ON ABOLISHING PARKING CITATIONS

By Anam Ardeshiri and Mansoureh Jeihani

Parking management is an essential part of transportation studies. The provision of sufficient parking spaces is vital to sustaining urban activities; parking shortages affect streets' level of service and reduce mobility and safety. As parking professionals know, a noticeable percentage of cars need to cruise looking for street parking during rush hours, leading to increased travel time and frustration. Planning, community, and parking industry operators are quite aware of parking demand variations during the day, but the street parking supply system is not generally smart enough to fully respond to demand fluctuations. This imbalance can be one of the reasons behind the need for parking citations.

Street parking can be effectively managed by pricing policies that are similar to those used in commercial off-street parking. However, fees are traditionally collected by meters, which are not necessarily set for dynamic pricing.

What Is the Issue?

Parking violations are not foreseen in travel demand models and therefore counteract travel demand management strategies. Violations trigger such enforcement efforts as ticketing, towing, and/or booting. Parking citation statistics show that drivers of all types are exposed to and continue to receive parking citations indiscriminately, and that those citations may be perceived as unfair in some cases. A driver may stay only a few minutes past the pre-paid meter time and incur a $32 ticket.

It is likely that a user, on parking in a time-limited zone, is not aware of the required time to perform an activity. Motorists may be subject to luck as to whether or not they receive a ticket. The current system to collect parking fees appears imperfect and unfair, and it costs people either by forcing them to pay more for additional time to avoid a ticket, or with tickets when they return even a few minutes late.

Some parking meters operate in similar ways to their first predecessors, which were installed in Oklahoma City in 1935, and only accept coins, which worsens the dilemma. In the 21st century, the idea of using coins is passing, and it is predicted that paper money will be displaced by various types of electronic payments in future commerce. Technology should help solve parking problems for drivers and still raise revenue for cities.

Glancing through Baltimore City parking citation data magnifies the issue vividly: In 2011, nearly 130,000 tickets were issued at expired parking meters, grossing revenue of more than $3.5 million (data.baltimorecity.gov) in a city with approximately 620,000 residents. The parking citation issue is more critical in larger cities.

Proposed Plan

We propose that parking meters be programmed to accept bank cards and calculate fees based on the exact parking period used. This process differs from the current system, which charges for an estimated time at the beginning of the parking period. Meters that only take coins should be upgraded to electronic fee collector machines. A minimum fee would be assigned for every vehicle that desires to park, for instance, $1 as a ground fee. Beyond this minimum fee, the driver would be charged for his or her exact usage time. The fee is calculated by applying a progressive hourly rate and is debited from the account associated with a card that was swiped earlier. The account remains open during the parking period, and concludes by confirming an exit command in a fashion much like that used in some parking garages. The fee is fair because it is based on the exact amount of time a driver uses the facility. In this method, there is no point of concern about the parking expiration time at the beginning of one's time parked. Based on the current parking assets, the basic steps of proposed plan are framed here:

Proposed procedure for parking fee collection

To ensure that turnover is not compromised and spots are not occupied for too long, the hourly rate is designed to rise progressively. The longer a vehicle is parked in a high-demand area, the higher the rate will be as time progresses. Our pricing scheme depends on the demand pattern, time of day, and potential special events. If the rate is $2 per hour in an existing two-hour limited zone, $4 per hour (for instance) can be set for the second two-hour period, and so on for the hours that follow. A fee catalog may be available to users on the meter's screen.

This approach dismisses current parking time limits and manages turnover with efficient pricing. The progressive pricing scheme can do away with parking tickets due to expired meter time and recoup citation revenue. It may be prudent to program each receipt to expire at midnight. Also, there should be a minimum card balance (e.g. $50) for a cardholder to be permitted to park in the zone. A 10-minute delay now may cost only $1 and not $32.

Plan's Benefits

The proposed meter pricing system eliminates parking citations, facilitates traffic that keeps moving, promotes businesses, and finances suppliers.

There is no need to invest in a specific device or additional features (e.g. camera or sensor) with this method.

The inexpensive technology to resolve this issue does not need to be invented. It is available and in use around the world to streamline fee collections of all kinds.

The idea is implementable and can be extended to most medium and large cities that have a high demand for downtown street parking.

