University of New Hampshire - Durham
Transportation Policy Committee – 2018 Benchmark Report

Fall 2018 Parking Space Inventory: 7,081 auto spaces – **down <1% (44) spaces from prior year** (construction impact). The **total managed spaces of all types is just over 7,800.**

<table>
<thead>
<tr>
<th>October Census Year</th>
<th>Total TYPES Spaces</th>
<th>Total Auto Spaces</th>
<th>Core F/S Avail*</th>
<th>Total F/S Avail**</th>
<th>Combined</th>
<th>Reserved</th>
<th>Resident</th>
<th>Hall Director</th>
<th>ADA</th>
<th>CMT</th>
<th>FAC/STAFF excl</th>
<th>Mixed</th>
<th>Midcycle estimated</th>
<th>Maped estimated</th>
<th>COMBINED</th>
<th>Paystation Meter</th>
<th>COMBINED</th>
<th>Parking Meter</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>7,558</td>
<td>6,865</td>
<td>2,698</td>
<td>3,672</td>
<td>439</td>
<td>984</td>
<td>28</td>
<td>172</td>
<td>241</td>
<td>2,004</td>
<td>2,162</td>
<td>143</td>
<td>346</td>
<td>287</td>
<td>521</td>
<td>439</td>
<td>521</td>
<td>437</td>
</tr>
<tr>
<td>2015</td>
<td>7,531</td>
<td>6,861</td>
<td>2,719</td>
<td>4,405</td>
<td>505</td>
<td>962</td>
<td>29</td>
<td>172</td>
<td>189</td>
<td>2,000</td>
<td>2,233</td>
<td>166</td>
<td>325</td>
<td>295</td>
<td>469</td>
<td>505</td>
<td>505</td>
<td>505</td>
</tr>
<tr>
<td>2016</td>
<td>7,527</td>
<td>6,865</td>
<td>2,703</td>
<td>4,387</td>
<td>460</td>
<td>970</td>
<td>26</td>
<td>171</td>
<td>189</td>
<td>1,950</td>
<td>2,219</td>
<td>124</td>
<td>334</td>
<td>298</td>
<td>473</td>
<td>460</td>
<td>460</td>
<td>460</td>
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<tr>
<td>2017</td>
<td>7,855</td>
<td>7,125</td>
<td>2,704</td>
<td>4,530</td>
<td>515</td>
<td>970</td>
<td>25</td>
<td>178</td>
<td>242</td>
<td>2,172</td>
<td>2,135</td>
<td>136</td>
<td>390</td>
<td>311</td>
<td>528</td>
<td>515</td>
<td>515</td>
<td>515</td>
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<tr>
<td>2018</td>
<td>7,805</td>
<td>7,081</td>
<td>2,729</td>
<td>4,564</td>
<td>515</td>
<td>970</td>
<td>26</td>
<td>173</td>
<td>190</td>
<td>2,159</td>
<td>2,187</td>
<td>138</td>
<td>382</td>
<td>310</td>
<td>507</td>
<td>515</td>
<td>515</td>
<td>515</td>
</tr>
</tbody>
</table>

5 year change
-247 216 31 592
86 6 2 1
5 year change
3% 3% 1% 15%
17% 17% 1% -21% 8% 15%
15% 15% -5% 10% 8% -21%
17% 17% -5% 10% 8% -21%
3% 3% 1% 15%
17% 17% 1% -21% 8% 15%
15% 15% -5% 10% 8% -21%
17% 17% -5% 10% 8% -21%
3% 3% 1% 15%
17% 17% 1% -21% 8% 15%
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3% 3% 1% 15%
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15% 15% -5% 10% 8% -21%
17% 17% -5% 10% 8% -21%
3% 3% 1% 15%
17% 17% 1% -21% 8% 15%
15% 15% -5% 10% 8% -21%
17% 17% -5% 10% 8% -21%

Fall 2018 Parking Permit Inventory: 8,271 permits **down 3% (229) from prior year**

**Key Points:**
- Total permits down 5% over the recent decade with combined commuter population down 17% - primarily due to a 25% decline in student commuter permits. (as more students move into Durham housing. Resident and non-permit parkers are increasingly our growth sector!
- F/S permit sales are down 1% over the same period and Resident student permit sales are up 12%. In 5 year window these trends are more pronounced with commuter flat and resident up over 20%.

