

Context

Parking

- The plan states that existing peak parking demand for patients, visitors, physicians, and staff is 3,122 parking spaces. Later, it states that the ‘average weekday parking demand’ in 2017 was 3,450 (1,200 for patients and visitors, and 2,250 for employees). These two figures should be reconciled - the average should be less than the peak.
- The calculation behind the baseline employee parking demand/employee figure should be clearly shown (so that the methodology can be replicated in the future). It is difficult to tell what employee parking demand figure was used. (The ratio should be based on actual observed demand.) It is also difficult to tell what employee population figure was used as a denominator. It was not 4,400 employees (which is the total estimated Bramhall employee figure used later in the plan), but 6,000? Where did that figure come from?

Bicycle and Pedestrian Infrastructure

- Based on the information submitted through the East Tower/Visitor Garage site plan review, the total quantities of parking appear to be sufficient to meet the bicycle parking requirements for the MMC campus. The type of bicycle parking provided, based upon images supplied in the TDM plan, is in some cases deficient per the *Technical Manual* to securely park bicycles and encourage bicycle commuting. (Some of the bicycle racks secure the front wheel only and do not provide the required two points of contact between the bicycle frame and bicycle rack.) In the revised TDM plan, include an inventory the type and number of bicycle parking spaces within the MMC campus at each location to ensure that, at a minimum, 1) the total number of racks that meet the parking standards equals the number required and 2) also meets the standard that bicycle racks are adequately distributed within the MMC Campus at main building entrances, also as required by the Technical Manual.

Current Travel Behavior

Commuting Survey

- Doublecheck terminology on frequency of survey. The plan states that the commuting survey will be completed ‘bi-annually,’ which means two times/year. This was the language used in the IDP, but it may be erroneous?

Geospatial Analysis

- As stated in earlier comments, is there data on usage of UCar Share?

Program Goals

- In the future, employee parking demand/employee should be measured based on actual, observed employee parking demand (rather than estimated). In the final TDM plan, please describe technologies that will be integrated into the employee and/or visitor garage in order to record actual parking demand. Note that the city’s traffic engineer has suggested that tracking technology be required in the employee garage.

Parking & TDM Strategies

Current GOB Strategies

- Figure 6 should include both the existing and proposed bike network (see attached markup).
- The discounts cited in Table 2 are not calculated correctly; the Metro discount is actually 40%, not 60%, etc.
- We would continue to suggest identifying spaces on-campus for preferential carpool/vanpool parking (e.g. some spaces in the visitor garage or surface lots). Preferential spaces in the off-site employee garage are not likely to incentivize change in travel behavior in the way that preferential spaces on campus will.
- The parking cashout procedure seems unnecessarily cumbersome (e.g. submitting a form, etc.). Could this be made easier?

Enhanced (Future?) Strategies:

- As above, the system for subsidizing METRO passes seems cumbersome. Could passes be distributed up front on a monthly basis, rather than requiring employees to apply for a reimbursement? This is a barrier.
- As stated in earlier comments, are there METRO system/operational enhancements that could influence MMC employee use (e.g. in other instances, TDM plans have included specific measures to improve headways.) The TDM plan should speak to operational changes (e.g. route changes/schedule changes/shelter

enhancements/technological enhancements) that would be most effective in capturing employee travel demand.

- As stated in earlier comments, providing incentives for those who walk or bike could be effective in inducing mode shifts. Is there a way to connect with an employee wellness program? As with above, are there specific infrastructure improvements that could be most effective in enhancing the bike/ped network for use by MMC employees?
- Is there more of a place for bike share in the TDM plan (i.e. how can MMC 'support this effort in the future')?

Education and Marketing Strategies

- As stated in earlier comments, what about challenges/incentives outside of GoMaine? MMC could provide their own.
- As noted above, what about connections to HR/employee health programs?

Comprehensive Data and Goal Monitoring

- The plan states that parking demand data will be collected on a 'semi-annual basis,' or two times/year, which will provide two parking demand/employee data points for reporting in the annual monitoring report. Please confirm.
- As above, clarify terms re the frequency of the commuting survey.