Envisioned Limitations

Practical requirements of the plan should be addressed to ensure implementation that will mitigate the prompt need for law enforcement. A typical violation that should be controlled by ticketing is terminating the meter session prior to the user's exit. A barcode on the receipt can verify the termination of a parking session more securely than swiping the card a second time. Inserting the receipt into the meter at the end of the parking session confirms the vehicle's tag and account information. Therefore, every time there is no receipt on the dash, the vehicle can be subject to enforcement. Parking attendants simply check for a valid receipt, including date, tag number, and barcode, on the parked vehicle's dash to ensure that the vehicle is in the loop. Neglecting to insert the receipt at exit time could lead to charging the account for the rest of the day. However, there are still some limitations in applying the proposed procedure. The requirement of a bank card is the major one; paper bills and coins are impractical in the proposed system. The plan still necessitates enforcement and requires patrolling by parking attendants.

A Preliminary Economic Analysis

One of the important factors in parking demand analysis is users' willingness to pay parking fees when the rate is not static. Economic evaluation is based on the net social welfare, which is the difference between the social benefit and cost of a policy. According to the economic efficiency rule, to socially justify a transportation policy, the net social welfare should not decrease. In the case of static pricing for street parking in congested high-demand areas, if those users who benefit more do not have to pay more for it, demand for fixed facilities will increase. Equalizing the on-street meter fee to the off-street price has proved to minimize the socially wasteful parking search cost. Introducing variable parking rates due to demand fluctuations is both fair and economically efficient.

A preliminary economic evaluation of investment for the proposed method is not based on profitability, but on social welfare.

The key proposition of the proposed method is that the price increases with additional parking time. The rate is hourly but charges are minute-based. Considering that consumers are exempt from paying meter violation fees, consumers' surplus will not reduce by charging a variable rate.

It may be argued that a city's revenue will decrease because of the loss of fees from citations. However, the city can benefit from escalating rates. Nevertheless, with solely social welfare improvement, it is legitimate to advance this kind of fee collection system. If the current charges for each limit double incrementally, the new meter revenue will equal current total revenue (meter plus citation), assuming reasonable parking durations. Citizens would be more satisfied with the fair amount for using urban facilities.

Demand for parking, turnover, and parking duration are controlled by efficient pricing in the proposed model rather than by enforcement. It would be very costly for consumers to stay in a parking spot for a long time. It also features subsidy-free pricing, in which a group of users (the ones who are ticketed) do not pay for all other users and each user pays a fair parking fee. Although the implementation of such pricing policies may appear challenging to cities, similar to the remarkable precedent example of E-ZPass, this novel idea can efficiently qualify for the urban street parking fee collection.

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TPP-2013-04-On Abolishing Parking Citations

Monash overstay parking detection system cheated by sneaky drivers

Christine McGinn, Monash Leader

MOTORISTS are cheating the system to beat a high-tech timed parking system which has pulled in millions of dollars in fines in Melbourne's east.

Driver Suzanne Johnson told the Monash Leader she has seen drivers make a mockery of the parking overstay detection system that operates in 1417 parking bays across the municipality, particularly at Oakleigh's Chester St carpark.

"You drive out of the parking spot, wait a few seconds (holding up traffic) then return to the same spot," she states.

"This was very frustrating when you're looking for a parking spot to sit there seeing three cars doing the 'motor car shuffle' at the same time."

Monash Mayor Rebecca Paterson said many councils battled patrons trying to outsmart the system, or drivers rubbing off tyre marks to shuffle in and out of bays.

Monash Council parking inspectors dish out a fine on Kingsway, Glen Waverley. Picture: Nathan Dyer

"This behaviour is disappointing because it holds up traffic and denies other motorists the chance of parking near where they need to go," Cr Paterson said.

"As an additional measure, parking officers have been asked to mark tyres with chalk in PODs areas, on an occasional basis.

"We think that using both these enforcement methods may cause motorists to change this behaviour."

The council has issued $3 million worth of fines since the systems were installed in Oakleigh, Glen Waverley, Mt Waverley and Clayton's last year.

But 1850 motorists appealed the fines with 348 being withdrawn between July 1 to June 30 this year, and 865 appeals with 118 withdrawn in the year to November 30.

Ms Johnson hopes the council shelves the parking system in the Atkinson St carpark, under construction in Oakleigh.

But Cr Paterson said the carpark had been using the system prior to its upgrade and it was likely to reintroduce the system when works were completed next year.

Andy Alfaro - aalfaro@modbee.com

NEWS   MARCH 08, 2016 3:58 PM

Modesto to look at downtown parking

BY KEVIN VALINE
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The conversation about how to fix parking downtown – including whether Modesto should charge for its most desirable street parking – is about to restart.

The Downtown Modesto Partnership's board of directors voted last month to have DMP members meet with the city about parking. The problem – as outlined in a 2014 consultant's report commissioned by the partnership – is the city's parking incentives are backward.

