



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: October 30, 2023

RE: Mt. Vernon 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 Mt. Vernon area (defined here as the area bounded by Mt. Royal Avenue on the north; Franklin Street on the south; Eutaw Street, Martin Luther King Jr. Boulevard and Howard Street on the west; and Guilford Avenue 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 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 Mt. Vernon 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 Mt. Vernon will be sent to the District 11 and 12 Council Members at least one month prior to implementation.
2. Adjustment of parking meter in-effect times in Mt. Vernon as outlined in this 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 results 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, and the whole City benefits from reduced congestion, lower emissions, and reduced fossil fuel usage. The PABC is currently using the demand-based pricing model in the Central Business District, Harbor East, Federal Hill, Fells Point, and Mt. Vernon.

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, PABC staff collects and analyzes parking utilization data no more than twice per year in Mt. Vernon. Rates are adjusted in **\$0.25** increments after each parking demand study if the block face 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 Mt. Vernon demand-based parking meter rate adjustments study was collected in September and October of 2023. The 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 Saturdays. The data was compiled and analyzed to determine a utilization rate (average percentage of the block's capacity that is parked).

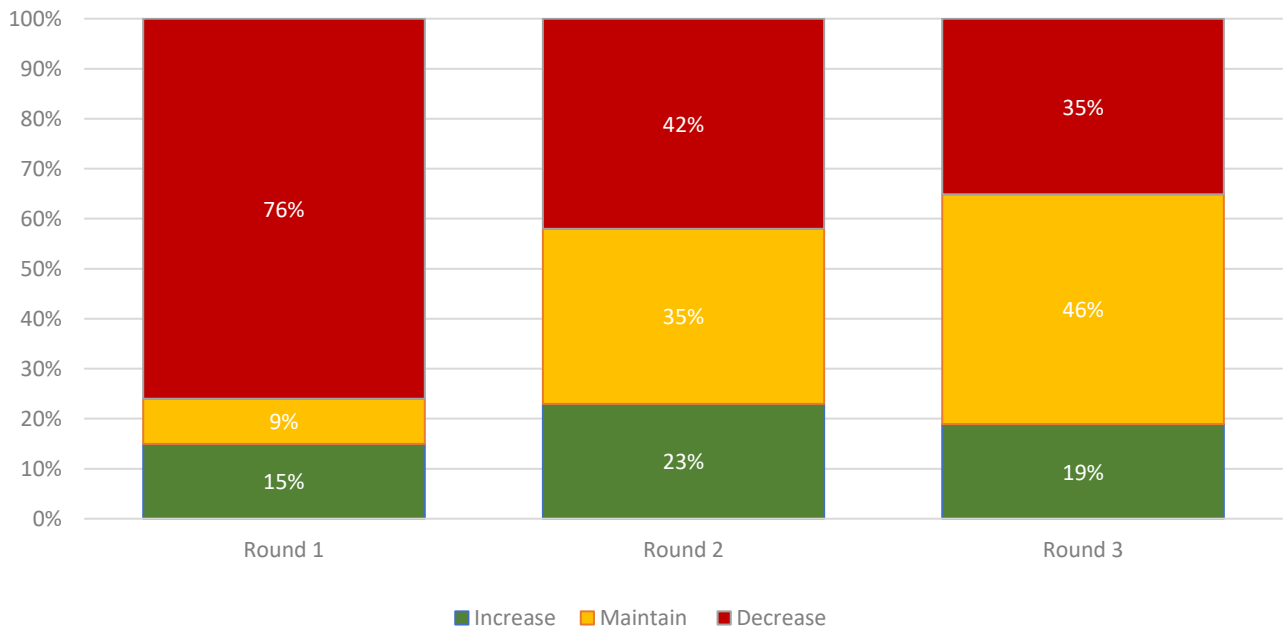
Parking behaviors have likely been impacted because of COVID-19. The PABC will continue to observe changes in parking utilization during future data collection rounds.

This study collected parking data on some of the adjacent Residential Permit Parking (RPP) regulated streets in Mt. Vernon 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.

Study Findings

For the third round, the analysis indicates that during all days and times, an average of **19%** of block faces in Mt. Vernon are over-parked (with fewer than one free space available), **35%** are under-parked (with more than two spaces available) while **46%** are within the desired range (with one or two free spaces available). Compared to the second round, the number of block faces that will maintain at their current rate have increased by **11%**.