<table>
<thead>
<tr>
<th>Universal Total</th>
<th>Combined Commuter</th>
<th>f/S</th>
<th>Student Commuter</th>
<th>Res Student</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>8,704</td>
<td>6,485</td>
<td>3,137</td>
<td>2,088</td>
</tr>
<tr>
<td>2018</td>
<td>8,271</td>
<td>5,355</td>
<td>3,104</td>
<td>2,251</td>
</tr>
<tr>
<td>Δ</td>
<td>-433</td>
<td>-1,130</td>
<td>-33</td>
<td>-737</td>
</tr>
<tr>
<td>%</td>
<td>-5%</td>
<td>-17%</td>
<td>-1%</td>
<td>-25%</td>
</tr>
</tbody>
</table>

Permits Issued (October)
- Total and Combined Commuters f/S/student/Grad Asst
- f/S Only

There were just over 4,550 available F/S spaces of which over 3,000 are on or within 5 min walk of core campus.

Deficit this year is temporary due to small construction projects underway during Oct census. 2019 is expected to be a year without major construction impact. Temporary commuter exclusive impact will be history as of January 2019 (return of Lot M to exclusive commuter)

Key Points:
- Core F/S available spaces = 2,729 up 25 from 2017
- There were just over 4,550 available F/S spaces of which over 3,000 are on or within 5 min walk of core campus.

Deficit this year is temporary due to small construction projects underway during Oct census. 2019 is expected to be a year without major construction impact. Temporary commuter exclusive impact will be history as of January 2019 (return of Lot M to exclusive commuter)
Takeaways:

- Just as with transit changes, influx of private Durham resident students has had major impacts on parking realities at UNH...dropping commuter permit sales but increasing need for non-permit auto accommodation...at paystations, in visitor lots and off-permit hours on university property). The implications for our TDM policies are significant as the principles need to be applied to a wider dynamic of circumstances than simply home to work commute patterns.

- Resident permit growth has been significant. This has been enabled by policy decisions to sell more residential permits.

- Faculty/staff permit demand has been flat or declined slightly over both 5 and 10 year time horizons.

- The largest drops in permits sales, has been traditional commuter students...this is likely again due to Durham resident commuters, now within proximity to core campus as opposed to commuting in from surrounding towns.
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Ratio Tracking - Constant or improved Ratios and a continuing slight decline in all commuter parking permit sales

Most ratios improved in ’18 in spite of minor construction impacts thanks primarily to advance Faculty/Staff ratios were flat – any minor fluctuation in ratios due to spaces were primarily due to construction projects not completed by October as well as a slight increase in headcount. Resident permit growth resulted in tightening demand for resident exclusive spaces. Sales for this category are actively managed by UTS.

Overall permit:space ratio (the macro hunting measurement) fell to match its lowest level in 16 years at 1.17. Current demand trends call for UNH to be primarily focusing on locational issues and continued active management of visitor, paystation and resident parking. As these demands grow, UNH may need to reconsider its ability to offer non-resident student parking. In addition, as an overall trend, UTS needs to actively manage parking permit pricing more closely with market demand in Durham.