Prime street parking in the downtown core is free while the city charges for its least-desirable parking in its four paid parking lots and three garages. It costs $1 an hour during the day and $78 for a monthly pass. So downtown workers park on the street to save money, making it difficult for visitors to find prime parking spots during peak hours.

It also contributes to traffic congestion because downtown streets have limits on how long people can park, typically two hours. That has created what is called the "two-hour shuffle," as workers move their vehicles to avoid a $33 ticket for parking too long at one spot.

DMP Board Chairman Dave Gianelli said the goal is to change the parking incentives to create turnover for the most desirable street parking during peak hours to encourage more people to come downtown to eat, shop and take care of other business. Deputy City Manager Brent Sinclair said the city plans to meet with the DMP this month.

The parking study conducted by the San Francisco office of Nelson\Nygaard Consulting Associates recommends variable pricing for prime street parking, charging more during high demand to free up spots and charging nothing when demand is low. It also recommends charging progressively higher rates the longer someone parks in a prime parking spot during peak hours to increase turnover.

It also recommends reducing what the city charges at its parking lots or garages to encourage employees at downtown businesses to park there. The government workers at Tenth Street Place, the city-county administration center, park for free in those lots and garages, though the report states they may park on the street because it is convenient.

The report also recommends the city look at increasing the supply of public parking by entering into agreements with private parking lot owners to allow the public to use some of those sports. The report says downtown has plenty of parking but how the parking is used is out of balance.

Though the consultant's study recommends the city consider paid street parking, Gianelli said the partnership needs to explain to the public why that is good for downtown and get support before pursuing that recommendation with the city.

"That's certainly one of the recommendations," he said. "We have to get the pulse of the community before we go to that position. It's certainly one of the recommendations and will be looked at. But we need to do a lot of education."

Parking meters or other forms of paid street parking for the downtown core during prime hours has the support of a least one downtown employee.

"I think it would be great," said Juan Medina, who has been a waiter at Papachinos for about a dozen years. "We always get complaints (from customers). It is so hard for them to find a parking space. As a waiter, I get all the complaints."

Several visitors to downtown said Tuesday that they like the recommendations and would not mind paying for street parking during peak hours if that meant they and others could find convenient parking along the street.

"I had to go around (the block) three or four times before I could find a spot," Tommy Haar said. "It wouldn't bother me (to pay for parking). I've put a lot of money in parking meters over the years (in other cities)."

Kevin Valine: 209-578-2316

Little-known Providence parking policy frustrates drivers

By Susan Campbell (http://wpri.com/author/susan-campbell/)
Published: May 17, 2017, 7:41 pm | Updated: May 18, 2017, 10:32 am

PROVIDENCE, R.I. (WPRI) – It's a familiar scenario for anyone who drives in Providence.

You park on a city street and pay the meter for two hours. When the meter has almost reached its time limit, you move your car to a new spot in the same area.

LIVE STREAM: The Rhode Show

X

It turns out that may violate a little-known – and completely unadvertised – provision in the city's parking policy, which mandates that drivers must move their car to an entirely new block to avoid paying an overtime parking fine.

According to Lindsay Lague, a spokesperson for Providence Public Safety, which oversees parking enforcement, a block is defined as a section of a street that is intersected by two streets.

The policy is outlined in Section 4 of the city's parking regulations, but it's not posted on city signs.

- **PDF:** Read Section 4 » (https://lintvwpri.files.wordpress.com/2017/05/read-section-4.pdf)

The policy is also not clear on Providence's Parking FAQ webpage (https://www.providenceri.com/DPW/traffic/parking-faqs):

> **❝ If the posted sign limit is two hours, can I go back and "feed" the meter to obtain additional time?**
>
> No. The posted sign limits of 30 minutes, 1hr, 2hrs, 3hrs, 4hrs and 10hrs are strictly enforced. The purpose of creating a time limit is to allow other motorists to find parking so that they can patronize local businesses. If you need longer term parking there are over 60 parking lots located throughout the City that charge affordable daily rates.

Larry Zagorsky lives and works downtown. He said he wasn't aware of the parking policy.

"I guess it's supposed to be for customers," said Zagorsky. "What about the employees who work here? I mean, you don't need the customers if you don't have an employee to run the business! It doesn't make sense!"

Jared Finn, a student at Brown University, said he was also unaware of the policy.

"That sort of makes me frustrated to be honest," he said. "It's just unfair because there are only so many limited spots." LIVE STREAM: The Rhode Show   **X**

In an email to Call 12 for Action, Lague said that "signage for parking is literal. A 2-hour time limit means 2 hours. Drivers should not move to another space to circumvent the law. The city's new website which will be up soon, will have this information posted on the Parking main page."

