Parking

Spaces:
The past year saw very minor net incremental changes in lot inventory - a net of spaces lost to construction and reclassifications and marginal gain from lot restriping. As of October 2014 census, UNH had 6,784 auto spaces on campus – down 16 spaces from one year ago. This is an increase of just over 330 auto spaces since our base parking calibration year of 2002-2003 when TDM was adopted at UNH. The total number of spaces in inventory (including motorcycle, moped, trailers and leased is just under 7,500) Core F/S available space inventory was just under 2,700. Total available F/S spaces were just over 4,300. Recent loses were primarily withdrawing from a bank of increased core spaces accrued since 2002 in anticipation of core construction projects such as Paul School. Key inventory categories are shown below (columns will not add left as minor categories are hidden)

Permits:
During our standard first week of October census UNH recorded a total of 7,998 parking permits - down fractionally from last year. This continued a seven year downward trend in total permits - significant given campus growth in the past several years and current peak student populations.
Headcounts and Ratios:
Campus Planning tracks ratios of all types to benchmark our accessibility climate. There were no dramatic changes in any ratio – and most have stayed within historical ranges. Commuter permit ratios have improved dramatically in recent years with a reduction of permit sales and static parking inventory in that class. The total permit/total avail space ratio – our key benchmark – stayed constant /showed slight improvement from baseline 1999 levels.

Overview of Parking Spaces and Parking Permits in key categories

<table>
<thead>
<tr>
<th>Fall of</th>
<th>F/SStudent Commuter (incl GA)</th>
<th>Student Resident</th>
<th>Other</th>
<th>Total</th>
<th>F/S</th>
<th>Exclusive</th>
<th>Additional F/S Available in shared Lots</th>
<th>F/S &quot;Core&quot;</th>
<th>Total F/S Available</th>
<th>Commuter Exclusive</th>
<th>Commuter Available</th>
<th>Commuter Resident Exclusive</th>
<th>Resident Available</th>
<th>Total Campus</th>
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<td>1999</td>
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<td>1,723</td>
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<td>0.56</td>
<td>1.01</td>
<td>10.46</td>
<td>1.66</td>
<td>2.00</td>
<td>1.06</td>
<td>1.19</td>
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<td>1,027</td>
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<td>1.34</td>
<td>0.69</td>
<td>1.30</td>
<td>9.41</td>
<td>1.51</td>
<td>1.87</td>
<td>0.98</td>
<td>1.35</td>
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<tr>
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<td>3,570</td>
<td>1,586</td>
<td>1,027</td>
<td>8,802</td>
<td>1.32</td>
<td>0.72</td>
<td>1.93</td>
<td>9.22</td>
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<td>1.87</td>
<td>0.98</td>
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<td>763</td>
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<td>0.96</td>
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<td>0.74</td>
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<td>11.01</td>
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Overview of tracked ratios for F/S, Commuter and Resident
UNH transit continued its growth in FY 2014 – marking a decade long trend of 7% yearly annual total transit growth; doubling ridership since 2000 and maintaining UNH Transit as the largest transit agency by ridership in the state of New Hampshire. However, regional and student housing trends are having an impact in the type of transit services used by the UNH community.

For the second year in a row, Wildcat Transit route growth is flat or down (even as route miles and frequency have increased) while use of the Campus Connector is up. This is not unexpected change based upon the recent dramatic increases in student housing (primarily privately built) available in Durham. The graphic at left shows our 15 year ridership growth.

Total UNH transit ridership for FY 14 was just over 1.23 million trips – an increase of just under 5% from last year. This is estimated to have removed over 4.7 million private vehicle miles from Durham area roadways. It also represented transit operations of over 625,000 in our fleet of 35 vehicles.

Digging Deeper

The recent addition of student housing in Durham is shifting many students from Wildcat Transit (and commuter driving) to Campus Connector (and walking, biking, moped use). The two graphs below separate out Wildcat Transit from Campus Connector – note trendlines. The next 24 months will see an even greater increase of student housing in downtown Durham. This will result in drops in potential Wildcat and Campus Connector riders as those residents will be within walk/bike distance to core campus. These trends point to a need for UNH to critically evaluate transit services – a process which is underway and will be discussed in detail during this and upcoming TPC meetings.

