



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: March 30, 2022

RE: Harbor East Demand-Based Parking Meter Rate Setting Recommendations Round 2

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 Harbor East area (defined here as the area bounded by Eastern Avenue on the north; Lancaster Street on the south; Jones Falls tributary on the west and S. Caroline Street on the east) 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 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 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. Reintroduce parking meters 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 block face (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 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.

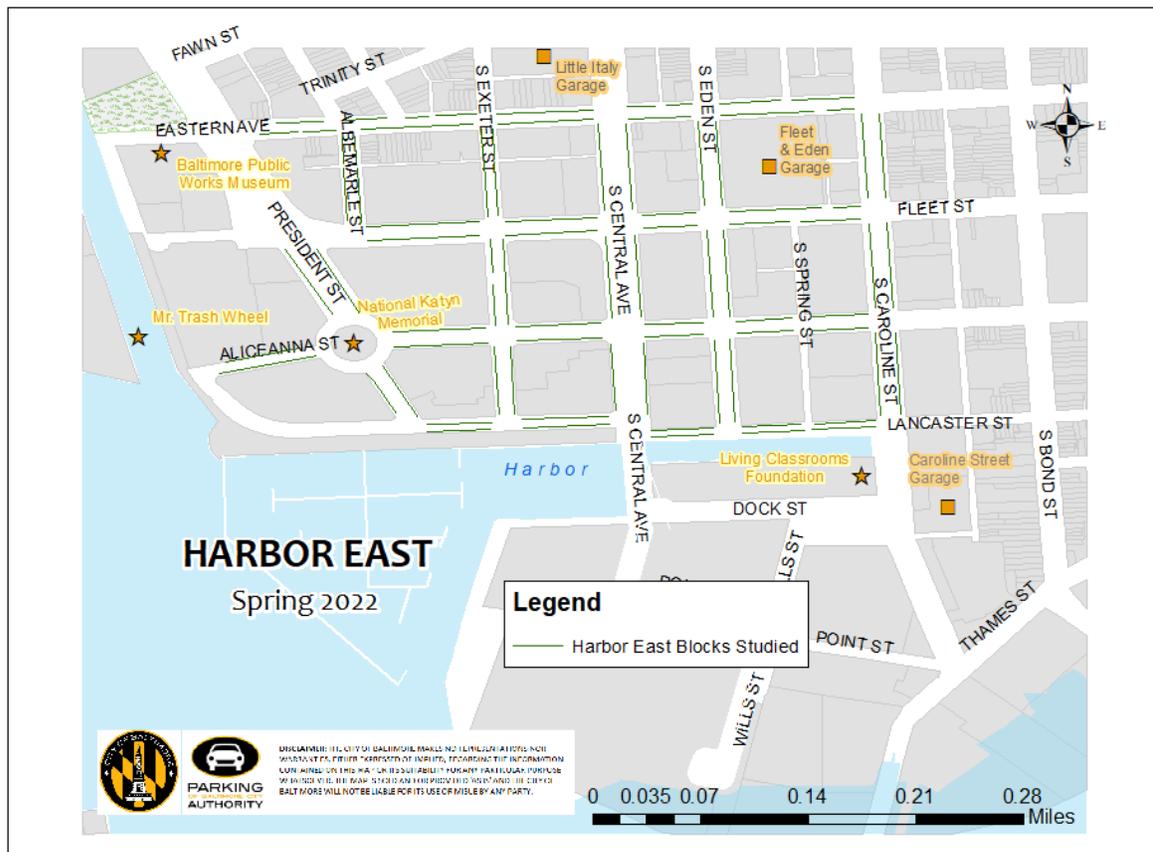
Determining the lowest meter rates that result in one or two available spaces is an iterative process based on collecting and analyzing data and altering rates incrementally. To determine the correct meter rates, the Parking Authority of Baltimore City (PABC) collects and analyzes parking utilization 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 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 2 of the PABC's Harbor East demand-based parking meter rate adjustments study was collected in March 2022. PABC first determined the parking capacity of each block face 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).

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.

Existing Conditions

The study area of Harbor East includes a total of **47** metered block faces. The study area is bounded by Eastern Avenue on the north; Lancaster Street on the south; Jones Falls tributary on the west and S. Caroline Street on the east. The east-west streets are Eastern Avenue, Fleet Street, Aliceanna Street, and Lancaster Street. The north-south streets are President Street, Albemarle Street, S. Exeter Street, S. Central Avenue, S. Eden Street, and S. Caroline Street.



The Harbor East study area currently has **18** block faces (**27%**) that are not metered due to a different on-street parking regulation, or no parking allowed. The blocks that are metered have variations of meter-in-effect times.

This study collected parking data on some of the adjacent Residential Permit Parking (RPP) regulated streets in Harbor East 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 rates are adjusted each round.

For pricing, Harbor East uses a split-rate pricing model with daytime and evening rates. The split-rate pricing decision was made during the first round due to many blocks experiencing different utilization rates during the daytime compared to the evening. There are **7** meter rates throughout Harbor East between daytime and evening hours: **\$2.25, \$2.00, \$1.75, \$1.25, \$1.00, \$0.75 and \$0.50**. During the daytime, **4** blockfaces are \$2.25 per hour, **2** blockfaces are \$2.00 per hour, **31** blockfaces are \$1.75 per hour, **3** blockfaces are \$1.00 per hour, **2** blockfaces are \$0.75 per hour, and **5** blockfaces are \$0.50 per hour. During the evening, **13** blockfaces are \$2.25 per hour, **6** blockfaces are \$2.00 per hour, **18** blockfaces are \$1.75 per hour, **1** blockface is \$1.25 per hour, **2** blockfaces are \$1.00 per hour, **2** blockfaces are \$0.75 per hour, and **5** blockfaces are \$0.50 per hour.

