To those whom it concerns,

The Student Senate of the University of New Hampshire recently passed a resolution regarding the recommendation of the undergraduate student body on a wide range of transportation items. The primary recommendation of the students is that the University of New Hampshire takes no action on the creation of a parking structure in the near future based on a careful analysis of the several factors that would influence such a construction. The Student Senate requests further than the University expand the Campus Connector shuttle service. Further still, the Student Senate requests more options for non-permitted vehicles, parking meters to be installed accordingly, and the avocation of increased use of loading and unloading spaces. The resolution further enumerates and expands upon these student recommendations.

Respectfully,
Gabriel Hoffman
Speaker of the University of New Hampshire Student Senate
Student Senate Session Resolution XXXVII - 30 Regarding a Campus Parking Structure

Introduced by: Non-Resident Senator, Zachary Dumont, Campus Structure Chairperson, Christian Merheb  
Date: February 14th, 2016

Whereas, the University of New Hampshire student body has, for many academic years, including in the 2015 Student Master Plan requested a solution to current parking issues, which include but are not limited to: lack of parking spaces, distance to parking lots, and time restrictions, and

Whereas, the University of New Hampshire, in its 2004 Campus Master Plan, made reference to the possibility of multiple parking structures being built in both parking lot A and parking lot B,

“Phased construction of parking structures on A and B Lots will eliminate inefficient parking areas in the core campus and ensure adequate supply, including replacement of spaces lost to construction.”

Whereas, the 2004 Campus Master Plan also highlights a goal of fulfilling the need for roughly 600 new parking spaces over the course of twenty years, which correlates with projected campus growth,

Whereas, prior to the release of the 2004 Campus Master Plan, the University of New Hampshire contracted with Howard/Stein-Hudson Associates, Inc. in order to study the state of transportation, parking, and the roadways on the University of New Hampshire campus, and

Whereas, the final report, released in November 2003, analyzed in detail the specifics of the current travel time into and out of campus, noting the areas in which traffic is delayed and more seriously delayed, as well as the peak-hours of traffic throughout the week,

Whereas, the final report included in its data the future construction of the North Drive extension and underpass, as well as the South Drive extension which would connect to McDaniel drive,

Whereas, the final report projects that current traffic delays (as of 2003) would, during the morning peak-hours, see no significant increase after the construction of a garage

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1 2004 Campus Master Plan - page 36  
2 2004 Campus Master Plan - page 35, 2012 Campus Master Plan - page 49  
3 University of New Hampshire Parking Facility Study - page 11  
4 University of New Hampshire Parking Facility Study, Final Report - page 13
in parking lot A and parking lot B, while the afternoon peak-hours would see some significant increase in overall delays,\(^5\) and

Whereas, the purpose of the parking structure, outside of special events, is to store student and faculty vehicles off of main road ways in order to reduce to traffic flow and delay, with the benefit of the parking spaces confined to one central footprint, while non-garage spaces occupy a greater area, and

Whereas, in the 2012 Campus Master Plan, the University noted that due to a coordinated effort by the Transportation Policy Committee and University Transportation Services, we have been able to manage the growth of the campus in a way that has led to a reduction in campus parking demand, with only 400 added spaces over the 8 year period between Master Plans,\(^6\) and

Whereas, the Town of Durham has increased its total number of available beds by more than 2,000, since 2010, with the construction of new housing communities such as The Lodges, The Cottages, and Madbury Commons,\(^7\) and

Whereas, by allowing an extra 2,000 plus residents to reside within 2 miles of the University campus, the need for a ride to classes, either through a personal vehicle or by utilizing the Wildcat Transit bus system, has steadily decreased over the past three years, and

Whereas, students who are now able to live within walking distance to campus, have reduced the overall number of commuter parking permits by a total of 32%, with a drop in general permit sales by 4%,\(^8\) from 2005 to 2015, and have also allowed for a steady drop in Wildcat Transit passenger counts by 7%, for the past three years,\(^9\) and

Whereas, these students, faculty, and staff are now relying more on the Campus Connector bus routes, which as seen a 10% growth over the past three years,\(^10\) and

