Subj:	**The Washington Home - BZA Application**
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Sent from the Internet

Messrs. Danzig and Kogan: I have interviewed staff at TWH and Gorove/Slade to obtain answers to the questions posed at last Thursday's meeting and would offer the following:

1. What is the "peak period" of the Parking Analysis?

The peak period was considered to be 11:00 am - 2 pm and the reuslts were fairly consistent during the 3 mid-week days of the study showing 130+ vehicles on site. On each day the highest car count occurred around 1 pm. I hope to have a chart from Gorove/Slade showing the actual hourly car counts during the study period.

2. What is the basis for estimating that 17 vehicles in on-street unrestricted spaces are related to TWH?

This conclusion in the report is not based on direct, empirical evidence, but is rather deductive. I will explain further at the meeting, but the logic is this: There are 134 employees during the day shift who report driving to TWH. The parking study finds 130+ vehicles in the parking lot at the peak period. From the examination of visitors logs in the last week of May, 2001, the consultant observes an average of 17 visitors to TWH during the peak period. He reasons from that data that some unknown mix of employees and visitors (totaling 17) are unable to park on the parking lot and are likely occupying the unrestricted parking spaces along Upton to 37th Streets. The data from visitor logs is likely an undercount, as try as we might, we know that not all visitors bother to sign in if they can get away with it and not all identify their vehicles by license number and location.

3. What are the components of parking demand at the peak period?

In addition to the 136 employee vehicles, the 17 peak period visitors on average appear to break down into 5 hospice visitors, 4 hospice volunteers, 5 physicians or other medical professionals and 3 administrative visitors.

4. What was the number of improperly parked vehicles (i.e., not connected to TWH) on the parking lot at the peak period?

There is no data available on this as the observers made no effort to make such a count and, in fact, had no reliable way of distinguishing one vehicle from another. TWH has provided employees with a identifying card to be suspended from the rear view mirror. Periodically TWH security personnel inspect the parking lot and when they can identify unauthorized vehicles they place a warning notice under the wipers. The parking study assumed that as long as the on-street parking counts showed that some restricted or unrestricted spaces were available, the unauthorized, short-term user had little incentive to park on TWH parking lot at the peak period and taking the risk of being ticketed or towed.

5. What is the frequency of conferences, training at TWH?

On average, there a 5 events per calendar quarter involving hopsice volunteers averging 50 participants, but these events typically occur in the evenings. Approximately once per month, there are "grand rounds" involving 20-30 local medical residents from local teaching hospitals that take place beginning in the morning and running into the peak period. There are periodic training sessions for nurses during the day that might add to the peak hour parking load but I could not isolate the exact numbers involved.

6. How many employees, volunteers live in Ward 3?

The best information available is that 10 employees and 61 (out of approximately 150) volunteers live in Ward 3.

7. What are the industry parking/traffic generation standards applicable to TWH?

The 10% circulation factor is common to all parking planning. According to industry standards, it is not sufficient or efficient to provide parking only for peak use.

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Traffic generation standards for a nursing home are 2.61 trips per bed per day, which in this instance is 535 trips per day (assuming that the proposed 13 hospice bed generates no more traffic than an equivalent number of nursing home beds). That results in 268 vehicles per day for a 173 space parking lot. This distribution is consistent with mid-day peaks and significantly lower usage during the evening, night and early morning hours.

8. What inducements does TWH provide to employees to car-pool or travel by mass transit and how many participate?

Contrary to what I understood at the time of our meeting, I have discovered that TWH has no functioning program to provide financial incentives to employees. The Director of Operations during 2001 met with all employees in a quarterly "round-the-clock" meeting to discuss parking issues and to complete a one-page survey regarding Metro use and car-pooling. The factual background to this conversation is the 2001 observation reported in the parking study that approximately 20% of employees then took the Metro to work and 10% were car-pooling. For the rest, principally the nurses, there was resistance to reliance on mass transit and car-pooling because they work fluctuating shifts at TWH, have unpredicable overtime hours because of the nursing shortage, or have second jobs. Nurses constitute 163 of the 296 employees currently at TWH and 102 of them typically work on the shift that includes the peak period of parking use. We doubt that incentives would change the current behavior of employees.