1. Welcome and Introductions (Clement)

<table>
<thead>
<tr>
<th>Christopher Clement VPFA - Chair</th>
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<th>Paul Dean – UNH Police</th>
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<tr>
<td>Devon Guyer - undergrad rep (SP Structure)</td>
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<td>Curt Kenoyer – UNH Commuter Student Coordinator</td>
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<td>Dominic Payne - Graduate student Council</td>
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<td>Thomas Kelly – Sustainability</td>
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<td>Ethan McClanahan – undergrad rep (SB Pres)</td>
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<td>David May – AVP Business Affairs</td>
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<td>Ed Hinsen – Faculty (CEPS)</td>
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<td>Dirk Timmons – Director, Transportation Services</td>
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<td>Kate Zambon – Faculty (Communication)</td>
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<td>Stephen Pesci – Campus Planning</td>
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<td>Joe Jillette – OS</td>
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<td>Bruce Azotea – UNH Manchester</td>
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<td>Jean Spear – PAT</td>
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<td>Todd Selig – Town of Durham</td>
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<td>Douglas Bencks – Campus Architect</td>
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<td>Michael Behrendt – Town of Durham Planning Director</td>
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<td>Paul Chaloux – Grounds &amp; Events</td>
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<td>Dave Kurz – Town of Durham Police Chief</td>
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<td>Liam Sullivan (guest invited)</td>
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2. Nov 2018 Project Update - Questions (Pesci and Timmons) – 5 mins

**Main Street South Sidewalk:**

Preliminary design plans submitted to DOT last week however, NHDHR has required archeological analysis near known gravesite. We are hopeful, but it is getting tenuous as to whether this will be constructed in summer 2019 or delayed due to DOT/DHR process

**Main Street West Bus Pullout shelters & Lighting & NextBus Display:**

Bid package ready to go out next month. Expect to have this done by end of summer 2019

**Wildcat Transit fleet FTA:**

Our newest four buses (grant procured) are in assembly and will be delivered in late February!

**Rail Station Platform enhancement/site improvements FTA:**

Expecting to execute grant and start RFP process for design firm in 1st half of 2019 with construction in 2020-2021. Goal is ribbon cutting in time for the station’s 110th birthday in September 2021!

**Wayfinding Phase III**

SAARC has funded phase III for $150,000. 2019 work program being developed but will likely be completion of vehicle signage and move down the list of map, ped, parking signage on core campus

**Bike Improvements**

Completed installation of 10 more racks and other related projects this year. Open to nominations for additional racks and other infrastructure with small pool of $5k left next year. Still holding funds $5k aside for the concept of a ‘bike space’ on campus
3. 2018 Benchmark Report

The annual benchmark report (available on TPC website-Documents) was overviewed. This report is published each December and reflects summary analysis of fall census data (parking, transit, partner agencies). This year key parking trends:

- A generally static year for parking supply and demand with UNH managing approx. 7,800 spaces. <1% change in available F/S parking in most categories and that was primarily due to construction projects that lingered into fall (Wood Chip Heating plant).
- Combined commuter permit (f/s/commuter student) sales were down again and that represents a 17% drop over past 10 years. Much like the impacts seen in Wildcat Transit this is due primarily due to more UNH students living in Durham.
- Resident permit sales – and increasing competition for visitor and pay per hour is the key growth sector – which requires UNH and Durham to more actively manage these resources and to enhance TDM policies to reduce intra-town private vehicle trips and parking.
- On the ratio side: Total auto permits:total spaces ratios have fallen to nearly the lowest level in 15 years. F/S ratios improved but resident and commuter ratios tightened slightly.
- Total permit sales are down 17% from peak in 2002-2003. Car storage is increasingly the parking land use growth sector. UNH needs to evaluate its responsibilities in that sector in relation to TDM principles.

