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
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.

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.
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

<table>
<thead>
<tr>
<th></th>
<th>FY 19 (AY 18-19)</th>
<th>FY 20* (AY 19-20)</th>
<th>FY 21* (AY 20-21)</th>
<th>FY 22* (AY 21-22)</th>
<th>FY 21-22 Change %</th>
<th>3 Year Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 3 - Dover</td>
<td>55,113</td>
<td>43,644</td>
<td>14,806</td>
<td>30,213</td>
<td>104% -45%</td>
<td></td>
</tr>
<tr>
<td>Route 4 - Portsmouth</td>
<td>59,228</td>
<td>44,937</td>
<td>8,904</td>
<td>20,201</td>
<td>127% -66%</td>
<td></td>
</tr>
<tr>
<td>Route 5 - Newmarket</td>
<td>15,134</td>
<td>12,180</td>
<td>2,049</td>
<td>3,967</td>
<td>94% -74%</td>
<td></td>
</tr>
<tr>
<td>Wildcat Transit</td>
<td>129,475</td>
<td>100,761</td>
<td>25,759</td>
<td>54,381</td>
<td>111% -58%</td>
<td></td>
</tr>
<tr>
<td>Campus Connectors</td>
<td>960,173</td>
<td>637,220</td>
<td>250,395</td>
<td>418,503</td>
<td>67% -56%</td>
<td></td>
</tr>
<tr>
<td>TOTAL TRANSIT</td>
<td>1,089,648</td>
<td>737,981</td>
<td>276,154</td>
<td>472,884</td>
<td>71% -57%</td>
<td></td>
</tr>
</tbody>
</table>

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

3 | December 1, 2022  Campus Stewardship Office
Zipcar: [www.zipcar.com/unh](http://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](http://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.

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

To find out more check the quarterly project updates on the [TPC website](http://www.tpc.org).