



MEMORANDUM

To: PABC Board of Directors

From: Francis Burnszynski, Parking Planning Manager

Date: May 28, 2024

RE: Central Business District Demand-Based Parking Meter Rate Setting Recommendation

Approval Request

Parking Authority of Baltimore City (PABC) staff request PABC Board of Directors' approval of the following recommendation:

1. Adjustments of on-street parking meter rates in the Central Business District as outlined in this memo.
 - o 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.
 - o Each parking meter rate adjustment within the Central Business District will be reviewed and approved by the Board of Directors of the Parking Authority prior to implementation.
 - o Notice of each parking meter rate adjustment within the Central Business District will be sent to the District 11 Council Member at least one month prior to implementation
2. Adjustment of parking meter durations in the Central Business District as outlined in this memo.

Background

The goal of parking meters is to create on-street parking availability, so that parkers visiting central business district uses (offices, stores, restaurants, and attractions) can easily find a parking space near their destination. This goal is achieved through setting parking meter 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 results in each block having on average one or two available spaces. This in turn 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 reduction of fossil fuel usage.

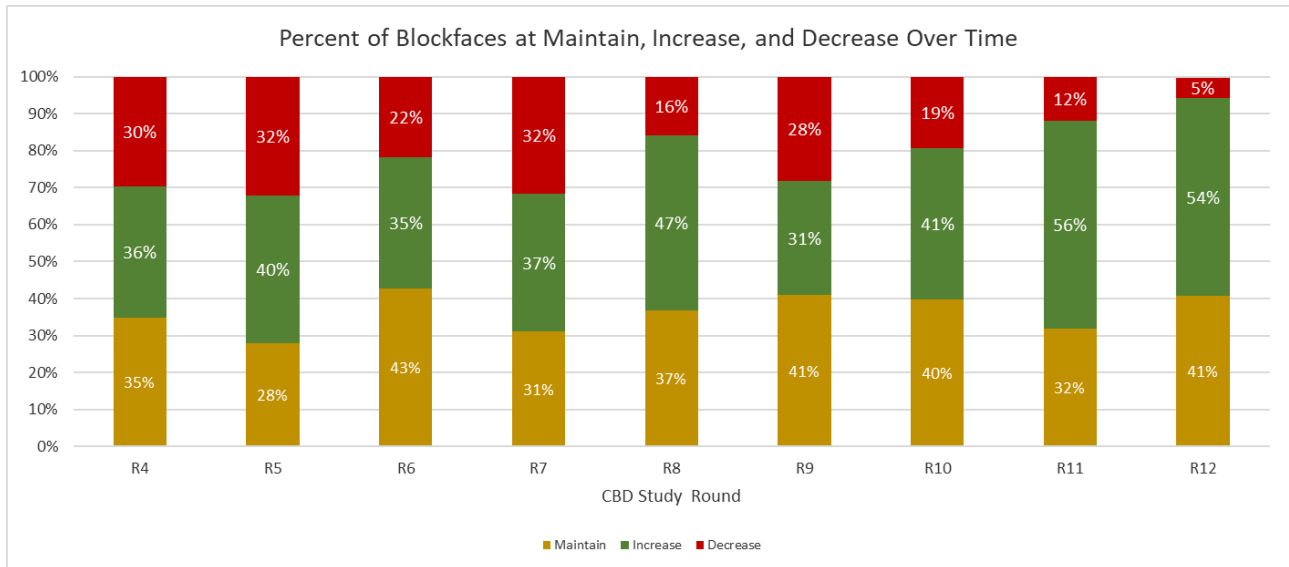
Determining meter rates that result in one or two available spaces is an iterative process based on collecting and analyzing data and altering rates incrementally. To determine the correct meter rates, the PABC collects and analyzes parking utilization data not more than once every six months in Baltimore's central business district (CBD). 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 12 of the PABC's Central Business District (CBD) demand-based parking meter rate adjustments study was collected in May of 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).

Parking behaviors have been impacted by COVID-19-related retail closures and hybrid office arrangements. The PABC will continue to observe changes in parking utilization during future data collection rounds.

Study Findings

The analysis indicates that during weekday daytime hours, an average of **54%** of blockfaces in the CBD are over-parked (with fewer than one free space available), while **5%** are under-parked (with more than two spaces available). Rounds 4-6 showed slow movement towards more blockfaces in the ideal range, with 1-2 parking spaces available. Rounds 7 and 8 at the beginning of the pandemic showed a reduction in the number of blockfaces in the ideal range. Then data from Rounds 9 and 10 showed the number of blockfaces in the ideal range nearer to pre-pandemic levels, at 41% and 40% respectively. Round 11 showed a decrease to only 32% of blockfaces in the ideal range, while 56% of blockfaces were overparked. Round 12 showed 41% of blockfaces in the ideal range.



Recommendations

New Meter Rates

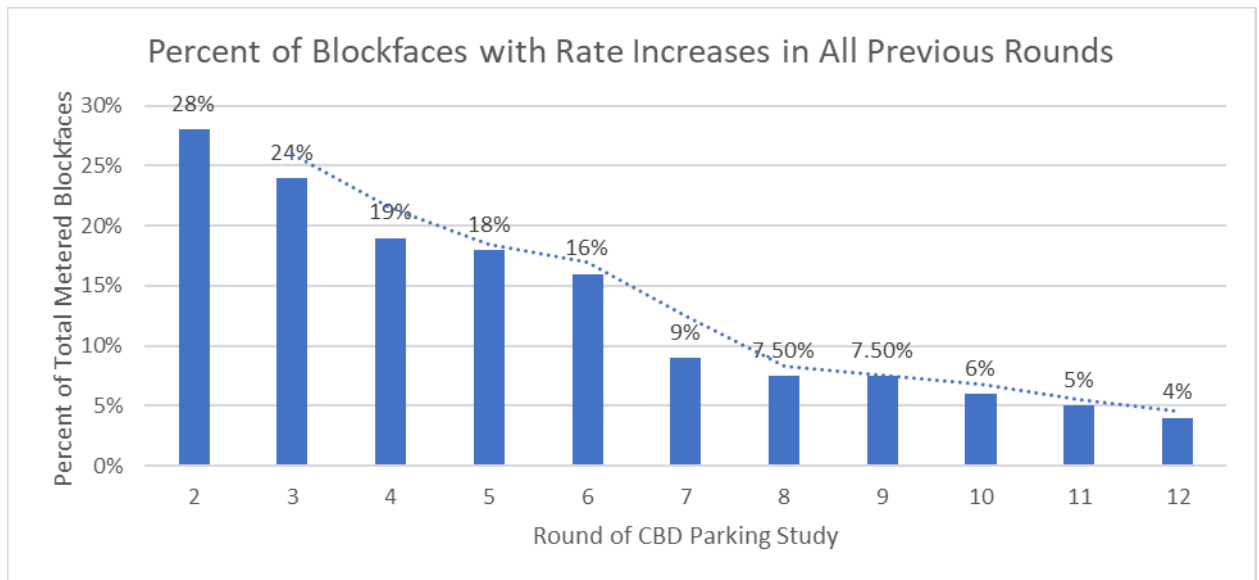
Of the **211** blockfaces studied (with meters), **113** blockfaces' (54%) rates will increase by \$0.25, **86** blockfaces' (41%) rates will maintain, and **12** blockfaces' (5%) rates will decrease by \$0.25. Overall, 46% of blockfaces will either maintain or decrease their current rates.

