

# MEMORANDUM

**TO:       Jeremy Souders, Montgomery County Division of Parking Management**

**FROM: Michael Connor, DESMAN, Inc.**

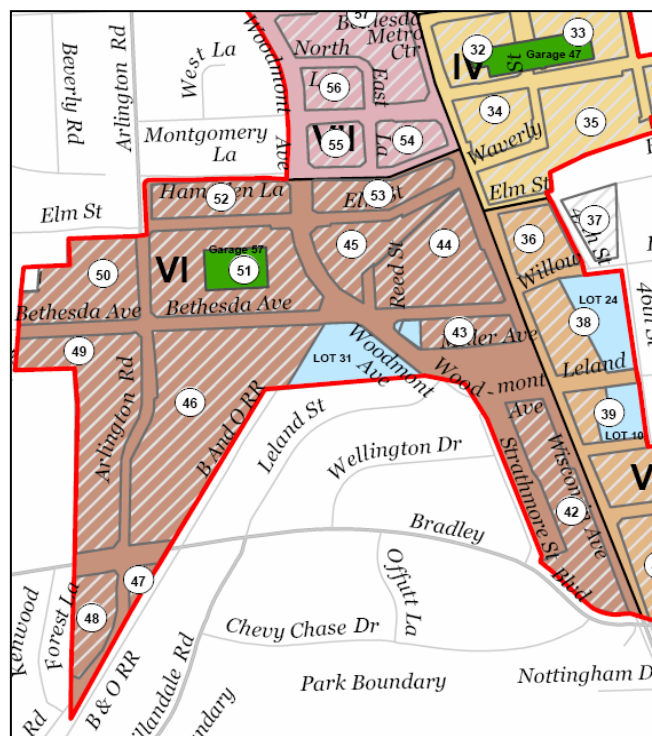
**DATE: March 26, 2010**

**RE: Bethesda Garage 57 Occupancy, Turnover, and Duration Data Collection – Summary Findings**

## Introduction

DESMAN Associates was directed through its term contract with Montgomery County's Department of Transportation, Division of Parking Management to conduct hourly parking turnover, duration of stay, and utilization surveys of Garage 57 in the Bethesda Parking District during the course of a typical weekday, a Friday evening, and a Saturday. February 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> were selected. Exhibit A identifies the location of Garage 57 (in block 51) within the southern boundary of the Parking District. Turnover, duration of stay, and parking occupancy data was collected and summarized by floor and by restriction. This information has been submitted to the Division of Parking Management for their internal use. It must be noted that snow accumulation reduced the supply of available on-street and surface lot spaces by approximately 10 to 20% respectively. While this may have increased the occupancy of Garage 57 it is unlikely to have significant influence on parking turnover and duration characteristics.

*Exhibit A*



The following presents a brief assessment of the information that was collected and it focuses on space restrictions.

### Thursday Occupancy

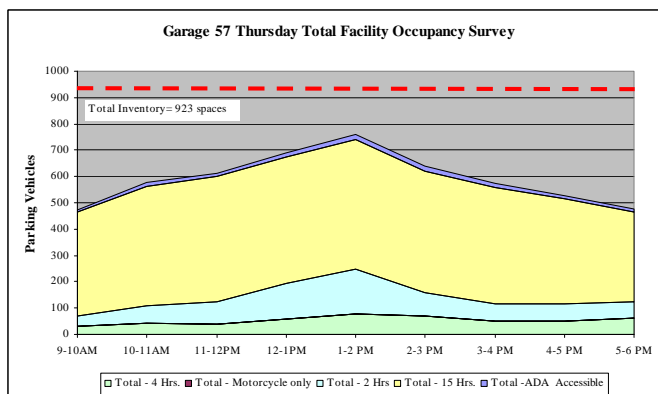
Table 1 and Graph A1 through A4 present the results of the hourly 9 AM to 6 PM parking occupancy surveys for Thursday. Of the 923 total parking spaces in Garage 57, 759 (82%) were occupied during the peak 1-2 PM period (see Graph A1). The graph is representative of an employee-based bell curve with a dramatic mid-day peak generated by retail and restaurant activity. The 506 spaces allocated to 15-hour parking, see Graph A2, were heavily utilized between 10 AM and 4 PM, peaking at 491 occupied spaces

(97%) during the 1-2 PM survey period. In contrast, the 163 4-hour designated spaces (see Graph A3) were lightly utilized throughout the day and reach only 78 occupied spaces (48%) during the peak period. As illustrated on Graph A4, 2-hour parking spaces experienced a dramatic increase in utilization between noon and 2 PM followed by an equally dramatic decrease. The 227 spaces peaked at 172 occupied spaces (78%) during the 1-2 PM period.