Percent of Block Faces at Increase, Maintain and Decrease Over Time



Recommendations

New Meter Rates

The first recommendation of the study is to implement new meter rates based on the data collected and analyzed. Of the **111** block faces studied with meters, **21** block faces' (**19%**) rates will increase by \$0.25, **51** block faces' (**46%**) rates will maintain their current price, and **39** block faces' (**35%**) rates will decrease by \$0.25. There are **90** block faces (**81%**) overall that will either maintain or decrease their current rates.

Increase: 21 block faces (19%)
Maintain: 51 block faces (46%)
Decrease: 39 block faces (35%)

New Meter Rates		
Rate per Hour	# of Block Faces	% of Total
\$2.75	1	1%
\$2.25	4	4%
\$2.00	2	2%
\$1.75	9	8%
\$1.50	11	10%
\$1.25	33	30%
\$1.00	14	13%
\$0.75	4	4%
\$0.50	33	30%

For Round 3, there will be **9** meter rates throughout Mt. Vernon: **\$2.75, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25, \$1.00, \$0.75 and \$0.50**. The table above shows the number of block faces with each rate. Eight block faces have had increases in all three rounds of the study. In this round, the data recommends that hourly rates for **19** block faces would fall below \$0.50 based solely on demand. 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, and because this is only the third round of the study, our recommendation is to wait until a later date once the pandemic has less influence on parking and travel behavior and the area is studied again.

Extending Meter-in-Effect Times

The second recommendation of the study is to extend the hours of metering of several high parking demand block faces in Mt. Vernon. The PABC recommends extending the meter-in-effect times until 8 p.m. 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 block faces we are recommending have extended meter-in-effect times include the 100 block of E Mt Royal, the 1200 block of W Mt Royal SS, the 1100 block of N Charles and the 1300 block of N Charles. The table below identifies the selected block faces with meter-in-effect times that should be extended based on adjacent uses and parking activity.

Block faces to Extend Meter-in-Effect Time To 8PM				
Block	Street	Side	Current Hours	New Hours
100	E Mount Royal	NS	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
100	E Mount Royal	SS	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
1200	W Mount Royal	SS	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
1100	N Charles	ES	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
1100	N Charles	WS	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
1300	N Charles	ES	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM
1300	N Charles	WS	Mon-Sat, 8AM-6PM	Mon-Sat, 8AM-8PM