Providence does not track the number of overtime tickets that are issued to drivers who have moved their cars to different parking spaces. Overtime parking violations cost $25.

Susan Campbell (scampbell@wpri.com (mailto:scampbell@wpri.com)) is the Call 12 for Action (http://wpri.com/category/call-12-for-action/) and Target 12 (http://www.wpri.com/subindex/target_12) consumer investigator for WPRI 12 and Fox Providence. Follow her on Twitter (https://twitter.com/S_e_campbell) and on Facebook (https://www.facebook.com/Susan-Campbell-WPRI-608776115834641/).

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LIVE STREAM: The Rhode Show

Berkeley wins $1M parking grant to fix '2-hour shuffle'

Ⓑ berkeleyside.com /2015/12/18/berkeley-wins-1m-parking-grant-to-fix-2-hour-shuffle/

Emilie Raguso   12/18/2015

Berkeley is looking to improve the "parking experience" in residential neighborhoods. Photo: Chris Makarsky

A Berkeley plan to improve residential parking woes won a $1 million grant this week from the Metropolitan Transportation Commission to help the city continue its goBerkeley pilot program for three more years.

The goBerkeley effort was one of six projects to be awarded a total of $6 million, as part of the MTC's Climate Initiatives Program, out of 20 projects that applied for the money earlier this year. The goBerkeley program previously focused on bettering parking in commercial districts, and the city will now turn its attention to residential neighborhoods.

The commission voted Wednesday to approve the funding. The city hopes to receive the money in February and begin planning in March, said city spokesman Matthai Chakko. The three-year pilot is set to include one year of planning and outreach followed by two years of implementation and evaluation.

Read more about parking issues in Berkeley.

The prior goBerkeley pilot tweaked pricing for meters and garages downtown, in the Southside neighborhood and in The Elmwood district to make it easier for visitors to those areas to park. During outreach for that program, the city heard from many community members about the need to refine its approach to residential parking, too.

The commercial pilot areas covered about 2,500 spaces, but the city estimates that there are 20,000 on-street parking spots in Berkeley: "The majority of these parking spaces are in residential areas and are unregulated or part of the Residential Preferential Parking (RPP) permit system."

In RPP areas, vehicles without permits are limited to 2-hour parking during certain hours and days.

According to the city, "This 2-hour time limit encourages the '2 hour shuffle' in most of the City's residential streets, which leads to congestion and cold-starts from drivers moving their vehicles from one parking space to another to avoid the time limit violation. If successful, these pilot solutions could be rolled out citywide to drastically reduce vehicle miles traveled (VMT) and greenhouse gases (GHG) from driving. The pilot program could provide a 'win-win' for residents, businesses and the City by improving the parking experience, reducing congestion and GHG emissions."

Potential goals of the pilot include achieving 80% occupancy of all blocks, both metered and residential; improving the "parking experience" for community members; and reducing both cold-starts and congestion, as described above.

The 80% occupancy standard was popularized by Donald Shoup, who argued in his book "The High Cost of Free Parking" that basing pricing and fees on parking demand can help change driver behavior for the better.

How might the city achieve this? Staff plans to look into extending RPP restrictions to evenings and weekends in

The city may change how RPP zones work under the new pilot. Photo: Lance Knobel

high-demand areas. The city could also streamline the visitor permit parking system by offering mobile and online purchases. And the city might curtail the RPP requirements where occupancy is lower than 80%, or even eliminate or reduce the RPP requirement altogether.

The city also will investigate requiring motorists without permits to pay an hourly rate through some sort of mobile pay system.

"We want to make sure that residents get enough parking, and also to share the surplus parking with visitors," Chakko said this week. "Right now, residents are the only ones paying. And people who are visiting are shuffling their cars every two hours. So we have one group that is paying the costs and another group that's paying for the inconvenience. Those are issues that we're trying to resolve."

The program is also set to involve monitoring and evaluation to adjust rates to achieve the 80% occupancy standard by using an automated license plate recognition system to collect data.

Exactly where the city would roll out the new program has not been determined. That decision will be made after the city collects feedback from neighborhood groups, and plans to target areas where residents and businesses have asked for help. The city says current project areas — downtown, Southside and The Elmwood — are candidate project areas.

"Final strategies and project areas would be developed in consultation with the community and would be presented to the Council through a staff report and/or work session prior to implementation," according to a September staff report that outlined the grant application.

The city will need to kick in $500,000 in matching funds to help run the program but, according to the staff report, the money is already part of the budget for ongoing goBerkeley operations.

