

Appendix "B"

District	Street	# Spaces Affected	# MSM Units Required	# Spaces Managed By PBC as ONLY Payment Option	# SSM Re-moved	# Spaces converted to Pay Parking	# New Signs Required (If MSM Used)	# New Signs Required (If ONLY PBC Used)	Comments
#1	Cornhill St. (State Cr. To Fleet St.)	22	4	22	2	20	16	4	Currently 2 SSM spaces and 20 2-Hr Timed Spaces
#1	East St. (State Cr. To Fleet)	6	1	6	0	6	5	3	
#1	North Street (State Cr. To College St.)	8	1	8	0	8	5	3	
#1	Prince George St. (Maryland to College) South Side	8	1	8	3	5	5	4	2 Hr Metered 6 AM - 6 PM RPP Only 6 PM- 6 AM
#1	Prince George St. (Maryland to East) South Side	8	1	8	4	4	5	4	2 Hr Metered 6 AM - 6 PM RPP Only 6 PM- 6 AM
#1	State Circle (Entire Outer Circle)	23	4	23	0	23	16	8	Currently Enforced 10:30 AM - 8:30 PM All Days. State Cr. Included in proposed increased enforcement hours.
Sub Total - District #1		75	12	75	9	66	52	26	

District	Street	# Spaces Affected	# MSM Units Required	# Spaces Managed By PBC as ONLY Payment Option	# SSM Re-moved	# Spaces converted to Pay Parking	# New Signs Required (If MSM Used)	# New Signs Required (If ONLY PBC Used)	Comments
#2	Duke of Gloucester St. (Church Cr. to Charles St.)	10	1	10	0	10	5	4	
#2	Duke of Gloucester St. (Charles St. to Conduit St.)	7	1	7	0	7	4	3	
#2	Duke of Gloucester St. (Conduit St. to Market St.)	6	1	6	0	6	4	3	
#2	Duke of Gloucester St. (Market St. to Green St.)	6	1	6	0	6	4	3	
#2	Green St. (Duke to Main)	21	3	21	2	19	8	5	
#2	South St. (Church Cr. To Cathedral)	8	1	8	0	8	5	4	Replaces 2 hr timed parking (24/7)
Sub Total District #2⁽¹⁾		58	8	58	2	56	30	22	
#3	City Gate Lane (Larkin to Shaw-"W" Side)	15	2	15	0	15	8	6	
#3	City Gate Lane (Larkin to Shaw-"E" Side)	18	2	18	0	18	8	6	
#3	Dean St. (Cathedral to Shaw-"S" side)	14	2	14	0	14	10	8	
#3	Dean St. (Cathedral to Shaw"N" side)	23	3	23	0	23	12	9	
#3	Lafayette Ave. (Shaw to West St.)	8	1	8	0	8	4	3	
#3	West St. (Lafayette to Southgate)	10	1	10	0	10	5	4	Entire block not metered (West of Knighton Garage)
Sub Total District #3⁽¹⁾		88	11	88	0	88	47	36	
TOTALS		221	31	221	11	210	129	84	

Note:

The ratio of spaces per MSM is non-traditional in many areas noted. There are multiple driveway cuts, No Parking Red Curb areas, Loading Zones, Handicap Parking, Hydrants, Ccurved roadways, etc. affecting the MSM spacing.

⁽¹⁾Propose the use of "pay-by-cell" as the only payment option. The chart above has provided the approximate number of pay stations required should the City chose to install pay stations to supplement the pay-by-cell payment option.