Increase: 113 block faces (54%)
Maintain: 86 block faces (41%)
Decrease: 12 block faces (5%)

- There will be **19** meter rates throughout the CBD, ranging from \$0.50 to \$5.00 in 25-cent increments. The table below shows the number of blockfaces at each rate.

New Meter Rates		
Rate per Hour	# of Block Faces	% of Total
\$5.00	9	4%
\$4.75	24	11%
\$4.50	5	2%
\$4.25	13	6%
\$4.00	16	8%
\$3.75	8	4%
\$3.50	7	3%
\$3.25	1	1%
\$3.00	3	2%
\$2.75	6	3%
\$2.50	7	3%
\$2.25	7	3%
\$2.00	9	4%
\$1.75	6	3%
\$1.50	14	7%
\$1.25	14	7%
\$1.00	20	9%
\$0.75	13	6%
\$0.50	29	14%

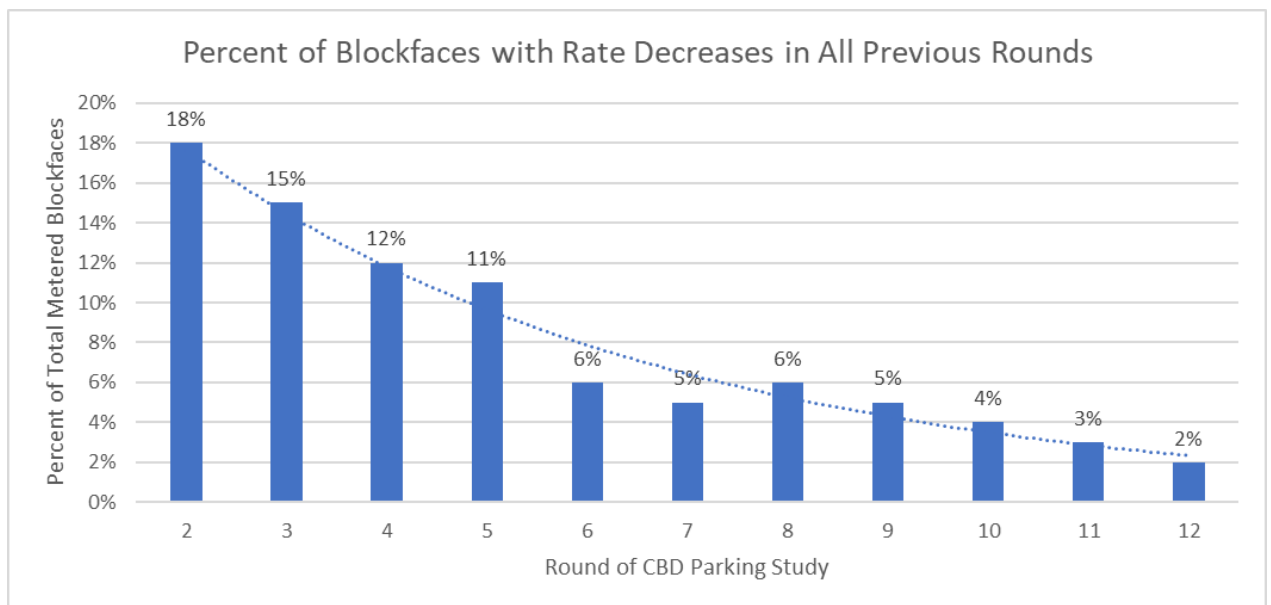
- Nine blockfaces (4%) have had rate increases in all twelve rounds of the study and will now have a rate of \$5.00. For Round 2 there were 61 blockfaces (28%) that had increased in all rounds, for Round 3 there were 53 blockfaces (24%), for Round 4 there were 41 blockfaces (19%), for Round 5 there were 39 blockfaces (18%), for Round 6 there were 35 blockfaces (16%), for Round 7 there were 20 blockfaces (9%), for Round 8 there were 16 blockfaces (7.5%), for Round 9 there were 15 blockfaces (7.5%), for Round 10 there were 12 blockfaces (6%), and for Round 11 there were 11 blockfaces (5%).



- 50% of blockfaces will have a rate higher than, 3% of blockfaces will have a rate equal to, and 47% of blockfaces will have a rate lower than the original rate of \$2.00 per hour.

Extending Meter Durations

- Five blockfaces (2%) have had rate decreases in all rounds of the study. For Round 2 there were 38 block faces (18%) that had decreased in both rounds, for Round 3 there were 33 block faces (15%), for Round 4 there were 26 block faces (12%), for Round 5 there were 24 block faces (11%), for Round 6 there were 13 block faces (6%), for Round 7 there were 11 blockfaces (5%), for Round 8 there were 12 blockfaces (6%), for Round 9 there were 11 blockfaces (5%), for Round 10 there were 8 blockfaces (4%), and for Round 11 there were 7 blockfaces (3%). This data is shown in the graph below.



- In the 12th Round, the data recommends that hourly rates for 16 block faces would fall below \$0.50. When rates fall below \$0.50 it is worthwhile to consider removing parking meters or extending the amount of time that can be reserved on the meter to make those blockfaces more attractive to parkers. With this round, because of potential changes in parking behavior due to COVID-19, and also due to upcoming plans for redevelopment on the northwest side of the CBD including 1,000 State Department of Health workers moving to 300-400 N Greene St, we recommend against removing meters.
- PABC increased meter durations for a total of 16 low-utilization blockfaces already at \$0.50 in Rounds 10 and 11. Twelve of those 16 blockfaces showed an increased utilization in Round 12. This data indicates that increasing meter duration can be a tool to nudge parking demand to low-utilization blockfaces.
- The 16 blockfaces in Round 12 that indicated a decrease in the hourly rate even though the meter rate is already at \$0.50 were considered for increased meter duration, if they haven't already been increased. The PABC recommends increasing the meter duration for 6 blockfaces as shown in the table below: 500 West Mulberry southside, Unit South Greene eastside, 100 North Greene eastside and westside, and 400 Park eastside and westside. Existing peak restrictions limit the parking durations on the first four blockfaces. Allowing parkers to purchase parking for an extended period may make parking on these corridors more attractive despite peak parking restrictions and increase demand for parking along these blocks that have experienced low demand through many of the CBD parking studies.

