

# Draft Short-Term Parking Analysis

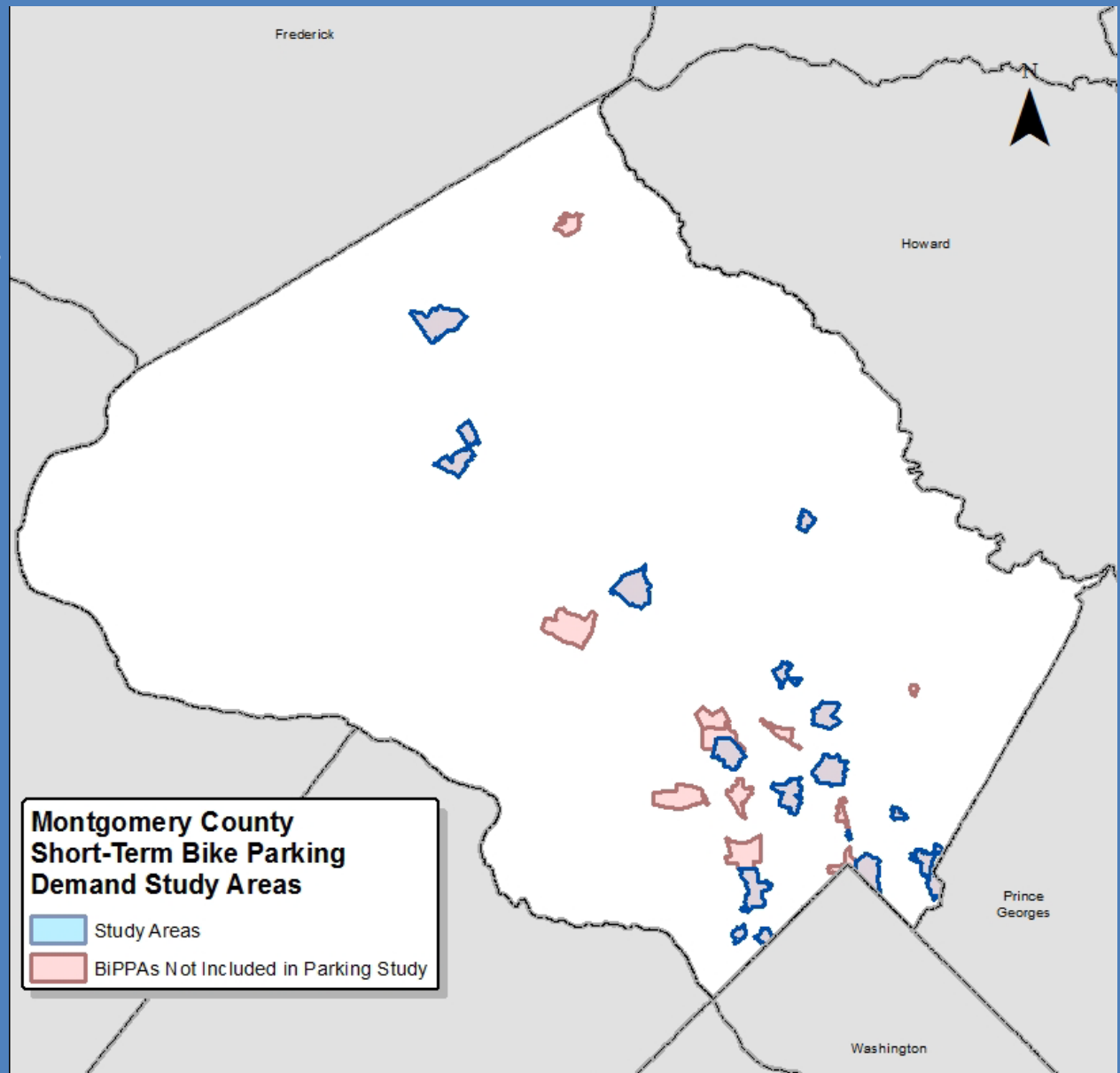
December 14, 2016

# Study Areas

Study focused on 19 of the 30 County Bicycle Pedestrian Priority Areas (BiPPA) that coincide with commercial centers.

