



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: March 2, 2023

RE: Harbor East 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 Harbor East area with Harbor Point added to this and future rounds (defined here as the area bounded by Eastern Avenue on the north; Point Street on the south; Jones Falls tributary on the west and S. Caroline Street on the east) 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 upwards in 25 cent increments until occupancy hits 85%.
 - If occupancy is lower than 75% in a particular block, then the parking meter rate may be adjusted downward in 25 cent increments 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 Harbor East will be reviewed and approved by the Board of Directors of the Parking Authority prior to the implementation.
 - Notice of each parking meter rate adjustment within the Harbor East will be sent to the District 1 Council Member at least one month prior to implementation.
2. Reinstall parking meters on blockfaces where construction is now cleared as outlined in the memo.

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 at the lowest rate 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 unnecessary fossil fuel usage. Outside the Central Business District (CBD)/Central Downtown, Harbor East was the first expanded parking study implementing the demand-based pricing model.

Determining the lowest 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 Harbor East. Rates are adjusted in **\$0.25** increments after each parking demand study. 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 3 of the PABC's Harbor East demand-based parking meter rate adjustments study was collected in February 2023. 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 evenings. The data was compiled and analyzed to determine a utilization rate (average percentage of the block's capacity that is parked). Note that Harbor Point's blockfaces were included in this study and will be included in future rounds due to the recent turnover of Harbor Point's private roads to City right-of-way.

The parking utilization data from the first two rounds were likely to have been impacted because of COVID-19. With the availability of several vaccines and a decrease in COVID cases, and City restrictions lifting, the PABC will continue to observe changes in parking utilization during future data collection rounds. PABC cannot assume that past data collection will be indicative of future parking patterns.

Study Findings

The analysis indicates that many blocks continue to experience lower utilization rates during the daytime compared to the evening. This finding is not surprising, given many of these blocks include restaurants and other uses busy into the evening hours. Compared to the previous two rounds, this round shows the highest parking utilization in the evening compared to the morning. PABC will continue to observe these parking patterns for future rounds.

For the third round, the analysis indicates that during the daytime, an average of **27%** of blockfaces in Harbor East are over-parked (with fewer than one free space available), while **36%** are under-parked (with more than two spaces available). During evening hours, an average of **68%** of blockfaces are over-parked, while **13%** are under-parked.

Recommendations

Reinstall Meters

With construction completed and City turnover, the south side of both 1300 and 1400 Fleet Street should have meters reinstalled and configured. Both blockfaces have meters on the north side with retail activity around the area.

New Meter Rates

Of the 62 metered blockfaces studied, 56 blockfaces are currently parkable with accessible metering¹. During the day, 15 blockfaces' (27%) meter rates will increase by **\$0.25**, 21 blockfaces' (37%) meter rates will maintain, and 20 blockfaces' (36%) meter rates will decrease by **\$0.25**. During the evening, 33 blockfaces' (68%) meter rates will increase, 9 blockfaces' (19%) meter rates will maintain, and 6 blockfaces' (13%) meter rates will decrease. There are 41 blockfaces (73%) overall that will either maintain or decrease their current meter rates during the day while 15 blockfaces (32%) will either maintain or decrease their current meter rates during the evening.

Daytime Before 5PM

Increase: 15 blockfaces (27%)
Maintain: 21 blockfaces (37%)
Decrease: 20 blockfaces (36%)

Evening After 5PM

Increase: 33 blockfaces (68%)
Maintain: 9 blockfaces (19%)
Decrease: 6 blockfaces (13%)