The meter duration hours go from 8AM – 4PM, 8AM – 6PM, 8AM – 9PM, 8AM – 8PM, 8AM – 12AM, and 10AM – 8PM, and are typically seven days a week or Monday through Saturday. A map attached below with existing conditions showing metered parking and other on-street regulations in Harbor East.



Study Findings

During the second-round analysis process, it still appears that many blocks experienced very different utilization rates during the daytime compared to the evening. This finding was not surprising, given many of these blocks include restaurants and other uses busy into the evening hours.

For the second round, the analysis indicates that during the daytime, an average of **21%** of blockfaces in Harbor East are over-parked (with fewer than one free space available), while **38%** are under-parked (with more than two spaces available). During evening hours, an average of **62%** of blockfaces are over-parked, while **15%** are under-parked.

Meter-In-Effect Times

During the first round, it was also determined that some of the blockfaces in the southern and eastern portions of the study area have meter-in-effect times that needed to be extended based on nighttime parking activity that needed to be managed for parking turnover and availability. New redevelopment has also occurred since which has generated more evening and nighttime activity and associated parking. Extending of the meter-in-effect (MIE) times were implemented during the first round of the study, but there were a few meters that will not run pass 6PM due to a low utilization rate and not enough nighttime uses to warrant the change. No new changes in MIE are being recommended for round 2. We will continue to review the uses and MIE on the blocks that don't run pass 6PM on future rounds.

Recommendations

Reintroduce Meters

The east side of the 600 block of Eden Street does not have any parking regulations. The meters were removed; however, there is retail business activity on this blockface. The meters should be reintroduced and configured as the meters on the west side of the street are configured.

New Meter Rates

Of the **47** blockfaces studied with meters, during the day, **ten** blockfaces (**21%**) rates will increase by **\$0.25**, **19** blockfaces (**41%**) rates will maintain, and **18** blockfaces (**38%**) rates will decrease by **\$0.25**. During the evening, **24** blockfaces (**62%**) rates will increase, **9** blockfaces (**23%**) rates will maintain, and **6** blockfaces (**15%**) rates will decrease. There are **37** blockfaces (**79%**) overall that will either maintain or decrease their current rates during the day while **15** blockfaces (**38%**) will either maintain or decrease their current rates during the evening.

Daytime Before 6PM

Increase: 10 block faces (21%)
Maintain: 19 block faces (41%)
Decrease: 18 block faces (38%)

Evening After 6PM

Increase: 24 block faces (62%)
Maintain: 9 block faces (23%)
Decrease: 6 block faces (15%)

New Meter Rates					
Daytime Rate Per Hour	# of Blockfaces Daytime	% of Total Daytime	Evening Rate Per Hour	# of Blockfaces Evening	% of Total Evening
\$2.50	0	0%	\$2.50	9	23%
\$2.25	4	9%	\$2.25	5	13%
\$2.00	10	21%	\$2.00	13	33%
\$1.75	8	17%	\$1.75	6	15%
\$1.50	15	32%	\$1.50	5	13%
\$1.25	0	0%	\$1.25	0	0%
\$1.00	0	0%	\$1.00	0	0%
\$0.75	6	12%	\$0.75	0	0%
\$0.50	4	9%	\$0.50	1	3%

For Round 2, there will still be **7** meter rates throughout Harbor East between daytime and evening hours: **\$2.50, \$2.25, \$2.00, \$1.75, \$1.50, \$0.75 and \$0.50**. The table below shows the number of block faces with each rate. **18** blockfaces (**38%**) will have daytime rate decreases while **6** blockfaces (**15%**) will have evening rate decreases in this round of the study. In this round, the hourly rates for the **18** block faces from the daytime rates and the **7** blockfaces from the evening rates would fall from between **\$0.75 to \$1.75**. 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 a parking session may occur 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.

The first-rate change allowed us to arrive at our target utilization of 75% - 85% on 10 (21%) blockfaces during the day and 13 (28%) blockfaces during the evening. The second-rate change showed 19 (41%) blockfaces during the day reaching the target utilization but showed a small decrease with 9 blockfaces (23%) during 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 Harbor East. The following pages include a spreadsheet with new daytime and evening meter rates along with maps which depict the data as well as recommendations.

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

500	S Exeter	ES	\$2.00	\$1.75	\$2.25	\$1.75	\$2.25
500	S Exeter	WS	\$2.00	\$1.75	\$2.25	\$1.75	\$2.25
600	S Exeter	ES	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00
600	S Exeter	WS	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00
700	S Exeter	ES	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00
700	S Exeter	WS	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00
500	S Central	ES	\$2.00	\$2.00	\$2.00	Construction	Construction
500	S Central	WS	\$2.00	\$2.00	\$2.00	\$2.00	\$1.75
600	S Central	ES	\$2.00	No Change/Parking	No Change/Parking	\$2.00	\$2.00
600	S Central	WS	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00
700	S Central	ES	\$2.00	\$1.75	\$2.00	\$1.50	\$2.25
700	S Central	WS	\$2.00	\$1.75	\$2.00	\$1.50	\$2.25
500	S Eden	ES	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00
500	S Eden	WS	\$2.00	\$1.75	\$1.75	\$1.50	\$2.00
600	S Eden	ES	\$2.00	\$1.75	\$1.75	\$1.75	\$2.00
600	S Eden	WS	\$2.00	\$1.75	\$1.75	\$1.75	\$2.00
700	S Eden	ES	\$2.00	\$1.75	\$1.75	\$2.00	\$2.00

