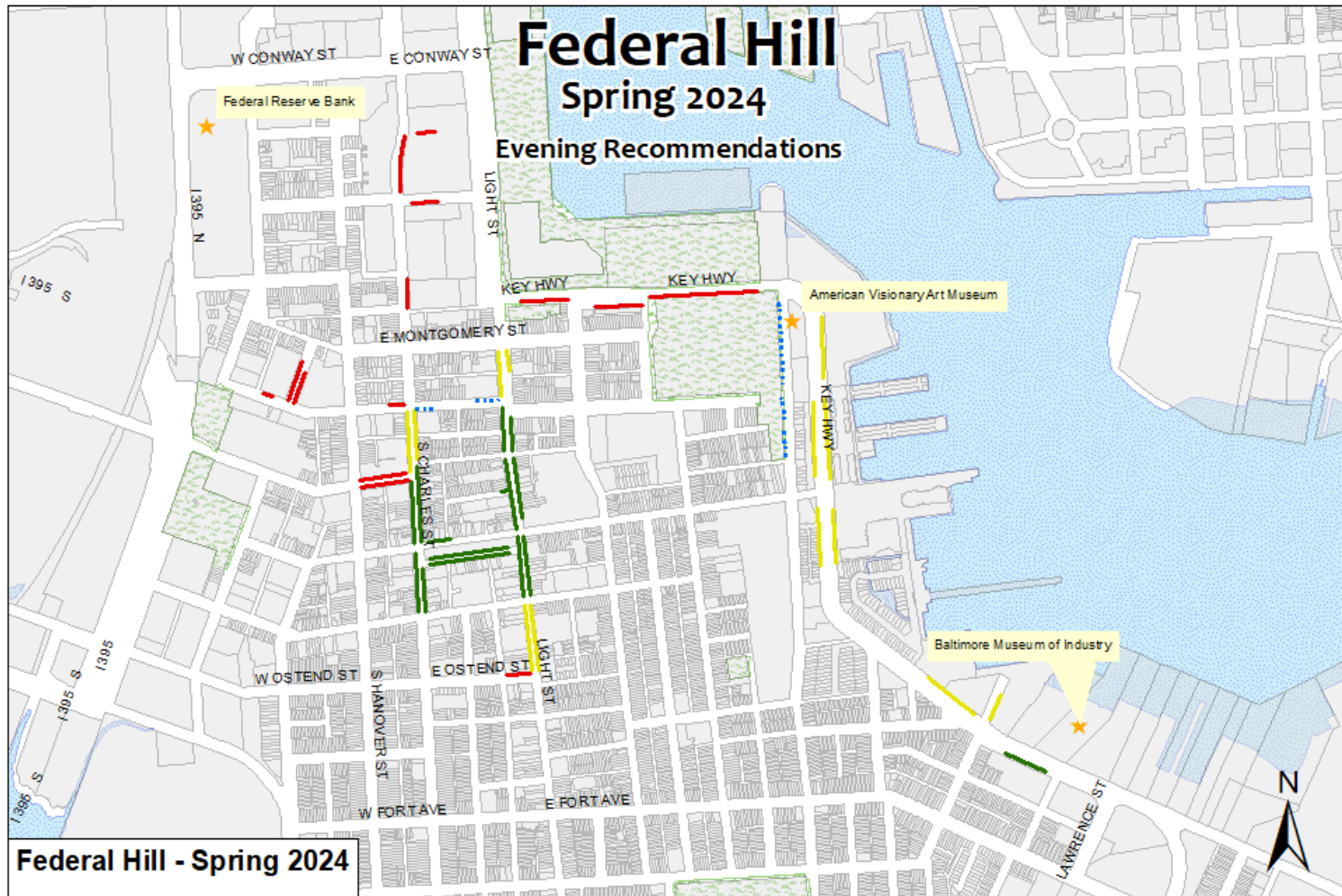
Federal Hill - Spring 2024

Daytime Meter Rates

Yellow line	\$1.50
Pink line	\$0.50
Red line	\$0.75
Light yellow line	\$1.00
Light green line	\$1.25
Dark green line	\$1.75
Dark red line	\$2.25
Dark green line	\$2.75



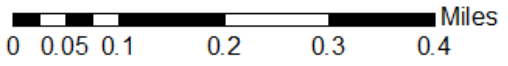
FOR A FULL LIST OF ALL CITY-OWNED AND OPERATED PUBLIC PARKING SPACES, VISIT BALTIMORE.PARKINGAUTHORITY.COM. FOR A FULL LIST OF ALL CITY-OWNED AND OPERATED PUBLIC PARKING SPACES, VISIT BALTIMORE.PARKINGAUTHORITY.COM.



