



Recent Year Parking Space Inventory Compare																	
October Census	Total ALL TYPES Spaces	Total Auto Spaces	Core F/S Avail*	Total F/S Avail **		Resident	Hall Director	ADA	CMTR Excl	FAC/STAFF excl.	Mixed		Motorcycle estimated	Moped estimated	COMBINED SERVICE & LOAD	COMBINED Paystation & Meter	COMBINED Reserved
2017	7,855	7,125	2,704	4,530		970	25	178	242	2,172	2,135		136	390	311	529	515
2018	7,805	7,081	2,729	4,564		970	26	173	190	2,159	2,187		138	382	310	507	515
2019	7,848	7,087	2,774	4,609		909	29	171	190	2,209	2,191		150	407	300	539	512
2020	7,817	7,092	2,792	4,627		911	30	171	189	2,227	2,229		156	370	300	539	492
2021	7,813	7,032	2,781	4,609		911	31	172	189	2,215	2,222		172	410	304	548	440
2022	7,775	7,019	2,774	4,600		929	31	172	189	2,206	2,222		182	385	282	548	440
1 yr change #	(38)	(13)	(7)	(9)		18	-	-	-	(9)	-		10	(25)	(22)	-	-
1 yr change %	0%	0%	0%	0%		2%				0%			6%	-6%	-7%		
2 yr change #	(42)	(73)	(18)	(27)		18	1	1	-	(21)	(7)		26	15	(18)	9	(52)
2 yr change %	-1%	-1%	-1%	-1%		2%	3%	1%		-1%	0%		17%	4%	-6%	2%	-11%
5 yr change #	(80)	(106)	70	70		(41)	6	(6)	(53)	34	87		46	(5)	(29)	19	(75)
5 yr change %	-1%	-1%	3%	2%		-4%	24%	-3%	-22%	2%	4%		34%	-1%	-9%	4%	-15%

Fall Space Inventory: 7,019 auto
-13 auto spaces from prior year
Total managed spaces (of all types): 7,775

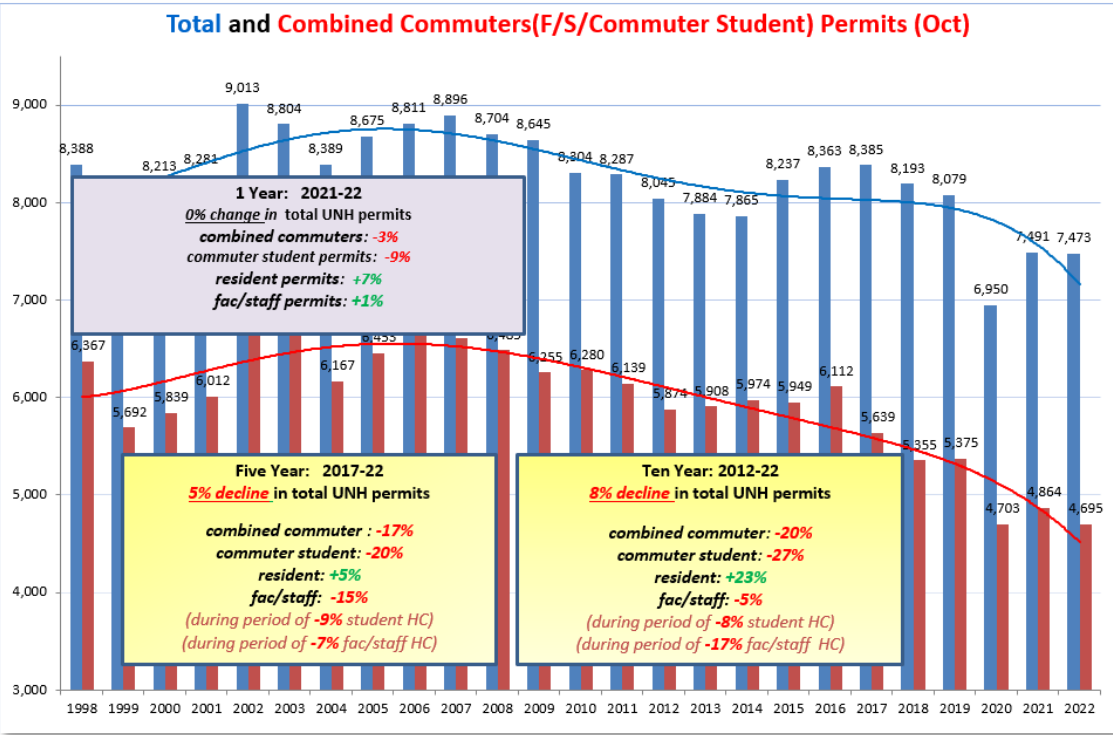
Key Points:

- **core F/S available spaces = 2,774 - 4,600 total F/S spaces**
- **sable departmental reserved with 5% reduction in service/load spaces**
- **moped and mc capacity saw slight decreases**
- **5 yr increase of 3% in core and 2% total F/S available spaces**
- **continued overall excess of F/S parking in in key F/S exclusive lots**
- **continued increase in demand for Visitor and Resident student parking**

Fall Permits Issued: Total: 7,473 / Combined Commuters: 4,695
compared to 2021 key category changes:
Total Permits: 0% (no change) / Combined Commuter: -3%
Commuter Students: -9%
Faculty/Staff: +1%

Key Points:

- **Total permit sales were flat from '21**
- **Commuter student (and combined commuter permit sales) were down from prior year**
- **Combined Commuter permit sales were down 3% over the past year – but down 20% over the past ten years – which is a significant reduction in daily vehicle traffic entering Durham**
- **Resident permit sales (which are capacity limited) increased 7% for the year but are up over 23% in the past decade**
- **Faculty/Staff permits were rebounded only slightly from COVID lows (up 1%). Long-term F/S permit sales are down 15% over the past five years and down 5% over the past ten years**



UNH – Durham - Transportation Policy Committee – 2022 Benchmark Report

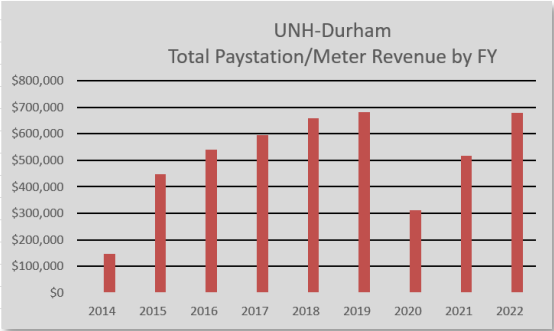


Permits : Space (# permits issued per space)									Spaces : Permit (# of spaces available per permit)								
Fall of:	F/S Permits : exclusive F/S spaces	F/S permits: F/S avail spaces. ³	F/S permits : core F/S spaces ⁶	Commuter permits : Commuter exclusive	Commuter permits: total avail commtuer. ⁴	Resident permits : resident exclusive	Resident permits: total avail resident. ⁴	Total Auto Permits: Total Auto Spaces. ⁵	<CMP	F/S exclusive spaces : F/S permit	F/S total avail spaces : permit. ³	F/S core campus spaces: F/S permit ⁶	Commuter exclusive spaces : commuter permit	Total avail commuter spaces: commtuer permit ⁴	Resident exclusive spaces : resident permit	Total avail resident spaces: resident permit. ⁴	Total campus spaces avail: total permit ⁵
2004	1.4	0.7	1.1	13.3	1.4	1.8	1.0	1.3		0.7	1.5	0.9	0.1	0.7	0.5	1.2	0.8
2010	1.6	0.8	1.2	9.9	1.0	1.4	0.8	1.3	<CMP	0.6	1.3	0.8	0.1	1.0	0.7	1.2	0.8
2011	1.5	0.7	1.1	11.6	1.1	1.6	0.9	1.2		0.7	1.4	0.9	0.1	0.9	0.6	1.1	0.8
2012	1.4	0.7	1.1	11.0	1.0	1.6	0.8	1.2	<CMP	0.7	1.4	0.9	0.1	1.0	0.6	1.3	0.9
2013	1.5	0.8	1.1	10.1	1.1	1.6	0.9	1.2		0.7	1.3	0.9	0.1	0.9	0.6	1.1	0.9
2014	1.6	0.8	1.2	10.0	1.0	1.5	0.9	1.2	<TPC15	0.6	1.2	0.8	0.1	1.0	0.7	1.1	0.9
2015	1.6	0.7	1.2	12.5	1.0	1.7	0.8	1.2		0.6	1.4	0.8	0.1	1.0	0.6	1.2	0.8
2016	1.7	0.7	1.2	12.9	1.0	1.7	0.8	1.2	<TPC15	0.6	1.3	0.8	0.1	1.0	0.6	1.2	0.8
2017	1.5	0.7	1.2	12.8	1.0	1.9	0.9	1.2		0.7	1.4	0.8	0.1	1.0	0.5	1.1	0.8
2018	1.4	0.7	1.1	9.3	0.9	2.0	1.0	1.2	<TPC15	0.7	1.5	0.9	0.1	1.1	0.5	1.0	0.9
2019	1.4	0.7	1.1	11.8	0.9	2.0	0.9	1.1		0.7	1.5	0.9	0.1	1.1	0.5	1.1	0.9
2020	1.2	0.6	1.0	10.2	0.9	1.6	0.7	1.0	<TPC15	0.8	1.7	1.0	0.1	1.2	0.6	1.4	1.0
2021	1.2	0.6	1.0	11.3	0.9	2.0	0.9	1.1		0.8	1.7	1.0	0.1	1.1	0.5	1.1	0.9
2022	1.2	0.6	1.0	10.3	0.8	2.0	0.9	1.1		0.8	1.7	1.0	0.1	1.2	0.5	1.1	0.9
TREND																	

F/S permit declines combined with headcount decline and continued flex/remote work resulted in continued 20+ year low ratios of parking demand to availability...a new normal?