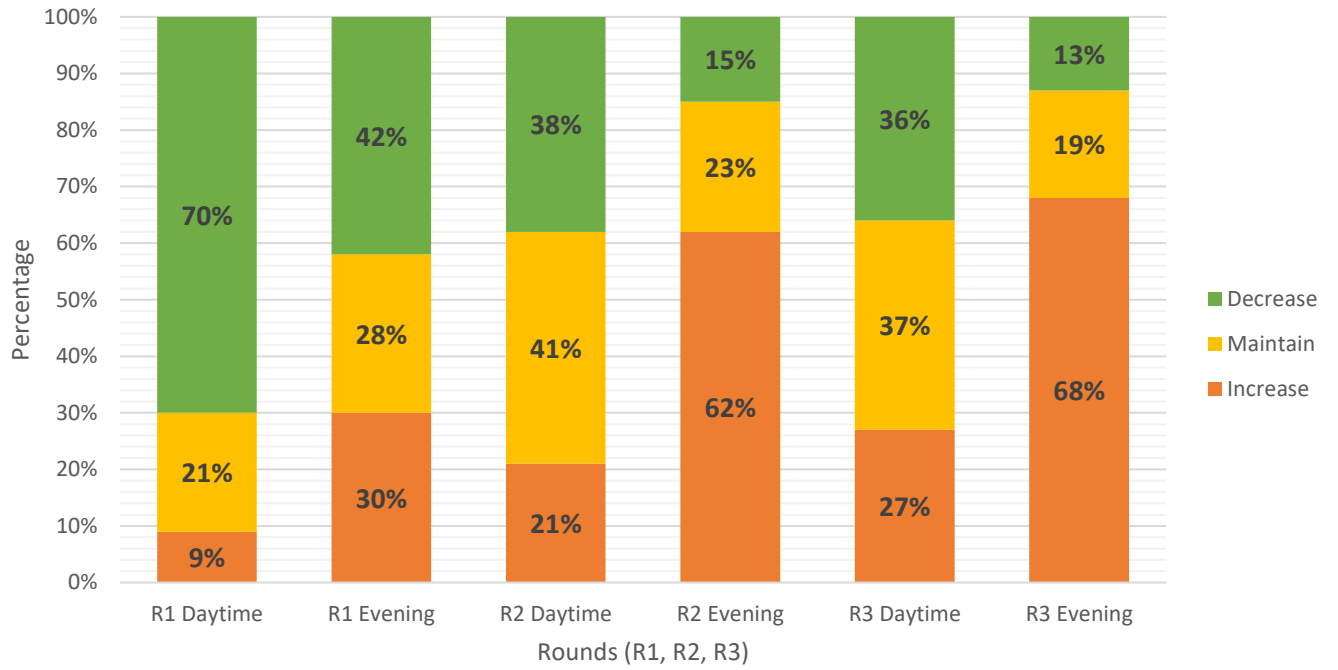
¹ Some metered blockfaces are unparkable or the meter is inaccessible due to construction. PABC will continue to monitor these blockfaces as construction clears.

New Meter Rates					
Daytime Rate Per Hour	# of Blockfaces Daytime	% of Total Daytime	Evening Rate Per Hour	# of Blockfaces Evening	% of Total Evening
\$2.75	0	0%	\$2.75	9	19%
\$2.50	2	4%	\$2.50	3	6%
\$2.25	9	16%	\$2.25	16	33%
\$2.00	6	10%	\$2.00	5	11%
\$1.75	14	25%	\$1.75	11	24%
\$1.50	4	8%	\$1.50	3	6%
\$1.25	11	19%	\$1.25	0	0%
\$1.00	4	8%	\$1.00	0	0%
\$0.75	0	0%	\$0.75	1	1%
\$0.50	6	10%	\$0.50	0	0%

For Round 3, there will be 10 meter rates throughout Harbor East and Harbor Point between daytime and evening hours: **\$2.75, \$2.50, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25, \$1.00, \$0.75 and \$0.50**. The attached table above shows the number of blockfaces with each rate. During the daytime, four blockfaces (**8%**) were already at \$0.50 and due to low demand are indicating a meter rate decrease, but due to on-going construction in Harbor East and Harbor Point, it is recommended the meter rates to be maintained and reviewed at a later date when the area is studied again.

