Stony Brook University
Transportation & Parking Advisory Group

Wednesday, February 8, 2012
James O’Connor, SBU Director, Sustainability & Transit Operations
Stony Brook University
Division of Facilities & Services
Department of Transportation & Parking Operations

• SBU Transit
• SBU Parking Operations (including Garages)
• SBU Sustainability (including Recycling & Resource Mgmt)
• Vehicle Fleet Management
• Central Stores Warehouse Operations
• University Signage
SBU Transportation & Parking Update
Spring 2012

• SBU Transit Service

• Buses – Rear Exit Doors

• Weekdays (Mondays–Thursday)
  • Express Route
    • 9:00am–10:00am: 6th Bus
    • 6:00pm–8:00pm: 6th Bus
  • Hospital/Chapin Route
    • 9:30am–11:30am: 3rd Bus

• Weekends (Saturdays & Sundays)
  • Mall Route – West Campus: Overflow Bus
  • Mall Route – West Campus: Overflow Bus
  • Shopping Route – East Campus: Overflow Bus
  • Shopping Route – West Campus: Overflow Bus
SBU Transportation & Parking Update
Spring 2012

• SBU Transit Service

• Bus Shelters & Solar Lighting Upgrades
SBU Transportation & Parking Update
Spring 2012

• SBU Transit Service

  • Vehicle / Bus Wraps
SBU Transportation & Parking Update
Spring 2012

- SBU Transit Service
SBU Transportation & Parking Update
Spring 2012

• SBU Parking
  • South P Lot – Expansion (200+ New Spaces)
SBU Transportation & Parking Update
Spring 2012

• SBU Parking

• Heavy Engineering – New Metered Lot
Future Initiatives

• SBU Transit Service

• Suffolk Transit Partnership
  • Target: Summer or Fall 2012
  • Saturdays to/from Area Malls/Locations
  • Increases Available Services from ~8am to ~10pm
  • Decreases Carbon Footprint
Future Initiatives

- **SBU Bike Share Program**
  - Pilot Results

  - Program is popular, however the process to join is convoluted & requires the issuance of keys each semester

  - Share Bikes use existing campus bike racks ("S" channel), which is already heavily utilized at many locations

  - Existing Share Bikes are showing wear (rusting, broken lights) & already require repair

  - Program was only available to SBU students, not faculty/staff
Future Initiatives

• SBU Bike Share Program

• Takeaways

**Improve Access & Lower Staff Requirements**
- Make bikes easier to utilize using SBU ID Card
- Have all SBU students complete liability waiver electronically when signing up for classes
- Eliminate the existing $15.00 deposit & $15.00 participation fee
- Eliminate the need for interaction with SBU staff, if possible

**Operations**
- Bikes should not utilize existing campus bike racks
- Improve quality of bike to lower maintenance costs
- Allow students to utilize bikes on a per ride basis, instead of a per semester basis
- Consider allowing faculty/staff ability to use program, however require per use, semesterly and/or annual payment
- Do not allow bikes to travel off of SBU campus
- Improve bike tracking / communication, & link possible bike damages to responsible students
Future Initiatives

- SBU Bike Share Program
  - Benchmarking

Benchmarked Universities & Municipalities
- Universities
  - Harvard University (uses City of Boston)
  - Washington State University (54 Bikes / 6 Stations)
- US Cities
  - New York City DOT (Starting Summer 2012 / 10,000 Bikes / 600 Stations)
  - City of Boston (610 Bikes / 61 Stations)
  - City of Minneapolis (700 Bikes / 73 Stations)
  - Washington DC (1,100 Bikes / 100 Stations)
- International Cities
  - Montreal, Canada (5,050 Bikes / 405 Stations)
  - Toronto, Canada (1,000 Bikes / 80 Stations)
  - Ottawa, Canada (100 Bikes / 10 Stations)
  - London, England (6,000 Bikes / 400 Stations)
  - Melbourne, Australia (600 Bikes / 50 Stations)

Findings
- All of the above have implemented a BIXI Bike Share Program.
Future Initiatives

• SBU Bike Share Program
  • Recommendations & Proposal

  • Implement a University / Municipal Type Bike Share System

  • Deploy System in Phases
    • Phase-In Bike Share Program over 5-years, as dependent on usage & feedback
    • Deployment to follow SBU Master Plan
      • Centralized Hub Station(s)
        • SAC/Academic Mall
      • Satellite/Radial Stations
        • South P Lot, West Apts., LIRR, Chapin, M&H Quad
    • Quantity of racks at Stations can be changed, as dependent on usage

Phase 1
• Two Dock Stations
  • SAC (23 Docking Points)
  • South P Lot (23 Docking Points)
• (23) Bikes
• (2) Solar Powered Kiosks
Budget Overview

- Transportation Fee (as of 02/08/12):

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<tr>
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<th>ACTUAL FY10/11</th>
<th>FORECASTED FY11/12</th>
<th>PROPOSED FY12/13</th>
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<td>$128/Yr (with $5</td>
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<td>Increase)</td>
<td>(with $5 Increase)</td>
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<td>PRIOR YEAR CASH</td>
<td>1,265,594</td>
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<td>REVENUE</td>
<td>4,492,253</td>
<td>4,485,564</td>
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<td>PSR</td>
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<td>OTPS</td>
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<td>NEW TRANSIT VEHICLES</td>
<td>1,707,843</td>
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<td>TRANSIT VEHICLE PARTS, MAINTENANCE, FEDERAL/STATE COMPLIANCE &amp; TOWING</td>
<td>293,688</td>
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<td>COMMUTER PARKING LOTS</td>
<td>126,628</td>
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<td>BUS SHELTERS, SIGNAGE, MAPS &amp; COMMUNICATIONS</td>
<td>94,423</td>
<td>278,000</td>
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<td>SBU TRANSIT FACILITY MAINTENANCE, OPERATIONS &amp; BIKE RELATED UPGRADES</td>
<td>57,649</td>
<td>385,000</td>
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<td>FUEL</td>
<td>275,961</td>
<td>298,038</td>
<td>321,881</td>
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<td>TOTAL OTPS</td>
<td>2,556,192</td>
<td>2,721,038</td>
<td>1,526,881</td>
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TOTAL EXPENSES (PSR & OTPS) 5,601,695 5,698,363 4,611,089

PROJECTED ENDING CASH 156,152 -1,056,647 -998,264
Future Initiatives

- Continued Fossil Fuel Reduction Initiatives
  - SBU Transit
    - Clean Air Plug-In, Electric & Hybrid Vehicles
  - Parking Operations
    - Energy Efficient Lighting – Various Locations
    - Reducing Environmental Impact
    - Potential EV Charging Stations
Questions & Feedback

• Overall Goals
  • SBU Transit & Parking Service Improvements
  • Focus on Environmental Sustainability
  • Creating Staffing Efficiencies

• Contact Information
  Contact: James O’Connor
  E-mail: james.oconnor@stonybrook.edu
  Website: www.stonybrook.edu/transportation