**MMC TDM PLAN | City Review Comments 8/17/18**

**Context**

*Parking*

* Page 8: The plan talks about a shortage of 142 parking spaces, but the delta between total demand and supply, based on the numbers on page 7, is more. Please clarify.
* Page 8: “MMC’s total parking deficit is estimated to be 800 parking spaces in 2017.” Based on figures elsewhere, the existing deficit is more like 245. Can this discrepancy be explained?

*Bicycle and Pedestrian Infrastructure*

* + Still waiting on bike parking inventory. As noted previously, the type of bicycle parking provided on the MMC campus, 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.

**Parking & TDM Strategies**

*Current GOB Strategies*

* 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 continues to seem unnecessarily cumbersome (e.g. submitting a form, etc.). In the future, employees should have the opportunity to cashout in advance (i.e. receive cash up front in lieu of the parking pass).

*Enhanced (Future?) Strategies:*

* Continue to suggest that subsidized METRO passes be distributed up front, rather than on a reimbursement basis (i.e. employees opt for either parking pass or METRO pass). Abuse is likely to be very low, and any additional paperwork/trip logging is likely to be a barrier.