



University of California, Los Angeles

STATE OF THE COMMUTE

TRANSPORTATION STATISTICS
JANUARY - DECEMBER 2012

Prepared by
UCLA *Transportation*



Table of Contents

Executive Summary	1
Commuter Characteristics	2
Vehicle Trips & Traffic	4
Commute Modes	6
Commuter Support	14



UCLA was one of seven universities nationwide awarded “Gold” status in the Best Workplaces for Commuters’ Race to Excellence.

THIS PAGE
INTENTIONALLY
LEFT BLANK

Executive Summary

During 2012, UCLA Transportation, along with the University’s employees, students and visitors, continued many of the positive trends that have developed in recent years. Among these trends are reduced vehicle trips to campus, growth in alternative transportation programs and the continued support from partners outside of UCLA.

For the ninth consecutive year, UCLA’s cordon count resulted in a lower number of vehicle trips than the previous year’s count. For 2012, the number of vehicle trips to and from UCLA averaged 97,224 per day. This represents a decrease of nearly 5% from 2011 and an overall reduction of more than 20% over the last decade. These results have occurred even as both the student and employee populations on campus have grown significantly. At slightly more than 53%, UCLA’s drive-alone rate for employees is much lower than Los Angeles County as a whole, where approximately 72% of all commuters drive alone to work. The rate for UCLA’s commuting students, at just over 26%, is less than half that of University employees.

Nearly 47% of all employees and almost 74% of commuting students can be characterized as alternative commuters. UCLA Transportation’s alternative commute programs, which include carpool, vanpool, public transit, bicycling and walking, continue to grow both in popularity and in their capacity to provide the University community with a variety of transportation options.

Commuter support programs such as BruinBus, Zipcar and FlyAway augment these alternative commute modes, making it easier for employees to commute to and travel around the campus without their personal vehicles.

As they have in the past, UCLA employees and students continue to make sustainable choices in both their commutes and intra-campus trips, utilizing transportation options that are safe, economical and environmentally responsible. UCLA Transportation, with the assistance of its partners, will work to ensure that these options continue to expand in 2013 and beyond.



During Fall Quarter 2012, UCLA enrolled more than 41,000 students, including nearly 28,000 undergraduates and more than 13,000 graduate students, residents and interns (Table 1). University enrollment has increased by more than 6% since Fall Quarter 2007, with undergraduates increasing by nearly 8% and the graduate student population growing by more than 3% (Figure 1).

Students	41,341
Undergraduate ¹	27,941
On-Campus ²	10,859
Off-Campus	17,082
Graduate ¹	13,400
On-Campus ³	1,363
Off-Campus	12,037
Faculty & Academic Staff	5,171
Staff	21,562
Total Campus Population	68,074
¹ UCLA Office of Analysis and Information Management	
² UCLA Housing, September 2012	
³ UCLA Housing Master Plan, January 2012	

More than 12,000 UCLA students reside on campus, and are therefore not counted as commuters. Over 29,000 students commute from their off-campus residences to the University.

More than 5,000 faculty and academic staff and close to 22,000 other staff members (not including residents,

interns or students employed as graduate assistants or other part-time workers) are employed at UCLA (Table 2).

In total, nearly 56,000 employees and students commute to the UCLA campus on a regular basis.

UCLA commuters are far less likely than their fellow commuters in Los Angeles County to travel to work or school alone in their automobile. The drive-alone rate for UCLA employees in 2011 was just over 53% while the rate for commuting students was slightly more than 26% (Figure 2). In contrast, the drive-alone rate for all LA County commuters was over 72% in 2011 (the latest year for which data is available). As could be assumed from UCLA's low drive-alone rate, the University's commuters used alternative transportation modes at a rate far above other Los Angeles commuters, a pattern that held true for all major modes. More than 15% of UCLA employees (and