Mayor Tom Bates, who represents Alameda County on the 21-member Metropolitan Transportation Commission, said he was pleased with the unanimous decision.

The city's RPP zones. (Click the map to see a larger version.) Image. City of Berkeley
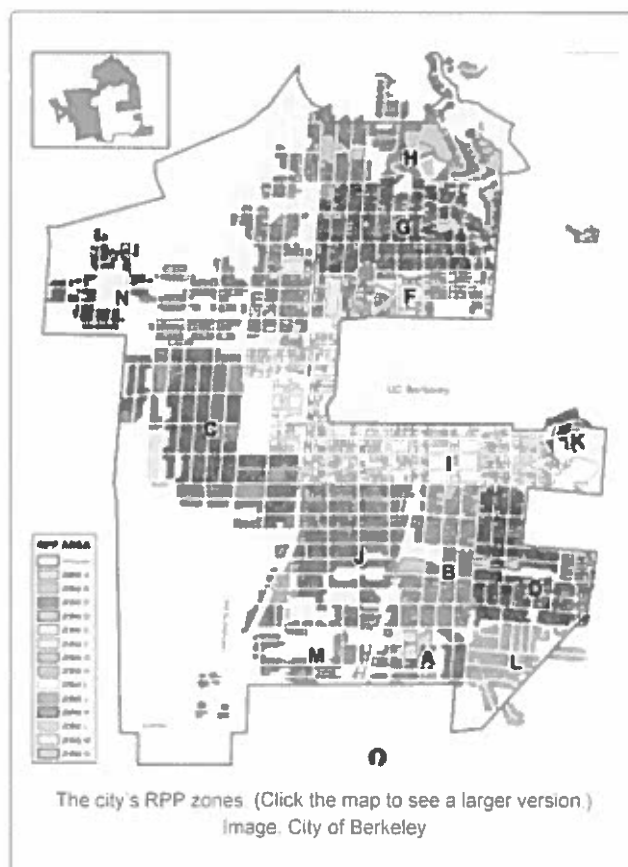
"The grant would help us fight climate change and support our local economy by reducing vehicle miles traveled and improving parking availability in commercial districts. The funding would let us build upon the successes achieved in the goBerkeley pilot to further develop efficiencies in managing parking demand while integrating them with the Residential Parking Program."

The Climate Initiatives Program run by the MTC aims to reduce "transportation-related emissions and vehicle miles traveled (VMT) and is a critical strategy for implementing Plan Bay Area," according to the resolution approved Wednesday.

Related:
Op-ed: Berkeley's 72-hour parking limit is outdated, discriminatory and needs to go (11.23.15)
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Many Berkeley parking meters now accept most coins (10.23.13)

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Removing parking time limits (done right)

At Smarking, I look at a lot of parking data: occupancy, length of stay, revenue per space, peak demand periods, demand elasticities, average parking payment, utilization per space…it's WONDERFUL. There are lots of insights that I will eventually share here on this blog.

But for now, I wanted to start with something simple: parking duration. Specifically, how long people pay to park at metered parking spaces. I heard an inspiring story from one of our clients, Marlin Granlund, the parking manager at the City of Santa Cruz. Marlin and his team did something to solve a problem many cities face: how to tackle the issue of on-street time restrictions. Before we dive into the details, some facts:

- Santa Cruz has graduated on-street pricing: parking is cheap for the first two hours, but parking rates increase the longer you stay.

- Vehicles can stay all day (on-street) at metered spaces, but it'll cost them between $15 and $45.

- Parkers can pay through a mobile app or smart meters.

| Zone	1st Hour	2nd Hour	3rd Hour	4th Hour	Over 4 hours	Max Daily
Variable 1	$0.50	$0.50	$1.00	$1.00	$2.00 / hr	$15.00
Variable 2	$1.50	$1.50	$3.00	$3.00	$6.00 / hr	$45.00
Variable 3	$0.75	$0.75	$1.25	$1.25	$2.00 / hr	$16.00
Variable 4	$1.00	$2.00	$2.00	$2.00	$2.00 / hr	$15.00
Variable 5	$0.75	$0.75	$1.50	$1.50	$1.50 / hr	$15.00

Santa Cruz Graduated Structure

This graduated pricing structure does two amazing things: (1) it allows people to park for longer periods of time if they really need to, and (2) it discourages parking for extended periods of time. Cities first implemented on-street parking meters and restrictions to promote high turnover, but time restrictions are limiting and anxiety inducing. Most cities think that you can't have your cake and eat it too.

