Chris Clement 0:20

Good afternoon, everyone. Here we go. Here we go. Feel the energy, the energy in the room. I love us. Okay. So, welcome to February 7 GPC meeting. And before we get started, you know, we have to do the round robin. So, we all remember everyone's names, and we're going to start from the left Joe Gillette transportation services and I'm here is representative the operating staff counts.

Editor 1:17

Introductions (round the table) deleted

Chris Clement 3:06

Thank you all for coming. I think we're going to start off with Item Number 2: Feb 2019 project update with Dirk and Steve.

Steve Pesci

So there are a few extra agenda packets and TPC 15 documents. I hope everyone has them in the room. I tried to bring enough so have not raised your hand in February 2019 project update just a few quick notes I want to bring to your attention: on the main street South sidewalk project. So we have been moving along on this do t funded project we have the good news is we just received approval from the do t on the engineering design phase, which is a giant step the news that is keeping us floating kind of in a stasis right now is we are doing some additional historic research archaeological research on a grave marker and potential grave site that we knew existed near the field house. And we did some digging in December, archaeological consultants were there. We've submitted that material to the Department of Stark resources, and we're waiting for their instruction as far as next steps, which will happen when the ground thaws in spring. Meanwhile, we're moving ahead on design but long story short, I would say the chances of us doing that project this summer are decreasing. We still make constructed this fall although I think the university is going to have to consider whether fall work is appropriate for that site or we simply defer the construction till next summer. So by time I see you in April will have a clear answer on that project.

I did want to bring to your attention this summer is going to be very busy construction wise, especially in terms of streetscapes and roads you'll see at the bottom of the update memo is just a short list of some of the projects that will be under construction first and foremost Main Street from downtown to at least Lot A or Sage Way will be resurfaced also new waterlines and reconstruction of all the crosswalks so it will be a very busy summer we encourage you to stay up to date at the facilities construction map. And we're going to do our best to send out timely notices of all the projects and detours to the community throughout the summer.

Chris Clement

Yeah, if I could just jump into the so unlike most years where we have one big major project model like ham Smith or Hamill rack this this summer, it's across the entire campus from one to the other. It's what I've been calling the measles chart. As we look at the entire campus there is literally red dots over the
entire campus. So it's going to be challenging. And for me, I think that if this Main Street South sidewalk project between the roundabout and the waiting till fall, or maybe even next year, that's probably not the worst thing in the world. There is silver lining.

Steve Pesci

On page two, several bike issues I want to bring to your attention. We've had a lot of dialogue in both the student community and town community about potential bike share in Durham and at UNH. So we are going to facilitate a community conversation on the topic. It's going to be March 4, and we're doing something a little different. I wanted to find kind of a neutral town gown spot to have this conversation, a little different format, a little different feel. So we're going to do it after hours at the train station dairy bar. It's going to start at 5:15. Jessica is assisting me on this and in the next week or two we'll be sending out invitations but I really want to stress this is a conversation we're going to get interested parties together we're going to talk about perceived needs, demand, cost benefits, notices will be made that night. There's no funding on the table at this point. But I thought it'd be a really good opportunity to bring people together talk about bike share and bike culture and bike improvements in Durham. So we're looking forward to kind of a different kind of meeting and feel and that will run for about an hour and a half that evening. We can hold about 40-50 people tops comfortably at the dairy bar will have coffee on and maybe some cookies. So if you're interested in that topic, please join us

Todd Selig

Steve Should we get the word out to people in town? Yeah, welcome. So I think next week will send the town something for Friday updates. Yep, get that in Friday updates as well your team of interns and a separate compliment thank you so much for all the care and consideration you given to the gravesite and I know you personally have followed up many times with the Durham Historic District and Heritage Commission so Thank you

Steve Pesci

It's important to us. I mean, we want to take care of that site. So we'll do everything correct. Thank you. Yeah, another bike thing I just wanted to point out, we had a very successful departmental bike program that we started last year in facilities. And we've now perfected that model. And we're rolling it out. And my job now is to be salesperson to solicit new departments who want to add bicycles to their mobility fleet on campus. So it's a basically the department buys and maintains the bike but we have a great relationship with a bike vendor and repair team on campus. So if we'd love you to spread the word about departmental bikes these are UNH vehicles is not Bike Share. This is UNH vehicles that are used by faculty staff to get around campus and we've got a great model going on. We're actually presenting it at a conference later in March.

Chris Clement: I think David and I are actually interested in that. We're going to have a challenge later. Excellent. David. So we'd like to talk to you about that. Excellent.

Steve P

The bike itself, we were picked a bike that's really durable. It's greaseless, no change, no ferris parts, it can be kept outside, and they're about 600 bucks. But we expect those bikes should have a 10 year life with basic maintenance. So these are great bikes, and they're made by a company or assembled by a company out of Brooklyn. Priority Bikes are very happy with any other project update questions?
Chris Clement

Great, thank you. All right. Moving right along to Agenda Item Number three, the TPC 15, the 15 year review for the final document and bringing us through what was before and what we're looking at for recommendations going forward.