Blockfaces to Extend Meter Duration			
Blockface	Peak Restrictions	Current Duration	Proposed Duration
500 W Mulberry SS	Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
Unit S Greene ES	Peak Restricted 7a-10a, 4p-6p Mon-Fri	4hours	6 hours
100 N Greene ES	Peak Restricted 7a-10a, 4p-6p Mon-Fri	4 hours	6 hours
100 N Greene WS	Peak Restricted 7a-9a, 4p-6p Mon-Fri	4 hours	6 hours
400 Park ES	none	4 hours	10 hours
400 Park WS	none	4 hours	10 hours

- After collecting future data to investigate the effect of these meter duration changes, the PABC will also consider conducting targeted promotion of the blockfaces at \$0.50 that have consistently low utilization as affordable alternatives to higher-priced on-street parking nearby.

Investigate Adding Meters Back to the West Side of 200 North Eutaw

- About 10 years ago the Baltimore City Police Department (BPD) implemented a strategy in a few commercial areas of the city to reduce illegal activity. The strategy included removing parking meters to increase visibility from the roadway to the sidewalk and signing blockfaces as No Parking. The blockface adjacent to the old Lexington Market building on 200 North Eutaw was one area. Although the west side of 200 North Eutaw continues to be signed as No Parking, PABC parking studies since 2021 have found very high parking utilization on that blockface. Additionally, with the relocation of the primary market activity further south, the sidewalk activity has decreased and would likely be seen as less of a threat to public safety. As such, PABC staff will engage with BPD to discuss whether metering that parking lane again, which encourages parking turnover and could support the commercial uses in the area, could complement current BPD strategy.

Investigate New Regulation on the East Side of 200 North Calvert

- During this and previous studies, PABC staff have found high parking demand along the east side of 200 North Calvert Street, adjacent to a new multi-family building. Recently a first-floor health clinic opened within the building. PABC will communicate with Baltimore City Department of Transportation and investigate this blockface for potential metering and/or loading zone needs.

Discussion

COVID-19's Effect on Parking

Although the COVID-19 health emergency is over, pandemic restrictions and the changing office environment have had and continue to have an effect on parking activity. Data collection for Rounds 7-10 took place during the pandemic. It is still difficult to determine the specific long-term effects on parking demand.

As of May 2024, the Off-Street Parking Division reports revenue from monthly contracts in PABC-operated parking garages was 83% of pre-pandemic levels. Transient revenue, from individuals parking at garages or lots for a day or a few hours at a time, has recovered from earlier in the pandemic, and is now at 99% of pre-pandemic levels. In addition, while on-street meter revenue in 2020 was close to half of pre-pandemic levels, on-street revenue has recovered to a degree and is still holding at 80% of pre-pandemic revenue. This data indicates that, compared to the beginning of the pandemic, more drivers are returning to the Central Business District. However, it seems fewer workers are driving and parking downtown every day than prior to the pandemic. And these drivers still seem to be more often choosing transient garage parking or on-street parking as opposed to monthly garage contracts.

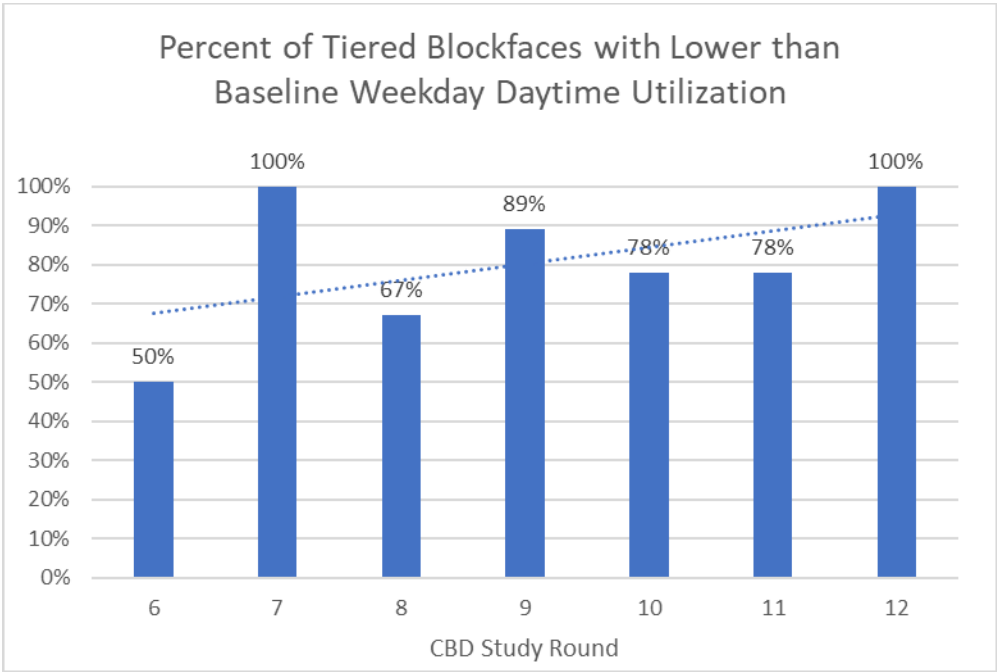
Because the impacts of the pandemic are still evolving, PABC is recommending strategies like increasing meter durations to spur on-street parking utilization on blockfaces that indicate hourly rates should drop below \$0.50.

Tiered Pricing

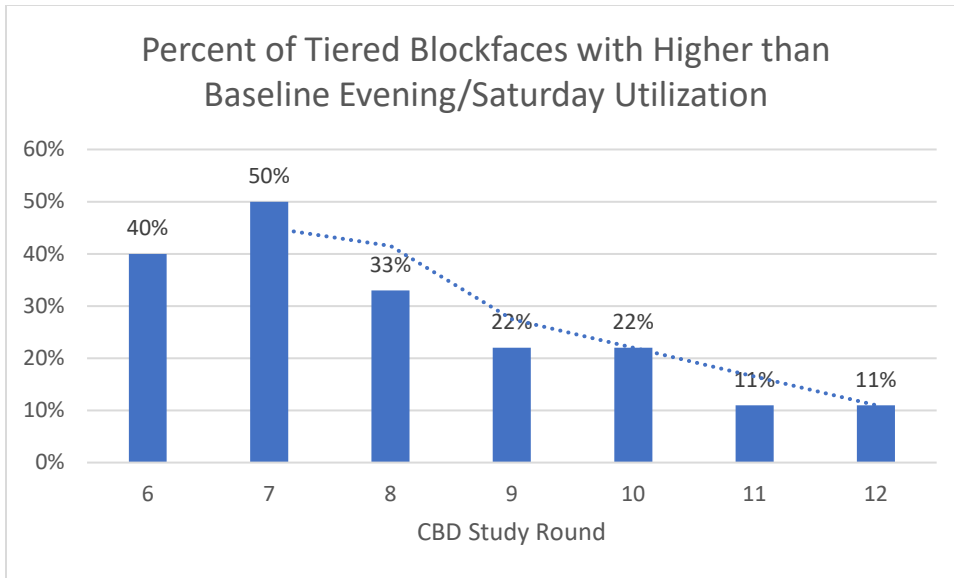
The PABC has collected and analyzed parking utilization data for weekday evenings and Saturdays throughout all twelve rounds of the study. After Round 5, the PABC introduced tiered pricing on 11 block faces near City Hall that have high weekday daytime utilization, but low utilization on weekday evenings and Saturdays. Tiered

pricing is in effect on the following blocks: Unit Commerce east side; Unit Commerce west side; 400 Baltimore north side; 400 E Fayette south side; 400 E. Lexington north side; 400 E Lexington south side; 200 Guilford east side; Unit Holliday east side; 300 N Calvert east side; and 100 N Gay west side. Meters were removed on 200 Guilford west side between rounds 5 and 6 of the study. Meters on 400 E Baltimore north side were removed between rounds 7 and 8 of the study.