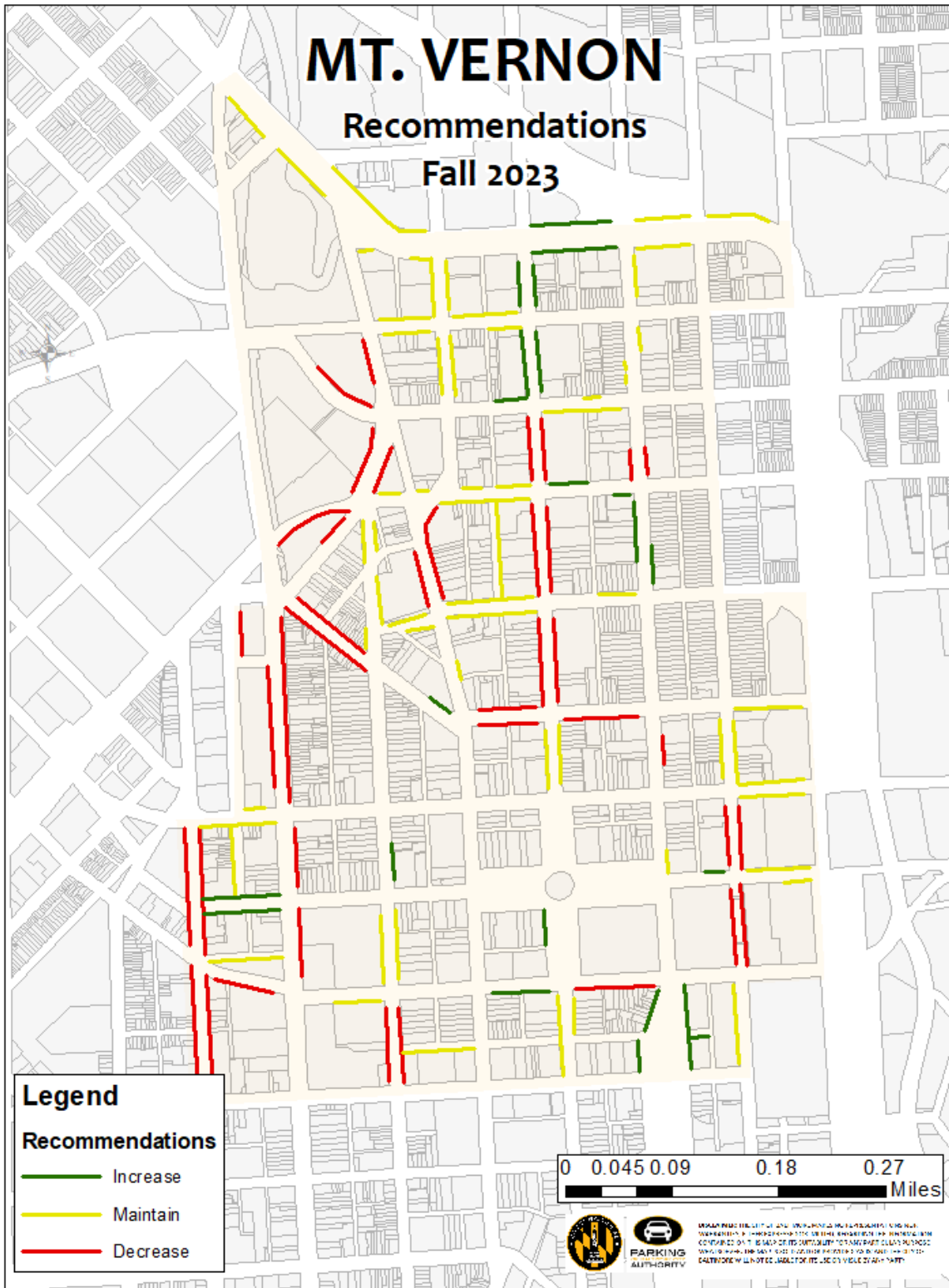
Target Utilization

The first round study found that 10 block faces (9%) were at target utilization. The second round study found that 39 block faces (35%) were at target utilization. The third round study showed 51 block faces (46%) were reaching target utilization. We anticipate that the percentage of block faces achieving the target parking utilization will increase with future reviews. This would signify an improvement in parking availability as well as distribute the parking utilization more evenly throughout Mt. Vernon. The following pages include a spreadsheet with new meter rates along with maps which depict the recommendations and the new meter rates.