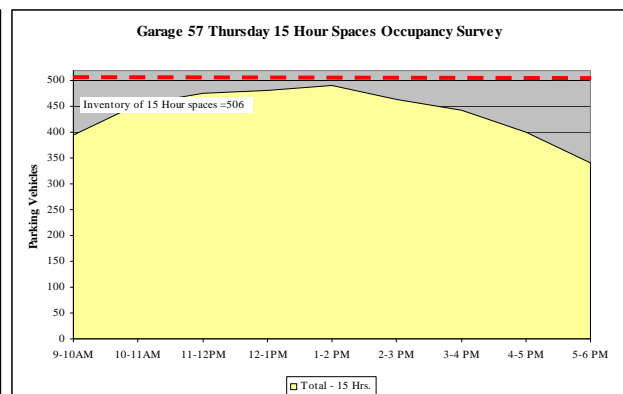
**Table 1 – Thursday Hourly Parking Occupancy**

Parking Restriction	Inventory	9-10AM	10-11AM	11-12PM	12-1PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM
Total -ADA Accessible	19	10	14	15	17	18	18	14	12	10
Total - Motorcycle only	8	0	0	0	0	0	0	0	0	0
Total - 2 Hrs	227	38	66	85	136	172	86	63	65	64
Total - 4 Hrs.	163	32	41	39	57	78	71	52	51	61
Total - 15 Hrs.	506	394	455	475	481	491	464	443	400	341
Garage 57 Total	923	474	576	614	691	759	639	572	528	476
		51%	62%	67%	75%	82%	69%	62%	57%	52%

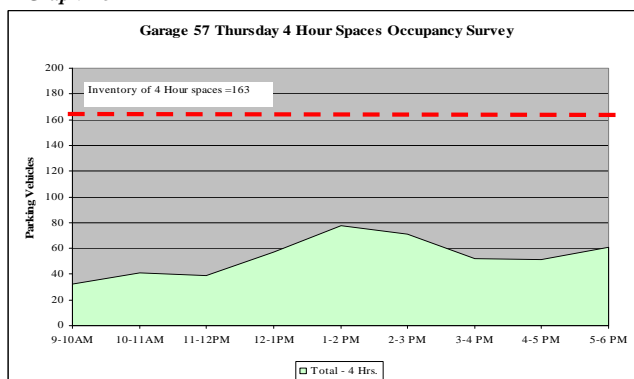
**Graph A1**



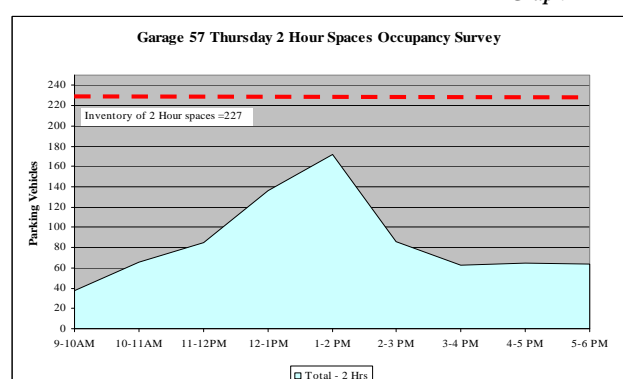
**Graph A2**



**Graph A3**



**Graph A4**



With regards to the facility's practical capacity, which is deemed as 95% of the inventory for long-term (15-hour) spaces and 90% for mid and short-term spaces Table 2 illustrates the relative surplus or deficit of spaces for each restriction group during the peak hour of occupancy. Overall, Garage 57 experienced a peak practical surplus of 97 spaces. However, ADA accessible and 15-hour spaces experienced practical deficits.

*Table 2 – Thursday Practical Peak Surplus or Deficit*

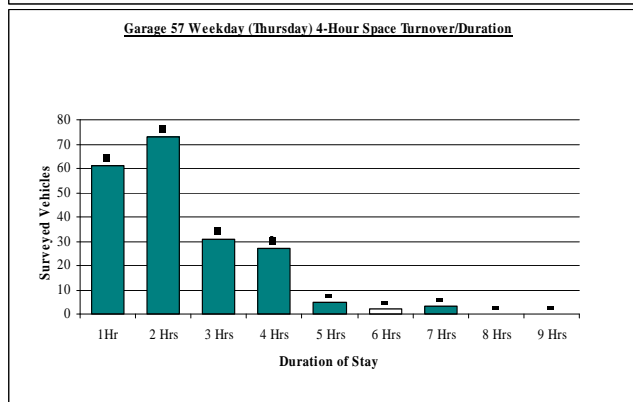
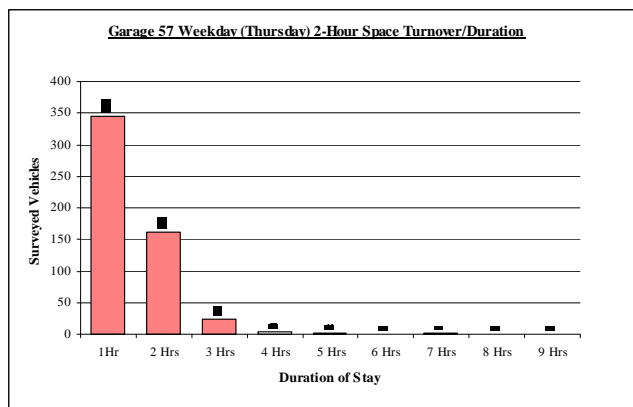
Parking Restriction	Inventory	Practical Capacity	Peak Occupancy	Surplus or Deficit
Total -ADA Accessible	19	17	18	-1
Total - Motorcycle only	8	7	0	7
Total - 2 Hrs	227	204	172	32
Total - 4 Hrs.	163	147	78	69
Total - 15 Hrs.	506	481	491	-10
Garage 57 Total	923	856	759	97

## Thursday Turnover and Duration of Stay

Table 3 and Graphs B1, B2, and B3 illustrate the results of the turnover and duration of stay surveys for Thursday. Of the 1,393 different vehicles that utilized Garage 57 during the course of the survey the majority were found in the 15-hour (626 vehicles, 45% of the total) and 2-hour spaces (536/38%). The average duration of stay was 1.4 hours for 2-hour spaces, 2.3 hours for 4-hour spaces, and 6.2 hours for 15-hour spaces. Only 6% of 2-hour parkers and 5% of 4-hour parkers exceeded the posted time limit. This suggests effective parking enforcement efforts.

