

UNH – Durham - Transportation Policy Committee: 2023 Benchmark Report



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
2023	7,730	6,967	2,563	4,398	1,070	31	172	189	1,997	2,229	187	387	285	558	436
1 yr change #	(45)	(52)	(211)	(202)	141	-	-	-	(209)	7	5	2	3	10	(4)
1 yr change %	-1%	-1%	-8%	-4%	15%				-9%	0%	3%	1%	1%	2%	-1%
2 yr change #	(83)	(65)	(218)	(211)	159	-	-	-	(218)	7	15	(23)	(19)	10	(4)
2 yr change %	-1%	-1%	-8%	-5%	17%				-10%	0%	9%	-6%	-6%	2%	-1%
5 yr change #	(75)	(114)	(166)	(166)	100	5	(1)	(1)	(162)	42	49	5	(25)	51	(79)
5 yr change %	-1%	-2%	-6%	-4%	10%	19%	-1%	-1%	-8%	2%	36%	1%	-8%	10%	-15%

**Fall Space Inventory: 6,957 auto**  
Change from Prior Year: **-62 (primarily Lot H off-line)**  
**total inventory spaces (of all types): 7,730**

- Key Points:**  
**core F/S available spaces = 2,563 and 4,398 total F/S spaces**
- current construction projects = temporary reductions:
  - reduced dept. reserved with 5% reduction in service/load spaces
  - moped and mc capacity saw slight decreases in line with demand.
  - 5 yr decrease of 6% core and 4% total F/S available spaces (Strafford /Lot H) in line with HC and permit sale reductions
  - excess of F/S parking in in key F/S exclusive lots (Lot B)
  - incremental increases in Visitor and Resident parking

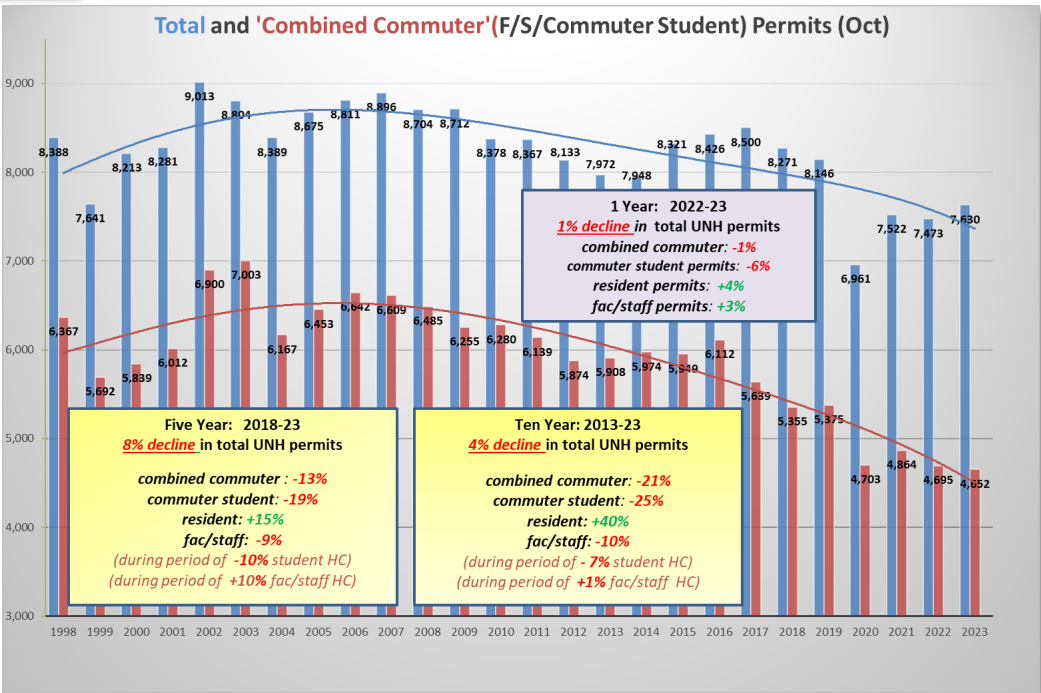
**Fall Permits Issued: Total: 7,630 / Combined Commuters: 4,652**