Car storage for resident and non-resident students remains a strong market and revenue opportunity. This must be balanced with PTDM policies, land use needs and consideration of traffic implications on Main Street.

Visitor and Hourly Parking Demand Return



Following the two+ years of COVID impacts on campus events and visitor levels, paystation and meter revenue has returned to growth mode.

We expect that FY '23 will see new records in visitor lot demand resulting in new revenue levels.

Ratio Tracking – Ratios stay at historic favorable levels in second year of full academic session – F/S parking demand remains muted – commuter student demand ratio levels are stable.

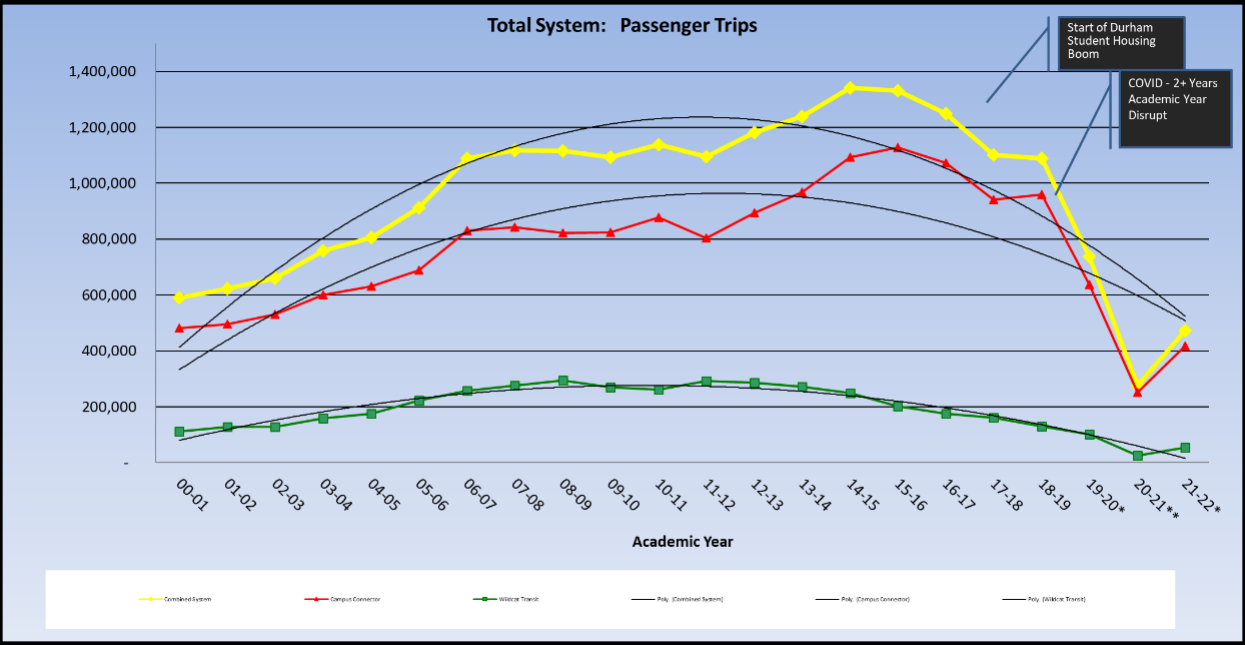
Overall permit : space ratio (the macro hunting measurement) remained at historic lows observed during the prior academic (COVID Yellow) year. Commuter student ratios improved to record standards and resident student permit ratios tightened with rebound in demand. The latter is determined primarily by lot assignment decisions. The former is a reflection of increased commuter student attendance at UNH post-COVID - a reversal of prior year trends.