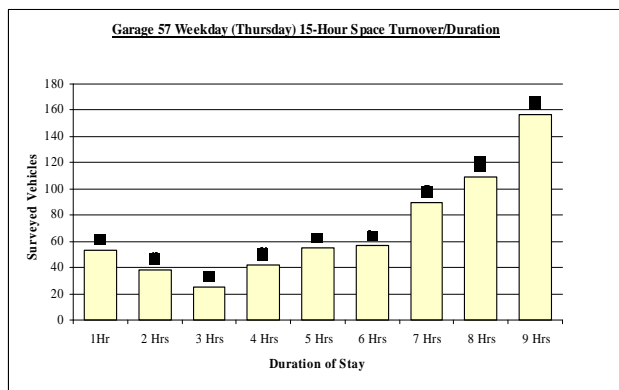
*Table 3 – Thursday Turnover and Duration of Stay Surveys*

Parking Restriction	Inventory	1Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	Vehicle Utilization	Length Of Stay (Hrs)	Vehicle per Space Turnover
Total -ADA Accessible	19	13	5	2	2	2	0	1	2	2	29	3.0	1.53
Total - Motorcycle only	8	0	0	0	0	0	0	0	0	0	0	0.0	0.00
Total - 2 Hrs	227	345	161	23	4	2	0	1	0	0	536	1.4	2.36
Total - 4 Hrs.	163	61	73	31	27	5	2	3	0	0	202	2.3	1.24
Total - 15 Hrs.	506	53	38	25	42	55	57	90	109	157	626	6.2	1.24
Garage 57 Total	923	472	277	81	75	64	59	95	111	159	1393	3.8	1.51



*Graph B1*

*Graph B2*



*Graphic B3*

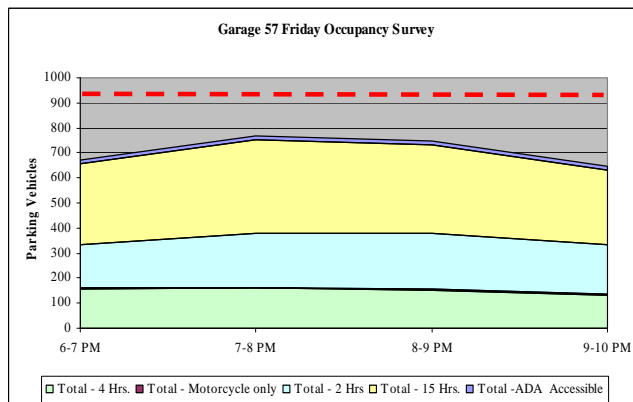
## Friday Evening Occupancy

Table 4 and Graph C1 through C4 present the results of the hourly 6 PM to 10 PM parking occupancy surveys for Friday evening. It is important to note that parking restrictions/fees are in place between 7 AM and 10 PM in the County's parking garages on weekdays. Of the 923 total parking spaces in the facility 770 (83%) were occupied during the peak 8-9 PM period (see Graph C1). Parking occupancy plateaued between 7 and 9 PM when occupancy reached or exceeded 80%. Unlike the Thursday 9AM to 6 PM surveys, utilization of 15-hour spaces was less significant (78% at peak) while the 2-hour and 4-hour spaces approached full occupancy (96% and 99% respectively).

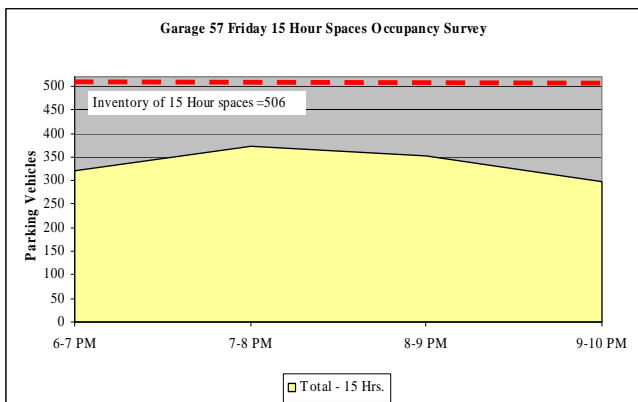
*Table 4 – Friday Evening Occupancy Surveys*

Parking Restriction	Inventory	6-7 PM	7-8 PM	8-9 PM	9-10 PM
Total -ADA Accessible	19	17	19	16	14
Total - Motorcycle only	8	1	1	1	1
Total - 2 Hrs	227	175	217	224	201
Total - 4 Hrs.	163	159	161	154	133
Total - 15 Hrs.	506	320	372	353	297
<b>Garage 57 Total</b>	<b>923</b>	<b>672</b>	<b>770</b>	<b>748</b>	<b>646</b>
		73%	83%	81%	70%

