UNH Transportation Policy Committee (TPC)
15 Year Review

Current Policy History

1999  President Leitzel asks VPFA Candace Corvey to Chair a reinvigorated Transportation Policy Committee to look at parking and transportation issues and concerns on the UNH campus. UNH staff and regional planners visit UC Boulder for transportation conference. Cornell Transportation Planner to visit and discuss university transportation system successes.

2001  The Committee begins an 18-month dialog and releases preliminary recommendations to improve the transportation system and develop logical, principle based systemic changes.

Jan 2003  Committee issues recommendations and report

June 2003  President Hart approves most recommendations establishing official UNH transportation polices based on demand management, accessibility and sustainability principles

2004  UNH Campus Master Plan has a focus on transportation improvements and campus goals and development in alignment with needs to implement 2003 TPC Recommendations

15 Years of Progress – Benchmarking, Resource Development, and system improvements

Spring 2017  TPC Chair Clement begins a process to ‘check in’ on 15 years of progress; review community and technology changes, refresh and re-affirm principles and provide recommendation to President Huddleston.

Kickoff Today – Suggested Timeline

1. Establish representative working subgroup of TPC to meet/prepare for April TPC:
   a. Identify 15 year dynamics; cull data from Benchmarks; identify successes
   b. Identify how UNH has changed; how transport needs have evolved
   c. Identify what adjustments are needed in transportation policies, operations, investments
   d. Community dialog or meeting(s) immediately after April TPC presentation

2. Goal of a status presentation and initial recommendations which will be reviewed at September 2017 TPC and forwarded to President Huddleston no later than December 2017
The goal of the Transportation Policy Committee (TPC), as stated in its charter, is as follows:

“[To] guide the University toward a systemic transportation management plan that emphasizes health and safety, efficiency, cost-effectiveness, and fairness for all University constituents, consistent with priorities set by the Strategic Academic Plan and the Master Plan, and that focuses on both the supply and demand characteristics of transportation”

January 30, 2003 Report Basics (Extracts)
“our collective fundamental belief that the current status of parking and transportation at UNH is structurally irrational and unacceptable and must change. The system produces congestion, frustration, limited accessibility, negative air quality impacts and safety deficiencies.

The Committee has based its analysis and conclusions on the principles of “Transportation Demand Management” (TDM). This approach has been successfully employed at institutions similar to ours. Quite simply, it encourages us to offer a wider range of incentive based choices for users of the system and leads us to address the challenges of parking and transportation from both the demand and supply sides of the equation.

Our goal is to implement policies which create an improved transportation system which:

- reduces inefficiencies and personal time lost
- expands transportation options
- enhances campus movement without penalty or inhibition
- enhances visitor and outside community member access and participation in the University
- reduces the negative impacts of our transportation system on the environment
- supports sustainable development patterns/fosters a ‘sense of place and identity’ in the community and region

In summary the major recommendations call for:
- significant increases in the prices of parking permits in the context of a tiered system that places a higher value on spaces located closer to the core campus while offering reduced cost, alternatives for those who choose not to bring cars to core campus
- a feasibility study for the construction of a multi-level parking facility that would be integrated into and enhance system wide improvements consistent with TDM principles, providing for current needs and future campus growth.
- development of efficient and effective emergency ride, carpooling, and vanpooling.
- significant investment to improve the frequency, dependability, and accessibility of the Campus Shuttle and Wildcat Transit.
- review and tightening of parking permit eligibility requirements and assurance of intelligent, fair, and energetic enforcement.
- aggressive efforts to increase the housing supply on or near campus and to obtain the funding needed to complete the railroad underpasses and Loop Road.
- improvements to traffic flow on Main Street through investments in better traffic signals, intersection design, and manual traffic control.

President Hart’s reply to recommendations (June 10, 2003)
“after carefully reviewing both the initial report and a detailed account of the feedback collected by the Committee subsequent to the release of the final report, I have concluded that the recommendations of the Committee should be accepted, and the University should aim to implement these recommendations on July 1, 2004 with the following exceptions:

- the university should work to assure that permit fees are assessed as pre-tax
- the annual cost of a permit for Zone 1 and Zone 2 campus residents should be equalized at $600 and for Resident Hall Directors at $400
- the university should not move at present time to establish an additional 200 reserved spaces available to individuals by lottery