Stephen Pesci

Great, thank you. Well, so I promise you this is going to be the last time that you see this graphic up on the screen! But it's really helpful to point out we are one week shy of one year on this process of drafting this document and updating it, so it's helpful to look at it visually. You know, we started a year ago at the TPC, we've had several focus groups, and we've had a couple many staff conversations and working group meetings. And we have arrived now today, November 29, I gave you draft one and you have in front of you draft two point O that I sent out last week and you have in front of you, I hope you've had a chance to look through it as well.

Our goal today is to go through the recommendations of this document, and then leave time for conversation on the document in its entirety, I want to just catch up where we are. So as I mentioned, we gave you the first draft back in November. I want to thank all of you that sent comments to me. Other conversations are written through the new year, we collected a lot of those. As you can tell the draft you have in front of you is evolved a lot since November. I want to give special thanks to the sub group that we have that worked over break and in January helping me pound this thing into some shape. And I think especially gene and Ed and Doug and Matt Plumlee who's not on the committee but was what was on the committee in 2003. He offered a lot of help, and my colleagues, Dirk and Doug, so let's get into it.

I think what I'd like to do is just go through a final discussion, catch any big picture things you want to talk about. I do have a lot of minor text/graphic grammar error edits but we won't go through all those. But your I want to assure you that this thing has been read and reread and we did catch some of the little grammatical error so we can try to stay focused on policy and big picture stuff today the goal is that we get to consensus on this document, I would then publish a final version for public release like in the next seven to 10 days long with the draft executive summary for Chris that he would take and then transmit to the president with the ultimate goal that we began a community rollout process based on the President's final review of this document. So if you remember back in November, I left you with a couple of big fundamentals that we were trying to do with this 15 year review. Number one, I wanted to tell our tm story here at UNH, or transportation demand management story, which is really a story of amazing success when I think back in 2000-2001 the the situation we were in and the skepticism about what we were doing when you look at the data in the document and I the very last page is Appendix A week there are actually A through G dependencies which if you want to certainly provide a full set, but Appendix A is our 15 years summary of data which we pulled together so that we all have a common framework of numbers to look at. So that's the very last page and your document. But the data tells our story, which is really a good one.

The other important thing I want to do is explain the trends that have happened in the last 15 years. Durham and UNH today are different than Durham and UNH in 2003. There have been a lot of changes in town and campus and what we were trying to do is update our policies and practices for the next 15 years responding to that. The other thing is we really tried hard to keep this document to be both readable and have a lot of meaning. I'm going to discuss the format of the document and how we set it up as such. So in big picture concept, the document in front of you is two pieces. Most of you if you most of you have a document that's got some colored pages to it, although I ran out of the colored paper, but the basic concept is pages one through eight or the general policy document. The readable boil down document with pages seven and eight being the recommendations.
The pages that follow 9 through 16 are detailed recommendations mode by mode. So it is in a way to documents you can read the first eight pages and that is our adopted policy recommendations with the history where we've been over 15 years was we've changed recommendations on two pages. The next pages nine through 16 are detailed mode by mode, as I said, and you'll notice it goes parking, transit, other, etc. So you can read both. You can read one, but we wanted to set it up that way. Probably it would be asking a lot for the public to read 16 pages about transportation issues on campus, but it will be there. Now, how did we set up the recommendations? I think that's really what we want to get to.

But before I do that I want to point out just two changes in the document:

-on page three, which is pre recommendations, key dynamics affecting transportation since 2003 - the what's changed page second paragraph is bed count headcount... to me reading that last night it really needs a cleanup and I also noticed his grip and see between some of the detailed numbers here and later in the document. So that paragraph is going to be rewritten. The point in paragraph is the show you how the population has changed how our residential components have changed and the piece is not really articulated well in there: although our population our student population has gone up and certainly our resident population in Durham (both UNH students housed and private) has gone up dramatically really the TDM nutshell that is not articulated well and here our commuting are vehicular commuting population has gone down, and that really is like the nutshell of what happened over the past 15 years. So I need to rewrite this paragraph to have that more cleanly show bed count headcount and commuter count changes. First two going up last going down. Because more students are living in Durham, so they're not driving or taking the bus from surrounding communities. So I ask your indulgence as I rework that paragraph, it's data. It's not a policy and simply reporting on data.

Chris Clement

So what would you say would be the negative effect of that from a car storage perspective?

Stephen Pesci

So that leads to the other big picture element that you'll see in our recommendations in 2003. I think I mentioned this in November. If you imagine a scale - 90% of our conversation in 2003 dealt with commuters, commuter population, computer issues, commuter traffic now fast forward to 2018 that scale is much more balance with the other piece of the scale being intra-Durham trips and most importantly, car storage. So now you'll see our policies are much more looking at both commute and car storage last year and trips that's been a fundamental change. So the two big changes are the housing in migration. And then this, refocus on our policies from almost exclusive commuter orientation to commuter and in-town trip slash stored. So thank you Chris that's really a fundamental piece.

Okay, on to the recommendations!