Change from Prior Year:

**Total Permits: +2%** and **Combined Commuter: -1%** →  
**Commuters: Students: -6% and Faculty/Staff: +3%**  
**Resident Students: +4%**

**Trends:**

- total permit sales were nominally up (+2%), which was the first uptick in four years but well under the current decade peak.
- commuter student permits continued a 20-year decline to 1,833 - **now at 50% of 2002 peak!**
- combined commuter sales were nominally down at 4,652 - **down 30% from a 2003 peak of just over 7,000** - a significant reduction in daily commute traffic entering Durham
- resident sales: 2,187 (capacity limited) increased 4% - **up over 30% in the past decade**
- faculty/staff permits rebounded 3% to 2,819 but this is **15% below the peak which occurred in 2016**



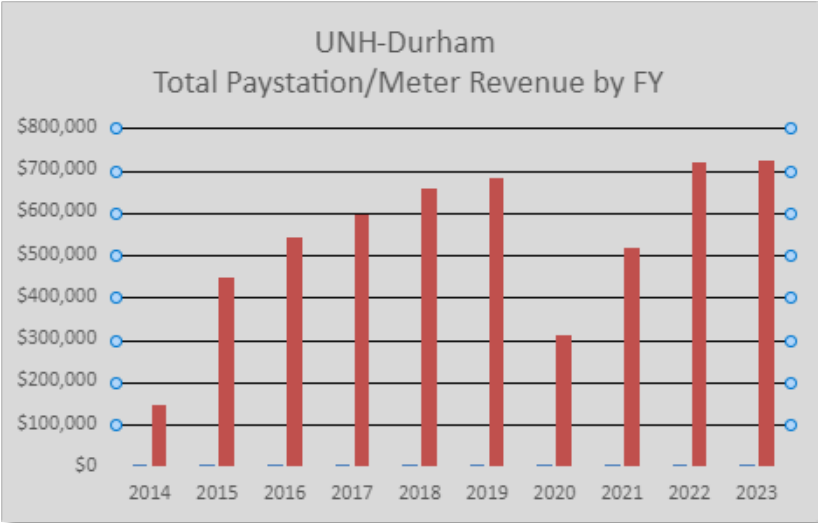
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10 Year Permit Changes (2013-23)					
	Universal Total	Combined Commuter	F/S	Student Commuter	Res Student
2013	7,972	5,908	3,143	2,434	1,557
2023	7,630	4,652	2,819	1,833	2,187
N	-342	-1,256	-324	-601	630
%	-4%	-21%	-10%	-25%	40%
Combined Commuter: Fac/Staff/Commuter Student					

Permit sales are one reflection of demand which, at a macro level, has shifted from commuter to resident and visitor/hourly need over the past decades. This derives from changes in housing patterns, reduced UNH community headcount, student car ownership rates and a general change long-term from daily commute to hybrid work and learning opportunities. Unmet demands continue to be visitor/event parking and resident parking storage (especially as car ownership rates increase).

Paystation/Meter revenue is another reflection of demand, although it may be constrained by current facility capacity. FY '23 totals eclipsed FY'22 as campus returned to activity levels exceeding pre-COVID.



Permits : Space (# permits issued per space)								
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
2004	1.4	0.7	1.1	13.3	1.4	1.8	1.0	1.3
2011	1.5	0.7	1.1	11.5	1.1	1.6	0.9	1.2
2012	1.4	0.7	1.1	11.0	1.0	1.6	0.8	1.2
2013	1.5	0.8	1.1	10.1	1.1	1.6	0.9	1.2
2014	1.6	0.8	1.2	12.7	1.0	1.5	0.9	1.2
2017	1.5	0.7	1.2	10.0	1.0	1.9	0.9	1.2
2018	1.4	0.7	1.1	11.8	0.9	2.0	1.0	1.2
2019	1.4	0.7	1.1	11.8	0.9	2.0	0.9	1.1
2020	1.2	0.6	1.0	10.3	0.9	1.6	0.7	1.0
2021	1.2	0.6	1.0	11.3	0.9	2.0	0.9	1.1
2022	1.2	0.6	1.0	10.3	0.8	2.0	0.9	1.1
2023	1.4	0.6	1.1	9.7	0.8	2.0	1.0	1.1