Other Points:
- Total combined commuters measured by parking permit sales are down 17% from peaks in 2002-2003 – primarily due to in-migration of students to Durham housing. Recent year trends are flat
- Total permit sales in 2018 were down from prior year – reversing a three year uptick. Growth areas are primarily non-commute (resident (UNH and Durham) car storage, permits for vendors, contractors. F/S commuter growth has fluctuated with headcount changes dipping again for a second year.
- Increasing numbers of UNH student ‘commuters’ reside in Durham and their primary mode of weekday commute is walk/bike/Campus Connector. The result is that accommodating pedestrian volumes on and across Main Street are now a primary transportation challenge for Town and campus. This reinforces the criticality of enhancing the performance of the Campus Connector. If students consider the system unreliable, they use shared/privately owned vehicles for intra-campus trips – which exacerbates traffic problems and results in system failure.
- Car storage is an increasing demand and revenue opportunity for UTS but must be designed not to impact F/S and visitor parking needs. Stored cars tend to be used. UNH and Durham need to consider the macro impacts of a significant (but not fully quantifiable) increase in the number of student owned cars stored and driven in Durham and ongoing policy and enforcement paradigms to control these impacts.
- West Edge lot utilization has increased. UNH should continue discussions with 121 Technology Drive regarding relocation of this training course and evaluate ability to continue non-resident sales in this lot.
Wildcat Transit – 1.1 million total trips representing approximately 3.1 million miles of travel

A 12% decline in total ridership – the third year of system decline with second significant decline in Campus Connector

Key Points:
Total transit ridership saw its third decline in five years accompanied by a second year of significant decline in Campus Connector ridership. The system’s average annual increase in ridership since 1999 remains slightly positive at 4% annual however system totals are now at their lowest point since 2005-06. Regardless, the system is estimated to have reduced 3.1 million private vehicle miles of travel in FY 18. This was the first year without significant increases in private student housing and the third year of route productivity driven service cuts. Ridership changes must therefore be considered reflective of service levels, frequency, increased private vehicle ownership rates and general student mode choice. The Campus Connector drop was dramatic. Wildcat transit declines stabilized (Dover was up!) but FY 18 saw the termination of all Rochester service as well as the end of weekend service to Newmarket as of June. Route 5 has seen the largest drop in ridership as UNH population has migrated out of a gentrifying Newmarket as well as continued disruption caused by a third year of NH108 construction impacts.

### Campus Connector
Campus Connector now makes up approx. 80% of total UNH transit trips. In addition, more students are living in Durham within walking or Campus Connector ‘commute’ to campus which can be seen in increasing ped volumes on Main Street. Wildcat Transit declines, although troubling, have slowed.

1st quarter FY 19 ridership data (the least reliable in our academic cycle) suggests Wildcat ridership declines have stopped on Portsmouth and Dover routes and slowed on Newmarket. UNH is nearing minimal threshold levels of Wildcat service to Newmarket and Dover. The early 2019 route productivity review will suggest critical decisions regarding transit service to Newmarket and Dover – especially regarding weekend and reduced service periods. These decisions will need to be made with an understanding of resulting parking and housing demand on campus in line with existing TDM principles.

UTS has attempted to increase frequency on the western Connector routes since last spring. It is imperative that these routes operate frequently and reliably. The completion of the South Drive link (scheduled for 2019) offers the possibility of UTS routing during peak periods.

<table>
<thead>
<tr>
<th>Route</th>
<th>FY 15</th>
<th>FY 16</th>
<th>FY 17</th>
<th>FY 18</th>
<th>17-18 Change #</th>
<th>17-18 Change %</th>
<th>4 Year Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 3 - Dover</td>
<td>85,308</td>
<td>61,261</td>
<td>56,707</td>
<td>55,816</td>
<td>-1%</td>
<td>0%</td>
<td>-3%</td>
</tr>
<tr>
<td>Route 4 - Portsmouth</td>
<td>101,236</td>
<td>96,167</td>
<td>84,358</td>
<td>72,137</td>
<td>(12,219)</td>
<td>-15%</td>
<td>-33%</td>
</tr>
<tr>
<td>Route 5 - Newmarket</td>
<td>45,557</td>
<td>37,792</td>
<td>26,961</td>
<td>25,679</td>
<td>(1,282)</td>
<td>-5%</td>
<td>-47%</td>
</tr>
<tr>
<td>Route 125 - Rochesterer</td>
<td>6,099</td>
<td>5,919</td>
<td>5,002</td>
<td>3,497</td>
<td>(1,505)</td>
<td>-30%</td>
<td>-49%</td>
</tr>
<tr>
<td>Wildcat Transit</td>
<td>249,051</td>
<td>201,939</td>
<td>175,118</td>
<td>160,120</td>
<td>(14,909)</td>
<td>-9%</td>
<td>-36%</td>
</tr>
<tr>
<td>Campus Connectors</td>
<td>1,858,689</td>
<td>1,963,556</td>
<td>1,073,943</td>
<td>942,281</td>
<td>(131,662)</td>
<td>-12%</td>
<td>-7%</td>
</tr>
<tr>
<td>TOTAL TRANSIT</td>
<td>2,107,940</td>
<td>2,165,489</td>
<td>1,249,061</td>
<td>1,102,410</td>
<td>(146,651)</td>
<td>-12%</td>
<td>-7%</td>
</tr>
</tbody>
</table>

