



Lot 31

Public Notification Plan



Lot 31 Public Notification Plan

Background Data: Lot 31 Mitigation Plan

[Fall 2011-Update]

Introduction

Upon the closure of Lot 31 for the public/private re-development of the entire Lot31 area, the following steps will be taken to minimize the impacts to parking patrons. The reasoning used in this plan: short-term users and drivers with disabilities are to be accommodated as close as possible to the existing garage and long-term users will need to use other parking facilities, requiring further walking distances, as they have various alternative options available to them.

Observations

Weekday, daytime occupancy data for Lot 31 indicates that 97 spaces designated as short-term (2-hour) parking average 93% filled (or 90 spaces occupied). The remaining 173 spaces (long-term) average 98% filled (or 170 spaces occupied). Short-term and Long-term parking fluctuates throughout the year from 93%-100% occupied (or 252-270 spaces occupied), for any duration of parking.

Short-Term Parking Space Alternatives

Lot 31 currently has 97 spaces designated for short-term parking, on average 90 spaces are occupied. Garage 57 currently has 396 (233 2-hr + 163 4-hr) short-term spaces, on average 85 of these spaces are **vacant** during midweek peak occupancy.

1. 103 long-term spaces in Garage 57 (level 3) will be converted to short-term spaces (4 hour) to accommodate the 97 displaced from Lot 31. 18 short-term spaces will be converted to accommodate 9 handicap parking spaces displaced from Lot 31 (available short-term spaces in Garage 57 after handicap conversion and additional short-term $85-18+103=170$ **short-term spaces available**).

Long-Term Parking Space Alternatives

Lot 31 currently has 173 long-term spaces, on average 170 are occupied. Garage 57 currently has 504 long-term spaces, on average 80 of these spaces are vacant during peak demand (currently the # of vacant spaces fluctuates from 0 to 90). 103 long-term spaces will be converted to 4 hours (short-term) to accommodate short-term parkers from Lot 31. Due to the fluctuation in available spaces, and the conversion of 103 long-term spaces to short-term, long-term parking in Garage 57 can not accommodate the displaced long-term parking from Lot 31. 173 long-term parking spaces from Lot 31 and 103 long-term parking spaces from Garage 57 (**276 long-term spaces needed**) have to be relocated to alternative parking locations.

- Option 1: 982 long-term spaces are available at Garage 11. Garage 11 has an average of 435 long-term spaces vacant for long-term users during midweek peak occupancy.
- Option 2: 631 long-term spaces are available at Garage 36. Garage 36 has an average of 268 long-term spaces vacant for long-term users during midweek peak occupancy.
- Option 3: In addition there are monthly, daily and hourly parking spaces available at private parking facilities within close proximity of Lot 31. These spaces are available on a first come first serve bases. Parking rates and operational hours are determined by the private facility operator and will vary by facility. Please contact the facility for rates and hours.

ADA Parking Space Alternatives

Lot 31 currently has 9 ADA spaces. 9 new ADA spaces will be relocated to level 1 of Garage 57 near the Bethesda Avenue Entrance. This will reduce the short-term spaces in Garage 57 by 18 spaces, but an additional 103 short-term spaces will be added.

Carpool Parking Space Alternatives

Lot 31 currently has 1 carpool spaces. Garage 57 currently has 1 carpool space on level 1. One (1) additional carpool spaces will be added in Garage 57. Carpool applications will be monitored, additional spaces will be added if necessary.

Capital Crescent Bike Trail Parking

Lot 24 currently has 210 parking spaces, on average 45 spaces are vacant during midweek peak occupancy. On average 34 spaces are available on the weekend. Lot 24 will be used to accommodate parking and bike drop-off for the Capital Crescent Bike Trail.

Based on the level of occupancy data, the available spaces are distributed over the three garages as follows:

Displaced Parking Spaces				
Facility	Short-term	Long-term	ADA	Total
Lot 31	97	173	9	279
Garage 57 displaced		103		103
Total needed to be relocated	97	276	9	382
Available Alternative Parking Options				
Facility	Short-term	Long-term	ADA	Total
Garage 57 (average vacant spaces)	85			
Additional spaces added	85 (103-18 ADA)			(170 ST+9HC)
Total Available after Conversion =	170		9 (new)	179
Option 1: Garage 11 (average vacant space)		435		435 (LT)
Option 2: Garage 36 (average vacant space)		268		268 (LT)
Total vacant spaces (at Garage 57, Garage 11 and Garage 36)	170	703	9	882

Residential Parking Enforcement

Division of Parking will continue to monitor and enforce the Residential Parking Permit Program in neighborhoods adjacent to the Bethesda PLD. Enforcement will be increased if overflow parking encroaches into these areas.

Bethesda Circulator

The service will be enhanced during the closure of lot 31 and during the construction of Garage 31 to encourage parkers to use underutilized lots and garages in the downtown, and to reduce wait times between vehicles to 6 to 8 minutes. To accomplish this a third vehicle will be added to the route during the am and pm peak times of 7 am - 10 am and 4 pm - 7 pm, and a single vehicle will remain on the route Monday - Friday from 11 pm - 12 am and on Friday - Saturday from 12 am - 2 am.

Solutions Summary

Based on this parking capacity and occupancy analysis, no major discrepancy between demand and supply is anticipated system-wide, assuming demand stays at current levels. Additional short-term parking spaces will be added to **Garage 57 to absorb all Short-term vehicles currently using Lot 31**. Long-term parking supply will be relocated to Garages 11 and 36. Users are encouraged to use the free Bethesda Circulator to navigate within the Garage 31 construction area. It is anticipated that some parkers may use private parking spaces currently available in the area. Still, a major push to encourage employees to seek out alternatives to driving alone should be considered by the Bethesda Transportation Solutions Office in conjunction with the garage closure notice effort. In addition, designated carpool spaces are provided in Garage 57 as the first long-term spaces encountered when entering the garage. Additional carpool spaces can be expanded as needed. MCDOT will monitor parking space occupancy during the construction of Garage 31 and adjust parking supply as necessary.