Figure 1. UCLA Student Enrollment, 1991-2012

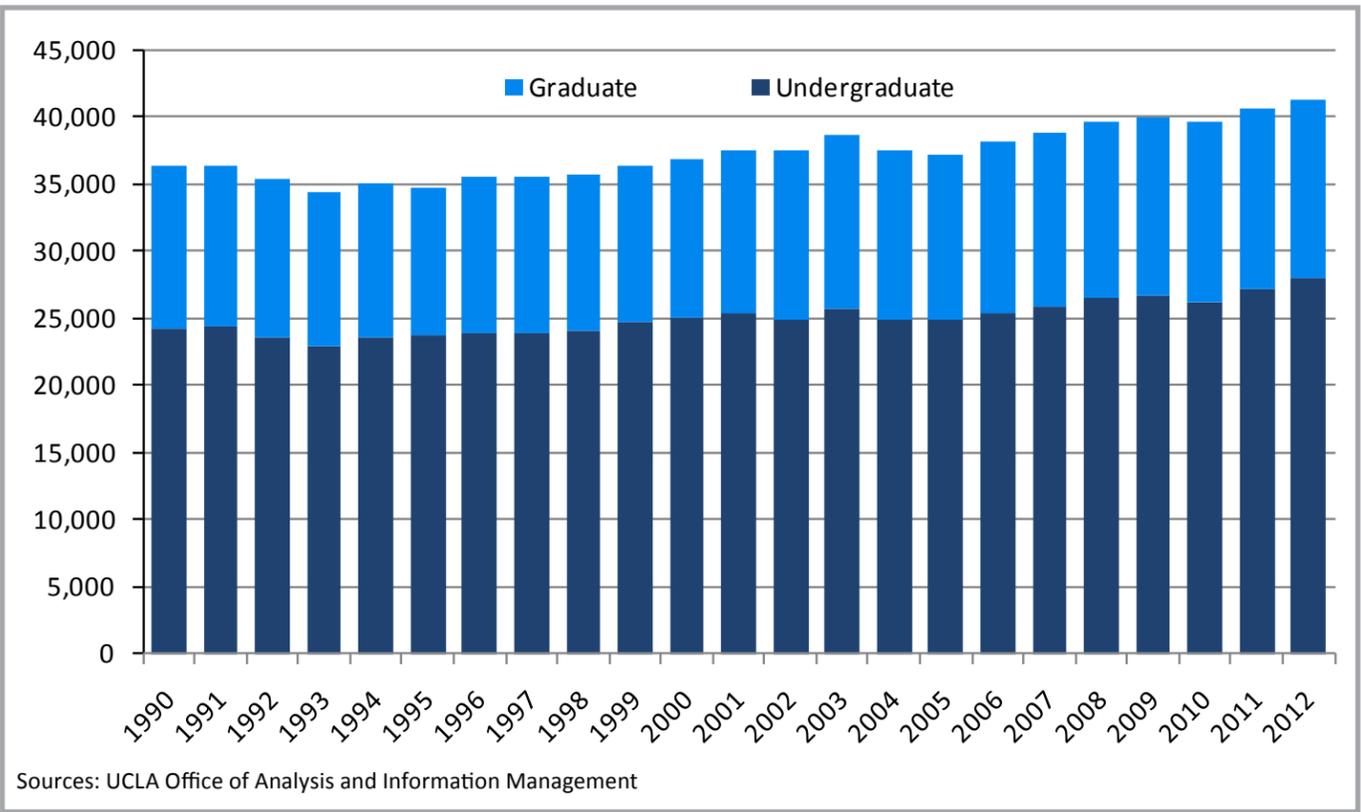
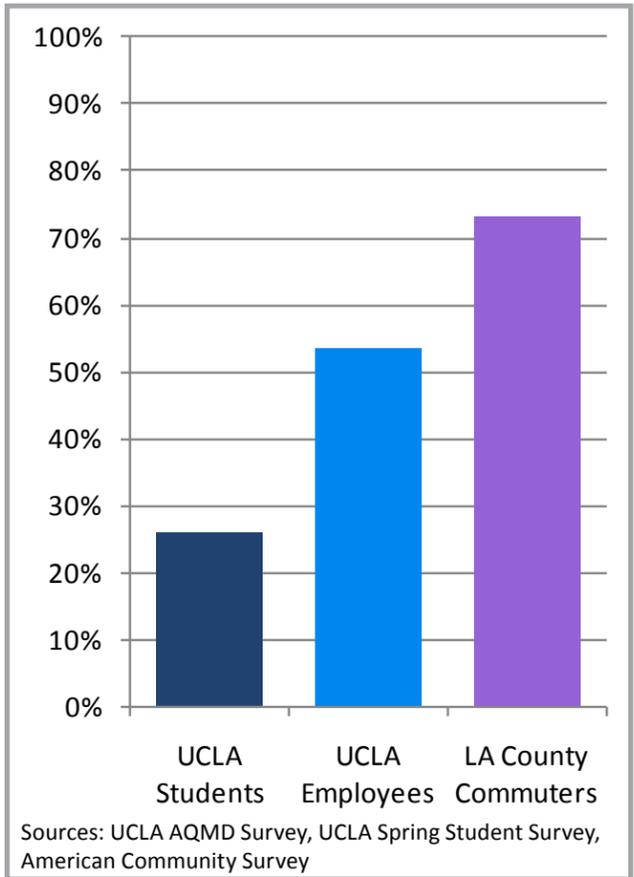


Figure 2. Commuter Drive-Along Rate



Faculty & Staff	26,733
Off-Campus Students	29,119
Undergraduate	17,082
Graduate	12,037
Total Commuters	55,852
Source: UCLA Office of Analysis and Information Management	

more than 6% of students) commuted by carpool or van-pool, while less than 11% of LA County commuters used one of these modes. Nearly 15% of UCLA employees (and more than one-third of students) commuted by public transit, compared to just over 7% for all of LA County. Almost 14% of UCLA employees (and more than 30% of students) were pedestrian or bicycle commuters, options exercised by less than 4% of LA County commuters.

The average Los Angeles commuter spends 61 hours in

traffic each year, according to the Texas Transportation Institute's 2012 Urban Mobility Report. That ties LA (along with San Francisco) as the second most congested large metropolitan area in the country, trailing only Washington, DC. Through its alternative commute programs, UCLA Transportation is helping to reduce that congestion, resulting in less traffic on local streets and freeways and alleviating some of the traffic problems that afflict all Los Angeles commuters.

Each year during the Fall Quarter, UCLA Transportation conducts a cordon count, which tracks the number of trips made in and out of campus by car over the course of one week (Figure 3). For 2012, the number of vehicle trips at UCLA fell for the ninth year in a row to an average of 97,224 trips per weekday (Table 3). This represents a 4.7%

decrease from 2011's average of 102,027 trips per day. The most heavily used gateway to campus is Westwood Plaza at Le Conte Avenue, which accounts for 17% of all trips (Figure 4). The next busiest gateways are Strathmore Place at Gayley Avenue and Bellagio Drive at Sunset Boulevard, which account for 13% and 9% of trips, respectively.

