1. Welcome and Introductions (Clement)
The Chair welcomed all at 12:30....

2. Project Update - Questions (Pesci) (full document on TPC website) – 5 mins
   February Project Updates put on table. Quick reference by Pesci to CMAQ grant success noted in document.

3. Campus Crossing Lot Parking Deck Study (May) – 10 mins
   2 slide summary of recently completed consultant study presented. Neither final design nor construction is currently funded. Noted that per space annual operational subsidy even with modeled 24/7 parking fee and hotel revenue. Members raised several points to be considered in future considerations:
   - Ensure that walking path/trail from Quad Way and lower quad is maintained and not harmed by top deck snow clearance.
   - UNH should enquire about additional cost for future addition of third floor (note – costs and design do not accommodate at this time. such a change would need to be done in final planning with significant additional cost. Accommodating second deck would significantly increase project cost and increase cost per net space due to need to reconfigure at least second level for internal ramping etc (which reduces space capacity)

4. Parking & Transit Updates (May) – 5 mins
   a. Moped permit adjustment – July 2018 – first reading
      UNH plans to standardize moped fee at $50/year effective 7/1/18
   b. West Edge – DMV training – and off-campus permit parking
      In discussions regarding possibility of relocating DMV training facility to 121 Technology Drive which would restore West Edge spaces for parking accommodation – mainly student and off-campus resident parking (which had to be reduced this year due to UNH demand)
   c. January transit changes and savings
      All previously announced changes were implemented in January. This led to run reductions on several routes. Staff presented run reduction summary and cost savings.
January 2018 Service Reductions

<table>
<thead>
<tr>
<th>Route</th>
<th>Weekday Reductions daily frequency</th>
<th>Projected Savings FY 18 / 19</th>
<th>Weekend Reductions daily frequency</th>
<th>Projected Savings FY 18 / FY 19</th>
<th>Reduced Service Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 3 Dover</td>
<td>1 run (to 16 daily)</td>
<td>$4,600/ $16,300</td>
<td>1 run (to 7 daily) add 1 to watch</td>
<td>$1,700/ $3,700</td>
<td>Watch list 1 run</td>
</tr>
<tr>
<td>Route 4 Portsmouth</td>
<td>1 run (to 19 daily)</td>
<td>$7,000/ $25,000</td>
<td>1 run (to 9 daily)</td>
<td>$2,500/ $5,800</td>
<td>Watch list 1 run</td>
</tr>
<tr>
<td>Route 5 Newmarket</td>
<td>1 run (to 10 daily)</td>
<td>$3,500/ $12,600</td>
<td>1 run (to 5 daily)</td>
<td>$1,100/ $2,600</td>
<td>Watchlist 3 runs</td>
</tr>
<tr>
<td>Route 125 Rochester</td>
<td>Service ends May 17</td>
<td>$1,200/ $10,400</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

*Detail changes can be found on UTS website*

Next Productivity Review is late March – to be reported April TPC

5. **TPC 15 Year Review – Session 1** (Pesci) – 45 mins
   a. Introduction and Process
   b. Issue Identification – Discussion

A sixty minute facilitated discussion ensued as a kickoff to the TPC@15 process.

Summary notes are extracted below.

Presentation slides, an audio file and full notes are found on the TPC website in the TPC @ 15 subpage. [https://unh.edu/transportation/transportation-policy-committee](https://unh.edu/transportation/transportation-policy-committee)

**Summary Notes:**

Pesci introduced session noting that objective was to identify issues (not provide solutions)
Encouraged all members to look at the primary discussion questions provided (on-screen):

1. **How do current policies and practices...**
   - reinforce institutional principles of sustainability and the walking campus?
   - respond to existing conditions and mobility needs?
   - position the campus and its community for future mobility & development needs?
   - accommodate visitors and prospective community members?
2. In which areas/services have we effectively met our goals?
3. In which transportation and mobility areas have we not met our 2003 goals or visions
4. What realities/trends were not envisioned 15 years ago and call for policy adaption?
5. Which policies or practices should be re-tested and reworked?
6. What data would you like to see prepared to inform new policy or practice
7. Moving forward, what is the most important transportation policy issue for UNH?
Member Discussion Points/Comments Session 1 – 60 Minutes

1. **Tiered pricing** (Kelly) – We made baby steps on the non F/S side but we have not gotten there in regards to F/S/Commuter parking. This is key to fulfilling the strategies of 2003 recommendation. We need to encourage a revisit of the presidential commitment of price equity and the larger issue of permit pricing that is in the AAUP contract. It seems inequitable still that commuter students are paying the same $ as F/S. The latter have a much higher capacity to pay and are being, effectively subsidized.