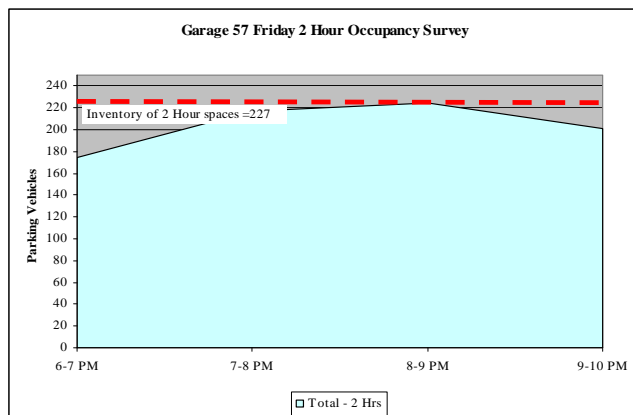
*Graph C1*



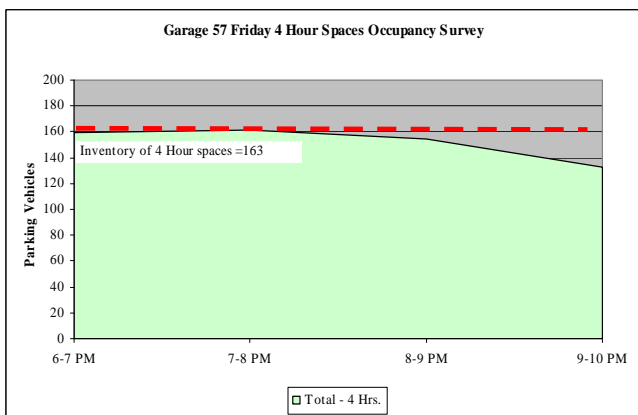
*Graph C2*



*Graph C3*



*Graph C3*



From a practical capacity perspective Table 5 illustrates the relative surplus or deficit of spaces for each restriction group during the peak hour of occupancy. Overall, Garage 57 experienced a peak practical surplus of 86 spaces on Friday evening. However, ADA accessible, 2-hour, and 4-hour spaces experienced practical deficits during that peak.

*Table 5 – Friday Evening Practical Surplus or Deficit*

Parking Restriction	Inventory	Practical Capacity	Peak Occupancy	Surplus or Deficit
Total -ADA Accessible	19	17	19	-2
Total - Motorcycle only	8	7	1	6
Total - 2 Hrs	227	204	217	-13
Total - 4 Hrs.	163	147	161	-14
Total - 15 Hrs.	506	481	372	109
Garage 57 Total	923	856	770	86

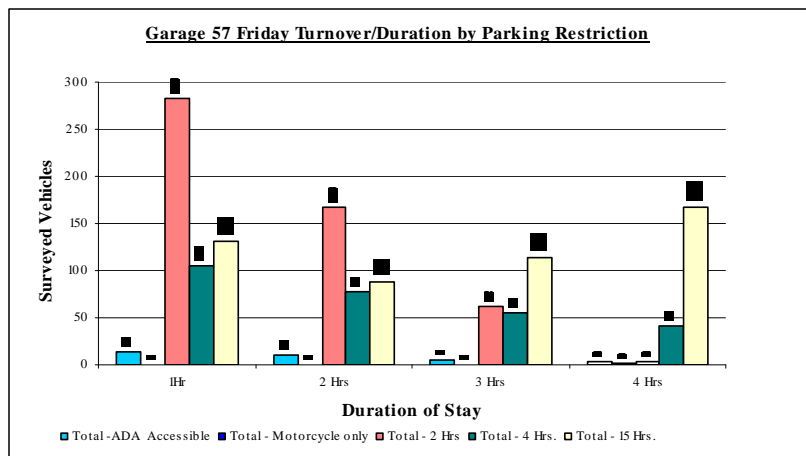
## Friday Evening Turnover and Duration of Stay

Table 6 and Graph D illustrate the results of the turnover and duration of stay surveys for the various parking restrictions for Friday evening. The turnover and duration characteristics for the 2-hour, 4-hour, and 15-hour spaces are relatively similar. The average duration of stay was 1.6 hours for 2-hour spaces, 2.1 hours for 4-hour spaces, and 2.6 hours for 15-hour spaces. It appears that the demand for short-term parking on Friday evenings exceeds the number of 2-hour and 4-hour spaces causing a large number of parking patrons to use the upper levels of the garage, i.e., the 15-hour spaces. While the short survey period is unable to assess the number of vehicles that exceeded parking durations in 4-hour spaces the data does show that 66 of the 517 (12%) vehicles parking in 2-hours spaces did exceed that duration. This is double the percentage of weekday daytime violations and suggests that some additional enforcement is necessary.