Table 3. Average Daily Trips to/from UCLA, 2008-2012

	2008	2009	2010	2011	2012
Main Campus	96,171	94,168	91,169	88,906	82,428
Southwest Campus	14,216	12,286	12,758	11,741	12,977
Wilshire Center	2,058	2,058	2,058	2,058	1,922
Bank of America	0	0	0	0	672
Bus Trip Subtraction	(402)	(402)	(402)	(678)	(775)
Total	112,043	108,110	105,584	102,027	97,224

Source: UCLA 2012 Cordon Count Report

Figure 3. Average Daily Vehicle Trips to/from UCLA, 1991-2012

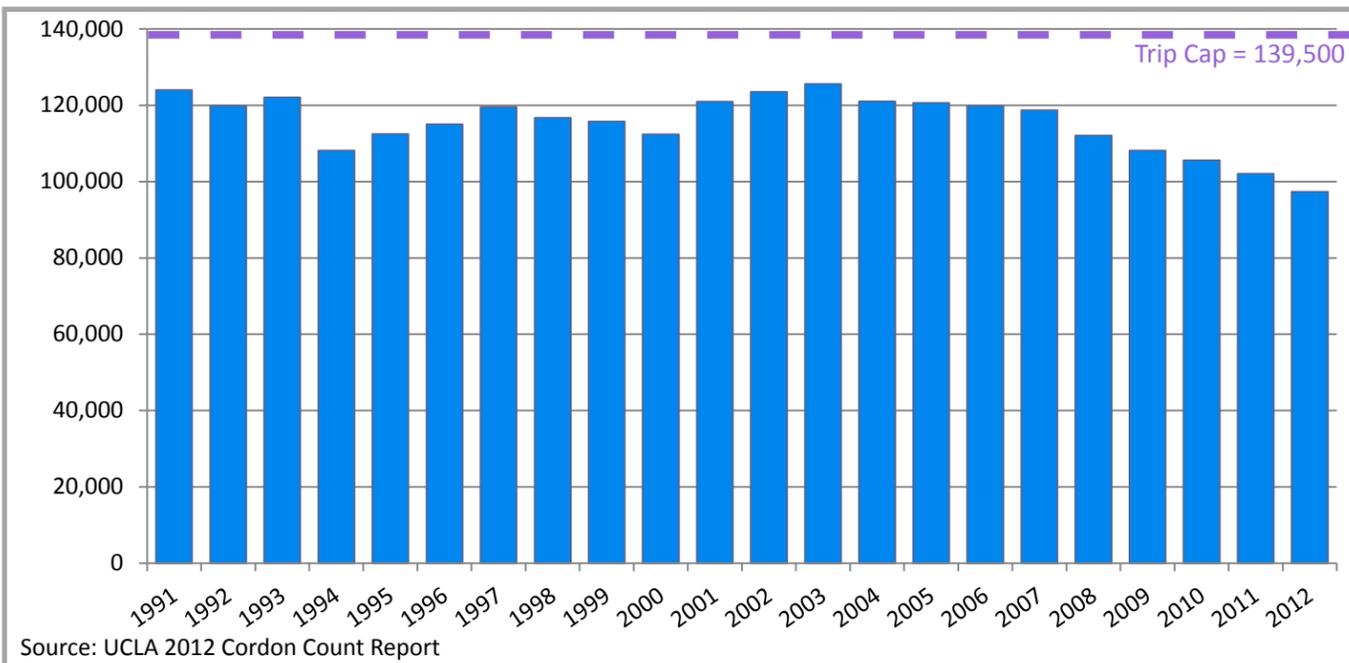
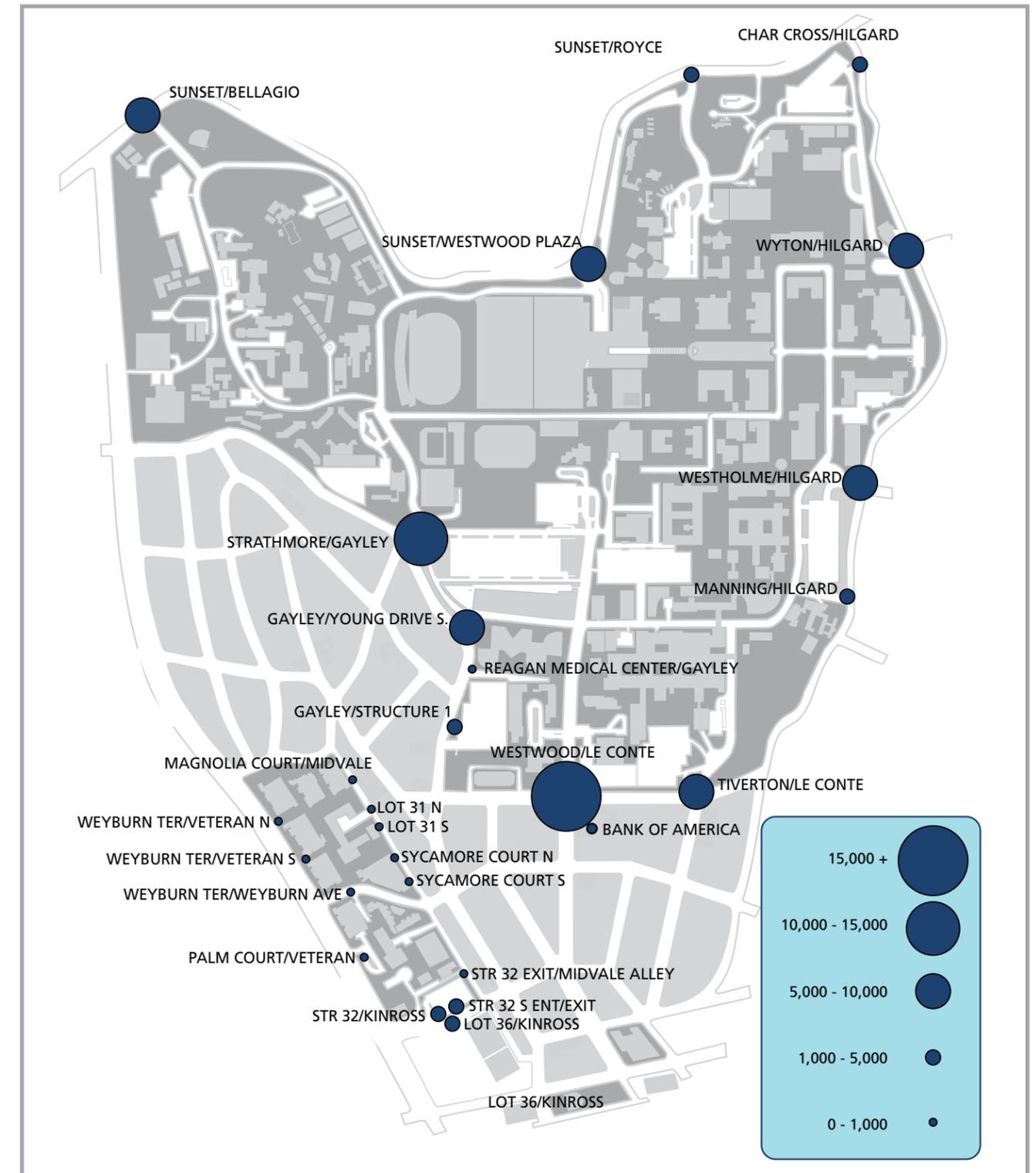