Permit: Space Ratio Tracking

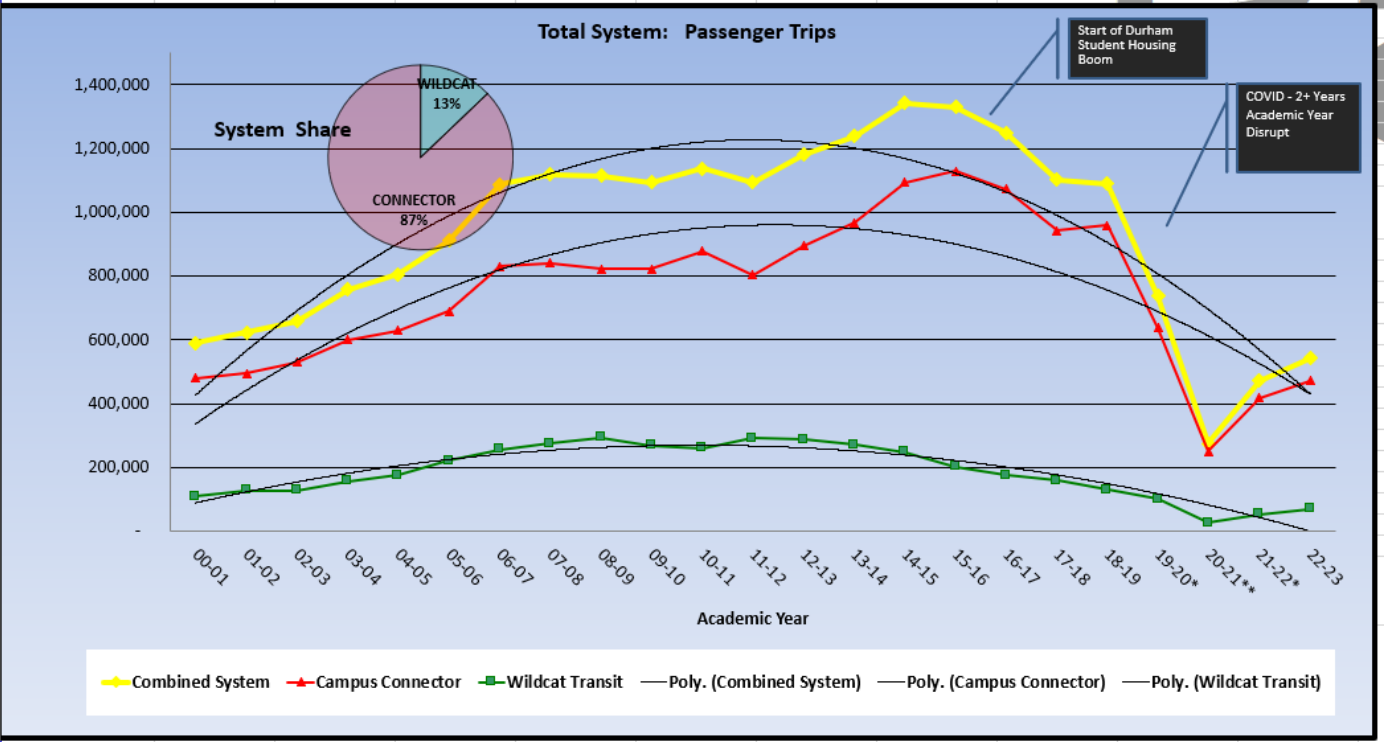
In 2023, ratios remained at or near historic favorable levels across all levels compared to the start of TDM in 2002. The tightening in F/S exclusive ratio remains below peaks in 2013-2017 and returns to 2019 pre-COVID level. Commuter and resident ratios are stable with recent space adjustments and permit sale changes.