Areas included:

- *Aspen Hill*
- *Bethesda CBD*
- *Clarksburg Town Center*
- *Cloverleaf*
- *Flower-Piney Branch-Arliss*
- *Four Corners*
- *Friendship Heights*
- *Germantown Town Center*
- *Glenmont*
- *Kensington*
- *Montgomery Hills*
- *Olney Town Center*
- *Piney Branch-University*
- *Shady Grove*
- *Silver Spring CBD*
- *Takoma/Langley Crossroads*
- *Westbard*
- *Wheaton CBD*
- *White Flint*



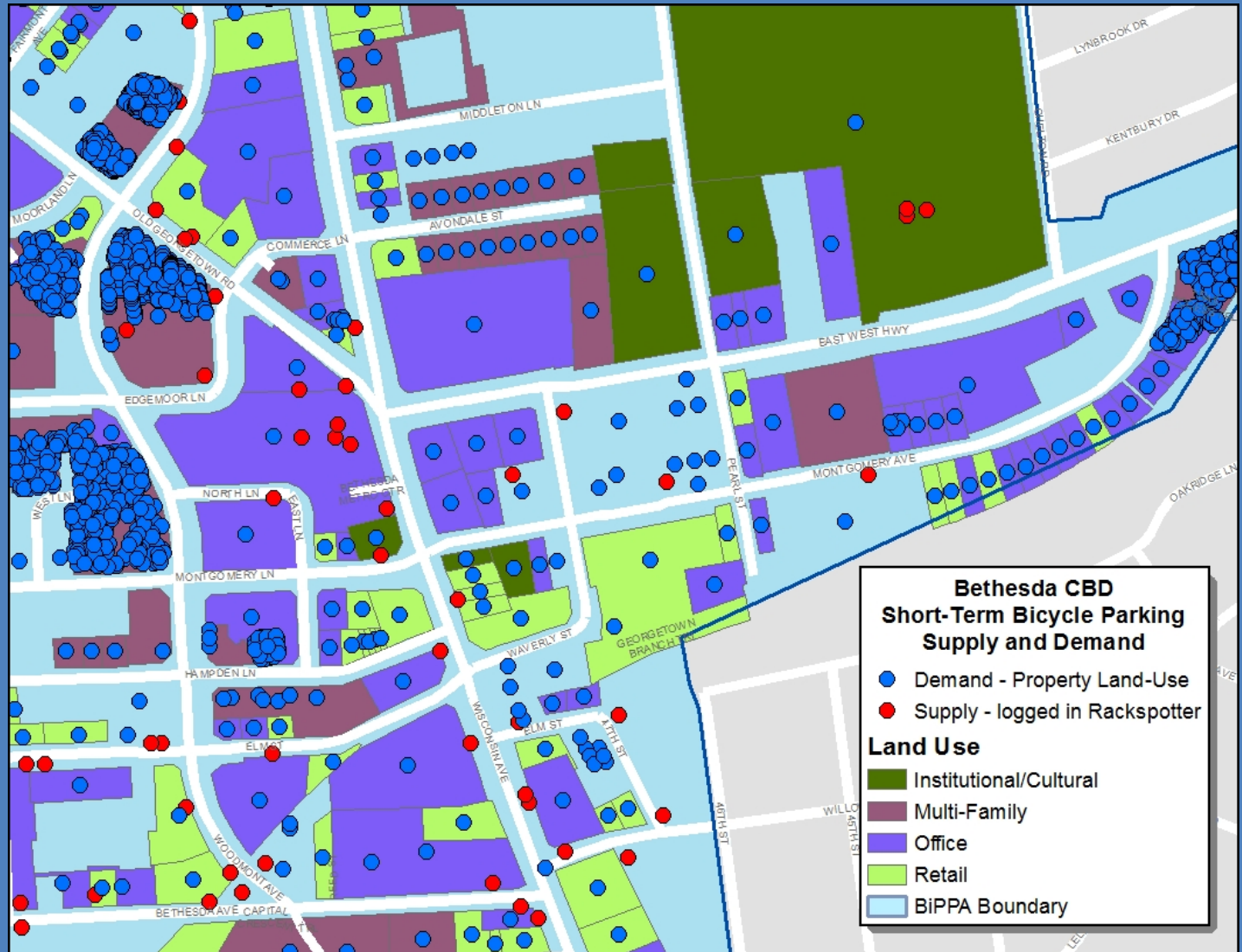
# Methodology

## Demand

Calculated from County property data using Ground Sq. Ft. and Land Use Type.