Figure 4. 2012 Traffic Volumes by Intersection at UCLA



Mode Split

Each spring, UCLA Transportation conducts two surveys that examine the mode split for the University's commuters: the AQMD Survey and the Student Transportation Survey. The AQMD Survey satisfies the South Coast Air Quality Management District (SCAQMD) requirement for large employers to report the organization's average vehicle ridership (AVR). The Student Transportation Survey provides information on the travel patterns of undergraduate and graduate students residing both on and off campus. These two surveys are the sources for all UCLA mode split information contained in this report.

For 2012, UCLA employees boasted an average vehicle ridership (AVR) of 1.61, well above SCAQMD's regulatory benchmark of 1.50. This continues the trend, as UCLA has exceeded an AVR of 1.60 for the past four years.

Approximately 39% of all UCLA commuters drive alone to work, including more than 53% of employees and 26% of students (Table 4). The remaining 61% of all commuters travel to UCLA by some

	Employees	Students
Drive Alone	53.4%	26.1%
Carpool	10.7%	5.7%
Vanpool	4.7%	0.6%
Public Transit	14.7%	33.4%
Bike	2.3%	6.2%
Walk	11.2%	24.5%
Other	3.0%	3.5%

1 UCLA Office of Analysis and Information Management
 2 UCLA Housing, September 2012
 3 UCLA Housing Master Plan, January 2012

form of alternative transportation, including carpool, vanpool, public transit, bicycling and walking.

More UCLA commuters travel by public transit than by any other alternative mode (Figure 5). Nearly 25% of all UCLA commuters take public transit, including close to 15% of employees and more than one third of students. Student ridership is split between the University-operated

Figure 5. Employee Alternative Mode Usage, 1990-2012

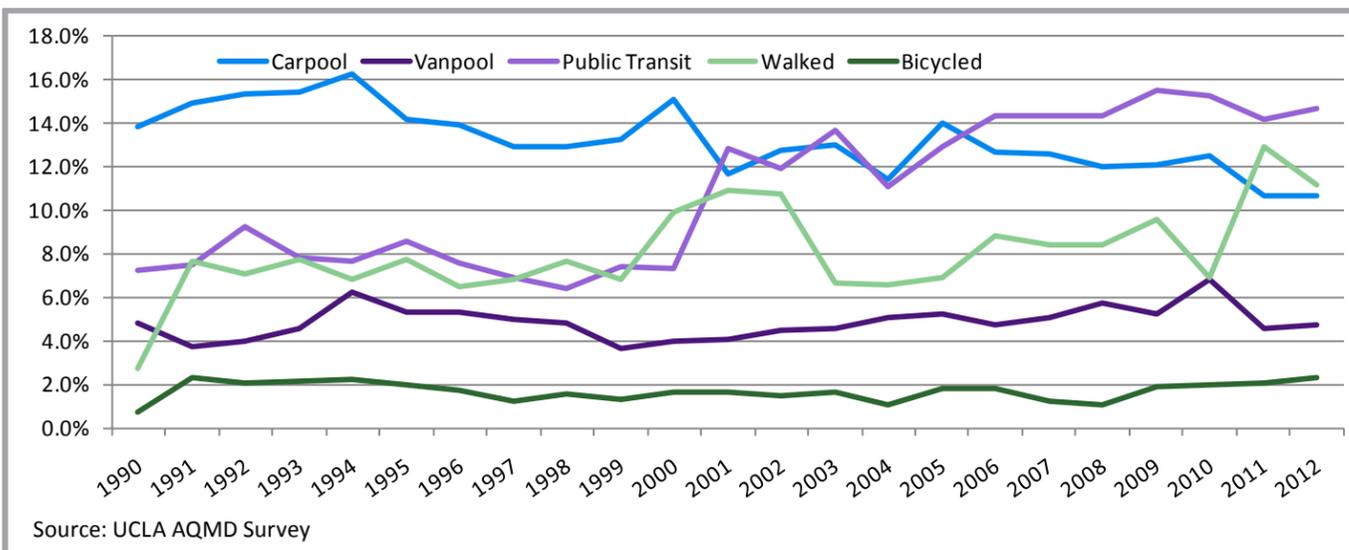
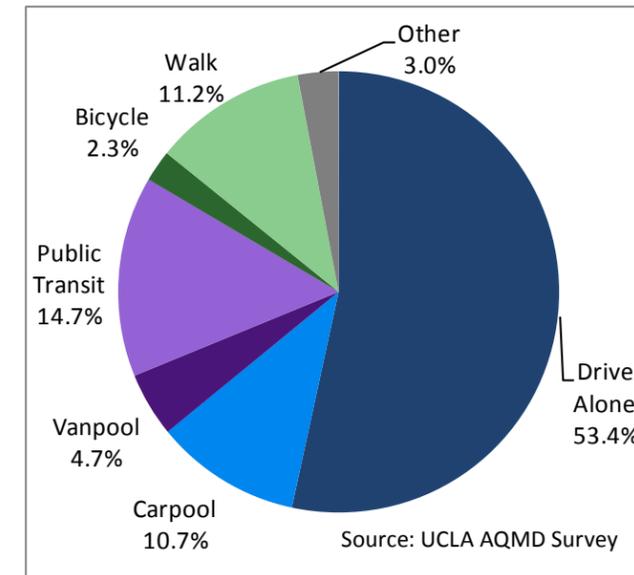


Figure 6. Employee Mode Split, 2012



BruinBus (more than 12% of commuting students) and UCLA's six partner public transit agencies (21%).