Santa Cruz proves that, with the right parking policies, cities can have their cake and eat it too.

Does it work??

YES. Smarking plugged Santa Cruz's mobile payment data into our analytics dashboard (below). It is easy to see that turnover is still high, a majority of residents are parking between one and two hours.
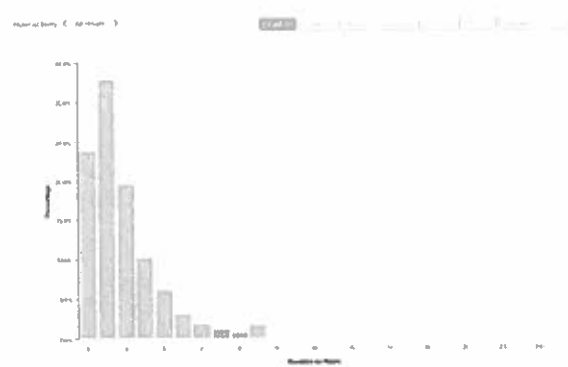
Santa Cruz mobile payment data for January 1, 2016 – April 22, 2016 for Monday-Sunday at all metered hours

- **55%** of users stay for 1–2 hours
- **23%** of users stay for 2–4 hours
- **8%** of users stay for longer than 8 hours

So, the City is still receiving high turnover, making parking for visitors easier to find. But parkers who really need to stay longer are allowed to do so at a price. WIN-WIN!

Wait. There's more.

When graduated pricing was enacted, Santa Cruz's revenue from citations related to overstaying meter lengths decreased (everyone likes fewer parking tickets). But overall parking revenue increased from the long lengths of stay!

Did you get that? Fewer parking tickets, yet more parking revenue generated needed funds for projects like downtown parking lot deck restorations, the remodeling of public restrooms, and a sidewalk scrubbing program —so everyone benefits!

To wrap up this success story, here's a quote from the true hero of this blog, Marlin:

> We used to get so many upset parkers when they were cited for feeding their meters longer than the time restrictions or for staying too long in our 3 hour time limited surface lots. Since we instituted the pay-by-space in our time limited lots, going with a variable rate on on-street meters and letting parkers pay by cell phone we have reduced the number of citations written by 30%. ParkMobile usage has increased from 8,000 users the first year to 128,000 users last year. We have not received a complaint from either parkers or businesses about vehicles being able to park longer than the old 1 or 2 hour on-street meter time limits.

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SACPARK METERS (TIERED RATE STRUCTURE)

Activation of each tier is determined by the zone type. The hour designated on the sign reflects how many hours a motorist may park at the Tier 1 price before the Tier 2 rate is effective.

This is an optional tier-based rate structure for motorists who may unexpectedly need to park longer than the posted number of hours. The meter will reflect the pricing structure and will calculate the payment needed. So enjoy that great conversation, don't stress about long business meetings or stay for that dessert!

Extensions of parking time may be done at the meter or remotely using the Parkmobile app. At this time, the ability to extend time via mobile app requires that the initial payment was done using the app. Initial payments of coin or credit card will require extension to be paid at the meter.

Download the SacPark Meter reference guide

Download the ParkMobile Payment App for an easier way to pay.

Tier 1= $1.75 (Base hourly meter rate)

Tier 2= $3.00 for the next hour

Tier 3= $3.75 for each hour thereafter

	Tier 1	Tier 2	Tier 3
Hours	1	2	3+
Rate	$1.75	$3.00	$3.75

1+ ZONE

• Base hourly meter rate for 1 hour

• Tier 2 rate takes effect after end of the first hour

• Tier 3 rate takes effect after Tier 2 hour

	Hours	1	2	3	4+
	Rate	$1.75	$1.75	$3.00	$3.75

2+ ZONE

- Base hourly meter rate for first two hours
- Tier 2 rate takes effect after end of second hour
- Tier 3 rate takes effect after Tier 2 hour

	Hours	1	2	3	4	5+
	Rate	$1.75	$1.75	$1.75	$3.00	$3.75

3+ ZONE

- Base hourly meter rate for first three hours
- Tier 2 rate takes effect after end of third hour
- Tier 3 rate takes effect after end of Tier 2 hour

	Hours	1	2	3	4	5	6+
	Rate	$1.75	$1.75	$1.75	$1.75	$3.00	$3.75

4+ ZONE

- Base hourly meter rate for first four hours
- Tier 2 rate takes effect after end of fourth hour
- Tier 3 rate takes effect after end of tier 2 hour

Parking rates to jump in Boston's hot spots

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KEITH BEDFORD/GLOBE STAFF

Parking meters line the street on Boylston Street in Boston.