*Table 6 – Friday Evening Turnover and Duration of Stay*

Parking Restriction	Inventory	1Hr	2 Hrs	3 Hrs	4 Hrs	Total Vehicle Utilization	Average Length Of Stay (Hrs)	Vehicle per Space Turnover
Total -ADA Accessible	19	13	11	5	4	33	2.0	1.74
Total - Motorcycle only	8	0	0	0	1	1	4.0	0.13
Total - 2 Hrs	227	283	168	62	4	517	1.6	2.28
Total - 4 Hrs.	163	105	77	56	41	279	2.1	1.71
Total - 15 Hrs.	506	131	88	113	167	499	2.6	0.99
Garage 57 Total	923	532	344	236	217	1,329	2.1	1.44

*Graph D*



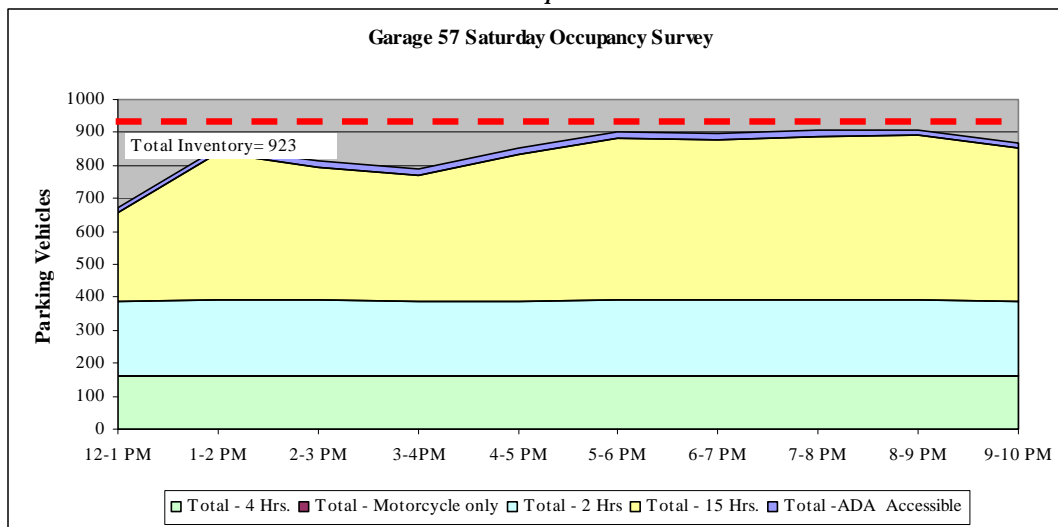
## Saturday Occupancy Surveys

It must be noted that there are no parking restrictions or fees for the County's off-street facilities on Saturday. Garage 57 parking occupancy peaked at 909 occupied spaces (98% of capacity) between 8 and 9 PM. The facility exceeded its practical capacity (90%) during 7 of the 10 survey hours. Moreover, the ADA accessible, 2-hour, and 4-hour designated spaces were at or near capacity throughout the entire noon to 10 PM survey.

*Table 7 – Saturday Occupancy Surveys*

Parking Restriction	Inventory	12-1 PM	1-2 PM	2-3 PM	3-4PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM
Total -ADA Accessible	19	16	19	19	19	19	19	19	17	17	16
Total - Motorcycle only	8	1	1	1	1	1	1	1	1	1	1
Total - 2 Hrs	227	225	227	227	226	227	227	227	227	227	227
Total - 4 Hrs.	163	163	163	163	162	161	163	163	162	163	160
Total - 15 Hrs.	506	269	445	404	383	444	493	487	499	501	465
<b>Garage 57 Total</b>	<b>923</b>	<b>674</b>	<b>855</b>	<b>814</b>	<b>791</b>	<b>852</b>	<b>903</b>	<b>897</b>	<b>906</b>	<b>909</b>	<b>869</b>
		73%	93%	88%	86%	92%	98%	97%	98%	98%	94%

*Graph E*



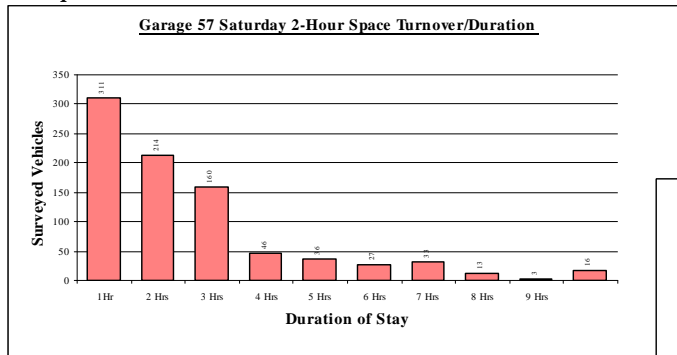
## Saturday Turnover and Duration of Stay

Table 8 and Graphs F1, F2, and F3 illustrate the results of the turnover and duration of stay surveys for Saturday. Of the 2,969 different vehicles that utilized Garage 57 during the course of the survey the majority utilized the 2 and 4-hour spaces on Level G, 1, and 2 (1,682 vehicles/56% of the total). This equates to a rather vibrant 3.61 vehicles per space turnover rate. Because of the extremely high occupancy and generally low duration of stay (2.8 hours) the entire facility achieved a high overall level of turnover (3.22). However, there was a significant percentage of vehicles that were parked for long hours as 131 (4.5%) parked for 8 hours or more.