2. **Bicycle Infrastructure** (Kelly and Ross). We need to bring this to the next level. Infrastructure needs to continue to be improved and we have to continue to make this a safe and practical commute mode for at least seasonal (spring-fall) months.

3. **Signage** (Kenoyer) Wayfinding and Other – recent progress has been good. Looking forward to seeing next phase – this is an important piece of the puzzle

4. **Commuter Parking Permit Price Equity** (Kenoyer) Seems unfair that commuter students pay the same issue as Fac/Staff….F/S should pay less

5. **Mobility Options – Smart Campus** (Clement) How do we safely and securely move around campus. What can UNH do big/bold to demonstrate. Should Main Street (or other) move to next phase or campus master plan suggested changes reducing SOV use and as the campus continues to grow. Parking information/Lot sensors to inform arrivals

6. **Transport Technology** over next 15 years (Clement) UNH should be evaluating driverless buses and related. How will our system need to evolve as the campus grows (programmatically and physically). How does UNH position itself to be nimble

7. **UNH-Durham should take the initiative for a bold step** (Clement). The updated plan should include something bold….but that may need to also be reflected in next Campus Master Plan (Bencks). We have multiple dials to adjust – how do we do that best (maybe the dial symbology needs to be used in final documentation)…What are the dials – how were they set in 2003 what needs to be adjusted.

8. **Transit Incentives for F/S** (or more precisely dis-incentivizing SOV commutes) (Spear) convenience and efficacy is still weighted to car commuters- even among F/S living in close proximity to transit. We provide free transit – so can’t get better than that – what next? Route optimization. How to motivate people to use existing infrastructure using pricing.

9. **Unlimited Use Parking Permit** – Is it time to move away from this to a more pay per use system? Or at least a system that makes people aware of the subsidy and cost/operations of the existing systems

10. **Time Savings** – still perceived that private car is a time-savings over transit, bike and walk. How do we affect that (negative reliability of transit due to traffic)
11. **South Drive** – Highest Infrastructure priority. How do we judge value of investment ($2-3.5M) verses other investments (Parking Deck $9M). Comparison of value of investments in the system in some kind of cost/benefit framework.

12. **Motorcycle/Moped accommodation/maximizing parking efficiency** (Mangan) - we need to ensure smarter design/utilization of space for these modes. We need more banks of shallow spaces designed for 2 wheel vehicle use and built on concrete. Larger question of should we be encouraging mopeds since they predominantly substitute for walk, bike and in-town Campus Connector trips and given that many (2 stroke engines) are very high emissions per mile? Maybe we should not be encouraging them or if we do discourage do we create more car parking demand given human behavior. Suggestion – match to motorcycles in terms of eligibility for permits?

13. **Airport Connections** (Bill Ross) loss of direct bus connection (it was never very consistent) to Logan Airport or direct connection to C&J facility. All of our Logan options (train and bus) require connections. [note UNH has connections to 3 airports]

14. **Student Housing** this has been the most dramatic (and not predicted in 2003) change in Durham/UNH environment. Housing drives transportation and we have seen the introduction of 2,500 new student beds in non-UNH housing since 2003.

   a. **Car Storage** (May) - Half of those beds brought cars which are predominantly stored weekday daytime – but do add traffic as cars tend to want to be driven. This car ‘storage’ challenge has consumed much of UNH remote excess parking capacity. What is the UNH responsibility to store student cars? (Especially those students not living in campus housing? (Should this storage more closely track market rate?)

   b. **Next Evolution of Housing** (May) Housing on-campus and in Durham will continue to evolve. If Alexander is to go to a hotel type use where would the students shift to on or off campus? Mill Plaza proposes 330 more beds. in the short-term students might be shifted to the marketplace. How will that impact our transportation system and needs? Longer term, UNH will be looking at replacement of mini-dorms and Forest Park. Core campus/downtown housing linkage/parking provision impacts our traffic situation.

   c. **Proximity Housing** (Gordon) should be our focus for the campus moving forward …especially for those who have no desire to have a car on campus.