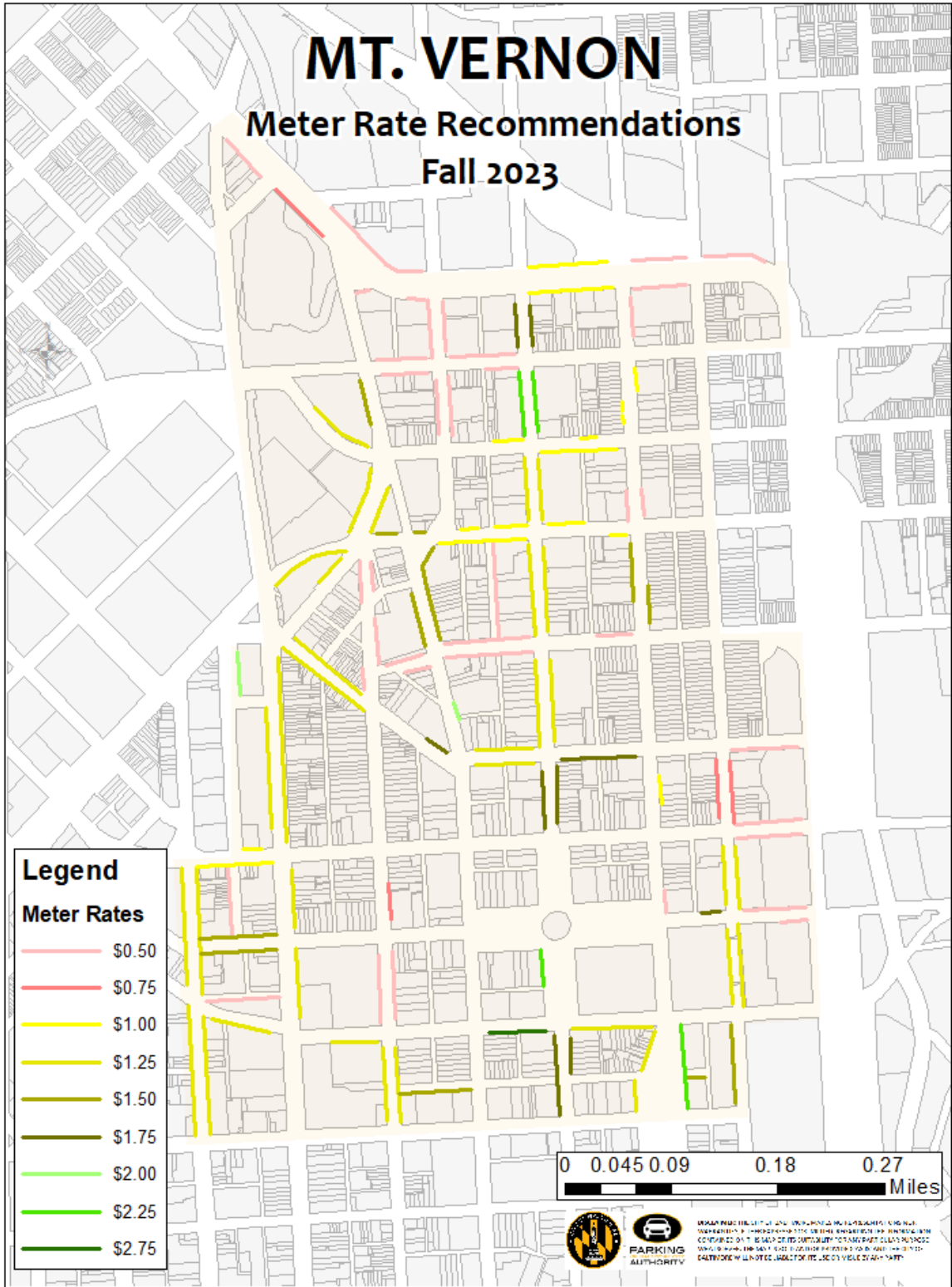
Block	Street	Side	Initial Rate	First Rate Change	Second Rate Change	Third Rate Change	
900	Cathedral	ES	\$2.00	\$1.75	\$2.00	\$2.00	
1000	Cathedral	ES	\$2.00	\$1.75	\$1.75	\$1.50	
1000	Cathedral	WS	\$2.00	\$1.75	\$1.75	\$1.50	
1100	Cathedral	WS	\$2.00	\$2.25	\$2.50	no meters	
1200	Cathedral	WS	\$2.00	\$1.75	\$1.75	\$1.50	
300	Druid Hill Ave	SS	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	E Biddle	NS	\$0.75	\$1.00	\$1.00	\$1.00	
Unit	E Biddle	SS	\$0.75	\$1.00	\$1.00	\$1.00	
Unit	E Centre	SS	\$2.00	\$1.75	\$1.50	\$1.25	
Unit	E Chase	NS	\$0.50 and \$0.75	\$0.50	\$0.75	\$1.00	
Unit	E Chase	SS	\$0.50	\$0.50	\$0.75	\$1.00	
Unit	E Eager	NS	\$0.75	\$0.50	\$0.50	\$0.50	Increase
100	E Hamilton	SS	\$0.75	\$1.00	\$1.25	\$1.50	Maintain
200	E Madison	NS	\$0.75	\$0.50	\$0.50	\$0.50	Decrease
200	E Madison	SS	\$0.75	\$0.50	\$0.50	\$0.50	
100	E Monument	NS	\$2.00	\$1.75	\$1.50	\$1.75	
200	E Monument	NS	\$0.50	\$0.50	\$0.50	\$0.50	
200	E Monument	SS	\$0.50	\$0.50	\$0.50	\$0.50	
100	E Mount Royal	NS	\$0.50	\$0.50	\$0.50	\$0.50	
100	E Mount Royal	SS	\$0.50	\$0.50	\$0.50	\$0.50	
200	E Mount Royal	NS	no meters	-	-	\$0.50	
200	E Mount Royal	SS	no meters	-	-	-	
Unit	E Mount Royal	NS	\$0.50	\$0.50	\$0.75	\$1.00	
Unit	E Mount Royal	SS	\$0.50	\$0.50	\$0.75	\$1.00	
200	E Read	SS	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	E Read	NS	\$2.00	\$1.75	no meters	-	
Unit	E Read	SS	\$2.00	\$1.75	\$2.00	\$1.75	
700	Linden	WS	\$0.50	\$0.50	\$0.50	\$0.50	
800	Linden	ES	\$2.00	\$2.25	\$2.25	\$2.00	
1200	Maryland	ES	\$1.00	\$0.75	\$0.50	\$0.50	
1200	Maryland	WS	\$1.00	\$0.75	\$0.50	\$0.50	
1300	Maryland	ES	\$1.00	\$0.75	\$0.50	\$0.50	
1300	Maryland	WS	\$1.00	\$0.75	\$0.50	\$0.50	
1000	MLK	SS	\$2.00	\$1.75	\$1.50	\$1.25	
1100	MLK	ES	\$2.00	\$1.75	\$1.50	\$1.25	
1100	MLK	WS	\$2.00	\$1.75	\$1.50	\$1.25	
1000	Morton	ES	\$0.75	\$0.50	\$0.50	\$0.50	
500	N Calvert	WS	\$2.00	\$1.75	\$1.50	\$1.50	
600	N Calvert	ES	\$2.00	\$1.75	\$1.50	\$1.25	
600	N Calvert	WS	\$2.00	\$1.75	\$1.50	\$1.25	
700	N Calvert	ES	\$2.00	\$1.75	\$1.50	\$1.25	
700	N Calvert	WS	\$2.00	\$1.75	\$1.50	\$1.25	
800	N Calvert	ES	no meters	-	-	\$0.75	