By Meghan E. Irons and Travis Andersen | GLOBE STAFF DECEMBER 02, 2016

Parking meter rates in the Back Bay and the Seaport District will soar next year under a test program that aims to reduce snarl, free up spaces, and shorten the time drivers spend circling for an on-street spot, officials from Mayor Martin J. Walsh's administration announced Thursday.

The rates are set to increase Jan. 3, with drivers paying $3.75 per hour to park in the Back Bay and eventually up to $4 per hour in the Seaport. The current meter rate is $1.25 an hour.

The lack of available low-cost street parking has long been a source of frustration among drivers in Boston who try to avoid the city's numerous high-price garages, which can cost as much as$40 a day. The new rates have not yet taken effect, but they are already sparking strong reactions.

But Walsh officials said their mission for the one-year test — called the Performance Parking Pilot program — is to open up spaces for all drivers by limiting the number of people who park at meters all day.

"We won't really know until we try something," said Kris Carter, cochairman of the mayor's Office of New Urban Mechanics, which helped launched the pilot program. "That's why . . . we are interested in looking at it."

The pilot, modeled after successful efforts in Seattle, San Francisco, and Los Angeles, is based on a soon-to-be released study by a local nonprofit, A Better City, that works to improve the city's economy.

Boston officials say their goal is to make it far more costly for drivers who use the street spots all day. Instead, officials want to steer them to garages and lots, or encourage them to use other modes of transportation. They also want to make it easier for visitors to find a metered spot to shop at local businesses, dine, or run errands, thus boosting the economy.

"We think that some of the lessons that they've learned can really make this a success here, and will really make traveling in Boston a little bit easier no matter what road you are on," Carter said.

But Vicki C. Smith, chairwoman of the Neighborhood Association of the Back Bay, said many residents will not be pleased with the new pricing.

Smith said her group would have preferred a more "holistic approach" to the parking issue that takes into account the number of metered parking spaces, residential spaces, and people who visit the neighborhood. Furthermore, she said, her group met with city officials about the issue several months ago, and was never given specifics of the new rates.

"We were blindsided by this being implemented without our being able to work on a plan," she said.

The pilot will affect approximately 1,650 spaces in the Back Bay, which has a mix of multispace and single-space meters that are about 90 percent occupied each day. The targeted area is bounded by Charlesgate, Massachusetts Avenue, and Beacon, Arlington, and Stuart streets. The higher meter rates will be effective until 8 p.m., after which street parking is free.

On Newbury Street, Annelie Mullen, 62, of South Boston, was headed to a shoe repair store after parking her car when she learned about the impending rate hike.

"That's kind of bad," Mullen said. "I guess they don't get enough [revenue] from the parking tickets."

City Councilor Michael Flaherty, who lives in South Boston, said that if the city's goal is to boost revenue, then it should increase rates during major special events instead of targeting a specific neighborhood.

Flaherty said that if the city wants to increase turnover at the meters, it should target people who use handicapped parking placards illegally to occupy a metered spot all day.

"They are nickel-and-diming commuters, but the fact of the matter is, [nothing will be resolved] until they eliminate rampant abuse of handicap parking spots," he said of the initiative, which is also being pushed by the city's transportation and innovation and technology departments.

City officials said that parking meter prices have not been increased in Boston since 2011, when they were raised to $1.25 per hour. At the end of the pilot program, a portion of any revenue increase will be reinvested locally, the officials said.

City officials said they do not have an estimate as to how much they expect to generate in revenue for meter increases. All parking meter revenue is deposited into the city's parking meter fund, and its uses are limited to transportation-related purposes, they added.

During the test program, the city will collect data on parking patterns on each block of the pilot area to measure how parking occupancy changes with the adjustment in price, officials said.

The scenario is different in the Seaport, where demand for on-street parking changes throughout the day. The program's target areas include Seaport Boulevard and Summer, Cypher, and D streets.

City officials said the Seaport meters will have sensors that automatically adjust parking prices according to demand. Those prices will be reset every two months and eventually stabilize. The meter rates will begin at $1.50 an hour and adjust — up or down — by 50 cents every two months.

High-demand blocks will increase by 50 cents, while lower-occupied blocks will decrease by 50 cents, officials said. The minimum price will be $1 per hour, and the maximum will be $4 per hour, officials said. Prices also will vary depending on the time of day.

On Summer Street, a busy thoroughfare in the Seaport, some residents expressed disdain for the idea of higher meter rates.

"I think it will be a problem," said Mustafa Hameed, 34, of Quincy, who frequently parks near the convention center in the mornings and said he worries about the hit his wallet may take.