Wildcat Transit and Campus Connector saw further declines with Wildcat stabilizing but Campus Connector showing declines reflective of last fiscal year service challenges. Total transit trips were down 12%. Key points:

- Dover routes stabilized, Newmarket losses trimmed. Portsmouth route 4 lost > 10% ridership.
- Campus Connector was down 12% to under 1 million riders (a first in recent years).
- UTS has implemented service improvements on Campus Connector which we hope will improve ridership this Fiscal year. UTS and Campus Planning are discussing possible Main Street peak hour service enhancements – possibly aided by completion of the South Drive link in sprint 2019.

Partners show mixed changes last year. Amtrak Downeaster ridership was up by 2%. Zipcar saw declining membership but increased utilization (staff noted some service challenges this fall that were being addressed and also that UNH is considering a re-bid of carshare in 2019). Pesci also discussed the increasing pedestrian and bike volumes as well as moped evolutions.

4. AY 2019-20 Fee/Policy Adjustment Proposals discussion (Timmons) – 15mins

Second discussion of potential increases for July 1, 2019. As discussed, the key goal is to preserve access for visitors coming from away. We have very few tools to manage this other than price – which is an effective TDM measure. These draft recommendations follow from our September 2018 comparator price reviews of other similar universities and our local market pricing review. These recommendations will be finalized and put on the February agenda as an action item for TPC adoption.

Paystation/Meter: It has been several years since core $1.50/hr. visitor parking (core campus) has been adjusted (TPC approved increase in 2016 which was later deferred). We
are considering raising this rate by .25c/hr. This would trickle down to the lower peripheral lot rates in Sage Way etc. which is 25c less. We are also considering looking at a reduced evening and weekend rate for visitor lots and adjustments to the visitor day rates (Sage Way) which have been $8/day since 2014 to $10/day on core and $2 less in remote lots (and matching half-day increases)

*Resident permits* – Based on Sept 2018 review of comparator institutions and a review of the local market conditions we will be proposing:
$25 increases for Resident East/Resident West (to $400/$250), respectively – still below comparator
$50 increase for non-resident permits (to $700) – still below local market

*Mopeds and Motorcycles - Suggest standardizing and increasing these permit prices for F/S and students to $70 per vehicle. This well below the $89 comparator pricing.*

*Emeritus Permits* - UNH has a tradition of offering non-expiring emeritus permits to retiring faculty (and some executive leadership) approved by the Board of Trustees entitling free, unrestricted parking in all non-ADA, nonresident spaces (including metered). This courtesy is no longer sustainable. 2018 saw a new peak - over 375 active (up 50% from 15 years ago). The following recommendations would manage those permits and have positive meter revenue effects:

- All current Emeritus permit holders would need to procure, in person, new issue Emeritus permits after 7/1/19 and no later than 9/1/19
- Permits would require annual renewal moving forward at a fee of $25
- Permits are non-transferable and must be tied to a single vehicle/plate
- Permit would allow parking in F/S and mixed use lots only

5. **TPC 15 – Initial Draft from Subcommittee** (Pesci) – 30 mins

Version 1.1 of the TPC15 document has been reviewed by the subgroup and provided to the full TPC. This version was overviewed and discussion ensued structured around the following:

1. **Today:**
- Overview of format/key points/sections in progress and initial thoughts:
- Asking you to take the time over next 4 weeks to review/consider your constituents and send your feedback to Steve Pesci by January 1
- The subgroup will meet 1st week of January. We will develop draft 2 public draft
- Release prior to February TPC for consideration on that agenda
- Wider community roll out as directed by VPFA
2. Fundamentals of this Process and the document = balancing:
   • ‘Telling TDM Story’ $\leftrightarrow$ ‘Presenting Data’...
   • ‘Explaining trends/impacts of last 15 years’ $\leftrightarrow$ ‘proposing policy/practice for next 15’
   • Keeping it readable but meaningful$\leftrightarrow$succinct but comprehensive...Chairman has asked for full document to be 10 pager...