So we're looking now at page pages seven and eight. So the way we structure the recommendations is also a little different than in 2003. In 2003, we kind of had a bullet point of policies and then kind of a list of projects and issues that we want to work on the team that was working on the document this time really wanted to, I think, sharpen that up a little bit. So we've divided pages 7 and 8, the recommendations into first off fundamental principles. And those are really six bullet items that took the 2003 policies and refreshed them to today.

One is I'm going to stop using the term TDM and I'm going to start using PTDM because what we've definitely seen we should have known this is transportation demand management is really Parking and Transportation demand management so help me out from now forward it's PTDM, not TDM and that's really a fundamental piece to our our strategies and our goals here
So fundamental principles our first next section core strategies so we really thought that these needs to
be broken out into meaningful strategies and issues that we're dealing with. So we see here six campus
efforts that are supporting both the transportation policy committee goals, the master plan goals and
then the energy Task Force and our climate commitments. So we broke those out into strategies. Page
eight supporting practices and investments. We really wanted these to be specific projects that require
other resources or commitment, kind of meaningful projects that people can understand South drive,
things like that. Number four, is what I just said to you, but trying to boil it down to real stuff as opposed
to vague principles and policies. And then the last piece, proactive strategies for future mobility and
accessibility. I didn't want this to be like and other things, you know, it's like when you do a jobs like' and
other duties as required'. But in a way, we do need to be much more cognizant that there are a lot of
technologies coming a lot of changes that we need to kind of plant a flag that we are going to not turn our
backs on those things but participate them in ways that reflect our policies and principles.

Chris Clement  20:51

So that's that's a perfect segue for thoughts that I've had it as I've looked through this in my former life as
DOT Commissioner. there was a lot of work being done. This was back probably four or five years ago on
autonomous vehicles and some of my fellow Commissioners that have moved on from state governments
across the country or in different roles in one room. Jalen, bad, his head of the, it is the intelligent
transportation system. And I followed Jalen and we share information back and forth, I think for us, and
I'm so glad that you're you just have to be here today. Todd. I think that UNH should be bold in in moving
towards becoming a smart campus. And it would be great if I'm not putting you on the spot. But it'd be
great if the town of Durham and UNH could at least work towards that goal in terms of getting information
doesn't mean we have to do it. But no, the smartest people you know, I would, I would say the smartest
people in the country are here on the UNH campus in living in the town of Durham and I think that we
should be leading that effort and I would even take it one step further that I would like to Jalin.  and at
some point to a future meeting, to have shale and talk about what's going on around the world. So he
travels around the world. He's dealing with all the major automobile manufacturers and what they're
doing, and they're really, really out front. So not that we're going to be out front. But, you know, maybe
being a fast follower wouldn't be a bad idea that so my my point is, is I'd like to put a stake in the ground
that I think UNH should be thinking about what it means to be a smart campus and it'd be it'd be
awesome if we were a smart campus and town~

Steve Pesci

There's one more piece that upon reading this, I feel it's something in the back that we want to pull up to
the front. So if you could look at item number nine on page 12. I think we talked about this in passing but
the concept here is very important. So it's articulated in the upfront recommendations, this idea of the
central event planning and EMS. But what is only kind of mentioned indirectly but we feel is very
important is that the campus University needs to move to a situation where Transportation Services is
facilitating parking 24/7 - that we need to for consistency of messages for consistency of behavior for
consistency of operations, move to a situation where special events and parking athletics it's all working
together coordinated through transportation services. That's not to say that those players don't have
financial interest in special needs. We will work all that detail out internally. But one of the things clearly
that came out in our focus groups was that there was a disconnect between the way campus was
managed weekdays versus evenings and weekends. So what I'm proposing is to move that item, special
event parking management clearly up to the supporting practices and investments. And that will be a staff
process to move into that model. It can't happen overnight. There's a lot of players, but basically
transportation services would work with Chris to facilitate that transition to a 24/7 managed parking model. **So I'm proposing that change to the draft you have in front of you that this item moves up to supporting practices investments, so we have nine of those instead of eight.** So with that being said, I would like to say I'm happy to walk through the recommendations if you'd like or do you want people to listen which would you prefer?

Chris Clement 24:47

Yes. This is one of the items we have to vote on. So item three and then item for so maybe we should have open the open the floor. I think you've just given us a lot of really good information and if any of you have any Comments, joy's or concerns now's the time please! So right now as TPC 15, the goal is that we have some time for committee members to look over paid seven and eight the recommendations with that addition that I just mentioned. And then that hopefully we reach consensus to finalize and approve this document does open floor whoever would like to start out that dialogue.

We can walk through the principles.

Tom Kelly 25:32

Okay, just the I've been involved in this from the very beginning. So congratulations on the document which I fully support a great work the principles are held solid and its sensitive to the contextual changes, which is good adaptive management. I do have a comment just on the historic piece that I don't need to make here, but I'll just send that to you and I will admit there was a mission in the history piece, that Sustainability Institute, which at that time was called the Office of Sustainability.