Fall of:	F/S Permits	F/S Heacount*	Avail F/S Spaces	Exclusive F/S Spaces	Ratio F/S Permits to F/S HC	Ratio F/S Avail Spaces to F/S HC	Ratio F/S Exclusive spaces to F/S HC
2011	3,008	3,644	4,084	2,013	0.83	1.12	0.55
2012	2,891	3,574	4,126	2,018	0.81	1.15	0.56
2013	3,024	2,960	3,940	2,033	1.02	1.33	0.69
2014	3,201	2,843	3,972	2,004	1.13	1.40	0.70
2015	3,205	3,115	4,405	1,959	1.03	1.41	0.63
2016	3,267	3,083	4,387	1,959	1.06	1.42	0.64
2017	3,217	3,168	4,530	2,172	1.02	1.43	0.69
2018	3,104	3,179	4,564	2,159	0.98	1.44	0.68
2019	3,136	3,110	4,613	2,213	1.01	1.48	0.71
2020	2,765	3,023	4,627	2,227	0.91	1.53	0.74
2021	2,720	2,932	4,609	2,215	0.93	1.57	0.76
2022	2,747	3,108	4,600	2,206	0.88	1.48	0.71
TREND							

UNH – Durham - Transportation Policy Committee – 2022 Benchmark Report



Wildcat Transit System – 473,000 total trips representing approximately 1.2M miles of passenger travel
A 71% increase in total ridership – Systems remain below pre-pandemic levels



Key Points:

Ridership in the second half of the academic year bounced back strong following two years of COVID impacts. UNH ridership remains well below pre-COVID era levels but is making significant recovery. Some of this rebound is constrained by ongoing driver shortages – which limit Campus Connector frequency and ridership.

UNH committed to continuation of Newmarket with increased frequency through May 2023. Ridership in this year (with increased service levels and heavy promotion) made anemic gains and the service remains far below transit service minimum thresholds.

As UNH moves into its first full academic year in ‘normal’ operations during the post pandemic period we will return to productivity analyses. It is understood that pre-COVID metrics will need to be viewed with some flexibility as we enter a post-pandemic era.

UTS continues to face significant driver staffing challenges during the fiscal year due to demand for CDL drivers and alternate student job opportunities. These staff shortages hindered frequency of service on the Campus Connector routes which impacts ridership negatively.

Benchmark Summary						
	FY 19 (AY 18-19)	FY 20* (AY 19-20)	FY 21* (AY 20-21)	FY 22* (AY 21-22)	FY 21-22 Change %	3 Year Change %
Route 3 - Dover	55,113	43,644	14,806	30,213	104%	-45%
Route 4 - Portsmouth	59,228	44,937	8,904	20,201	127%	-66%
Route 5 - Newmarket	15,134	12,180	2,049	3,967	94%	-74%
Wildcat Transit	129,475	100,761	25,759	54,381	111%	-58%
Campus Connectors	960,173	637,220	250,395	418,503	67%	-56%
TOTAL TRANSIT	1,089,648	737,981	276,154	472,884	71%	-57%
* COVID shutdown mid March-August 2020 followed by UNH Yellow Mode Operations through AY 21 slow return AY 22						



Zipcar: www.zipcar.com/unh
Zipcar is now entering its 14th year at UNH-Durham. Approximately 370 reservations were made traveling approximately 27,000 miles. UNH and Durham are encouraging ZipCar to restore prior fleet levels to campus/downtown. As of this writing in December 2022, only one ZipCar is currently available in Durham. Pre-pandemic, we had a two-four car fleet based on seasonal demand.



Downeaster ridership skyrockets post-pandemic www.amtrakdowneaster.com
In its 21st year of operation, ridership to and from Durham tripled to a total of just over 42,000 passenger trips. Spring 2022 ridership from Durham doubled that of year prior. Full corridor ridership has rebounded to just under 90% of pre-pandemic ridership. *We anticipate our 1 millionth Durham rider early in 2023!*



Bikeshare Arrives: With student leadership support, UNH signed agreements with Oyster River Cycles to implement a community-based bikeshare system which rolled out in pilot mode early this fall. A fleet of 30 gps-enabled bikes using the Movatic app was put in place. Full introduction of the service will take place in spring 2023. UNH CatTrax is managed by Transportation Services in coordination with the Sustainability Institute. UNH first piloted a no-tech bike share program in 2001 – which was called the Yellow Bikes – with this new app-based system we’ve come a long way!

Motorcycle and moped permit sales continued a multi-year decline in fall 2022. This is likely due to availability of cheaper, easier to transport personal mobility devices and e-bikes. Although operations of these devices are regulated by Town Ordinance (effective winter 2020), UNH does not issue permits or track these mobility devices. E-bikes are simply....bikes.



Permit type	Fall 2019	Fall 2020	Fall 2021	Fall 2022	Change 19-22	Peak (Year)
Motorcycle	116	71	58	59	-49%	185 (2008)
Moped	351	247	198	178	-49%	403 (2018)
Mobility Devices	Unquantified but increasing!					

To find out more check the quarterly project updates on the [TPC website](#).