The goal of tiered pricing in the CBD is to evenly distribute the very high daytime weekday utilization, and to increase the relatively low evening and Saturday utilization. Tiered pricing allows for rate changes that respond appropriately to high utilization during weekday daytime (with higher rates), and also respond appropriately to low utilization nights and Saturdays (with lower rates). The following graphs show some results from splitting the rates on these blockfaces, comparing utilization to the baseline Round 5 for both daytime weekday and evening/Saturday. In Round 12, 100% of tiered blockfaces showed lower utilization during weekday daytime than the baseline in Round 5.



In Round 12, only 1 tiered blockface showed higher-than-baseline evening/Saturday utilization.



The daytime graph appears to show that the tiered pricing model is facilitating the spreading out of weekday daytime demand. Demand on evenings and weekends is not showing much increase. However, the tiered model is allowing for rate decreases that should eventually make those blockfaces more attractive at those times. Given this data, we recommend the continuation of the tiered pricing model on these blockfaces based on the parking utilization.

The following tables show average parking utilization for daytime weekdays as well as average utilization during weekday evenings and all-day Saturdays.

Average Utilization Daytime Weekday

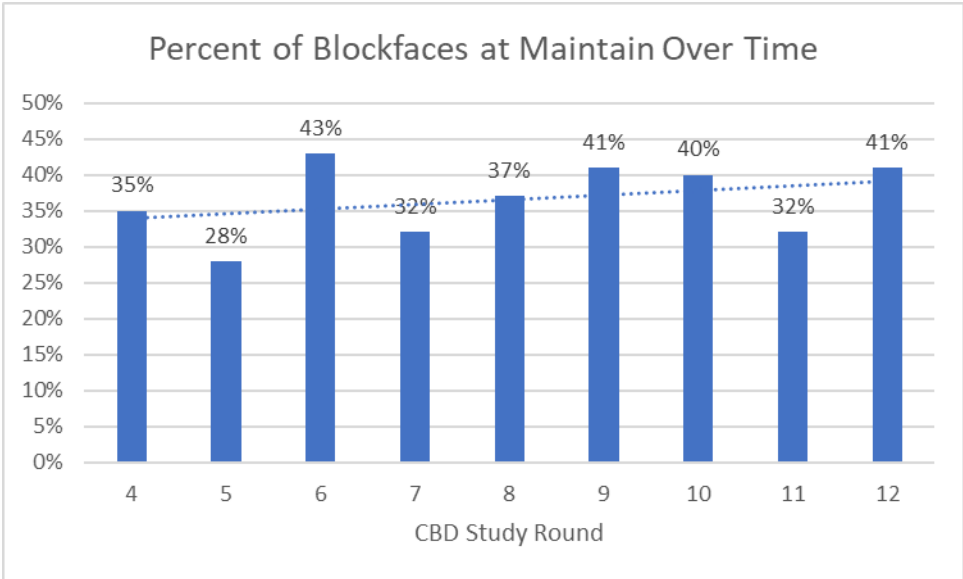
Blockface	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10	Round 11	Round 12
Unit Commerce ES	105%	107%	78%	76%	79%	100%	98%	96%
Unit Commerce WS	114%	122%	60%	77%	99%	93%	103%	86%
400 E Baltimore NS	124%	119%	79%	Meters removed	-	-	-	-
400 E Fayette SS	197%	155%	162%	131%	128%	214%	214%	143%
400 E Lexington NS	148%	165%	93%	79%	85%	297%	140%	175%
400 E Lexington SS	239%	244%	172%	206%	206%	206%	267%	208%
200 Guilford ES	250%	283%	217%	250%	156%	167%	83%	208%
200 Guilford WS	23%	Meters removed	-	-	-	-	-	-
Unit Holliday ES	109%	101%	93%	83%	95%	91%	93%	80%
300 N Calvert ES	139%	128%	121%	167%	109%	116%	138%	120%
100 N Gay WS	105%	81%	19%	118%	118%	70%	94%	99%

Average Utilization Weekday Evenings and Saturdays

Blockface	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10	Round 11	Round 12
Unit Commerce ES	52%	57%	49%	68%	68%	87%	68%	52%
Unit Commerce WS	60%	41%	78%	58%	55%	42%	44%	23%
400 E Baltimore NS	44%	37%	53%	Meters removed	-	-	-	-
400 E Fayette SS	64%	85%	70%	41%	53%	40%	60%	91%
400 E Lexington NS	45%	38%	14%	29%	24%	73%	20%	36%
400 E Lexington SS	45%	109%	33%	72%	33%	67%	28%	33%
200 Guilford ES	67%	67%	114%	43%	7%	25%	4%	6%
200 Guilford WS	9%	Meters removed	-	-	-	-	-	-
Unit Holliday ES	57%	56%	56%	56%	56%	38%	40%	41%
300 N Calvert ES	63%	67%	77%	49%	67%	22%	60%	3%
100 N Gay WS	27%	18%	14%	33%	16%	4%	2%	5%