We also are witnessing another trend in Wildcat Transit use which is harder to measure. Apart from home to campus commute trips, Wildcat serves an equally important function of providing non-commute service to the UNH (primarily student) community. Students rely on Wildcat for trips to Portsmouth, Newmarket, Dover and even Lee/Rochester for recreation and job access. This important transit need often is greatest in non-peak transit hours and weekends...creating a further need for transit schedule analyses. It is just as essential to students as our home-work commute orientation. It is especially important as part of our system of transportation options – which allows UNH to encourage students to come to UNH without private car ownership – saving them money and reducing environmental impacts.
Wildcat trendline turns down as in-Durham housing has been built. This is true even as new service was added in the past 18 months (Rochester and increased Route 4 service funded by NHDOT). However a very strong fall ’14 portends growth for this FY 15.

Campus Connector trendline is of fundamental growth - and accelerated growth over the past three years with new student housing on the edge of campus. FY 15 portends strong expansion, however that growth might flatten in FY 16 as the next wave of student housing is primarily in downtown- walkable to campus.

We will look at these trends more closely in our upcoming route analyses. There is no doubt that we are seeing/will see profound changes in our UNH based transportation given the increase in student housing in Durham. Many of those changes will result in reduced private vehicle commute emissions and commute parking demands. Some will be measurable in decreased commute transit, increased campus/downtown pedestrian volumes and increased car ownership in off-campus housing (balanced by lower in-town car ownership rates)

Our Partners

Zipcar is now entering its 5th year at UNH-Durham. The past year saw significant growth in membership, hour utilization and miles traveled. Generalized growth of approximately 10% over prior year. Since ZipCar arrived in fall 2009 over 1,000 UNH members have joined and UNH sees over 5,000 hours of use annually. This fall a third car was added – high visibility Paul School location resulting in a spike in current year utilization and membership. The UNH carshare program will be put out to bid this winter for contract starting July 2015.

Amtrak Downeaster is celebrating its 14th year of service this month. Major corridor track reconstruction this past spring and fall resulted in train cancellations and delays affecting ridership growth. Nonetheless, UNH-Durham ridership for FY 14 surpassed 60,000 for the first time – growth of 2% over prior year. Since the start of Downeaster service over 600,000 passengers have boarded or disembarked in Durham. UNH station represents approximately 12% of overall Downeaster ridership – which now is over 5 million since December 2001.
Major trends:

**Trend 1**
*Increased Durham student housing → reduced regional student commutes (Wildcat Transit/car)*
  - peripheral housing (2013-2014) → increased Campus Connector, bike and moped use
  - downtown housing (2014-2016) → increased walk, bike and moped use

*Response:* Critical review of route productivity and assignment of resources between Campus Connector and Wildcat Transit based on student needs and demand. Challenge of getting the balance right and maintaining adequate home-work options for fac/staff. Look for recommendations starting at next TPC meeting

**Trend 2**
*Increased Durham student population use of Wildcat for off-campus trips (work/recreation)*
  - especially among our growing international student population

*Response:* as part of our service review ensure that we are thinking about this ‘non-commute’ population and the implications of needs for weekend and non-commute hour service. As UNH grows its summer and J-Term courses and enrolless this has implications for UNH Transit service schedules. Maybe not all routes see this demand equally – ie maybe Route 4 is the most used non-commute route while service to Dover and Newmarket – not so much.

What we are not seeing:

- increased student use of private cars for weekday commute to UNH
- increased student parking permit sales
- weakening demand for transit for those that do choose to live out of Durham
- significant change in demand for transit by fac/staff living on UNH transit routes
- an overall decline in use of UNH Transit system

What is happening – outside of UNH Transportation Services realm?

- increased off-campus Durham (out of downtown) student car ownership and use evenings and weekends. These are vehicles which are not eligible for UNH parking permits and typically have very low miles use. Students are paying (directly or in their rent) for storage and likely paying a high net cost per mile for ownership. They are sometimes driving to campus to park in visitor and pay per hour lots.
- increase car parking/storage prices in town Durham based on market demand….This is raising the overall market rate for parking
- increased net vehicles in Durham is resulting increased traffic on local roadways
- dramatically increased pedestrian volumes on and crossing Main Street due to Paul School and increased downtown development
- continued overall growth for UNH Transit - with another record likely for FY 15