They helped fund that initial 1999 didn't help fund we did help facilitate and the only reason that that's important is because of the connection and the principles later to say we see transportation, transportation demand management, or excuse me, Parking and Transportation demand management connected to broader goals of STARS, about our goals. Climate, greenhouse gas, WildCap. So it underscores that like, that's why it's important. I think that's a big change. I mean, I got kind of called out at the last meeting for saying that in 2003, all of those principles weren't really articulated in our TPC documents. But in fact, they hadn't matured to wear that we didn't have stars we didn't have a greenhouse gas, so that has changed a lot dramatically and I think is really woven into this and this one. Yeah.

Steve Pesci. Thank you Tom.

Tod Selig 27:15

I think that you're very modest and where your description where we were and how much your attendees are still be there was from the campus community is really forward with the plan that I do adapted to the US the Congress came that people wanted to park your car accident really good one that and I think it was a really gutsy vision and at that time and we took some risks and the rewards have been phenomenal and it made such great progress and it's been beneficial from the sustainability point of view of getting around the state of your point of view and then the other industry so I think you've got a nice job outlining that I think you've done a great job of outlining where we are today you showed us. When we started, you know the number of the first draft It was probably eight months before that we were sitting around this table talk to you about too broad vision we all run an ideas and I found it exciting to be very consistent with those early ideas just excellent.
And then also I really want to compliment on all the ways in which the interaction between the town and
gown is articulated and a lot of people just don't realize these these opportunities, tensions the of the
ways in which your unique are so interrelated and transportation where it gets to the heart of a lonely
place housing trends where people because they're getting the canvas how do we collectively just reduce
our carbon footprint so I think you did that really well I echo Vice President's comment about
should be the leader for smart campus our community and you know spoken with you the last week
earlier this week about trying to add some additional reference to how we could work together in Durham
need to make electric vehicle charging stations available in both places we've done a little bit already
joined the police station at the favorite class and that's available to everybody and I'd love to see more of
that on Kansas and off everything that could go over the sort of the smartphone to challenge every I love
the against that time 15 years ago because he and if you read this report, now it's really clear that the
focus is suggestion and bicycle activity and better managing parking.

Where do you store car storage but pleased to see the focus is where it should be at this time. I just have
two questions for you. One is in terms of the way in which the faculty and staff will react to probably
faculty or staff or we have to we're using parking fees which I completely endorse. I think it's essential that
we do that it's been the hardest. Really to get the kids to increase so this will encourage the writers to
think about how you articulate this to really explain to the faculty why it's either why it's so important it's
not about just more about that that's not the point maybe we can donate the revenue to fund that will
benefit things but it's about demand management.

The only way to do that and then lastly I know that you should have gotten the executive summary or an
executive summary until after the game okay that I think know until until after we approve the document it
will go it will be part of the transmitted to the president I just think that that will be really essential to there
you can say some layouts the theme here because this is easy to start to, unless you're into it. You can
easily get lost in details. Alright, so if we do this just like you did today. That's good point. Good point.
Thank you, Todd.

Michael Behrendt  0:03

Page seven the fundamental six fundamental principles, could you bring in some place they're
coordinating with the town and maybe the first bullet is the best place to do that.

Stephen Pesci  0:21

Okay. Absolutely.

I think I meant to say walking campus, I've been trying to use the term we always said to walk in campus,
but I've been trying to say walking town and campus not wanting to step on the toes of the town, but our
goal is to have a walking campus and town so I'll reword that last reference. There also, generally you
refer to Durham in various places and then some places town of Durham I mean the standard that we use
I think you use also is when we mean the local government we say the either the town capital T, either
the town or the town of Durham. And if we mean the geographic area or the dirt community, we would
either say we would say town, lowercase t or community something like that might help for some
consistency. There's also a few abbreviations that might be more clear. Some people may not know the
empty you know, I had a list of acronyms I need it somehow fell off the table. We'll get that back. I We
also tried to use the standard the first time we write it out with parentheses acronym but we missed a
couple Yep, I've got this is Chris the VPFA? Yes.
Unknown  1:47

Did you have something but you don't say that's on page one, you know, say what that stands for which I made an assumption there. And then on page nine.....this paragraph one last last sentence, but I will put the acronym next to it!

And I'm page nine. And the fourth paragraph, you know, we don't expect the growth in student housing to continue at the recent pace, and it certainly won't. I don't know if you want to, but it's really largely run its course we've made a lot of zoning changes, we think we're, you know, pretty well balanced supply and demand. So I don't know if you want to make a more specific so in although we do not expect to grow to continue, would you rather we said the growth is ending? Well, it's really good incremental. It's it's really going to be from other towns made a lot of adjustments. We had a really huge wave and we made zoning changes and for the most part, it's probably going to be incremental growth. Got it at this point. Yeah. I mentioned the zoning change

David May  3:00

Hi, I was wondering little clauses 330 beds, there could be housing at 66 main, Peter Murphy has some bed and stuff. So exam really like me that he is not much as 25% of the 2500 referencing in the documents. So that's like a 20 to 25% additional increase. So is that that's I think that's, you know significantly more than incremental. Yeah. So I just want to make sure we're not painting a different picture we don't really know what's going to happen but those are that's kind of what's on the plan because I see Um, so anyways, however, that's a good point and they'll Plaza with 330 beds. That's a big one for me, box or Sophie and what are we just say will be based on what the supply and demand curve is at that time. We don't know where it's going to be.