Non-motorized transportation modes account for the next largest group of commuters at nearly 23%. Walkers constitute more than 18% of all commuters, including 11% of employees (Figure 6) and close to 25% of students (Figure 7). More than 4% of commuters bicycle to UCLA, including 2% of employees and more than 6% of students.

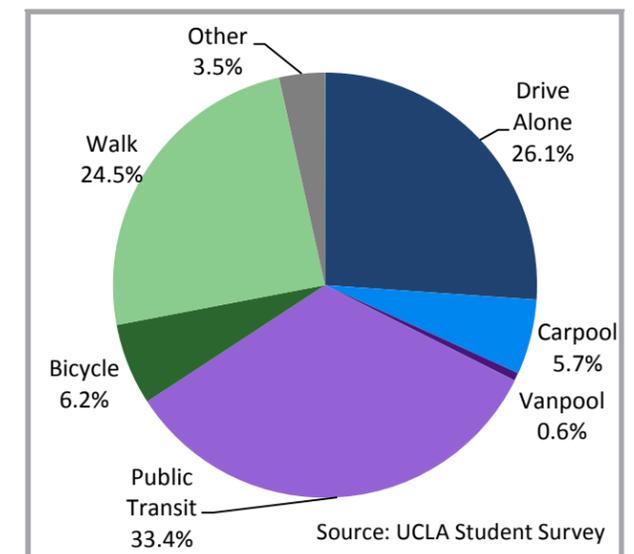
Carpoolers include nearly 11% of employees and almost 6% of student commuters, accounting for more than 8% of all commuters.

UCLA vanpools provide close to 3% of all commutes to campus and are used regularly by approximately 5% of employees but only 1% of students. Nearly 4% of commuters come to UCLA by some mode other than those listed above. This group includes those that telecommute, are driven to cam-

pus and dropped off, ride a motorcycle and others.

The numbers listed above do not include any of the more than 12,000 students that live in dormitories or in other on-campus residences, but still make an intra-campus trip to school each day. While these individuals are not considered commuters, the transportation choices that they make certainly have an impact on the University and the surrounding community. As would be expected, trips to class or work for on-campus residents are dominated by non-motorized modes. Nearly 81% of on-campus residents walked to school or work. Almost 11% took BruinBus, while those riding bikes, skateboards or non-motorized scooters accounted for more than 6% of trips. Mode choice varies greatly, however, depending on the location of a student's on-campus residence. For undergraduate residence hall students, more than 92% walked to class or work. For graduate residents of Weyburn Terrace in Southwest Campus, BruinBus was the mode of choice for over 55% of students.

Figure 7. Commuting Student Mode Split, 2012





Carpool

Nearly 11% of campus employees and almost 6% of the student commuter population reported carpooling as their commute mode of choice. UCLA Transportation offers discounted parking permits and commuter assistance for students and employees interested in forming carpools (Table 5). As of January 2013, the average commuter in a two-person carpool paid only 40% of the parking costs incurred by a commuter who drives alone and purchases an individual (yellow) permit. Members of three-person carpools, on average, pay only 17% of the cost of an individual permit.

Table 5. Carpool Permits Issued - Fall 2012	
Employees	
Two-Person Permits	429
Three-Person Permits	172
Students	
Two-Person Permits	257
Three-Person Permits	304
Total Carpool Permits Issued	1,162
Total Parking Permits Issued	32,232
Carpool's % of All Permits Issued	3.6%

Source: UCLA Parking Programs (as of Nov. 1, 2012)

Since 2008, UCLA Transportation has worked in cooperation with Zimride to promote ride-sharing on campus. Zimride utilizes social networking technology in order to match potential ride-share partners both for one-time trips and for daily carpooling.



Vanpool

Nearly 5% of employees and less than 1% of student commuters take a vanpool to and from campus each week-day. UCLA Transportation subsidizes approximately half of the cost of vanpool operations and provides administrative oversight of the program. Vanpools are also open to non-UCLA riders commuting to the Westwood area, but non-UCLA riders do not receive a subsidy from the University. Vanpools also allow part-time riders on a space-available basis. An average of 700 one-way rides are taken by part-time vanpoolers each month (Table 6).

Vanpools	160
Full-Time Riders	1,573
Employees	1,381
Students	94
Non-UCLA	98
One-Way Rides/Month (Part-Time)	700

Source: UCLA Commuter Services & Information (as of Nov. 1, 2012)

UCLA's 160 vanpools serve campus commuters from throughout Southern California. Pickup locations for van-

pools are as far north as Lancaster (northern LA County); as far east as Moreno Valley (Riverside County); as far south as Laguna Hills (Orange County); and as far west as Oxnard (Ventura County).