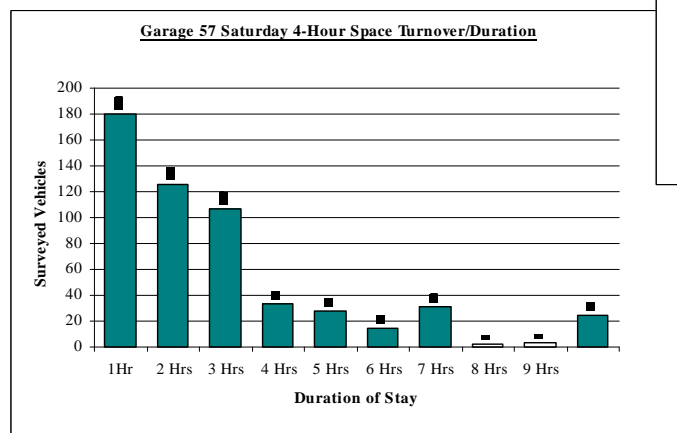
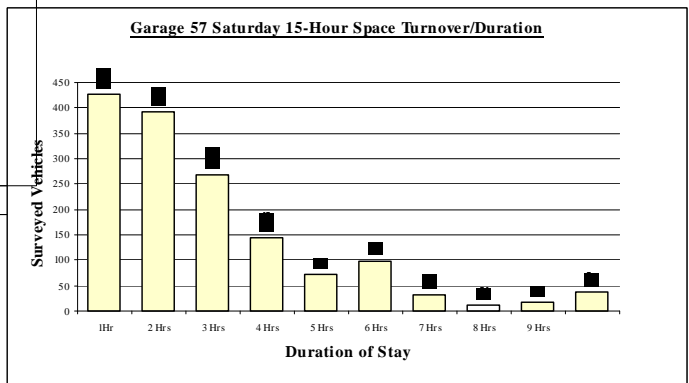
**Table 8 – Saturday Turnover and Duration of Stay Surveys**

Parking Restriction	Inventory	1Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	10 Hrs	Vehicle Utilization	Length Of Stay (Hrs)	Vehicle per Space Turnover
Total -ADA Accessible	19	16	17	14	3	3	3	4	1	0	1	62	3.0	3.26
Total - Motorcycle only	8	0	0	0	0	0	0	0	0	0	1	1	10.0	0.13
Total - 2 Hrs	227	311	214	160	46	36	27	33	13	3	16	859	2.6	3.78
Total - 4 Hrs.	163	180	126	107	33	28	15	31	2	3	25	550	3.0	3.37
Total - 15 Hrs.	506	427	391	269	143	71	97	33	12	17	37	1497	2.9	2.96
Garage 57 Total	923	934	748	550	225	138	142	101	28	23	80	2969	2.8	3.22
		31%	25%	19%	8%	5%	5%	3%	1%	1%	3%	100%		

**Graph F1**



**Graph F2**



**Graph F3**

## Conclusion

Though Garage 57 exhibits an overall practical surplus of parking spaces during the weekday, the facility experiences a deficit in employee (15-hour) parking. Unfortunately, the current single space meter management approach employed at Garage 57 is inflexible in responding to the needs of long-term parkers as the supply of spaces is finite. There is a surplus of spaces on Friday evenings as short-term parkers are able to use the upper level 15-hour metered spaces. The utilization and turnover of spaces on Saturday is quite intense at occupancy reached 98% and the average vehicle per space turnover rate was above 3.2. However, the small percentage of long-term parkers that were present did consume a large percentage of total parking availability, thereby decreasing the potential number of short-term vehicles that could have frequented the facility. The 131 long-term parkers occupied some 1,231 “parking hours”. Using an average length of stay of 2.6 hours as currently exhibited in 2 hour spaces as many as 473 short-

term vehicles could have used those spaces (1,231 long-term parking hours divided by 2.6 hour short-term parking durations). This impact is even greater from a retail sales perspective. If, on average, a short-term parked vehicle generated \$50 in retail sales for dinner, movies, shopping, etc. then those 473 additional parkers could generate approximately \$1.28 million in annual sales (473 times \$50 times 52 Saturdays).



## Commentary

### **Fee-based Saturday Parking Operations, Maximized Saturday Turnover, Retail Sales Potential, and Public Opinion**

At present, the County chooses not to manage off-street parking on weekends. In an effort to maximize utilization and turnover the County could employ a fee-based program. However, unlike weekday rates, the County could employ an accelerated parking rate structure on Saturdays to deter long-term parking. For example, the first hour of parking could be free, the second hour \$1, and each additional hour \$2, to a maximum rate of \$15 for greater than 8 hours. In addition to increased turnover this approach would generate parking revenue as a byproduct. Using the figures from Table 8 it is estimated that Garage 57 could generate as much as \$450,000 in additional parking revenue annually.

While it may not appear to be the politically correct choice, there is subjective evidence that the general public and, ultimately, the merchants would accept a fee-based approach to parking management on weekends. As a supplement to this memorandum the following web-based article and subsequent “chat” from Greatergreaterwashington.org published on March 17, 2010 is offered for review and consideration.

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### **Attachment – Greatergreaterwashington.org Bethesda weekend parking: Still free, still too crowded**

by David Alpert • March 17, 2010 11:04 am

Montgomery County Executive Ike Leggett wants to increase parking tickets to help close the County's \$800 million budget gap. If the County is looking for parking revenues, it should also look at its overflowing weekend parking in Bethesda.



Photo by Daquella manera.

There are two public parking lots most convenient to most shops in Bethesda: the surface lot at Woodmont and Bethesda Avenues, and the garage inside Bethesda Row with entrances on Elm Street and Bethesda Avenue. Nearby are many pay garages charging \$7 for an evening, but the public garages are free, even on busy Saturday nights.