Target Utilization

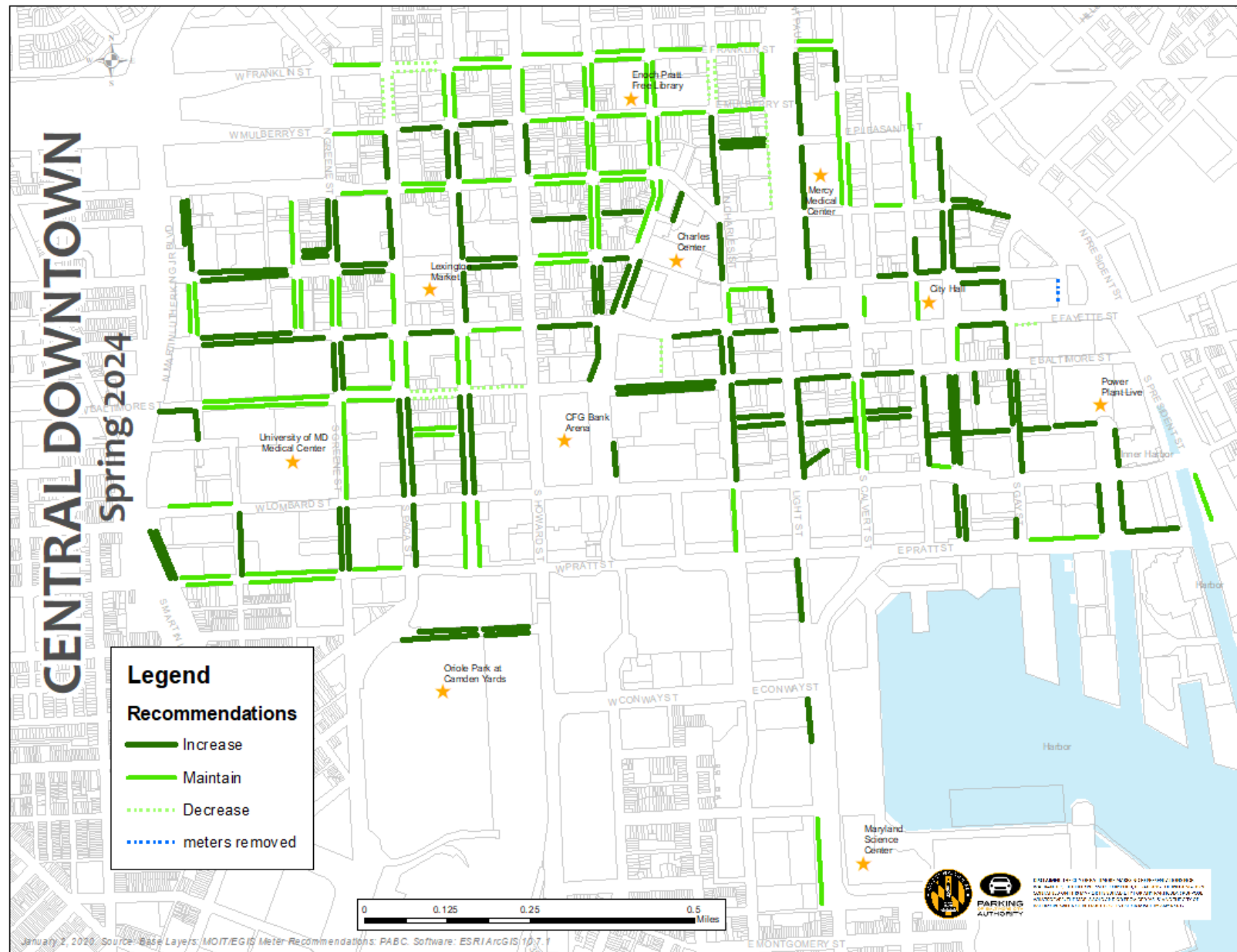
Round 12 resulted in 86 “maintain” blockfaces (41% of the study area), an increase of 28% from the previous round. The graph below shows the trajectory of the percent of metered CBD blockfaces maintaining their rates for the different parking study rounds.

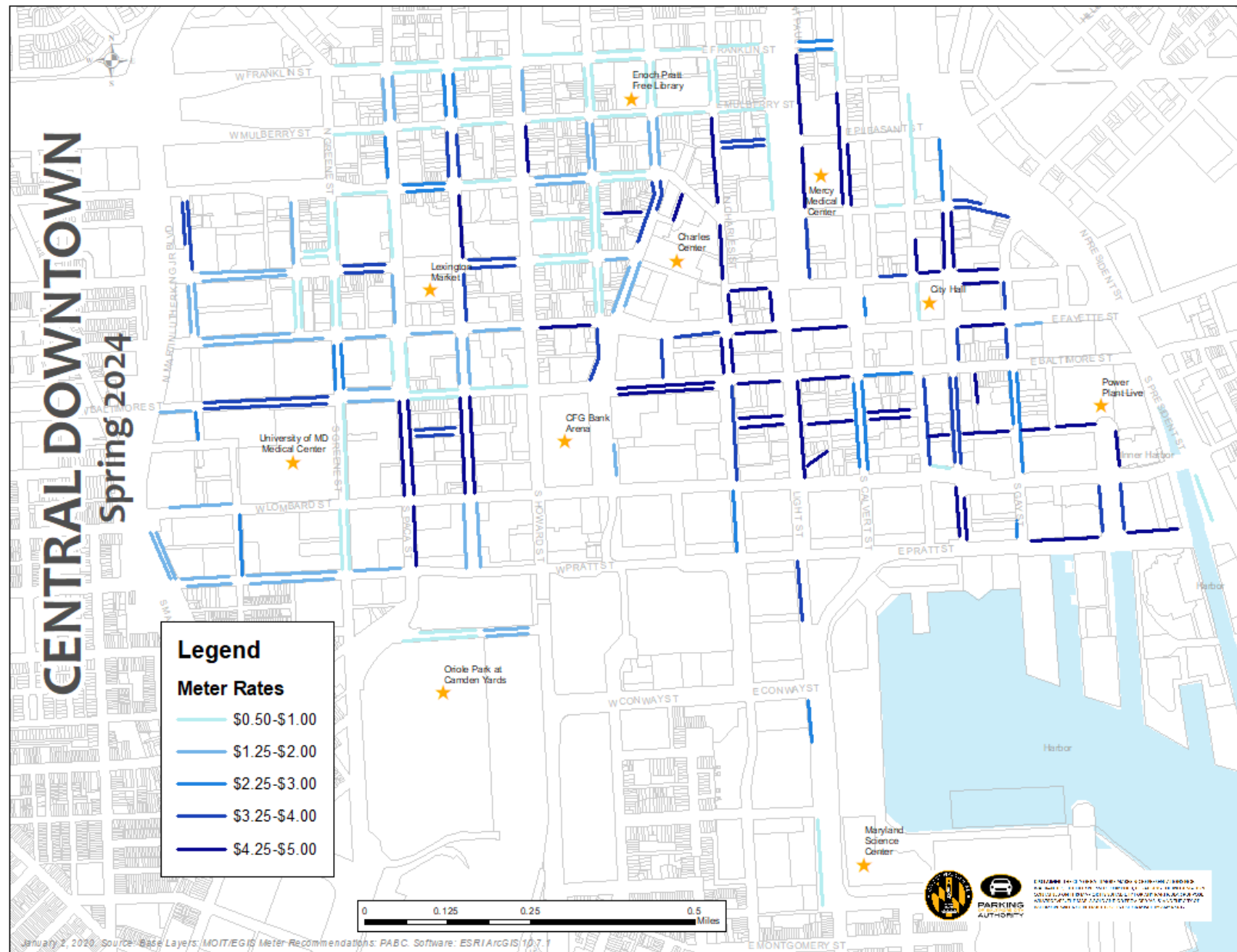


It is expected that the percentage of blockfaces achieving the target utilization will continue this gradual increase with future rounds of the study. This would signify improvement in parking availability and a more even distribution of on-street parking utilization throughout the CBD.

