1. Welcome and Introductions (Clement) X = present

<table>
<thead>
<tr>
<th>Name</th>
<th>Role</th>
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<tr>
<td>Christopher Clement</td>
<td>VPFA - Chair</td>
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<tr>
<td>Devon Guyer</td>
<td>undergrad rep (SP Structure)</td>
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<tr>
<td>Dominic Payne</td>
<td>Graduate student Council</td>
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<td>Ethan McClanahan</td>
<td>undergrad rep (SB Pres)</td>
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<td>Ed Hinsen – Faculty (CEPS)</td>
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<td>Kate Zambon – Faculty (Comm)</td>
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<td>Joe Jillette – OS</td>
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<td>Jean Spear – PAT</td>
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<td>Douglas Bencks – Architect</td>
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<td>Paul Chaloux – Grounds &amp; Events</td>
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X = Paul Dean – UNH Police

2. Sept 2018 Project Update - Questions (Pesci) – 5 mins

The September Update was provided prior to meeting and a few key issues were highlighted at the meeting:

- new wayfinding signage (Phase II) focused on vehicular signs have been installed on the Main Street corridor
- SAARC has approved funding for completion of the missing link of South Drive – from Stadium lot to Waterworks/Colovos Road. Just under $300k was funded. Hope to complete by summer 2019 as a limited access road giving us flexibility in dealing with special events. Limited access will likely be gate controlled – hopefully same system as on Mast Road. The link will include full pedestrian and bike accessways. Down the road potential Campus Connector and general traffic.

Member Questions from Project Updates:

- Michael B: Following up on UNH very successful wayfinding, the Town is also exploring having a wayfinding program that would dovetail with UNH. They have been in discussions with the design firm UNH used....Goal is a harmonious but different system.
- Michael B: Steve and UNH team gave a presentation to Durham Historic District regarding Main Street South sidewalk which was very appreciated.
- Main Street West bus pullout improvements were explained. TPC was interested in potential improvements to the 6 Leavitt Lane stop. It could use improvements – especially on the outbound sign. Although this is a DOT owned roadway, we can try to work with them on improving this connection point. It is very rudimentary at this point.
- Dirk: In response to concerns expressed last year, UTS has added a third bus into daytime weekday cycle-improving schedule compliance/efficiency/frequency. This continues to be a priority which UTS has tried very hard to accommodate with existing driver shortage.
- New bus wraps – 3 Wildcats – promoting UNH such as Online, MBA and Certificate programs. We plan to have more of these moving forward
- CC – Wayfinding – How many future phases? The full program will require future phases to move beyond core corridors – likely one more vehicle focus phase as well as additional enhancements to building ID, map and parking lot signage. We are hopeful to get continued funding for Phase III next year. Bencks - in terms of South Drive Link -this is another step in our long-term goal to complete this master-plan envisioned route. It will be limited but it is significant.
- Ed: With 3 buses is the anticipated or goal for time between buses? The goal is 10 minutes...but because of the increased local traffic we are likely looking at 15....this is better than the 20 minute cycle that happens with 2 buses. This is also impacted by pedestrian density on Main Street...depending on time of day.

3. Parking Operations and Comparator Institution Overview (Timmons) – 20 mins

On a regular basis, UNH checks in on comparator pricing information for parking permits, fines and fees. Comparator institutions come from the Systems office and then selected to represent similar geographic settings and residential settings. We have completed that for fall 2018 and wanted to present overview for the Committee as an informational item. There is no perfect list of comparators. Every school is different in terms of physical layout, practice and policies. Graphics show UNH in black, followed by an adjusted average in red.

Summary/Comments
Visitor Costs – Comparator Average is $7...UNH is $6-$10 core
Faculty/Staff Comparator Average is $267...UNH is $50-$75 (highest deviation from norm)

The last time we did this (2013) the average was $188....