"That will be an issue for me," he said, adding that he may consider taking the T during the day.
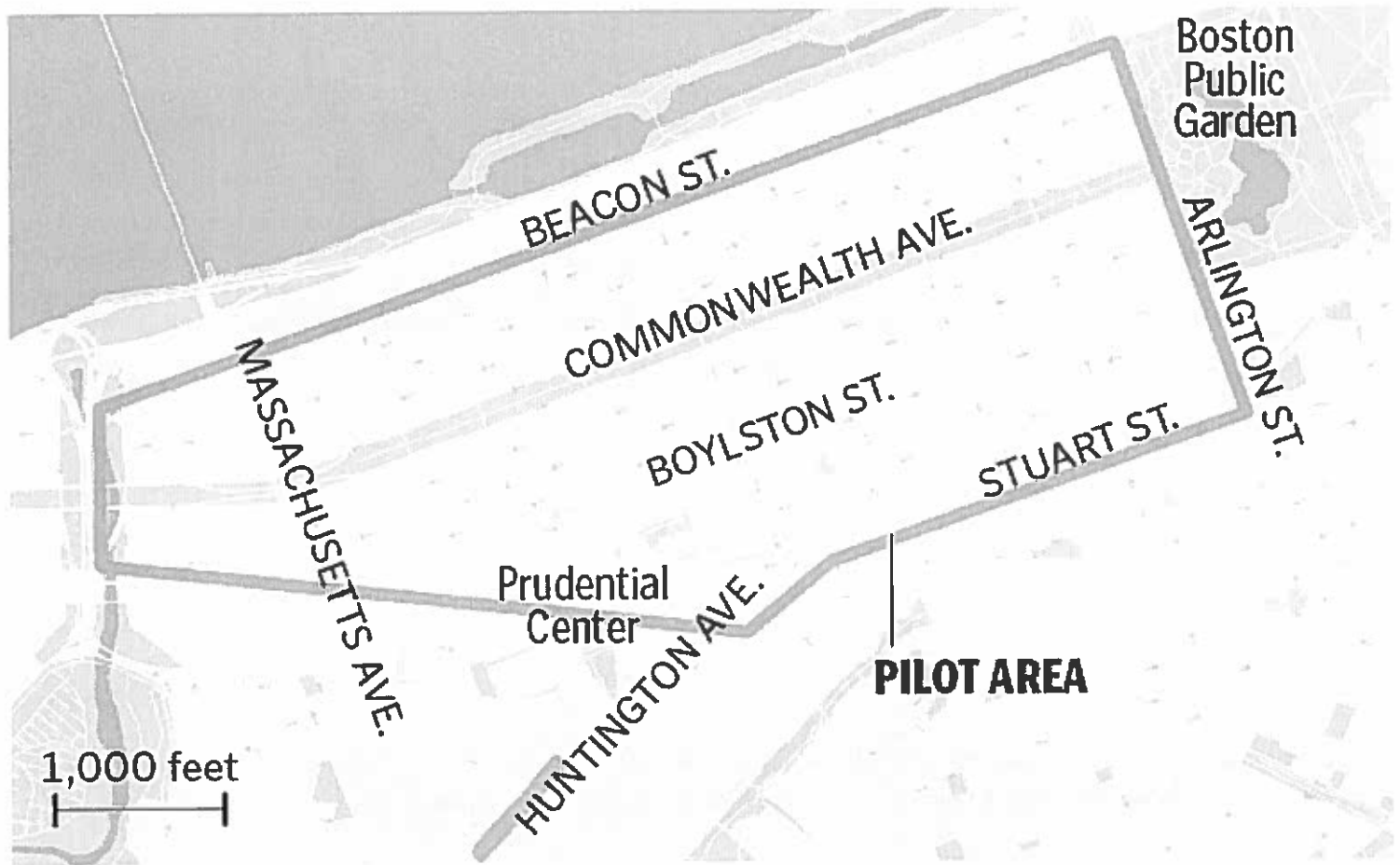
Meter rates to increase in Back Bay, Seaport
Comments

The changes in parking meter rates in two neighborhoods will begin Jan. 3:

BACK BAY

The meter price will increase from $1.25 to $3.75 an hour during all meter hours.

SEAPORT DISTRICT

The meter price will increase from $1.25 to $1.50 an hour. Every two months, the prices will increase 50 cents for blocks with drivers using more than 90 percent of spots, and will decrease 50 cents for blocks with drivers using less than 70 percent of spots. Prices will range from $1 to $4, and will vary by time periods.

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