The PABC is working to implement Pay-by-Phone technology in the Central Business District within the next 12 months. Once implemented, this new technology will help communicate the demand-based meter pricing program and make payment more convenient. These changes should lead to improved enforcement and higher parking compliance.

The following pages include maps which depict the data and tables indicating the recommended meter rates for all meters and for the tiered pricing blockfaces. The recommended meter rates table includes data from rounds 7 through 12. A table showing the meter rates for all twelve rounds is included as a separate attachment.





Block	Street	Side	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	Twelfth Rate Change	
300	Cathedral	ES	\$1.75	\$1.75	\$1.50	\$1.75	\$2.00	\$2.00	
300	Cathedral	WS	\$1.75	\$1.75	\$1.50	\$1.75	\$2.00	\$2.00	Increase
400	Cathedral	ES	\$1.50	\$1.25	\$1.00	\$1.00	\$1.00	\$1.00	Maintain
400	Cathedral	WS	\$1.50	\$1.25	\$1.00	\$1.00	\$1.00	\$1.00	Decrease
100	Clay	NS	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	
200	Clay	SS	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	\$0.75	
100	Commerce	ES	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
100	Commerce	WS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
Unit	Commerce	ES	\$3.25	\$3.25	\$3.25	\$3.50	\$3.75	\$4.00	
Unit	Commerce	WS	\$3.25	\$3.25	\$3.25	\$3.50	\$3.75	\$4.00	
Unit	Custom House	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	E Baltimore	SS	\$3.50	\$3.75	\$3.75	\$3.75	\$4.00	\$4.25	
200	E Baltimore	NS	\$2.75	Removed	-	-	-		
200	E Baltimore	SS	\$2.75	\$2.50	\$2.50	\$2.25	\$2.50	\$2.75	
300	E Baltimore	NS	\$2.75	Removed	-	-	-		
400	E Baltimore	NS	\$3.50	Removed	-	-	-		
Unit	E Baltimore	NS	\$3.50	Removed	-	-	-		
Unit	E Baltimore	SS	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	
100	E Fayette	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
400	E Fayette	SS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
500	E Fayette	SS	\$2.75	\$2.50	\$2.50	\$2.50	\$2.25	\$2.00	
Unit	E Fayette	SS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
100	E Franklin	NS	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	\$2.25	
100	E Franklin	SS	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	\$2.25	
Unit	E Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	E Lexington	NS	\$3.25	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
300	E Lexington	NS	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
400	E Lexington	NS	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
400	E Lexington	SS	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
Unit	E Lexington	SS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$4.75	
300	E Lombard	NS	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	\$1.00	
Unit	E Mulberry	SS	\$0.75	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	E Pleasant	NS	\$3.50	\$3.75	\$3.75	\$3.50	\$3.50	\$3.75	
Unit	E Pleasant	SS	\$3.50	\$3.75	\$3.75	\$3.50	\$3.50	\$3.75	
700	E Pratt	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
500-600	E Pratt	NS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$4.75	
100	E Redwood	SS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.00	\$4.25	
200	E Redwood	NS	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	
200	E Redwood	SS	\$3.25	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	
Unit	E Redwood	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
Unit	E Redwood	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
200	E Saratoga	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
400	E Saratoga	NS	\$3.25	\$3.25	\$3.00	\$3.00	\$3.25	\$3.50	
400	E Saratoga	SS	\$3.25	\$3.25	\$3.00	\$3.00	\$3.25	\$3.50	
100	Guilford	ES	\$1.25	\$1.00	\$1.00	\$0.75	\$0.50	\$0.50	
200	Guilford	ES	\$3.75	\$4.00	\$4.25	\$4.50	\$4.50	\$4.75	
300	Guilford	ES	\$0.50	\$0.50	\$0.50	Combined	-		
350	Guilford	ES	\$0.75	\$0.50	\$0.50	Combined	-		
300/350	Guilford	ES	-	-	\$0.50	\$0.50	\$0.50	\$0.50	

Block	Street	Side	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	Twelfth Rate Change	
200	Holliday	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
200	Holliday	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	Holliday	WS	\$2.00	\$1.75	\$2.00	\$1.75	\$2.00	\$2.25	
Unit	Holliday	ES	\$3.25	\$3.25	\$3.50	\$3.75	\$4.00	\$4.00	
Unit	Hopkins	ES	\$1.25	\$1.25	\$1.00	\$1.00	\$1.25	\$1.50	
200	Light	WS	\$2.75	\$3.00	\$3.25	\$3.00	\$3.25	\$3.50	Increase
400	Light		-	-	\$2.75	\$2.50	\$2.75	\$3.00	
500	Light	WS	\$2.50	\$2.75	\$3.00	\$3.25	Removed		Maintain
600	Light	WS	\$1.50	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	Decrease
Unit	Light	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
600	Little W Lexington	NS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
600	Little W Lexington	SS	\$0.75	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
100	Market	ES	\$2.50	\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	
100	Market	WS	\$2.50	\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	
Unit	Market	ES	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
100	N Calvert	ES	\$3.00	\$2.75	\$2.50	\$2.25	\$2.50	\$2.50	
300	N Calvert	ES	\$3.75	\$3.75	\$3.75	\$4.00	\$4.25	\$4.25	
300	N Calvert	WS	\$3.75	\$3.75	\$3.75	\$4.00	\$4.25	\$4.25	
400	N Calvert	WS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
100	N Charles	ES	\$3.75	\$4.00	\$4.00	\$4.25	\$4.50	\$4.50	
200	N Charles	WS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
300	N Charles	WS	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	\$4.75	
400	N Charles	ES	\$1.25	\$1.25	\$1.50	\$1.50	\$1.25	\$1.00	
400	N Charles	WS	\$1.25	\$1.25	\$1.50	\$1.50	\$1.25	\$1.00	
Unit	N Charles	ES	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	\$4.75	
Unit	N Charles	WS	\$3.75	\$4.00	\$4.25	\$4.25	\$4.50	\$4.75	
100	N Eutaw	ES	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
200	N Eutaw	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	N Eutaw	ES	\$3.25	\$3.50	\$3.75	\$3.50	\$3.50	\$3.75	
300	N Eutaw	WS	\$3.25	\$3.50	\$3.75	\$3.50	\$3.50	\$3.75	
400	N Eutaw	ES	\$2.75	\$3.00	\$3.00	\$2.75	\$2.50	\$2.50	
400	N Eutaw	WS	\$2.75	\$3.00	\$3.00	\$2.75	\$2.50	\$2.50	
Unit	N Eutaw	ES	\$1.50	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	
Unit	N Eutaw	WS	\$1.50	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	
100	N Frederick	WS	\$2.75	\$2.50	\$2.25	\$2.50	\$2.75	meter removed	
100	N Gay	WS	\$3.25	\$3.50	\$3.75	\$3.50	\$3.75	\$4.00	
Unit	N Gay	WS	\$3.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	
100	N Greene	ES	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	N Greene	WS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	N Greene	ES	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
200	N Greene	WS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	
Unit	N Greene	ES	\$2.50	\$2.50	\$2.25	\$2.50	\$2.50	\$2.75	
Unit	N Greene	WS	\$2.50	\$2.50	\$2.25	\$2.50	\$2.50	\$2.75	
Unit	N Hanover	WS	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.00	
300	N Howard	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
400	N Howard	ES	\$1.00	\$1.25	\$1.50	\$1.25	\$1.50	\$1.50	
100	N Liberty	ES	\$1.75	\$2.00	\$1.75	\$1.50	\$1.75	\$2.00	
100	N Liberty	WS	\$1.75	\$2.00	\$1.75	\$1.50	\$1.75	\$2.00	
200	N Liberty	ES	\$2.25	\$2.50	\$2.50	\$2.75	\$3.00	\$3.00	