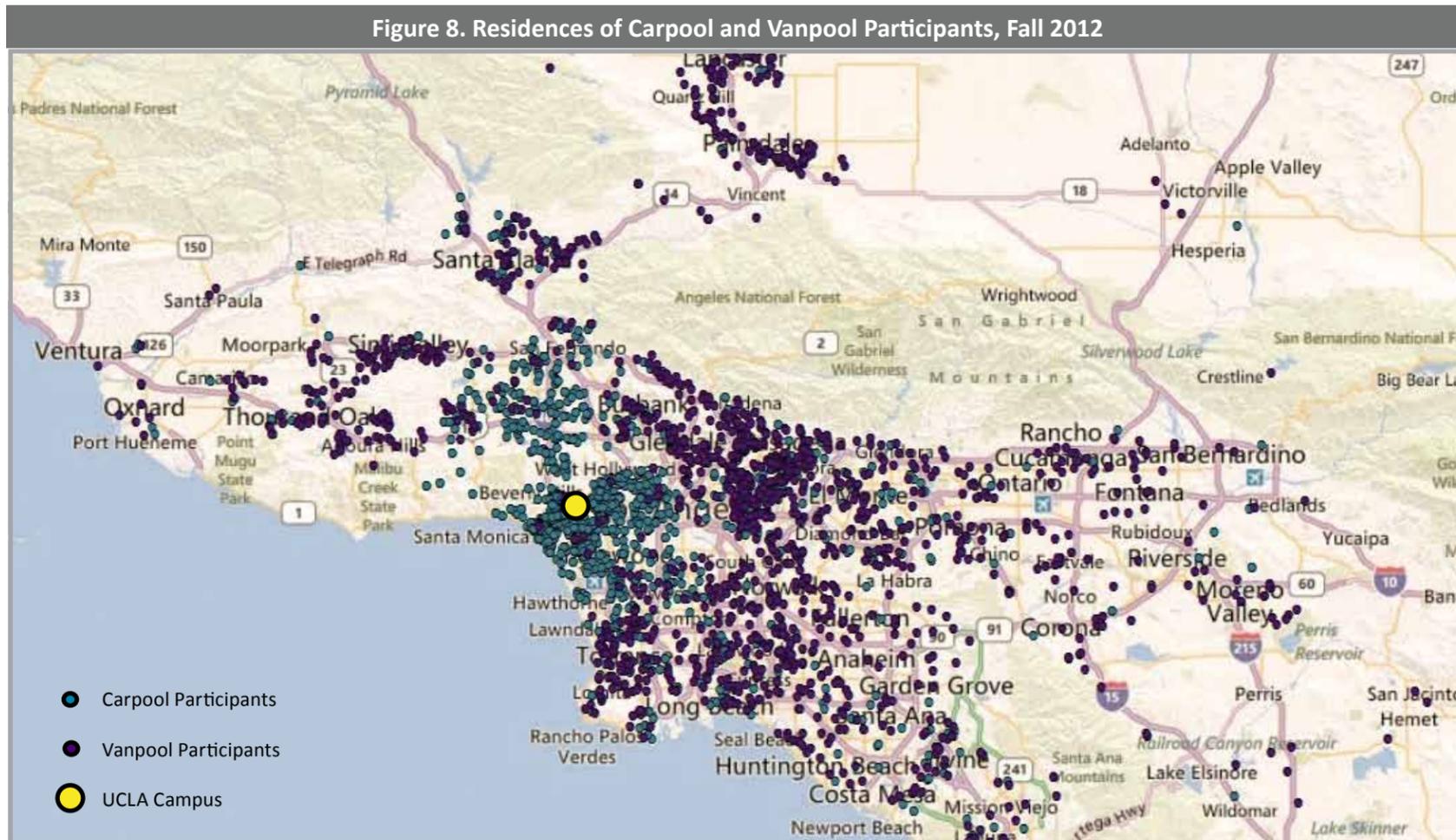


Figure 8. Residences of Carpool and Vanpool Participants, Fall 2012



Public Transit

In 2012, more than 33% of student commuters and close to 15% of staff and faculty used public transit as part of their daily commute to UCLA. As a part of its Transportation Demand Management program, UCLA Transportation provides at least a 50% subsidy toward the purchase of either a quarterly or monthly pass for six transit agencies (Table 7).

The BruinGO! program includes both the Santa Monica Big Blue Bus and Culver CityBus systems. UCLA employees and students have the option of purchasing a quarterly Flash Pass or making a \$0.50 co-payment for each ride. Big Blue Bus serves UCLA with seven different lines providing direct service to Santa Monica, West LA, Palms and other areas throughout the Westside (Figure 10). Culver CityBus has two lines to UCLA, providing connections to Culver City and Los Angeles International Airport (LAX), where it connects to Metro Rail's Green Line.

BruinGO! Flash Pass	3,903
Metro	1,882
LADOT	260
Santa Clarita Transit	106
Antelope Valley (AVTA)	50
Total Pass Holders	6,201

Source: UCLA Transportation, UCLA Central Ticket Office

Metro serves UCLA and Westwood Village with five lines providing direct connections to Downtown LA, the San Fernando Valley, Santa Monica and many points in between. Metro riders can connect from one of these five buses to the rest of the Metro network, which includes two subway lines, four light rail lines and nearly 200 bus lines stretching throughout LA County.