Resident Student: Comparator average is $275-$300 (excluding SUNY)...UNH is $225 remote to $375 for core for an average of $300
Commuter Students: Comparator average is $211- $234 (excluding SUNY)...UNH is $75
Durham Comparator Lots: UNH is in the market mix for car storage (ie non-UNH resident, non-commuter) and does provide some non-resident parking. The market range is $650-$1,300 - average is $950(full year) and UNH non-resident (west edge) is $650
Moped: Comparator average is $84...UNH is $50

UNH does this as a calibration to look at our pricing structure. In past years we have come in the spring to speak of price changes. We are not suggesting any at this point but the recap of this data suggests there are probably three areas this committee should be thinking about in terms of adjustment which may turn into a formal recommendation at the November meeting:

1) Visitor Lots – not necessarily price but peak/off peak management: considering weekday (peak hour) v evening/weekend (off-peak) price differentiation for more active management of lot utilization.
2) Non-Resident student permits (car storage). Ensure comparator and, most importantly, local market pricing logic.
3) Moped permits and management: our $50 permit is significantly under the comparators and this is more of a convenience mode than a commute mode. It is typically substituting for walking, bike or transit trips so is not environmentally advantageous to the community.

EH – Are the comparator prices normalized with the UNH figures? Yes – they are generally representing academic year for students and F/S they are full year costs.

Timmons – UConn, is very aggressive with zone pricing hence the range of costs.
Note: UConn data has been integrated into these notes. It was verbally represented at the Committee meeting

This information will be used to inform leadership as the issue is discussed in next AAUP and Lecturer union contract negotiations – likely in 2019-2020. It is unlikely that any adjustment in permit fees would be made before that time. The Faculty and Lecturer union permit fees are contractual.

CC It is important to build a case, and show clearly, the need for additional revenue. Nobody wants a fee increase, but we need to look at infrastructure needs - uses state example with the gas tax. It is understood that any change will have to be incremental and well thought out.
Pesci – our #1 TDM recommendation for the past 15 years has been to adjust/de-link the F/S (and matched) permit prices closer to real market conditions. This will remain message number 1 in TPC 15. No one on this committee or focus groups has disagreed with that priority issue.

Jean: Movement around campus – fees drive behaviors….so we need to be thinking of this regarding the future of the campus, costs and modes

Kate: Multi/Infrequent User Permits. (potentially for visitors if not commuters) Conceptual that has also been on the strategy for years – but given the low annual permit fee there is no incentive for this.
4. **Moped Policy Adjust** (Timmons) – 5 mins

This academic year, UTS has proceeded to sell moped permits without a maximum cap. For many years, it had been capped at 350 based on the design capacity of moped pods that had been designated on campus. At this point we have exceeded 391 and UTS is capping sales at 400 for the academic year. The issues is not that we don’t have enough total capacity – but certain peak lots at peak times are overflowing (MUB Circle and Mills Hall). Users seem to be unwilling to park and walk from nearest adjacent pod. It is not working the way we had hoped even after providing maps and info to permit holders.

We will report back on pad capacity and permits with the full October census. We had been trying to keep pad capacity: permits at .85 as a goal. This was also the first year that permits were available online – which is efficient and liked by the students. We will also continue our active management and review of pods on campus – making adjustments for spring as possible.

Discussion: We need to be thoughtful of the pod placement. They should not be located immediately adjacent to buildings but placed strategically like parking lots. (due to noise, emissions, etc). Almost all of the mopeds are coming from within a local radius. Ideally, these people would be biking, walking or riding Campus Connector....they are not long-distance commuter vehicles.

Are they wise from an environmental perspective? No.(especially the cheaper 2 stroke engines)
Are they wise from a traffic perspective? No.
Are they a positive to the system in terms of pedestrian safety? No
From a TDM perspective, there is a difficult decision since they are convenient and desired but from a macro issue perspective it is not necessarily wise policy to aggressively accommodate them?