As you might expect, the Woodmont lot is always full on weekends. Any time I've tried to park there, there are typically 3-4 other cars circling around looking for spaces. As soon as someone gives up,

someone else comes in. In the garage, it's almost as bad during the day, and just as bad at night. Worse yet, the garage gets backed up with traffic from drivers crawling up the ramps and then, in some cases, right back down again.

Last weekend, Greater Greater Wife and I visited Bethesda for a birthday party. We got there early to see a movie beforehand, then reached the party on time. But others were 30 minutes late or more because they couldn't find a place to park. The garage was full. The Woodmont lot was full. One joked he should have parked at Grosvenor and taken the Metro down.

Montgomery County could easily charge \$1 an hour on Saturdays and still fill up that garage. There would be just as many people going to Bethesda, less traffic from circling, and more revenue. And everyone going to a birthday party or the movies would be much more likely to find a parking space.

According to the Bethesda Urban Partnership, the garages a little farther away have ample parking on weekends. But almost nobody uses it, at least not until circling around downtown Bethesda and going up and down the ramps in the garage for 30 minutes. Charging for that garage would entice the more price-conscious to use the more distant garages (or transit) while the more time-conscious drivers could actually find spaces.


Extending that idea, the County should make the Woodmont lot a premium lot. It's most convenient to Wisconsin Avenue, making it the quickest place to park. Instead of making it always the one that fills up first and has the most circlers, they should charge a little extra to park there and make it clear with signs. If someone is coming in to go to the movies or eat at a restaurant and doesn't want to take the time to navigate the big garage, they can use Woodmont. If they want to save some money, use the Bethesda Row garage or one of the farther garages.

Related posts:

- [Why should the most convenient parking spaces also be free?](#) (Oct 8, 2009)
- [Montgomery considering Bethesda parking rate increase](#) (Apr 20, 2009)
- [Fund Ride-On, not subsidized parking, says Transit First](#) (Mar 16, 2009)
- [Bethesda garage only needed if you ignore all the other parking lots](#) (May 7, 2008)
- [No new subsidized parking in Bethesda](#) (Apr 26, 2008)

## Comments

This is a very good idea. Parking in many neighborhoods in DC (U Street, Cleveland Park) and as you note here, Bethesda, is free during periods when demand for it is the highest (weekends, nights). It is also this time when driving has a greater relative advantage to transit because of reduced frequencies on the weekends. Charging for parking during these periods will help to reduce the incentive to drive vis-a-vis transit.

by Ben on Mar 17, 2010 11:21 am 


Excellent post.

The lots that are most convenient to most restaurants, movies, etc. are free during the period that most people would be using it, while those that are most convenient to Metro, but not the restaurants, remain relatively expensive.

You could even argue for making the lot MORE expensive on weekends and evenings.


# DESMAN

A S S O C I A T E S


by SJE on Mar 17, 2010 11:46 am 

Two other parking facilities in Bethesda are highly used on Saturday evenings: the lot behind the Women's Farm Market and the garage between St Elmo and Cordell Avenues. These should get the same treatment as the facilities near Barnes & Noble.


However, I believe parking charges should apply only on Saturday evenings (say 5 to 10) rather than all day. The garages are not full during the day, and charging for parking would put Bethesda merchants at a competitive disadvantage against malls with free parking.

by Ben Ross on Mar 17, 2010 12:09 pm 

What about greater use of shared parking? Use of lots such as the Trader Joe's parking lot (admittedly a bit removed from Bethesda Row) could help eliminate the need to build the obscenely expensive lot in downtown Bethesda while also providing revenue to these businesses.


by Ben on Mar 17, 2010 12:18 pm 

Good point Ben Ross. You could similarly argue that parking should be free, or cheaper, from 10am-5pm during the week.


by SJE on Mar 17, 2010 12:32 pm 

The real problem is that the usual parking 'model' doesn't apply to that area-- The corner of Bethesda and Woodmont is the center of a vast surrounding suburban area-- not just Bethesda's 50,000 population, more on the order of ten times as large. This means that 'local' fixes (like charging for local parking) just aren't going to do much good. It's a systemic problem, not something that can be fixed by fiddling on the margin.

I suspect that when the various development projects slated for that corner get going, the problem will solve itself to some degree-- people will go further out for parking, or go elsewhere.


by MattF on Mar 17, 2010 12:53 pm 

This may not be an appropriate question - especially because I myself drove to Bethesda for that very same birthday party last Saturday night - but David, why didn't you take Metro, thus saving much heartache and frustration in the Bethesda parking garages?


by [dan reed!](#) on Mar 17, 2010 12:55 pm 

Dan: We grouped it with a bunch of other errands. We might need a new car, and we definitely wanted to buy some bagels at Bagel City. I'd love to have good bagels in DC but haven't found them. (Anyone know?)

Anyway, we weren't the ones with the heartache and frustration, it was waiting for you that caused the heartache :)

by [David Alpert](#) on Mar 17, 2010 12:57 pm 

Try Breads Unlimited on Arlington Road. The challah and rye bread is really excellent. The bagels are more like a traditional bagel, to my taste, than most others I've found in DC, but I'm not particularly a fan of bagels.

by Ben Ross on Mar 17, 2010 1:04 pm 

(I was 35 minutes late, but I think I would've been later had I not parked in one of the empty garages several blocks away and walked over.)