Figure 9. UCLA Public Transit Pass Sales, 2008-2012

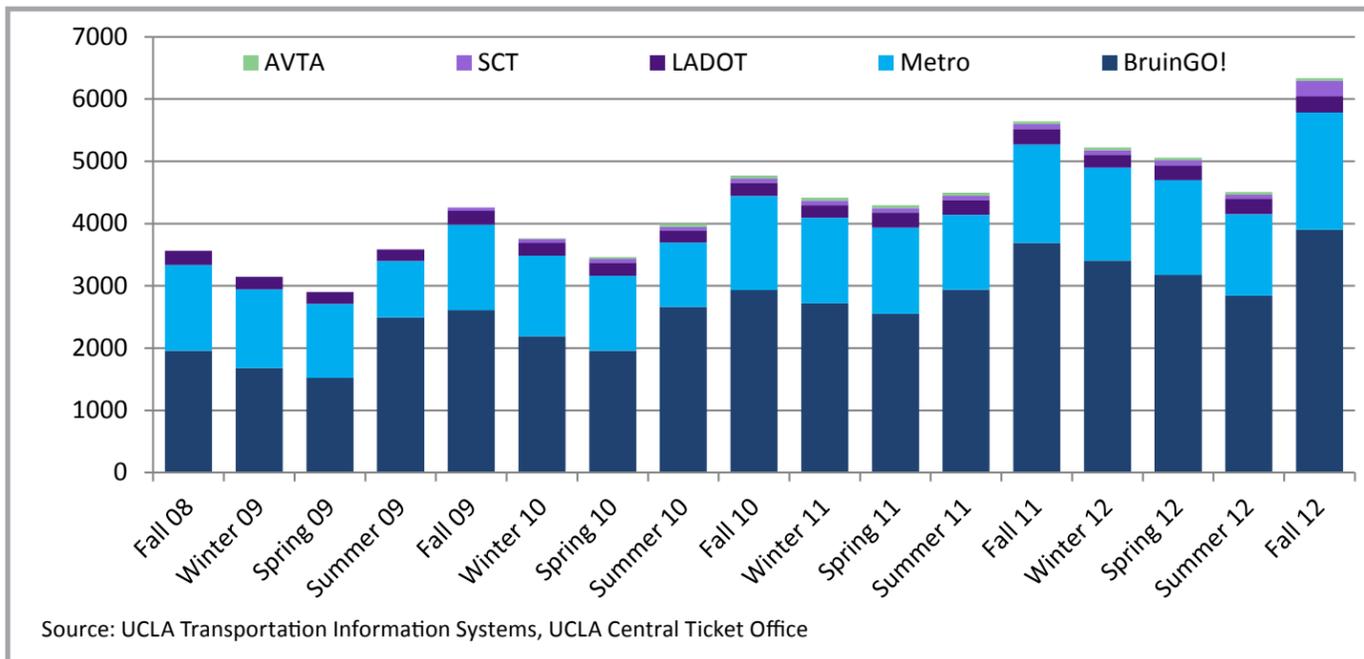
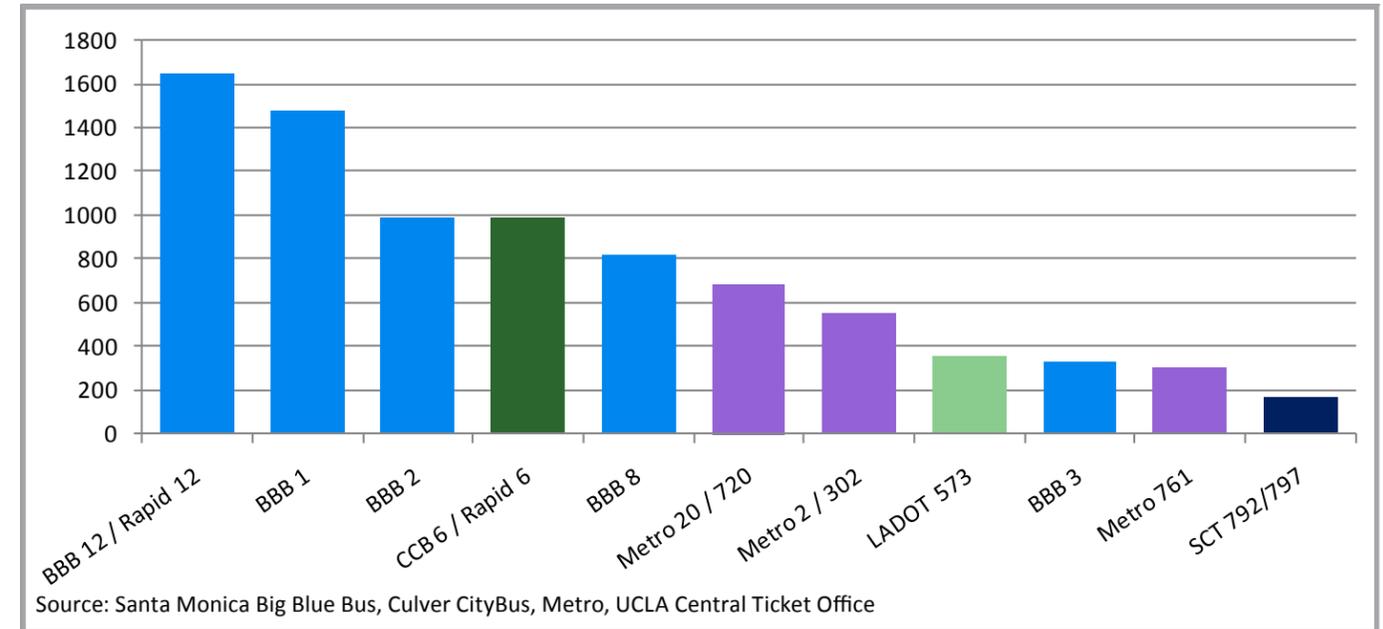


Figure 10. Most Popular Bus Lines for UCLA Riders (Daily Boardings)



LADOT operates three Commuter Express routes from the San Fernando Valley and Downtown LA to the Westwood area. The vast majority of UCLA's LADOT riders come from the San Fernando Valley, a line with 14 arrivals from and 16 departures to the Valley each weekday.

Santa Clarita Transit operates two commuter routes between the Santa Clarita Valley and Westwood, with 12 arrivals from and 11 departures to Santa Clarita each weekday.

Antelope Valley Transportation Authority (AVTA), the University's newest public transit partner, began a new commuter bus service between Lancaster/Palmdale and Westwood in January 2010. AVTA runs four buses between the Antelope Valley and UCLA each weekday.

Walking

Pedestrian trips account for more than 11% of UCLA's employee commutes, while nearly a quarter of students walk to the University. Proximity plays a key role, as over half of off-campus students living in nearby Westwood walk to campus.

In addition to commuters, walking is the primary mode of transportation for more than 80% of students residing on campus. More than 92% of students living in residence halls and close to 32% of Weyburn Terrace residents walk to class.