Whereas, the University of New Hampshire has at the present time, three large scale construction projects: the Hamel Rec. Center expansion, the Cowell Stadium expansion, and the Hamilton Smith renovation, and

Whereas, these three projects are but a small number of necessary capital projects that need to be completed on campus, including a focus on restoring outdated and

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\(^5\) University of New Hampshire Parking Facility Study, Final Report - page 16, 17, 18
\(^6\) 2012 Campus Master Plan - page 49
\(^7\) Transportation Services 2015 Route Productivity Review - page 4
\(^8\) Transportation Policy Committee - 2015 Annual Benchmark Report - page 1
\(^9\) Transportation Services 2015 Route Productivity Review - page 3
\(^10\) Transportation Services 2015 Route Productivity Review - page 3
dilapidated academic buildings, including but not limited to: the Paul Creative Arts Center, Nesmith Hall, and Huddleston Hall,\textsuperscript{11} and

Whereas, as the Howard/Stein-Hudson study advises, the total cost for all work that would need to be completed in order for parking structures to be constructed in both parking lot A and parking lot B, is approximately $28 - $32 million dollars for lot A and approximately $12 - $14 million dollars for parking lot B, in 2003 dollars,\textsuperscript{12} and

Whereas, it is unreasonable at this time to request that the student body become responsible for yet another set of loans in order to pay for the construction of either of the garages, when the University of New Hampshire maintains a policy of providing parking spaces based on demand, not convenience, therefore

Be it resolved by the Student Senate of the University of New Hampshire to recommend that the University of New Hampshire \textbf{takes no action} on constructing a parking structure in either parking lot A or parking lot B for the foreseeable future based on the current economic situation and that, for the next iteration of the Campus Master Plan, the University review the Transportation data, as well as housing data and cost factors to determine the actual necessity for a parking structure, and

Be it further resolved that the University of New Hampshire, in order to work with its students, who are responsible for a bulk of the University’s funding, expand its Campus Connector shuttle service to keep up with current demands, with a focus on expanding the weekend and evening shuttle service routes, as the projection for 2015 suggests that passenger usage may break 1.075 million passengers,\textsuperscript{13} and

Be it further resolved that Student Senate of the University of New Hampshire strongly suggests that the University, in an effort to alleviate afternoon and mid-day traffic on Main Street, as well as other campus roadways, allow non-permitted vehicles to park in the following lots at the below listed times:

- Parking Lot A: Allowable to non-permit holders by 5:00 pm
- Parking Lot B: Allowable to non-permit holders by 5:00 pm
- Mast Road Lot 1: Allowable to non-permit holders by 3:00 pm, and,

Be it further resolved that these changes occur for a minimum period of one academic year, beginning in the Fall 2016 semester, with the hopes that by allowing students and non-faculty/staff members to park in these lots, overall congestion and time delays can be sharply reduced, thereby allowing better traffic flow throughout the Town of Durham and University campus, and

\textsuperscript{11} 2012 Campus Master Plan - page 21
\textsuperscript{12} University of New Hampshire Parking Facility Study, Final Report - page 23, 24
\textsuperscript{13} Transportation Services 2015 Route Productivity Review - page 3
Be it further resolved that in order to ensure Transportation costs are met, with added Campus Connector service, the Student Senate recommends that Transportation Services, in allowing non-permitted vehicles to park earlier, these lots become metered from the above listed time to 6:00 pm, at a reasonable rate deemed appropriate by Transportation Services, and

Be it further resolved that in order to address the request of the student body for more convenient parking, the University study the usage of all temporary loading spaces outside of residence halls, academic halls, and on campus apartments, to determine their overall benefit and if more temporary loading spaces are necessary to improve the flow of traffic.

Senate Action: Passes Unanimously
Speaker Verification: Gabriel Hoffman

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<th>Route</th>
<th>Annual Ridership Change FY 15 v FY 14</th>
<th>Q1 Ridership Change FY 16 v FY 15</th>
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<tr>
<td>Wildcat 3 (Dover)</td>
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<td>Wildcat 4 (Portsmouth)</td>
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<td>Wildcat 5 (Newmarket)</td>
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<td>Wildcat 125 (Rochester)</td>
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<td>Campus Connectors (combined)</td>
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