800	N Calvert	WS	\$0.50	\$0.75	\$0.75	\$0.75	
500	N Charles	ES	\$2.00	\$1.75	\$1.75	\$1.75	
500	N Charles	WS	\$2.00	\$1.75	\$1.75	\$1.75	
800	N Charles	ES	\$2.00	\$1.75	\$1.75	\$1.75	
800	N Charles	WS	\$2.00	\$1.75	\$1.75	\$1.75	
900	N Charles	ES	\$2.00	\$1.75	\$1.50	\$1.25	
900	N Charles	WS	\$2.00	\$1.75	\$1.50	\$1.25	
1000	N Charles	ES	\$2.00	\$1.75	\$1.50	\$1.25	
1000	N Charles	WS	\$2.00	\$1.75	\$1.50	\$1.25	
1100	N Charles	ES	\$2.00	\$1.75	\$1.50	\$1.25	
1100	N Charles	WS	\$2.00	\$1.75	\$1.50	\$1.25	
1200	N Charles	ES	\$2.00	\$2.00	\$2.00	\$2.25	
1200	N Charles	WS	\$2.00	\$2.00	\$2.00	\$2.25	
1300	N Charles	ES	\$2.00	\$1.75	\$1.50	\$1.75	
1300	N Charles	WS	\$2.00	\$1.75	\$1.50	\$1.75	
700	N Eutaw	ES	\$2.00	\$1.75	\$1.50	\$1.25	
700	N Eutaw	WS	\$2.00	\$1.75	\$1.50	\$1.25	
500-600	N Eutaw	ES	\$2.00	\$1.75	\$1.50	\$1.25	
500-600	N Eutaw	WS	\$2.00	\$1.75	\$1.50	\$1.25	
600	N Howard	ES	\$2.00	\$1.75	\$1.50	\$1.25	Increase
700	N Howard	ES	\$2.00	\$1.75	\$1.50	\$1.25	Maintain
800	N Howard	ES	\$1 and \$2	\$1.75	\$1.50	\$1.25	Decrease
800	N Howard	WS	\$2.00	\$1.75	\$1.50	\$1.25	
500	Park	ES	\$2.00	\$1.75	\$1.50	\$1.25	
500	Park	WS	\$2.00	\$1.75	\$1.50	\$1.25	
600	Park	ES	\$0.75	\$0.75	\$0.50	\$0.50	
600	Park	WS	\$0.75	\$0.75	\$0.50	\$0.50	
700	Park	ES	\$0.75	\$0.50	\$0.50	\$0.75	
800	Park	ES	\$0.75	\$0.50	\$0.50	\$0.50	
800	Park	WS	\$0.75	\$0.50	\$0.50	\$0.50	
900	Park	NS	\$2.00	\$1.75	\$1.50	\$1.25	
500	St Paul Pl (upper)	WS	\$0.50	\$0.75	\$1.00	\$1.25	
500	St Paul St (lower)	ES	\$1.50	\$1.75	\$2.00	\$2.25	
700	St Paul St	ES	\$0.75	\$0.50	\$0.50	\$0.50	
800	St Paul St	ES	\$0.75	\$1.00	\$1.25	\$1.00	
1000	St Paul St	ES	\$0.75	\$1.00	\$1.25	\$1.50	
1000	St Paul St	WS	\$0.75	\$1.00	\$1.25	\$1.50	
1100	St Paul St	ES	\$0.75	\$0.50	\$0.75	\$0.50	
1100	St Paul St	WS	\$0.75	\$0.50	\$0.75	\$0.50	
1200	St Paul St	ES	\$0.75	\$0.75	\$1.00	\$1.00	
1200	St Paul St	WS	\$0.75	\$0.75	\$1.00	\$1.00	
1300	St Paul St	ES	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	W Biddle	NS	\$0.75	\$0.50	\$0.75	\$1.00	
Unit	W Centre	SS	\$2.00	\$2.25	\$2.50	\$2.75	
200	W Centre	SS	\$1 and \$2	\$1.00	\$1.25	\$1.25	