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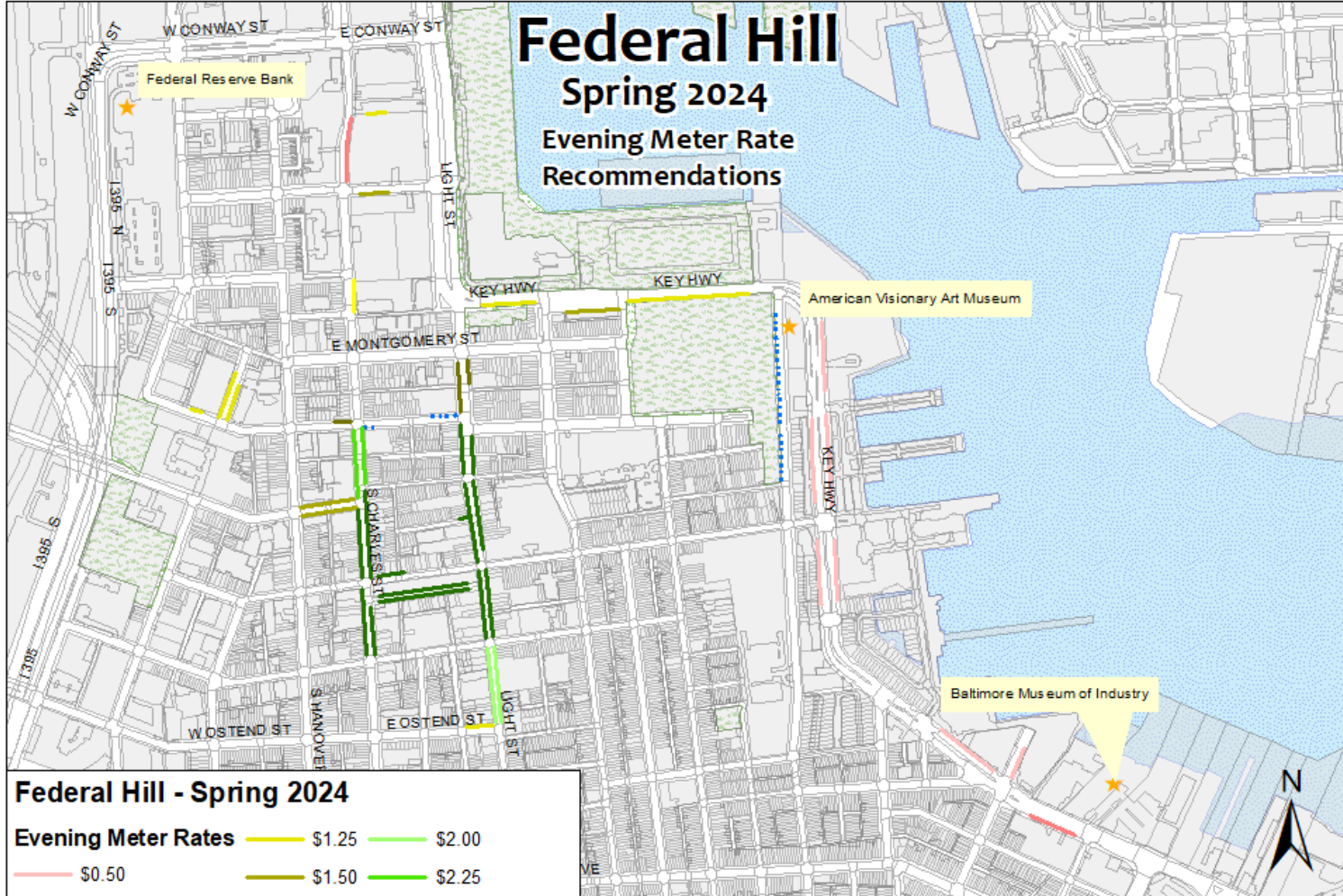
Evening Recommendations

- Increase
- Maintain
- Decrease
- - - - No Meter in Effect



PARKING AUTHORITY

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Federal Hill

Spring 2024

Evening Meter Rate Recommendations

Federal Hill - Spring 2024

Evening Meter Rates

Light Green	\$1.25	Dark Green	\$2.00
Light Red	\$0.50	Medium Green	\$2.25
Dark Red	\$0.75	Dark Olive Green	\$2.75
Yellow	\$1.00	Blue Dotted Line	No Meter in Effect