Stephen Pesci  3:57

Well, how about I just rewrite it to reference the beginning increase that happened and now it's likely to legalize stabilize but but the town also made a lot of zoning changes is really yeah and take that one came right from Councillor Lawson who want who is very emphatic at a focus group that we don't make plans based on what has happened in the past six years in Durham so I'll rework that.

Micheal Behrendt  4:23

Are we made plans and God laughs

Stephen Pesci  4:28

Okay, got it.

Jean Spear  4:33

Yes, in the  5 supporting practices, this is the right place for that educate, inform the community starting to call for parking. And, you know, so we mentioned what you draw what you charge will drive behavior but I think also as part of that education and in thinking of all the other measurements that you guys put out on a regular basis. Yep, something is as far a practice of showing the campus what we're missing by not
charging market price. so when how what are we not improving relative perhaps for parking and demand management? So whether it's maintenance for that I think that's a really good point and put it into practice.

Stephen Pesci  5:24
That's excellent. Because you know, when you look back many of the things we envision doing in terms of well you could even go to structured parking you can't do that unless you're charging closer to market rate. So there's transit equivalents on that statement there's bike equivalents there's everything but that's a really great point so at the state what we used to do was just close purchase and the legislature their attention really quickly to can't close purchase here but you're right we can not continue Ambassador or the infrastructure continues you can continue let parking lots not be resurfaced dirt Parker.

Unknown  6:00
Dirt lots tend to get people's attention.

Tom Kelly  6:03
That's a good point. You know, it's also related to the maintenance, just the whole use of tiered pricing to structure incentives to to manage to man, not everybody will need to come to the fourth. Yeah. So it really is a great thing. That's happening more and more and more.

David May  6:26
I got one yesterday where you said you're going to move this special event part. Yeah, I think that's going to be a lot more conversation and consensus from others. And so I think we need to be careful about that. It's a, you know, how do we work that as a no, it's a recommendation but there's others that might not feel good about that and I think we need to bring them along and I'm not sure that just putting it in the document and saying What we're going to do is is the way to go

Chris Clement  7:06
I think those conversations that have started certainly with athletics right so we Steve Metcalf was at our first focus group meeting where this came up and I think to your point I think it doesn't need to be reworded about conversations in the process required just yeah thank you no I don't know what that means for Dirk And and his limited resources not as the all the sudden soon it's need to just make sure we're so how about with this one?

Stephen Pesci  7:46
I will redraft paragraph and send it to Chris you enter for critique.
Chris Clement  7:53

But still it's the right thing to do. David we need to move to a standard I agree but some of these things that have carried over for generations don't make sense didn't make sense, then they don't make sense. Now we get to okay I hear limited resources we're going to standardize on doing in the in our customers deserve the same type of service, whether it's being provided by one group of campus versus the other. And I don't agree with that. I just I'm saying Yeah Thank you all. Appreciate that. Yeah, appreciate that.

Stephen Pesci  8:27

I think we can get that initial dialogue with internal players to discuss, you know, great practical issues around Yeah, great, great discussion. Students want to chime in. I really would like to hear some students

Devonn Guyer  8:42

Question about item 3- moving to new technology

Stephen Pesci  9:06

so yeah, so this right, it would be non-resident so this is really a technology based issue we we've heard this come up a lot you know Matt blank slate kind of unicorn planning imaginative instead of buying a permit you were charged like one cent a minute to have your current campus or something through an easy pass or satellite cell phone data, you know, whatever. So I think what we wanted to do again was acknowledge technology changing. you know, the concept of an all you can eat permit that you hang on your dashboard is probably 50 years old.

Dirk Timmons  9:43

When I when I go to conferences that universities are at most a lot of universities I can't say most but a lot of universities I getting out of the system we have where they no longer sell permits that are good for the academic year, the calendar year but instead You do exactly what Steve saying you and you do it through your phone, most likely. And you come into a you know, you can do it ahead of time, and you go into the parking lot that's available that you've chosen, and you reserve that space for an hour, two hours, whatever you need, and you pay for per hour per minute per 15 minutes, whatever, we decide on the parameters and that's the way it works. And so yeah, we certainly want to be looking into that. Not saying that will go that route, but certainly we need to investigate it and visit the schools and contact them and see how successful they've been since they did the swap over

Stephen Pesci  10:35

I actually really intentionally word of the sentence the way it is, so I hope it's acceptable to everyone. as technology advances. The university should consider the revenue and sustainability implications of moving to such systems. And I think that's a good place to leave it in this policy document every campus is different. There's geography there's but I think that's a good place for us to leave this issue for future TP C and transportation services managers to bring new ideas to the table. Like if there's
some new thing let us know about it might be a good fit for UNH but there have to be a community dialogue about it, of course.

Unknown 11:18
Great question.

Chris Clement 11:22

All right. We're going to move this going to move a motion to the floor that we adopt. I'm three TPC 1515 year review, final document with the providers that Steve's going to make the edits as we suggestion. Second. All those in favor say aye. Aye. Any nays? Ayes have it. Thank you very much. Thank you very much. Great Work guys!