The first round of demand-based parking studies in Harbor East showed that 10 (**21%**) blockfaces arrived at the target utilization of 75% - 85% during the day and 13 (**28%**) blockfaces during the evening. The second round of the parking study showed 19 (**41%**) blockfaces reaching target utilization during the day but showed a small decrease with 9 blockfaces (**23%**) during the evening. The third round of the parking study which includes Harbor Point showed 21 (**37%**) blockfaces during the day and 9 (**19%**) blockfaces during the evening reaching the target utilization rate (See graph on next page for rate change percentages). With the third round completed, we are starting to see a lower percentage indication for decreasing the meter rates even with Harbor Point included. Still despite this small reduction in blockfaces reaching the target utilization rates, we anticipate that the percentage of blockfaces achieving the target parking utilization rate will increase with future reviews. This would signify improvement in parking availability as well as distribute the parking demand more evenly throughout Harbor East and Harbor Point. The following pages include a spreadsheet with new daytime and evening meter rates along with maps which depict the data as well as recommendations.

Rate Change From Each Round In Harbor East/Harbor Point



Block	Street	Side	Initial Rate	First Rate Change Daytime Rate	First Rate Change Evening Rate	Second Rate Change Daytime Rate	Second Rate Change Evening Rate	Third Rate Change Daytime Rate	Third Rate Change Evening Rate	
800	Eastern	NS	\$0.50	\$0.50	No MIE	\$0.50	No MIE	\$0.50	No MIE	Increase
1300	Eastern	NS	\$0.50	\$0.50	No MIE	\$0.50	No MIE	\$0.50	No MIE	Maintain
1300	Eastern	SS	\$0.50	\$0.50	No MIE	\$0.50	No MIE	\$0.50	No MIE	Decrease
1400	Eastern	NS	\$0.50	\$0.50	No MIE	\$0.50	No MIE	\$0.50	No MIE	
500	S Caroline	ES	\$1.00	\$1.00	No MIE	\$0.75	No MIE	\$1.00	No MIE	
500	S Caroline	WS	\$1.00	\$1.00	No MIE	\$0.75	No MIE	\$1.00	No MIE	
600	S Caroline	ES	\$1.00	\$0.75	No MIE	\$0.75	No MIE	\$0.50	No MIE	
600	S Caroline	WS	\$1.00	\$0.75	No MIE	\$0.75	No MIE	\$0.50	No MIE	
700	S Caroline	WS	\$2.00	\$1.75	\$2.00	\$1.50	\$1.75	\$1.25	\$1.75	
800	S Caroline	WS	\$2.00	No Change	No Change	No Change	No Change	\$1.75	\$2.25	
900	S Caroline	WS	\$2.00	No Change	No Change	No Change	No Change	\$2.25	\$1.75	
800/900	Lancaster	NS	\$2.00	\$1.75	\$2.25	\$2.00	\$2.50	\$2.25	\$2.75	
800/900	Lancaster	SS	\$2.00	\$1.75	\$2.25	\$2.00	\$2.50	\$2.25	\$2.75	
1000	Lancaster	NS	\$2.00	\$1.75	\$2.25	\$1.75	\$2.50	\$1.50	\$2.75	
1000	Lancaster	SS	\$2.00	\$1.75	\$2.25	\$1.75	\$2.50	\$1.50	\$2.75	
1300	Lancaster	SS	\$2.00	\$1.75	\$2.25	\$1.50	\$2.50	\$1.25	\$2.75	
1400	Lancaster	SS	\$2.00	\$1.75	\$2.25	\$1.50	\$2.50	\$1.25	\$2.75	
600	President	WS	\$1.00	\$1.00	\$1.25	\$0.75	\$1.50	\$1.00	\$1.75	
700	President	ES	\$2.00	\$1.75	\$2.25	\$2.00	\$2.50	\$2.25	\$2.75	
500	Albemarle	ES	\$0.50	\$0.50	\$0.50	\$0.75	\$0.50	\$1.00	\$0.75	
1000	Fleet	NS	\$2.00	\$1.75	\$1.75	\$1.75	\$1.50	\$1.75	\$1.75	
1000	Fleet	SS	\$2.00	\$1.75	\$1.75	\$1.75	\$1.50	\$1.75	\$1.75	
1300	Fleet	NS	\$2.00	\$1.75	\$2.00	\$2.00	\$2.25	\$2.00	\$2.50	
1400	Fleet	NS	\$2.00	\$1.75	\$1.75	\$1.50	\$1.75	\$1.25	\$1.50	
700	Aliceanna	NS	\$2.00	\$2.25	\$2.25	\$2.25	\$2.50	\$2.50	\$2.75	
700	Aliceanna	SS	\$2.00	\$2.25	\$2.25	\$2.25	\$2.50	\$2.50	\$2.75	
800	Aliceanna	NS	\$2.00	\$2.25	\$2.25	\$2.25	\$2.00	\$2.25	\$2.25	
800	Aliceanna	SS	\$2.00	\$2.25	\$2.25	\$2.25	\$2.00	\$2.25	\$2.25	
1000	Aliceanna	SS	\$2.00	\$1.75	\$1.75	\$1.50	\$1.75	\$1.25	\$2.00	
1300	Aliceanna	NS	\$0.00	\$1.75	\$1.75	\$1.50	\$1.75	\$1.50	\$2.00	
1300	Aliceanna	SS	\$2.00	\$1.75	\$1.75	\$1.50	\$1.75	\$1.50	\$2.00	
1400	Aliceanna	NS	\$2.00	\$1.75	\$1.75	\$1.50	\$1.50	\$1.25	\$1.50	
1400	Aliceanna	SS	\$2.00	\$1.75	\$1.75	\$1.50	\$1.50	\$1.25	\$1.50	
500	S Exeter	ES	\$2.00	\$1.75	\$2.25	\$1.75	\$2.25	\$1.75	\$2.25	
500	S Exeter	WS	\$2.00	\$1.75	\$2.25	\$1.75	\$2.25	\$1.75	\$2.25	
600	S Exeter	ES	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00	\$1.75	\$2.25	
600	S Exeter	WS	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00	\$1.75	\$2.25	
700	S Exeter	ES	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00	\$2.00	\$2.25	
700	S Exeter	WS	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00	\$2.00	\$2.25	
500	S Central	ES	\$2.00	\$2.00	\$2.00	Construction	Construction	Unmetered	Unmetered	
500	S Central	WS	\$2.00	\$2.00	\$2.00	\$2.00	\$1.75	\$2.00	\$1.75	
600	S Central	ES	\$2.00	No Change/Parking	No Change/Parking	\$2.00	\$2.00	\$1.75	\$2.25	
600	S Central	WS	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00	\$1.75	\$2.25	
700	S Central	ES	\$2.00	\$1.75	\$2.00	\$1.50	\$2.25	\$1.25	\$2.50	