Overall permit: space ratio (the macro hunting measurement) remained stable at its recent baseline of 1.1 - down from highs in 2002-2004.

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**Wildcat Transit & Campus Connector:** 543,185 total trips representing approximately 1.5M miles of passenger travel  
A 15% increase in total ridership over prior year – Systems remain below pre-pandemic levels



**Key Points:**

Ridership on current routes made significant rebounds in FY '23 even with the termination of Route 5 Newmarket service in May 2023.

This report represents the first full post-COVID service year. UTS will resume full route productivity analysis in spring 2024 as we adapt our transit system to new realities.

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.

Transit Trips							
	FY 19 (AY 18-19)	FY 20* (AY 19-20)	FY 21* (AY 20-21)	FY 22* (AY 21-22)	FY 23 (AY 22-23)	FY 22-23 Change %	3 Year Change %
Route 3 - Dover	55,113	43,644	14,806	30,213	38,680	28%	-11%
Route 4 - Portsmouth	59,228	44,937	8,904	20,201	26,629	32%	-41%
Route 5 - Newmarket	15,134	12,180	2,049	3,967	4,583	16%	-62%
Total Wildcat Transit	129,475	100,761	25,759	54,381	69,892	29%	-31%
Campus Connectors	960,173	637,220	250,395	418,503	473,293	13%	-26%
Total UNH Transit System	1,089,648	737,981	276,154	472,884	543,185	15%	-26%

\* COVID shutdown mid March-August 2020 followed by UNH Yellow Mode Operations through AY 21 slow return AY 22





**Zipcar:** [www.zipcar.com/unh](http://www.zipcar.com/unh)  
Zipcar is now entering its 15<sup>th</sup> year at UNH-Durham. Approximately 300 reservations were made traveling approximately 50,000 miles. UNH and Durham are encouraging ZipCar to return vehicles to pre-pandemic levels on campus/downtown. As of this writing in December 2023, only one ZipCar is currently available in Durham – located on Garrison Avenue. Pre-pandemic, we had a two-four car fleet based on seasonal demand. We are hoping to announce a fleet expansion in 2024!



**Amtrak Downeaster:** [www.amtrakdowneaster.com](http://www.amtrakdowneaster.com)  
**UNH-Durham celebrated it's 1 millionth rider in March – the second station in NH to do so (after Exeter)**  
In its 22<sup>st</sup> year of operation, ridership to and from Durham increased to **50,374 passenger trips – up 25% from the prior year** and approaching pre-pandemic ridership levels. That's estimated to represent over 2 million passenger travel miles this report year. We've upgraded our ticket machine and digital displays at the station with the support of the Downeaster's sponsor, the Northern New England Passenger Rail Authority. Fall 2023 has seen record ridership levels so we expect to vault back to record levels in next year's report!



[www.unh.edu/sustainability/bikeshare](http://www.unh.edu/sustainability/bikeshare) CatTrax pilot demonstration was a success in spring '23 and the program returned with full service this September with a fleet of 29 bikes. Although we typically report only full Academic year stats, we're excited to report that Cat Trax's first full semester was a great success, with strong and growing ridership. Students' collaboration on the program, which is a partnership between UNH Transportation Services and the Sustainability Institute, was critical to its success: a group of Paul College marketing capstone students consulted for the program, and it was coordinated by Sustainability Intern Nate Maybach ('25). Dover Cyclery provided bike maintenance. **There are over 300 members who this fall took over 1,200 trips representing 1,100 miles and 463 hours of peddling.** Look for a full year data set in next year's benchmark!

**Motorcycle and moped permit sales** continued a general multi-year decline in fall 2023. This is likely due to the 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.



Permit type	Fall 2019	Fall 2020	Fall 2021	Fall 2022	Fall 2023	Change 19-23	Peak
Motorcycle	116	71	58	59	64	+8%	185 in (2008)
Moped	351	247	198	178	166	-8%	403 in (2018)
Mobility Devices					<b>Unquantified – but we all know fall 23 is the semester of the E-device!</b>		

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