This was the first year without significant increases in private student housing and the third year of route productivity driven service cuts. Ridership changes must therefore be considered reflective of service levels, frequency, increased private vehicle ownership rates and general student mode choice. The Campus Connector drop was dramatic. Wildcat transit declines stabilized (Dover was up!) but FY 18 saw the termination of all Rochester service as well as the end of weekend service to Newmarket as of June. Route 5 has seen the largest drop in ridership as UNH population has migrated out of a gentrifying Newmarket as well as continued disruption caused by a third year of NH108 construction impacts.
Zipcar – Slight membership decline but increased utilization in FY 2018…. [www.zipcar.com/unh]

Zipcar is now entering its 9th year at UNH-Durham. Active membership fell last year by almost 10% (over 550 active members currently) but use and miles traveled were up representing over 75,000 miles of use. UNH and Durham worked collaboratively to add another pod on Madbury Road so that at peak season there are up to 4 cars in the Durham fleet.

Fall 2018 has brought challenges with vehicle availability. UNH staff is in discussions with ZipCar regarding fleet commitments and improved access. Staff are also considering 2019 options for carshare service RFP.

Since ZipCar arrived in fall 2009, over 1,800 members have joined ZipCar from Durham and used the cars for over 50,000 hours and traveled more than a 375,000 miles.

ZipCar has expanded daily, monthly and annual membership options. Student 18+ may join and memberships are currently $15/year.

UNH has not aggressively promoted business/departmental use…and it should. Members may have personal/business use accounts. The latter are set up for free in coordination with ZipCar and can be administered for official UNH business use – approved by a UNH department account manager. This use would save UNH car rental costs. Another area that should be explored is increased use of ZipCars in lieu of departmental owned or leased vehicles.

17 Years of Service…. Ridership up 2% for the year [www.amtrakdowneaster.com]

December 15th of this year is the 17th anniversary of passenger service returning to Durham-UNH on the Amtrak Downeaster line. FY 2018 was a solid year for the Downeaster at UNH-Durham. Ridership was up slightly from prior year…at just over 59,000 trips to/from Durham. That translates to an estimated 1.7 million travel miles! Fall track work resulted in minimal delays for southbound trips so FY 19 ridership growth is expected.

In November, the Downeaster expanded northern service. All weekday and most weekend trains now go all the way to Freeport and Brunswick. 2019 will bring track capacity and speed improvements between Durham and Boston. As always, students’ best deal is the Six Trip Tix – featuring six one-way trips (to/from any station) for 12 months for $86. There is also a new Maine travel pass and pets can travel with you for a fee. For UNH, 2019 will bring the start of design/engineering for our planned 2020-2021 platform expansion project!

UNH made numerous pedestrian and bike improvements on campus in FY18. Over a dozen new or repaired bike racks were installed. Pedestrian and transit enhancements were focused on the MUB circle and Murkland courtyard. UNH now has a core campus inventory of over 280 bike racks with a parking capacity of just over 3,000 bikes – this is a 7% increase from in the past decade.

Mopeds continue to grow…UTS restored a permit cap in fall 2018 as registered mopeds approached 450. Pod capacity has been enhanced but will be re-evaluated in 2019. UNH will begin to redesign the pods into lots – moving them away from building entrances due to noise, emissions and safety concerns – look for more on this issue in 2019. Also, look for town-gown discussions of bike and other personal transport vehicle share systems.

To find out more check the quarterly project updates on the TPC website.