300	W Centre	SS	\$2.00	\$1.75	\$1.50	\$1.25	
100	W Chase	NS	\$2.00	\$1.75	\$1.50	\$1.50	
100	W Chase	SS	\$2.00	\$1.75	\$1.50	no meters	
200	W Chase	NS	\$2.00	\$1.75	\$1.50	\$1.25	
200	W Chase	SS	\$2.00	\$1.75	\$1.50	no meters	
Unit	W Chase	NS	\$1.00	\$1.00	\$1.00	\$1.00	
Unit	W Chase	SS	\$2.00	\$1.00	\$1.00	\$1.00	
100	W Eager	NS	\$0.50	-	\$0.50	\$0.50	Increase
100	W Eager	SS	\$0.50	-	\$0.50	\$0.50	Maintain
Unit	W Eager	NS	\$0.50	\$0.50	\$0.50	\$0.50	Decrease
Unit	W Eager	SS	\$0.50	\$0.50	\$0.50	\$0.50	
100	W Hamilton	SS	\$1.00	\$1.25	\$1.50	\$1.50	
300	W Madison	NS	\$0.75	\$0.75	\$1.00	\$1.00	
300	W Madison	SS	\$0.75	\$0.75	\$1.00	\$1.00	
300	W Monument	NS	\$0.75	\$1.00	\$1.25	\$1.50	
300	W Monument	SS	\$0.75	\$1.00	\$1.25	\$1.50	
100	W Mt Royal (MD-Lanvale)	NS	\$1.00	\$0.50	\$0.50	\$0.50	
100	W Mt Royal (Cathedral- MD)	SS	\$0.50	\$0.50	\$0.50	\$0.50	
100/1200	W Mt Royal	SS	\$0.50	\$0.50	\$0.75	\$0.75	
1200	W Mt Royal (Lanvale- Dolphin)	SS	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	W Preston (Charles- Cathedral)	NS	\$0.75 and \$2	\$0.75	\$0.50	\$0.50	
Unit	W Preston (Charles- Cathedral)	SS	\$0.75 and \$2	\$0.75	\$0.50	\$0.50	
100	W Read	NS	\$2.00	\$1.75	\$1.50	\$1.75	
200	W Read	NS	\$2.00	\$1.75	\$1.50	\$1.25	
200	W Read	SS	\$2.00	\$1.75	\$1.50	\$1.25	
Unit	W Read	NS	\$2.00	\$1.75	\$1.50	\$1.25	
Unit	W Read	SS	\$2.00	\$1.75	\$1.50	\$1.25	
600	Washington PL	WS	\$2.00	-	\$2.00	\$2.25	



November 21, 2022. Source: Base Layers: MOIT/EGIS Meter Recommendations: PABC. Software: ESRI ArcGIS 10.7.1



November 21, 2022. Source: Base Layers: MOTT/EGIS Meter Recommendations: PABC. Software: ESRI/ArcGIS 10.7.1