Bagel City makes sense. I would definitely plan a day around their delicious bagels (and lox). I've been told Goldberg's Bagels (which recently opened in Silver Spring at Georgia Avenue and 16th Street) is worth checking out as well.


by [dan reed!](#) on Mar 17, 2010 1:11 pm 

I live in Bethesda (BCBD) now and had to look up parking for some friends awhile ago. I was surprised to find that Bethesda is chock full of parking everywhere.

<http://www.montgomerycountymd.gov/content/dot/parking/gallery.asp>


There are many garages and lots and everyone doesn't have to go to that ugly Bethesda Row area. I hate that area and rarely go there, personally.

I feel as though there is too much parking in Bethesda. The streets are always full of cars more than willing to run you down as a pedestrian.

by james on Mar 17, 2010 1:40 pm 


I second what James said. I never have any trouble finding parking in Bethesda if I drive there. Then again, I know where all the other garages are that aren't as visible as the Woodmont and Bethesda Row ones. I use the one behind the car dealership on Cheltenham and it's always empty. The garage on St. Elmo is usually pretty open, too.

Those are excellent reasons for charging \$2 per hour or more in the popular garages but not at the less popular ones.

by Cavan on Mar 17, 2010 2:12 pm 

Makes sense to charge \$1/hour for evening parking at those garages. It's not going to fill any budget gaps, but it'll at least contribute something to the county coffers. And it's low enough that area merchants won't fret about the potential of lost business.

And I have to laugh at David's difficulty in finding parking. Should have followed your blog's credo and taken Metro.

by Fritz on Mar 17, 2010 2:16 pm 

I went to this website: <http://www.montgomerycountymd.gov/dpktmpl.asp?url=/content/dot/parking/permits.asp>

It looks like according to the text, I can park at the Woodmont/Bethesda Ave lot during the day for \$0.65 / hr. Do I need a permit to do that? OR are the meters configured (Since the lot is long term parking) to allow anyone to put in enough time for say - 10 hours - \$6.50. (This would be for a weekday - say 10am-6pm)


Thanks

by BethesdaParker on Mar 17, 2010 2:32 pm 

Seems like the limitation on doing these kinds of things is always gathering the data. How do you know what the price should be? How full are the streets?

by [Michael Perkins](#) on Mar 17, 2010 2:34 pm 

You can park all day by putting money in the meter, but only the rear three rows of parking spaces (farthest from Bethesda Ave.) are designated for long-term parking. In the spaces closer to Bethesda Ave., the meters only accept money for three (I think) hours. If you try to stay longer in those meters you can and will get ticketed.


by Ben Ross on Mar 17, 2010 2:36 pm 

@David Alpert,

# DESMAN

A S S O C I A T E S

Calvert Woodley Wine (4339 Connecticut Ave NW) brings in raw bagels from H&H in New York and bakes them on-site. The best bagels in the DC area in my opinion. Also, Bethesda Bagels (4819 Bethesda Ave) is pretty good. Not in The District but only a short walk from Bethesda Metro.

by Jacob on Mar 17, 2010 3:13 pm 


@Cavan:

I was also at this birthday party. My ride parked at St. Elmo, and it took 20 minutes just to make it to the top level due to the circlers. There were about 6 spaces left in the whole garage, all on the top level.


The Purple Line would help tremendously, as I live in Northern PG County.

by Matt Johnson on Mar 17, 2010 3:34 pm 


I definitely think Bagel City is the best around. It's actually fairly easy to get there from the Twinbrook station. Its not a pretty walk, but there are no major roads to cross and sidewalks the whole way.

by Daniel on Mar 17, 2010 4:39 pm 


Goldberg's in Silver Spring is where it's at for bagels in the DC area.

by hugo on Mar 17, 2010 4:44 pm 


Goldberg's is (apparently) the real deal. Whats more, they close early on Friday, are closed on Saturday, and import their milk from Israel.

by SJE on Mar 17, 2010 5:06 pm 


Don't tell everyone about the nearby lots in Bethesda that don't get filled up! I want that to be the secret of me and the 100 other people who have apparently figured it out. You save back at least all of the five-minute walk by not having to crawl up and down the garage looking for a space, and you have to endure none of the aggravation.

by Lindemann on Mar 17, 2010 9:01 pm 


Bethesda business, restaurants in particular, do very well on Saturday nights. Charging for parking is not going impact that. Not enough is known about the circulator bus, however. If there was some type of signage at the popular lots about the location of other lots as well as information about the circulator it might help people redirect their efforts.

by Linda C on Mar 17, 2010 9:46 pm 

In my opinion, they should close down Bethesda Ave to traffic, replace the garage with more mixed use space, and build a new garage on top of the woodmont lot, and another one on top of the parking lot at Giant. I realize that this might be expensive, but Bethesda Ave is a complete hazard right now.

by Shahar Goldin on Mar 17, 2010 10:02 pm 

How would the \$1 or \$2/hour be collected? Would the county need to pay parking attendants, or were you thinking about a credit card-parking meter setup? The plan for charging for the most popular lots make sense to me if it doesn't mean incurring personnel costs to man a collection booth, while keeping those lots a little farther away free since the locals (or the very cheap) will educate themselves about where to park given their priorities.

by grumpy on Mar 17, 2010 10:43 pm 

@Grumpy,

Parking at those lots is charged on weekdays. In some lots/decks they use "pay on foot" machines, in other lots/decks there are meters.

by Matt Johnson on Mar 17, 2010 10:48 pm 