Next item item number four - academic year 2019-20 Fee Policy Adjustment Proposal discussion, and that's part of actually that's a recommendation from what we just adopted in the PPC 15.

Stephen Pesci 12:10

So dark and Steve, you have the floor. Sure. So we started talking about some fee adjustments back in September and then casually alluded to in November. So now we're bringing forward a list of recommendations. Let me just be clear that these do not affect faculty, staff or commuter student parking permit prices. The faculty prices are subject to Union negotiations and by precedent staff and commuter student parking permits have been tied to that negotiated price. So I want to be clear what we're putting on the table is not those things it's other thing so we'll walk through some of them and this is a package

That we think balances off a lot of issues that should be articulated now for implementation on July 1 or September 1 whichever is appropriate to the category so the first one is about our visitor lot pricing and paste station so you know that a year ago we made the change to evening and weekend charges in our visitor lots only and again this is about the visitor lots This is not about the permit lots so this is affecting visitors. Students who are here know where the permit lots are and know how to use them for free after our so again this about visitor lots and what we're trying to do here is get to a system that more actively managed the pricing so in the white is what we have now in the blue is the proposed minor adjustments that we were recommending. So it would be in summary at 25 cent increase in the hourly weekday charge and then we would have some variable pricing for weekend and evening as you see so in a way we're dropping the evening prices the six to 9pm prices and we're increasing the weekend daytime prices we're also adjusting the advanced paid special event but only for the western Sage way lot so little 25% tweaks here and there affecting visitors and we think this is going to help us you know maximize the utilization of those visitor lots better now I've already brought up with the town of Durham they have obviously meters and a whole pricing system I did alert them yesterday at their traffic safety committee meeting that we might be doing this and I feel that all these changes are other country complimentary to the town where would allow them also to make some demand pricing changes of a minor sense in their system as this this would affect essentially all meter or paste Asian regardless of size yes all meters and wars for example even though it's not have this robot would would be affected in such a little groups as of yet pay stations meters and visitor
Any questions about that are just keep going so next one is resident and non-student permits so these are the academic year pricing so in white you see the current prices now we presented to you in November our review our fall 18 survey of comparative pricing and market pricing so the first column UNH current that's the current academic year prices for those resident permits and non-resident West the next column is the local market. So we did our best to find the midpoint. And there's quite a range of local market and we tried to be conservative. For example on the resident East we know that the mill Plaza parking at this point is 12 to 1300 dollars over 1200. So that's a conservative midpoint of market based pricing for core campus and downtown parking. It's on the conservative end of the bell curve. And then 700 being the west of tracks bit west of the train tracks basically what we're proposing and we in this case we would like to propose a two year schedule of price changes to help people plan their decisions about car ownership or brain cars the campus and also to help with financial planning so we're proposing that this year this academic year coming up that the resident East go up $75 the resident West go up 75 and then non-Resident West go up 100. I also want to bring up that the non-resident West permits are a relatively new phenomenon that we've ever sell, sold, parking permits and we've always done so on a year by year basis. As a courtesy as our campus resident parking needs grow, we may not have the luxury of selling nonresident parking so we believe those should be market price.

Dirk Timmons 17:30

We monitor those carefully. We had to come down a couple years ago and a number that we sell because of the increase open houses and the demands with special events. And so every year we monitor it and we may eliminate it at some point but right now it's half of what it was the first year that we just limit a certain amount of spaces that we're going to sell to the non campus residents just definition standpoint nonresident is students that do not live in UNH housing. Correct, but are essentially within a certain radius of campus within Durham. So students living to Dover are commuters. Yeah. these are local Durham students that are not eligible for any purpose other than this one. Yeah.

Steve Pesci

So we've laid out the two year price schedule that we're recommending for those permit costs, moped and motorcycle we've made some very minor adjustments. Here we are right now at a $50 annual fee. We are showing you the competitor midpoint was about $89 for those and what we're proposing is going up to $75 in the next year and raising them to 95 two years out. We should also mention that if you have a computer permit or faculty staff permit you're eligible to getting motorcycle (not a moped) product for free, and that will continue to continue supporting. So we tried to summarize that on the next page. And it does get a little confusing, but that lays out the eligibility issues. The one thing I wanted to be clear on here that for resident UNH residents, students we are proposing or I guess it is currently I don't even know if it's a current policy or practice but only one registered vehicle on campus at a time.

So vehicle, motorcycle, or moped, those are all vehicles that are required permits. So what we're saying is UNH residences would be eligible for one permitted vehicle on campus. And the interpretation of that is one vehicle with them physically as they reside on on campus. If they have something in a shed off campus. We're not well and then obviously we want to encourage them to have bicycles right? These are motorized vehicles. Don't allow. We will continue allowing non resident students the eligibility to get a permit a moped for parking on campus. So we're going to continue that, but not an auto, obviously, as their non permitted and not a motorcycle. We've used a moped as the local local use vehicle, but not the auto or the motorcycle.
Another big issue that we are proposing a change to and I think we alluded to this in the fall is the Emeritus permits. Dirk and I really actively track all the permits types. And I think I pointed out to you that last fall, we kind of crested 425 active Emeritus permits, that's a lot of permits. Now, granted, they don't all come to campus every day, but we've seen a lot of growth. So we're proposing some clarifications in what America's permits are. So the first one is that for the first time, those would be required to be renewed every year, no fee, but a renewal process just to help remove permits from the market that are no longer valid. We'd also make sure that they're nontransferable and tied to a single vehicle. Right now, we know that a lot of America's permits get passed around amongst family members, and that that's not the intention of the Emeritus permit. And then finally, they will only be valid in faculty, staff and mixed use lots no longer valid for free parking at meters and pay stations.