## Supply

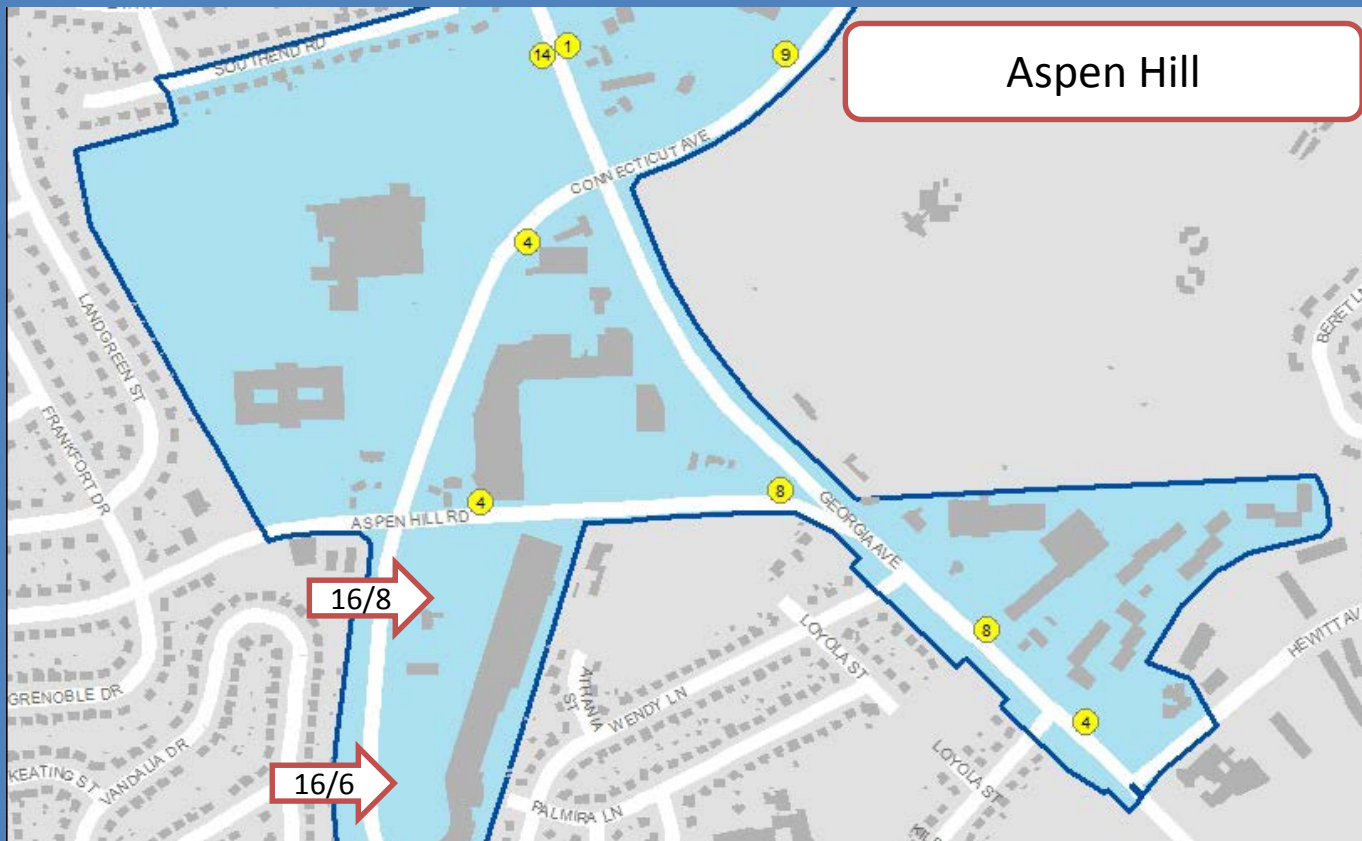
Geo-tagged on *Rackspotter* by Planning Staff and Volunteers.