Pesci: 15 years ago these did not have large numbers of mopeds on campus. What is the sense of the group in terms of policies about mopeds? Putting pods close to buildings treats them like bicycles...maybe that is not the strategy that we should be pursuing......are they ‘souped up’ bikes or ‘souped-down’ challenges with postage – stamped size pods eating into the landscape. Maybe we need to go to larger, strategically placed pods that are more aware of the emissions, noise etc impacts....returning to proximity benefit to bikes.

CC – This is the type of issue that the TPC 15 process should address boldly.

5. **AY 2019-2020 Fee Adjustment first discussion** (Timmons) – 10 mins

*previously included in item 3 above*

6. **TPC 15 –Initial Staff Recommendations** (Pesci) – 30 mins

We have had a continuing dialog revisiting 2001-03 policies to refresh. We have discussed at several meetings and focus groups. With lots of valuable input. Original plan was to wrap up in December to give recommendations to President Dean. I’ve asked the Chair if we can slow down for several months to ensure that we get this fall’s benchmark data into process (collected in October and presented in November)

Proposing to continue discussion today and return on November 29th with benchmark data for the year as well as a formatted draft document that we will provide with policies to continue, modify or vision. Will deliberately put some policies on the table that push the envelope and provide the Committee choices.
The Chair would then have the option of a President’s cabinet update in December and the option of a community forum in late January and develop a final document to be presented and accepted at the February 2019 TPC meeting.

CC – what controversial, bold or unique principles were presented in 2001-2013? The group discussed some of the key principles – TDM; systems principle – with everyone buying in; consistent call for Faculty contract price to be increased – (and parallel permit). We also looked at models of proximity and salary-based parking permits systems (many used by our comparators); we looked at instituting a universal transportation fee (like the students pay) that would allow the fac/staff to continue to ride the buses for free (ie transportation pass). Members discussed a reiteration of the removal of parking permit pricing from faculty and lecturer union contracts – so that transportation ecosystem can run based on campus goals … right now, everting we are thinking about is constrained by the permit fee limit.

Pesci showed the Focus Group – TPC Key Feedback Points thru Summer 2018
White points previously discussed, green new or revised
This project could be endless – but we have a mission. At the next meeting we need to go begin to nail down consensus issues. Pesci suggested that there might be a smaller working group that might offer input into drafts of text. One face to face meeting followed by cloud editing/comments prior to next TPC meeting.

Pesci will send out notice inviting participation...and then we will take it to the cloud.

David May stressed importance to send this material out several weeks before the 29th for review by the Committee.

7. Other Business/Member Issues

Micheal Behrendt brought up town interest in public bikeshare in Durham. UNH has been focused on Departmental bikes. We have explored this on numerous occasions in the past. We are open to looking at it again should the town want to take the lead on a review of new system options.

He suggested a few basic assumptions:
- we don’t pay anything to subsidize it
- it is contracted out to one private company that runs the system
- that there’s enough demand that this would provide a benefit for university and town residents
- a system with half a dozen or so locations might be worthwhile

Has the situation changed since last time? Obviously, the Town would not pursue on its own.

Pesci noted that if the Town Manager wants to invite one or more of the interested companies to make an presentation UNH will participate in it. We work for the students. If the students are interested, we will
move forward but at this point we have not heard that clamor from our students. Timmons noted that the lack of use in summer and winter there just does not seem to be a profitable market for it in shoulder seasons. We will keep an open mind if the Town coordinates a meeting we will attend and invite student leadership to join us as well. We realize that the dockless systems are the new technology. We look forward to hearing about it

PAT Council inquiry regarding F/S auto permits permit a free motorcycle permit – but not moped permit. The reason is that the motorcycles are considered commuting vehicles whereas mopeds are not. We are also concerned with mopeds being stored and used for intra-campus trips if parallel permits were issued. We would like to keep this policy as it is.

November 29th meeting expected agenda items:
Annual Transportation Benchmark Reports
TPC 15 Year Review –staff report & recommendations

2018-2019 Academic Year Meetings: Thursdays, 12:30-2:00pm, Thompson Hall BOT:
November 29, 2018
February 7
April 18, 2019

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