Kurt Kenoyer 21:39

Why? because we're trying to preserve the meters and paste stations for the poor, the pure visitors that we've talked about in the past. So three clarifications about Emeritus permits, we think those are reasonable, we think they remain very nice gestures for the retiring faculty and those very few staff that are eligible. For them, so that would be proposed. And then the last is yes, it's a conversation about discontinuing that practice altogether?

I'm trying to see what the what the value added at that point to grant to grant a free parking pass?

Steve Pesci

But I don't think we've landed there yet. I think the value is that some of these let's say, the engineering faculty, for example, come back and they still are working on projects and in Kingsbury, for example, working with students are working with faculty to transfer that knowledge over so I think that that would be a benefit I don't know and I think same with the ones that are doing projects this send the science Yeah, you know, they're finishing up a project or they're helping students graduate students who are the projects we do see I mean, I personally know some of the professors that have retired recently Emeritus that Working with the study of algae and stuff like that, that come back for an hour to I'm still working on a project. So I think there is some value there. And I think the bullet number one where everyone has to re up those every year, I think over time, you'll see that drop. So I see the the faculty coming back as a short term thing, you retire, you're working on that you're in the middle of a project, and then that winds down over time, and then that permit, you don't, you don't need it, versus they have, they just, they become cumulative every year. And I should say, in addition to maybe lab work and things like that, there's already office space, certainly inception, Kingsbury and other places and that is at a premium for Emeriti and so you know, there's already one filter that sort of limits of their reason to come to campus And then the transportation is allowing them to get to that sort of hard one spot. And I would say one more thing, you know, on average, these Emeritus professors are older and perhaps less mobile in a way that they are listening able to undertake other modes right yes I set goals and things like that so so if they are to be invited to come and continue to contribute great automotive transport might be a little more important to that the others that's why I feel like this is a good middle path and remember any anyone who has a disability or mobility impairment obviously can get an ADA permit for it so but I think this is a good middle road right now we will continue to monitor but having that annual renewal give you yes but that's to me a very important it is very the last piece yet measure.
Jean Spear 24:49

Can I go back to the book and motorcycles issue yeah I'm just on the differentiating for a faculty/staff permit also added motorcycles I pass to add pay for a moped, you've been some discussion the PAT Council for those staff members who, you know, they're not fond to ride a motorcycle, but they're close enough that they come in on a moped during my summer months. That is a point of consternation, and we've talked about that with retreating mopeds in terms of their access to buildings differently. And that might be some of the reason why but as that behavior starts changing, kind of aligning those might be something from least page and

Dirk Timmons 25:36

I think we should monitor it. I agree. Yeah, we looked at the numbers after that came up and it was very small at this point, but I think continue to be aware of and monitor this is important for us. So for clarification thing, so if you're a staff person in you have a parking permit for your car. You live locally in Durham and you want to ride a moped here we are far away from them open right now. Okay, okay. Yeah.

Stephen Pesci 26:02

The last item on the list we wanted to give you an informational heads up as Forest Park is scheduled for decommissioning this summer that opens up opportunities for the three Forest Park lots so we're actually proposing we talked about the change in moped pods moving from pods to lots so we've decided that Forest Park loading which is tiny little lot right across from arts way or McDaniel will be our first first moped lot so we are going to repurpose that lot to accommodate one or two vehicle service spaces but then mopeds, potentially motorcycles as well. But that will be our first two wheeled lot where we will start to remove some of the little postage stamp pods that are right outside the doors and building creature causing consternation and noise and emissions so here's our first attempt at moving towards two wheeled vehicle lots they will be strategically oriented around campus as the opportunities arise Forest Park South we're going to rename lot E to it will continue to be resident student parking so that's great for the residents students and then Forest Park North cross for Morris hall adjacent a lot if we're going to rename college road visitor lot and that will become a much needed visitor lot for the southwest corner of core campus. We have been trying for years to position a paper our visitor lot in that area of campus, maybe even on the other side of the tracks there but for now we're going to use this and repurpose those approximately 59 spaces from Forest Park resident to visit our spaces paper our visitor spaces so That would not happen till September this summer. We need that space for our various construction mitigation lay down whatever but we wanted to pay off runs what is now Forest Park North would become the college road visitor lot

David May

We also need that space for orientation in June. Yeah absolutely. Yep.