700	S Central	WS	\$2.00	\$1.75	\$2.00	\$1.50	\$2.25	\$1.25	\$2.50
900	Central	ES	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$2.25	\$1.75
900	Central	WS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$2.25	\$1.75
500	S Eden	ES	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00	\$1.25	\$2.00
500	S Eden	WS	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00	\$1.25	\$2.00
600	S Eden	ES	\$2.00	\$1.75	\$1.75	\$1.75	\$2.00	\$1.75	\$2.25
600	S Eden	WS	\$2.00	\$1.75	\$1.75	\$1.75	\$2.00	\$1.75	\$2.25
700	S Eden	ES	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00	\$2.00	\$2.25
1300	Dock	NS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$2.00	\$2.25
1400	Dock	NS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$1.75	\$1.75
1300	Point	NS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$1.75	\$1.75
1300	Point	SS	\$0.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	Construction	Construction
1400	Point	NS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	Construction	Construction
1400	Point	SS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$2.25	\$2.25
900	Wills	ES	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	Construction	Construction
900	Wills	WS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	\$1.75	\$1.75
1200	Wills	ES	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	Construction	Construction
1200	Wills	WS	\$2.00	Private/No Turnover	Private/No Turnover	Private/No Turnover	Private/No Turnover	Construction	Construction
No MIE: No Meter-In-Effect									