3. Like every good academic process this will end up with final products for distribution and discussion...and, I hope, implementation (that was the uniqueness of the first 15 years of TPC at UNH):
   - Full document – goal of 10 pages
   - Executive Summary – goal of 2 pages
   - Recommendations to the Chair and President – 1 page bullet points
   - Presentation (for roadshow etc)
   - footnotes/data archived – a common set of facts (did not have this in 2001)

Discussion
   • page 3 – supply table omitted from version 1.1 and will return
   • 15 year Data Dictionary (pre TDM/start TDM/10 yr 2014/2018) 4 benchmark years
   • Scorecard – interesting conversationally. If we had to grade ourselves B- but unfortunately, on the most important item – F/S permits we have not had the required success.
   • Measuring ourselves and data – great, consistently reported data for past 18 years
   • Standard land use and headcount data is done and will be included
   • Recommendations by mode is first pass – may be pushing the envelope

Ran through the Key Issues (excerpt below – audio file on website): On the fee side, F/S is a key element but we need to follow through on the locational option based system so that individual needs can be met. Right now, the $75 constraint does not allow us enough range to develop a tiered system. It is a linchpin. Ideally, the constraint provided by permit fee being in contract needs to be removed.

1. parking permit pricing remains key uncompleted goal – and of core need of UNH TDM...drives other issues fundamentally
2. car storage policies/practices/pricing - as important as standard commute issue
3. visitor Accommodation – improved but continued priority as campus hosts more
4. coordinated event schedule management and active Managing Peak (EMS)
5. maturing/expanding enforcement hours/strategies consider lot assignment
6. improved 24/7 management and coordination (events, evening & weekday)
7. Campus Connector and Wildcat (selected) level of service must be maintained high quality- priority but difficult decisions will need to be made
8. **outreach, promotions and information** – UTS and UNH should be investing resources in marketing transportation alternatives and mobility options from first touch (Admissions) through special events. UTS expenditures in this area should match that of other OBA entities and staffing.

9. **pedestrian density requires more active management and infrastructure**

10. **intra-campus vehicle movement growing and must be more actively discouraged** - - alternatives provided, promoted and encouraged

11. **enhance parking technologies** with appropriate deployment of information – especially for western/Visitor Lots – NextBus of Parking

12. **rename TDM** to ensure people understand – its about parking! PP&TDM

13. **articulate principles for system changes** which will guide and be reinforced by public private development initiatives in downtown and campus edges. Demonstrate integrated best practices in these projects which will reinforce the system

14. **ensure policies reflect the recent (and upcoming) changes in regional and student housing.**

15. **enhance coordination of scheduling and events using campus-wide systems like the new Event Management System as well as renewed efforts to affect peak class scheduling in coordination with Provost.** These demand management efforts to spread peaks are key to successful PTDM

16. **scaled installation of EV parking capacity** (new transport technologies with ground rules based on shared benefits)

**Member Discussion**

➢ Add language re more strongly embracing technology (CC)

**Next Steps:**

- TPC member input on version 1.1 requested by 1.1.19
- Version 1.1 missing pieces, Data Dictionary and Appendices to be finalized by staff
- TPC15 subgroup to meet first week January for final comments on 1.1
- Version 2.0 to be released mid-January for public review
- February TPC meeting final review of 2.0
- Version 3.0 Final to be issued by March

**6. Other Business/Member Issues**

a. **Bike share update** - Student Senate Resolution

Liam Sullivan and Devon Guyer (Student Senate) updated the Committee on the unanimously approved Student Senate Resolution supporting the introduction of a bikeshare system in Durham/on campus. Liam and Devon discussed the benefits they see and the support of the student leadership and NetZero Organization.

Pesci noted that in anticipation of this, the Campus Planning interns have been doing a scan of comparator institution bike share systems. He proposed that UNH host a conversational meeting of town and campus interested parties in early February. Concept was to host the meeting at the Dairy Bar afterhours (ie 5:30 pam) and talk about the benefits, costs, needs etc relating potential bike share introduction. It was noted that Portsmouth has had Zagster in palce for two years – students will get the data/story. Portsmouth system to be added to comparator review. (Resolution was distributed to TPC members)
Meeting adjourned just before 2pm

February 7th meeting expected agenda items:
TPC15 Final Report
2018-2019 Fee/Fine changes

2018-2019 Academic Year Meetings:
Thursdays, 12:30-2:00pm, Thompson Hall BOT:
February 7, 2019
April 18, 2019

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