15. **Core Parking Proximity and Expectations** (Jillette) core campus staff working in northeast section of core campus feel there is inadequate parking for those arriving after 8:30 (job starts then and by then the core spaces are gone). Many feel the walk from Lot B (or equivalent) is too taxing even though this is available til 9 or 9:30. Discussion whether this 5 min walk is inadequate – How do we continue to adjust a park on-site/campus expectations… What are the specific parameters of when we need more parking? Parameters relate to time and convenience…We need to be explicit about that and people’s expectations. We still have the messaging problem about this.
16. **Reinforcing the Walking Campus** (Behrendt) and set a goal for providing an appealing and safe walking environment first!
   a. Pedestrian facilities more accommodating/higher maintenance level
   b. Materials and lighting need to be first class
   c. The walking experience – ie landscape and art to make walking a first choice mode on campus (not just a default)

17. **Tree plantings as screening of parking lots** – to make the campus more attractive

18. **Updated TPC Goals & Strategies might consider/include:** (Selig)
   a. Instead of ‘reduce negative impacts of transportation system [2003] move to an **affirmative goal of sustainable practices**… ie support sustainable development practices which reinforce a ‘sense of place’ and university community identity.
   b. Should more clearly state that the transportation policies and principles are designed to support and enhance the development plans in the approved campus Master Plan
   c. Enhance connectivity of the campus to town roadways and sidewalks and transit systems to enhance connectivity and mobility. Can the transit system integrate into Durham better to reduce student vehicle trips? **Even basic steps like wayfinding signage integration** (town could develop a complementary system)
   d. Embracing the in-migration of Durham student housing which frees up regional beds for affordable housing. This makes our transportation system more sustainable if we do it right. In that light how do we accommodate the students’ intra-town mobility now and in the future?
   e. Think through the quandary of structured parking – and its point specific traffic impact. (we can use the traffic model for this). On the plus side it can facilitate living/working downtown – shared opportunities into a virtuous cycle. How do we ensure the parking structures future-proof?

19. **General System Capital and Operating Costs** – over the past 15 years we have managed to marginally raise parking and student fee revenue sources – but these have not kept up with the inflationary and deferred maintenance costs of our transportation system. Much like 15 years ago we have a fundamental revenue problem – fundamentally from users of the system that do not pay the pay the student transportation fee and or receive parking (commuter or storage) at rates that do not fully contribute to the system (ie less than known market rates)

   a. **Funding for Transit Capital** (May) – federal funding is becoming more difficult and UNH has daunting capital replacement needs for transit vehicles. In the past we have been spoiled by 80%+ federal funds. That era is seemingly ending – How will UNH raise the $ to pay for millions of dollars of fleet replacement
   b. **Funding for parking Infrastructure** (May) similarly, existing surface parking infrastructure lots have degraded. Need to update capital plan costs for that infrastructure and consider it alongside of the suggested $9M capital cost of the Campus Crossing deck proposal
c. **Transit Service Levels and System Design** (Pesci)-need to continue ongoing and thorough evaluation of transit services – adjusting them to new needs (in some cases that adjustment may mean more services – but frequently – due to housing shift to Durham – that will mean tough choices about service levels to communities. UNH has a very robust system in place to do Route Productivity (next review is March for April report). We face intra-campus transit challenges due to traffic on Main Street – which point to South Drive and flexible service design needs.

20. **Scheduling and Utilization of campus play a huge role.** We still need to make progress in actively managing peaks on campus. What next steps can we do to manage/be aware of peaks and adjust them to influence parking and demand events

**Other Comments/Notes Discussion:**

- The proposed **TPC15 public forum** will be moved to a period after first TPC meeting in fall (early October)
- **Half of current TPC group has been here more than 10 years.** Collective sense of better/same/worse. **Strong majority said it is better....**

**Focus Group:**
- Add pure visitor on focus group (still hunting for this elusive individual) How do we identify him/her?) I’m afraid UNH accessible constituents will have to represent this person based on our own knowledge, learned experience and feedback received.
- Add townsperson on focus group - Done
- Add enrollment management – Done
- Focus group invitees will be contacted by 2/23 for a scheduled mid-march meeting

**END SUMMARY NOTES**

6. **Other Business** – 5 mins - None

**April 26th Meeting Expected Agenda Items:**
TPC 15 Year Review – Discussion 2 /Focus Group Review
Transit Route Productivity Semi-Annual Report

**2018 Meetings - 12:30-2:00pm, Thompson Hall BOT:**

*Thursday, April 26*

*Thursday, September 20*

*Thursday, November 29*

**Meeting agenda, notes and documents can be found on the TPC website:**
www.unh.edu/transportation/transportation-policy-committee