Block	Street	Side	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	Twelfth Rate Change	
200	N Liberty	WS	\$2.25	\$2.50	\$2.50	\$2.75	\$3.00	\$3.00	
100	N Paca	WS	\$2.00	\$1.75	\$1.50	\$1.25	\$1.25	\$1.25	
200	N Paca	WS	\$1.25	\$1.00	\$1.00	\$0.75	\$0.75	\$1.00	
300	N Paca	WS	\$1.75	\$1.75	\$2.00	\$2.25	\$2.25	\$2.50	
400	N Paca	ES	\$2.25	\$2.50	\$2.50	\$2.25	\$2.00	\$1.75	
400	N Paca	WS	\$2.25	\$2.50	\$2.50	\$2.25	\$2.00	\$1.75	
Unit	N Paca	ES	\$1.25	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	
Unit	N Paca	WS	\$1.25	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	Increase
100	N Pine	ES	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	\$1.50	Maintain
100	N Pine	WS	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	\$1.50	Decrease
200	N Pine	ES	\$2.75	\$3.00	\$3.00	\$3.25	\$3.50	\$3.75	
200	N Pine	WS	\$2.75	\$3.00	\$3.00	\$3.25	\$3.50	\$3.75	
200	N Sharp	ES	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	
100	Park	ES	\$1.25	\$1.25	\$1.00	\$0.75	\$0.75	\$1.00	
100	Park	WS	\$1.25	\$1.25	\$1.00	\$0.75	\$0.75	\$1.00	
200	Park	ES	\$0.75	\$0.75	\$0.50	\$0.50	\$0.75	\$0.75	
200	Park	WS	\$0.75	\$0.75	\$0.50	\$0.50	\$0.75	\$0.75	
300	Park	ES	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	
300	Park	WS	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	
400	Park	ES	\$1.00	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	
400	Park	WS	\$1.00	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	
Unit	Park	WS	\$3.25	\$3.50	\$3.25	\$3.50	\$3.50	\$3.75	
100	Pearl	ES	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	\$0.75	
100	Pearl	WS	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	\$0.75	
200	Pearl	ES	\$0.50	\$0.75	\$1.00	Unmetered	-	\$1.25	
200	Pearl	WS	\$0.50	\$0.75	\$1.00	\$1.00	\$1.25	\$1.25	
Unit	S Calvert	ES	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	\$2.75	
Unit	S Calvert	WS	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	\$2.75	
100	S Charles	WS	\$2.75	\$2.75	\$2.50	\$2.25	\$2.50	\$2.50	
Unit	S Charles	ES	\$3.00	\$3.25	\$3.00	\$2.75	\$3.00	\$3.25	
100	S Eutaw	ES	\$1.50	\$1.50	\$1.50	\$1.25	\$1.50	\$1.50	
100	S Eutaw	WS	\$1.50	\$1.50	\$1.50	\$1.25	\$1.50	\$1.50	
Unit	S Eutaw	ES	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	
Unit	S Eutaw	WS	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.25	
100	S Fremont	ES	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	\$1.75	
100	S Fremont	WS	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50	\$1.75	
100	S Gay	WS	-	-	-	\$2.00	\$2.25	\$2.50	
Unit	S Gay	ES	\$2.00	\$2.00	\$2.00	\$1.75	\$2.00	\$2.25	
Unit	S Gay	WS	\$2.00	\$2.00	\$2.00	\$1.75	\$2.00	\$2.25	
100	S Greene	ES	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
100	S Greene	WS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
Unit	S Greene	ES	\$0.75	\$1.00	\$0.75	\$0.75	\$0.50	\$0.50	
Unit	S Greene	WS	-	-	-	-	-	-	
100	S Paca	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
Unit	S Paca	ES	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
Unit	S Paca	WS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
100	S Penn	ES	\$1.75	\$1.75	\$1.75	\$2.00	\$2.25	\$2.50	
Unit	S Pine	WS	\$2.50	\$2.25	\$2.25	\$2.25	\$2.50	\$2.75	
100	S President	WS	\$0.50	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	

Block	Street	Side	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	Twelfth Rate Change	
Unit	South	ES	\$3.25	\$3.50	\$3.25	\$3.50	\$3.75	\$4.00	
300	St Paul Pl	WS	\$0.50	\$0.75	\$0.50	\$0.50	\$0.75	\$0.50	
400	St Paul Pl	WS	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	\$0.50	
100	St Paul St	WS	\$3.50	\$3.75	\$3.50	\$3.75	\$4.00	\$4.25	
200	St Paul St	ES	\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	\$3.75	
300	St Paul St	ES	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
400	St Paul St	ES	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
300	W Baltimore	NS	\$1.25	\$1.50	\$1.25	\$1.25	\$1.25	\$1.00	
400	W Baltimore	NS	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	\$0.50	
400	W Baltimore	SS	\$1.00	\$1.00	\$0.75	\$1.00	\$0.75	\$0.50	
500	W Baltimore	NS	\$1.75	\$1.75	\$1.75	\$1.75	\$1.50	\$1.50	Increase
500	W Baltimore	SS	\$1.75	\$1.75	\$1.75	\$1.75	\$1.50	\$1.50	Maintain
600	W Baltimore	NS	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.00	Decrease
600	W Baltimore	SS	\$3.00	\$3.25	\$3.50	\$3.75	\$4.00	\$4.00	
700	W Baltimore	SS	\$1.75	\$1.50	\$1.25	\$1.25	\$1.00	\$1.25	
100	W Baltimore	NS	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	
100	W Baltimore	SS	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	
300	W Camden	NS	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	\$1.25	
300	W Camden	SS	\$1.25	\$1.00	\$0.75	\$1.00	\$1.00	\$1.25	
400	W Camden	NS	\$1.00	\$0.75	\$0.50	\$0.50	\$0.75	\$1.00	
400	W Camden	SS	\$1.00	\$0.75	\$0.50	\$0.50	\$0.75	\$1.00	
200	W Fayette	SS	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	\$4.25	
300	W Fayette	SS	\$2.25	\$2.00	\$1.75	\$1.75	\$1.50	\$1.50	
400	W Fayette	SS	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	\$1.25	
500	W Fayette	SS	\$1.50	\$1.25	\$1.25	\$1.50	\$1.50	\$1.75	
600	W Fayette	NS	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	\$2.00	
600	W Fayette	SS	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	\$2.00	
Unit	W Fayette	SS	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	\$4.00	
100	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	W Franklin	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
300	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
300	W Franklin	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
400	W Franklin	NS	\$0.75	\$0.75	\$0.75	\$1.00	\$0.75	\$0.50	
400	W Franklin	SS	\$0.75	\$0.75	\$0.75	\$1.00	\$0.75	\$0.50	
500	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.75	\$0.50	\$0.50	
Unit	W Franklin	NS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
100	W Lexington	SS	\$1.50	\$1.75	\$1.75	\$1.75	\$1.50	\$1.75	
200	W Lexington	NS	\$1.00	\$1.00	\$0.75	\$0.75	\$0.75	\$0.75	
200	W Lexington	SS	\$1.00	\$1.00	\$0.75	\$0.75	\$0.75	\$0.75	
300	W Lexington	NS	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	\$4.00	
300	W Lexington	SS	\$3.25	\$3.50	\$3.50	\$3.50	\$3.75	\$4.00	
500	W Lexington	NS	\$3.50	\$3.75	\$3.75	\$3.75	\$3.75	\$4.00	
500	W Lexington	SS	\$3.50	\$3.75	\$3.75	\$3.75	\$3.75	\$4.00	
600	W Lexington	NS	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	\$1.25	
600	W Lexington	SS	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00	\$1.25	
700	W Lombard	NS	\$1.50	\$1.25	\$1.25	\$1.50	\$1.50	\$1.50	
100	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
200	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	\$0.75	