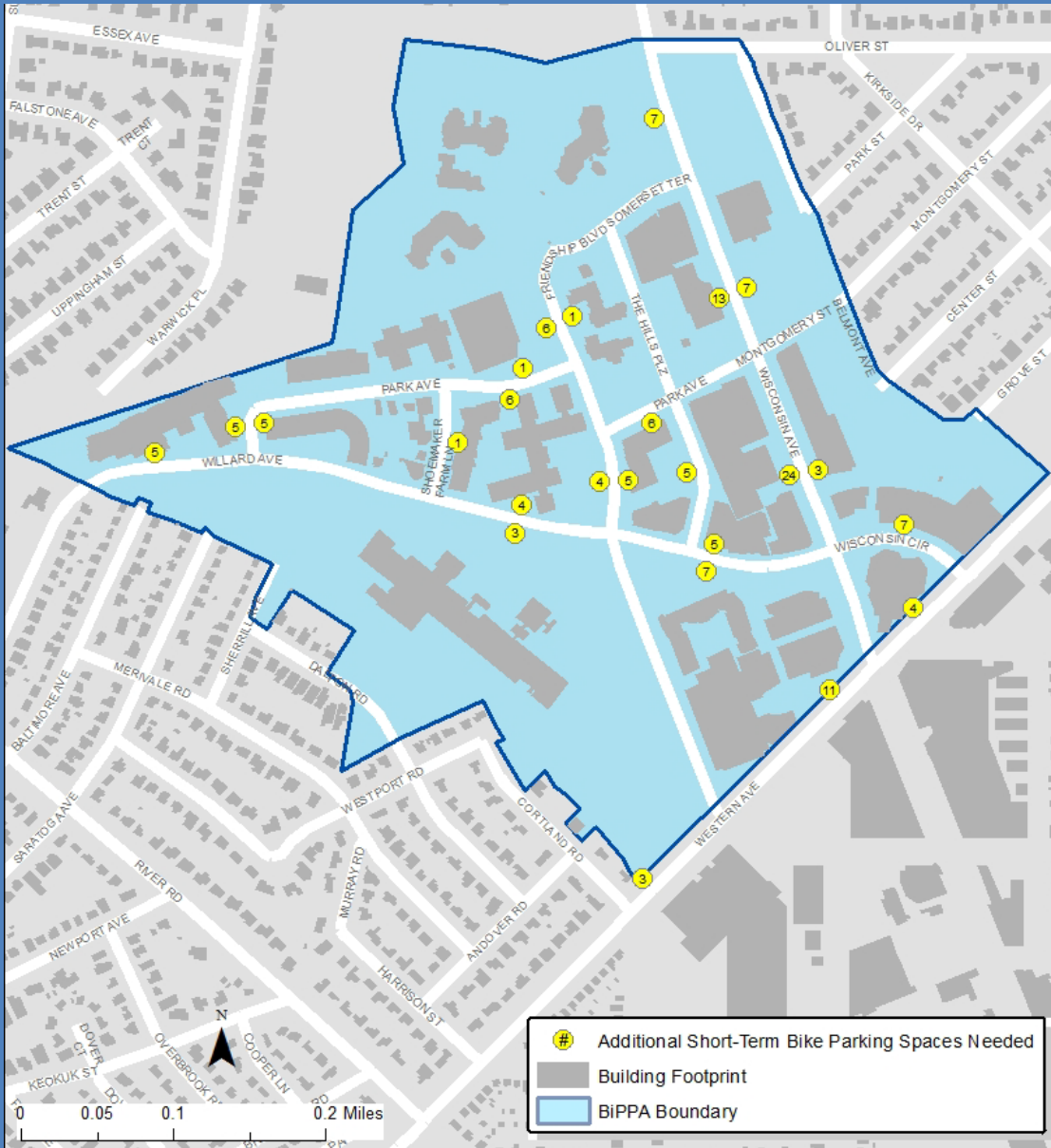
# Methodology

## Exceptions

- Study does not account for Metro Stations or Schools (Demand based on Ridership/Attendance)
- Results do not count blocks with demand less than 0.5 parking spaces.
- Maps do not illustrate blocks that have excess parking (But counted in results)



