A key UNH transportation policy objective over the past decade has been to improve campus accessibility for visitors. We have struggled to preserve core campus visitor spaces which have declined 10% from a peak five years ago. There are currently 470 (350 within visitor lots, 120 on-street pay). As such, this year’s policy change is imperative to maximize the availability of those spaces while maintaining constant ratios of faculty/staff and commuter student parking and expanding payment options. This balance must be accomplished within a larger framework of the ‘walking campus’ and a robust Campus Connector system that is free to the public. A challenge of the Transportation Policy Committee and our transportation and parking demand management based policy is to strike a balance which provides the best access and mobility to all members of the community – access, convenience and system capacity must be balanced.

While it has been historically customary for students with remote or off-campus parking to make use of the 350 spaces within the four visitor lots in the evening, after-hour use of the visitor lots by non-visitor students has, in recent years, increased to the point of exclusion of visiting off-campus guests. The rapid increase in private student housing development within Durham (over 2,500 beds in the past 5 years), and record sales of remote permits for campus residents has resulted in an over-use of the visitor lots by “locals” whose daytime parking assignments are in remote or off-campus areas. This trend has resulted in these lots frequently being full during weekday evenings and weekends when guests visit campus for events and performances. Visitors (defined as those attending events, admissions guests and general campus visitors) are directed by hosts to UNH visitor lots. Upon arrival, they have been unable to find spaces resulting in a poor visitor (and prospective student) experience.

Following initial staff proposal and discussion at the February 2017 Transportation Policy Committee meeting, the committee reconvened in April, and, after further discussion unanimously voted to adopt Campus Planning and Transportation Services recommendations to modify visitor lot (only) enforcement hours starting in September 2017. The adopted policy expanded enforcement to include early evenings and weekends – resulting in daily 7am-9pm hourly fees and regulation. Both the original proposal and the eventual vote were covered by The New Hampshire student newspaper. This policy was based on the following principles:

- **Campus Visitors should have access to predictably available, centrally located and well-marked lots in close proximity to public venues.** This access should include evening and weekend hours – periods when UNH hosts numerous public events. Predictability means visitor lots should always have a buffer of available spaces. A consistent daily parking schedule in lots adds predictability and signage clarity.

- **The regulatory framework needs to be consistent and simple to understand as visitors are not intimately familiar with UNH parking regulations and lot alternatives.** Hourly pricing offers the most efficient and effective management option for UNH with low staffing costs and multiple guest and host payment options.
• This change results in significant access improvements for visitors with only minor inconvenience to UNH permits holders and non-permit student vehicle owners. There are over 2,000 permit lot spaces within a 5 minute core campus walk of the visitor lots (and their destinations) which remain free and unregulated after 6pm daily and on weekends. This change affects only 350 spaces in visitor lots – not the 120 on-street pay station and meter spaces. The policy also has no impact on the remaining 6,400 vehicle parking spaces managed by UNH. It should also be noted the spaces within the visitor lots are not being disqualified for student use, they are simply no longer free during the expanded hours.

• Large events and performances may require use of additional parking resources on core campus - which University Transportation Services (UTS) facilitates in compliance with AAUP and other agreements.

As Durham residential, retail and campus densities increase it is natural that parking will need to be regulated during more hours of the week. UNH works to coordinate its parking and transportation policies with the Town which is also considering policy changes to manage increasing vehicle storage and use pressures in downtown. Limited UNH visitor and permit parking inventory cannot be relied upon to accommodate the pressures of increasing downtown retail and residential development at the expense of primary UNH needs.

Although this policy is not designed for the purpose of maximizing revenue generation it is projected there will be a net minor positive revenue stream which is good for the entire UNH transportation system and community.

Per agreement, UTS provided only informational enforcement in September after numerous direct communications to the community about the regulatory changes. In addition, UTS voluntarily adopted an evening parking rate reduction (to $1.00/hr) for these lots and delayed a planned July 1, 2017 across the board meter increase pending review next spring.

UTS surveys of non-visitor lots during September showed adequate empty spaces during all periods for use by students and faculty/staff community members. We are confident the policy change will result in a net improvement to overall campus accessibility and will be easily adopted by the UNH community. Visitor lot signage and pay station notices have been updated and September compliance was good with only a handful of violations issued.