In addition, all UCLA commuters, regardless of their primary mode, are pedestrians for a portion of their trip, even if it is only for the walk from their parking structure or bus stop to their office or classroom.



Bicycling

More than 2% of the campus employee population reported bicycling as their commute mode in 2012, while the number of commuting students traveling to UCLA by bicycle was greater than 6%.

UCLA continues to improve infrastructure for existing cyclists, as well as provide opportunities for others to explore biking options. Each year, UCLA Transportation expands and upgrades the University's bike rack inventory. The campus now boasts more than 3,000 parking spaces for bicycles. UCLA Transportation also installed the University's first on-campus bike lane and bike box on Strathmore Place. UCLA held its second annual Bike (Re)cycling Day, through which abandoned bikes are redistributed to participants throughout the University and greater Los Angeles community. The UCLA Bike Library, launched in 2010, continues to rent bicycles to students on a quarterly basis, allowing them to avoid the high up-front cost of purchasing a new bicycle.



In recognition of its efforts in promoting a bicycle-friendly atmosphere for students, employees and visitors, UCLA was named as a bronze-level Bike Friendly University by the League of American Bicyclists for the second straight year. Only 44 institutions nationwide had been selected as Bike Friendly Universities as of Fall 2012.

Other Modes

Numerous other modes account for a small percentage of the commutes to and from the UCLA campus. BruinBus is used widely by students (and also by some employees) as either a primary commute mode or as a supplement to another mode, such as public transit or walking. Some employees have the option of telecommuting or working a compressed work week. In total, 3% of employees and nearly 4% of students identify their primary commute mode as something other than driving alone, carpool, vanpool, public transit, biking or walking.

BruinBus

BruinBus, operated by UCLA Transportation, provides free shuttle service on four distinct routes each weekday (excluding University holidays). Campus Express, the most popular BruinBus route, provides service between Southwest Campus (including the Weyburn Terrace graduate student housing area), the Ronald Reagan Medical Center and the academic core of campus. The Wilshire Center Express serves as a connection from the Wilshire Center office building, as well as residential areas south of Westwood Village, to the main campus. BruinBus also operates a University Apartments shuttle that transports students to and from UCLA-owned off-campus apartments, as well as a midday Northwest Shuttle between the residence halls and the academic areas of campus.



More than 10% of on-campus students, primarily graduate students residing in Weyburn Terrace, use BruinBus as part of their trip to school. More than 12% of off-campus students use the BruinBus as a primary component of their commute.

During 2012, BruinBus provided more than 1.2 million rides to the campus community.

Car Sharing

A car sharing service allows a customer to rent a vehicle for an hourly rate or daily rate, with fuel and insurance costs included in the rental fee. At the end of the reservation period, the user parks the vehicle in the designated car share space, allowing the next user to pick up the vehicle once it is available.

Car sharing is attractive for customers who do not need regular access to a vehicle, but do need a car periodically for the occasional errand and/or appointment.

Car sharing typically benefits the users of alternative transportation modes, such as public transit and vanpool, because it provides a midday mobility option for customers that do not have their own automobile available at work or school.

UCLA Transportation also subsidizes Zipcar usage for University employees who commute to campus by an alternative mode. Members of the Alternative Commute Program (ACP) are provided with four complimentary hours of Zipcar usage each month (Table 8).

UCLA Transportation also subsidizes Zipcar usage for University employees who commute to campus by an alternative mode. Members of the Alternative Commute Program (ACP) are provided with four complimentary hours of Zipcar usage each month (Table 8).

UCLA Transportation also subsidizes Zipcar usage for University employees who commute to campus by an alternative mode. Members of the Alternative Commute Program (ACP) are provided with four complimentary hours of Zipcar usage each month (Table 8).

Reservations	986
Total Hours	6,330
Total Miles	41,302
Avg Hrs per Reservation	6.4
Avg Miles per Reservation	42
# of Vehicles	17
# of Employee Members	2,548
Source: Zipcar	

Zipcar is an official car sharing provider for UCLA, with 17 vehicles parked on the UCLA campus and an additional 10 vehicles parked around the surrounding Westwood area. As of November 2012, there were a total of 2,548 UCLA-affiliated Zipcar members, of which 506 (20%) rented a Zipcar during the month of November.



FlyAway

FlyAway, operated by the City of Los Angeles, provides direct shuttle service between Los Angeles International Airport (LAX) and UCLA's Parking Structure 32 in Westwood Village. During 2012, nearly 85,000 trips were made on FlyAway between Westwood and LAX. Buses depart both Westwood and LAX hourly throughout the day, with 17 departures from and 18 arrivals at PS 32 each day. FlyAway also operates bus service to LAX from Van Nuys and Union Station.

UCLA Transportation and UCLA Housing together provide financial backing for additional bus service at PS 32 and directly from the residence halls to LAX during periods of peak travel for the UCLA community, such as the beginning/end of academic quarters and

around major holidays. UCLA Transportation also provides marketing support to FlyAway both on campus and in the Westwood community throughout the year.

Amtrak

Amtrak buses connect the UCLA community to Amtrak's rail network. Four buses stop at the University each day, with schedules coordinated with the arrivals and departures of the San Joaquin line at Bakersfield, which serves the Central Valley, Sacramento and the San Francisco Bay Area. These same buses can also be used to connect to the Van Nuys station, where riders can catch Amtrak's Pacific Surfliner to the Central Coast.



THIS PAGE
INTENTIONALLY
LEFT BLANK



UCLA *Transportation*

555 Westwood Plaza Suite 100
Los Angeles, CA 90095

For additional information on the programs outlined in the
report or to request digital copies contact
transportation@ts.ucla.edu.

Decorative white wavy lines at the bottom of the page, consisting of three parallel, flowing lines that curve from left to right.