# Demand by City Block



## Friendship Heights

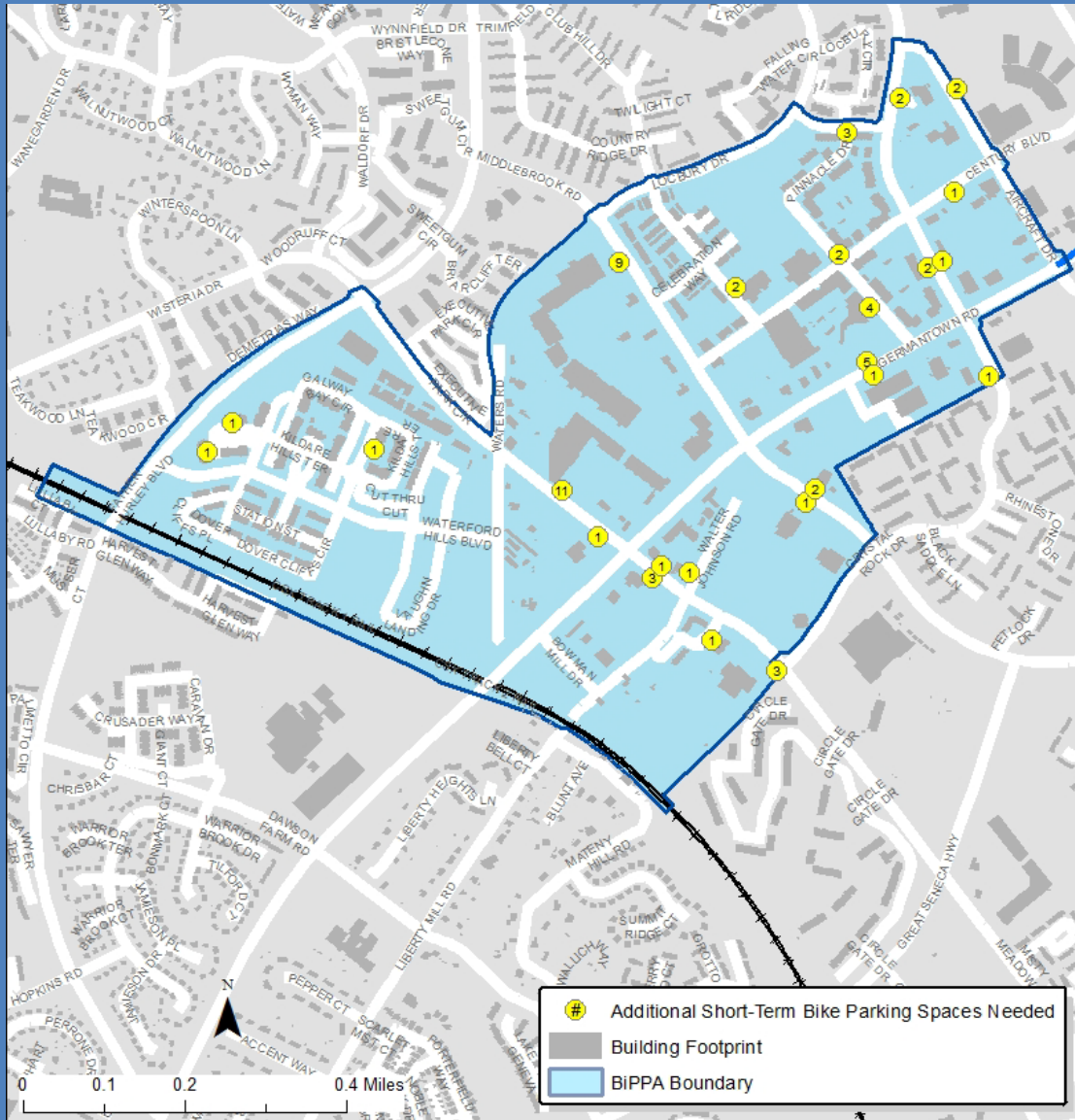
Blocks with short-term bike parking demand: 27

- With at least one rack: 22%
- With no racks: 78%
- With insufficient racks: 96%

Total short-term bike spaces needed: 160



# Demand by City Block



## Germantown Town Center

Blocks with short-term bike parking demand: 34

- With at least one rack: 29%
- With no racks: 71%
- With insufficient racks: 74%

Total short-term bike spaces needed: 62

# Summary

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In the 19 study areas, 670 out of 1152 city blocks were found to have some amount of unmet demand for short-term bike parking with a total of 2,045 additional parking spaces needed.

- 21% have at least one existing bike rack
- 79% have no racks
- 85% have insufficient short-term bike parking supply