Steve Pesci

The orientation and parents was yep. So this summer we will use that for Nestor purposes and then fall it will become a visitor lot so we think this is a great way to get some visitors spaces and know that's been a real stress point amongst our community not can visitor spaces in that area campus so we're very we all
kind of agree this seemed like a great fit to try so with that, and with that the other part of my mouth will gain 12 fac/staff spaces at that time

Chris Clement
That seems like a win win

Unknown 29:01
So Steve so this is part of the rationale for are going phrases to wheel lot to sell some kind of limit the bulkhead from building the building yes kind of what we talked about it last it's going to be that same shows you those kind of Park once you park your moped you walk from building to building we're starting to have some real safety noise land use damage land use issues well and walkways blocking and they're blocked you know they're going beyond the space and blocking walkways and stuff and so there's a lot of reasons to go this this way and it was somebody idea and he and it was an excellent idea. Um. So yeah, we're going to start facing that concept. We we started to pencil out some of the locations where the next moped lots would be created or reassigned maybe the other end of academic way and that will take a few years to play out as opportunities arise. But we're starting to think about this kind of satellite orientation.

Unknown 30:07
Great. Very well thought out.

Unknown 30:10
Yes? How do you guys plan on communicating the increase prices and finance to students so that it doesn't come as a surprise to that and make plans to purchase this upcoming school year and then students are waiting that there's no transparency and that things are confusing because I know that's

Dirk Timmons 30:32
Quite a few ways. Once this gets approved. Then Stephen I will be trying to set up meetings with operating Staff Council, PhD Council, Graduate Student Council, Undergraduate Council as well as the Faculty Senate then we'll also send notices out to will have my staff member send notices out to permit holders a web page We'll go multiple avenues to do it and we do it as soon as possible. Yeah, it's a good question. Really good question. Thank you.

the other benefit to doing this now is that communication rollout will be time really well with the update of the TPC 15 documents so we can come and talk about policy because it's part of and the implementation.

Chris Clement 0:21
Okay, awesome. So I'm going to move a motion to the floor that we adopt the academic year, 2018-19, 2019-20 fee policy adjustment proposals, as discussed by Steve and Dirk for the two year period. All those in favor say Aye.
Any nays?

The ayes have it. Thank you very much. Great work

Stephen Pesci 0:49

And item number five, bike share. Yes, I kind of mentioned this already under project updates. I really want to encourage you for your constituents are interested in this issue and students especially I want to make sure that we unfortunately that date that we had to choose Liam's not available. So I really want to make sure the students are there and the student senate authors of the bill that passed or they're also working very hard to get Zach sister program information from Portsmouth. They're going into their third year with Zach sir. So I'm going to get the nitty gritty from the planning director. So please, I apologize, Liam, that he's booked that night, but we want to have a great conversation and see where we can go from there.

Tom Kelly

Excellent, great, great Steve. Oh, sorry, brother. bike share program that you're selling the departmental bike... because we started to open that and bsc Chr blocked and because of the general constraints. You're free to use your own money. Well, we weren't in this case. Oh, you know? Oh, yeah. Yeah. Yeah.

Chris Clement 2:07

So, if we want to encourage this, I just want to raise that as something. I don't know if that's going to happen again, if that was a momentary condition or not. I think you should continue to have discussions about it each year is different. I mean, there's it we're always going to have financial challenges, right, but maybe we can, you know, purchase you know, x bikes per year. Yeah. Or, you know, share them across campus between departments. For example, as of now,

Steve, I was just gonna say and Todd and like, I kind of know a few open that up to the community. I don't know how many people are going to be interested in coming to that but you know, it was very tight she's a potential that you're going to outgrow the dairy bar, the need to have some kind of back somewhere else where you could well, as I said, it's 40 to 50. I've been everyone we outreach to is I don't want like 200 people to show up like raw bikes. That would be a problem. I chose this location for an intimate conversation. I hope it doesn't backfire. Yeah, because you might have a lot more people because you know, just think about

Unknown 3:35

Say David knows it. Now, I will stress about this, please come but not too many of you. Delegate your representative to and thanks for listening to this meeting will be asked. Yeah, that's a good Seating is seating is limited. Jessica is helping with this. Those are great ideas.

Chris Clement 4:10

You know, I think back You remind me when I was in state government and the most vocal groups with a bike pet people, and they were like unabashed, unfiltered. And just would say in these public hearings, what they felt when I always I always appreciated that. It's like, it's like the worst. I just got
So. So a quick story. So we were, we were open up the Memorial Bridge in Portsmouth, and it was a big event. And there were, there were dignitaries, you know, US senators, your Secretary of Transportation, all these Washington, DC delegations that I was the emcee on the New Hampshire side so it was made a New Hampshire and so every congressperson had to go up and have a presentation And they, some of them weren't there. So they had. So he had a designee, which would go up and read this like four score seven years ago. Who was it that you should go back? Watch the tape. The bike people were like, all right. I already said it was like one of my last month. I said, it's always the bike. It was awesome. So everyone's like what they said. They watched the next person from, like Carol Shea Porter. Walk up said, I have nothing to say.

It was awesome. Anyway, I digress. Anything else? Any other business? Okay. No bosses, and about three weeks given out.

Thank you, everyone. Have a great week. Good job, guys.