Block	Street	Side	Seventh Rate Change	Eighth Rate Change	Ninth Rate Change	Tenth Rate Change	Eleventh Rate Change	Twelfth Rate Change	
300	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
400	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.75	\$1.00	
500	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
Unit	W Mulberry	SS	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
500	W Pratt	NS	\$1.25	\$1.50	\$1.25	\$1.00	\$1.25	\$1.25	
600	W Pratt	NS	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	
600	W Pratt	SS	\$1.50	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	
700	W Pratt	NS	\$1.50	\$1.75	\$1.75	\$1.75	\$2.00	\$2.00	
700	W Pratt	SS	\$1.50	\$1.75	\$1.75	\$1.75	\$2.00	\$2.00	
300	W Redwood	NS	\$2.50	\$2.75	Unmetered	-	-		
300	W Redwood	SS	\$2.50	\$2.75	Unmetered	-	-		
400	W Redwood	NS	\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	\$3.50	
400	W Redwood	SS	\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	\$3.50	Increase
100	W Saratoga	NS	\$1.00	\$1.00	\$0.75	\$0.50	\$0.75	\$0.75	Maintain
100	W Saratoga	SS	\$1.00	\$1.00	\$0.75	\$0.50	\$0.75	\$0.75	Decrease
200	W Saratoga	NS	\$1.25	\$1.25	\$1.00	\$1.25	\$1.50	\$1.50	
200	W Saratoga	SS	\$1.25	\$1.25	\$1.00	\$1.25	\$1.50	\$1.50	
300	W Saratoga	NS	\$1.50	\$1.25	\$1.00	\$0.75	\$0.75	\$0.75	
400	W Saratoga	NS	\$2.50	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	
400	W Saratoga	SS	\$2.50	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	
500	W Saratoga	SS	\$1.25	\$1.00	\$0.75	\$0.50	\$0.50	\$0.50	
100	Water	SS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
300	Water	NS	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00	
400	Water	NS	\$3.50	\$3.75	\$3.75	\$4.00	\$4.25	\$4.50	
500	Water	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	
600	Water	NS	\$3.50	\$3.75	\$4.00	\$4.25	\$4.50	\$4.75	

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Block	Street	Side	R7 Weekday Rate Change	R7 Evening/ Saturday Rate Change	R8 Weekday Rate Change	R8 Evening/ Saturday Rate Change	R9 Weekday Rate Change	R9 Evening/ Saturday Rate Change
Unit	Commerce	ES	\$3.25	\$2.50	\$3.25	\$2.50	\$3.25	\$2.25
Unit	Commerce	WS	\$3.25	\$2.50	\$3.25	\$2.50	\$3.25	\$2.25
400	E Baltimore	NS	Meters Removed	-	-	-	-	-
400	E Fayette	SS	\$3.75	\$2.50	\$4.00	\$2.50	\$4.25	\$2.25
400	E Lexington	NS	\$3.75	\$2.50	\$3.75	\$2.50	\$4.00	\$2.25
400	E Lexington	SS	\$3.75	\$2.50	\$3.75	\$2.50	\$4.00	\$2.25
200	Guilford	ES	\$3.75	\$2.50	\$4.00	\$2.50	\$4.25	\$2.25
200	Guilford	WS	Meters Removed	-	-	-	-	-
Unit	Holliday	ES	\$3.25	\$2.50	\$3.25	\$2.50	\$3.50	\$2.25
300	N Calvert	ES	\$3.75	\$2.50	\$3.75	\$2.50	\$3.75	\$2.25
300	N Calvert	WS	\$3.75	\$2.50	\$3.75	\$2.50	\$3.75	\$2.25
100	N Gay	WS	\$3.25	\$2.50	\$3.50	\$2.50	\$3.75	\$2.25

Block	Street	Side	R10 Weekday Rate Change	R10 Evening/ Saturday Rate Change	R11 Weekday Rate Change	R11 Evening/ Saturday Rate Change	R12 Weekday Rate Change	R12 Evening/ Saturday Rate Change
Unit	Commerce	ES	\$3.50	\$2.00	\$3.75	\$1.75	\$4.00	\$1.50
Unit	Commerce	WS	\$3.50	\$2.00	\$3.75	\$1.75	\$4.00	\$1.50
400	E Baltimore	NS	-	-	-	-	-	-
400	E Fayette	SS	\$4.50	\$2.00	\$4.75	\$1.75	\$5.00	\$2.00
400	E Lexington	NS	\$4.25	\$2.00	\$4.50	\$1.75	\$4.75	\$1.50
400	E Lexington	SS	\$4.25	\$2.00	\$4.50	\$1.75	\$4.75	\$1.50
200	Guilford	ES	\$4.50	\$2.00	\$4.50	\$1.75	\$4.75	\$1.50
200	Guilford	WS	-	-	-	-	-	-
Unit	Holliday	ES	\$3.75	\$2.00	\$4.00	\$1.75	\$4.00	\$1.50
300	N Calvert	ES	\$4.00	\$2.00	\$4.25	\$1.75	\$4.25	\$1.50
300	N Calvert	WS	\$4.00	\$2.00	\$4.25	\$1.75	\$4.25	\$1.50
100	N Gay	WS	\$3.50	\$2.00	\$3.75	\$1.75	\$4.00	\$1.50