



University of California, Los Angeles

STATE OF THE COMMUTE

TRANSPORTATION STATISTICS
JANUARY - DECEMBER 2011

Prepared by
UCLA *Transportation*

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UCLA STATE OF THE COMMUTE REPORT

January – December 2011

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Executive Summary

During 2011, 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 eighth consecutive year, UCLA's cordon count resulted in a lower number of vehicle trips than the previous year's count. For 2011, the number of vehicle trips to and from UCLA averaged 102,027 per day. This represents a more than 3% decrease from 2010 and an overall reduction of almost 20% since its peak in 2003. Vehicle counts are lower now than they were in 1990, when the cordon count first began. These results have occurred even as both student and employee populations on campus experienced significant growth.

Slightly more than half of the University's employees drive alone to campus. At less than 53%, UCLA's drive-alone rate for employees is much lower than Los Angeles County as a whole, where nearly 72% of all commuters drive alone to work. The drive-alone rate for UCLA's commuting students is even lower at just over 25%.

Nearly half of all employees and almost 75% of commuting students can be characterized as alternative mode commuters. UCLA Transportation's alternative commute programs, including carpool, vanpool, public transit, bicycling and walking, continue to grow both in popularity and capacity.

BruinBus continues to serve the UCLA community for intra-campus trips, last-mile solutions and as a stand-alone commute option. The four BruinBus routes (Campus Express, Wilshire Center Express, Northwest Shuttle and University Apartment Shuttle) carry more than 1.2 million passengers annually.

UCLA's partners, including Zipcar, FlyAway and Amtrak, continue to serve UCLA and the surrounding community while increasing access to and from campus and Westwood.

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 2012 and beyond.

COMMUTER CHARACTERISTICS



During Fall Quarter 2011, UCLA enrolled more than 40,000 students, including over 27,000 undergraduates and more than 13,000 graduate students, residents and interns. University enrollment has increased by nearly 10% since Fall Quarter 2006, with the undergraduate population increasing by close to 7% and the graduate student population growing by more than 15%.

Close to 12,000 students reside on campus and are therefore not counted as commuters. Nearly 29,000 students commute from their off-campus residences to UCLA.

Table 1. Campus Population

Students	40,675
Undergraduate ¹	27,199
On-Campus ²	10,453
Off-Campus	16,746
Graduate ¹	13,476
On-Campus ²	1,370
Off-Campus	12,106
Faculty and Academic Staff³	5,128
Staff³	20,888
Total Campus Population	66,691

¹ UCLA Office of Analysis and Information Management
² UCLA Housing, October 2011
³ UCLA Office of Analysis and Information Management (full-time equivalents used for faculty and staff totals)

More than 5,000 faculty and academic staff and nearly 21,000 other staff members (not including residents, interns or students employed as graduate assistants or other part-time workers) are employed at UCLA.

In all, nearly 55,000 employees and students commute to the 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 automobiles. The drive-alone rate for UCLA employees in 2011 was slightly under 53% while the rate for commuting students was just over 25%. In contrast, the drive-alone rate for all LA County commuters was nearly 72% in 2010 (the most recent year for which data is available).

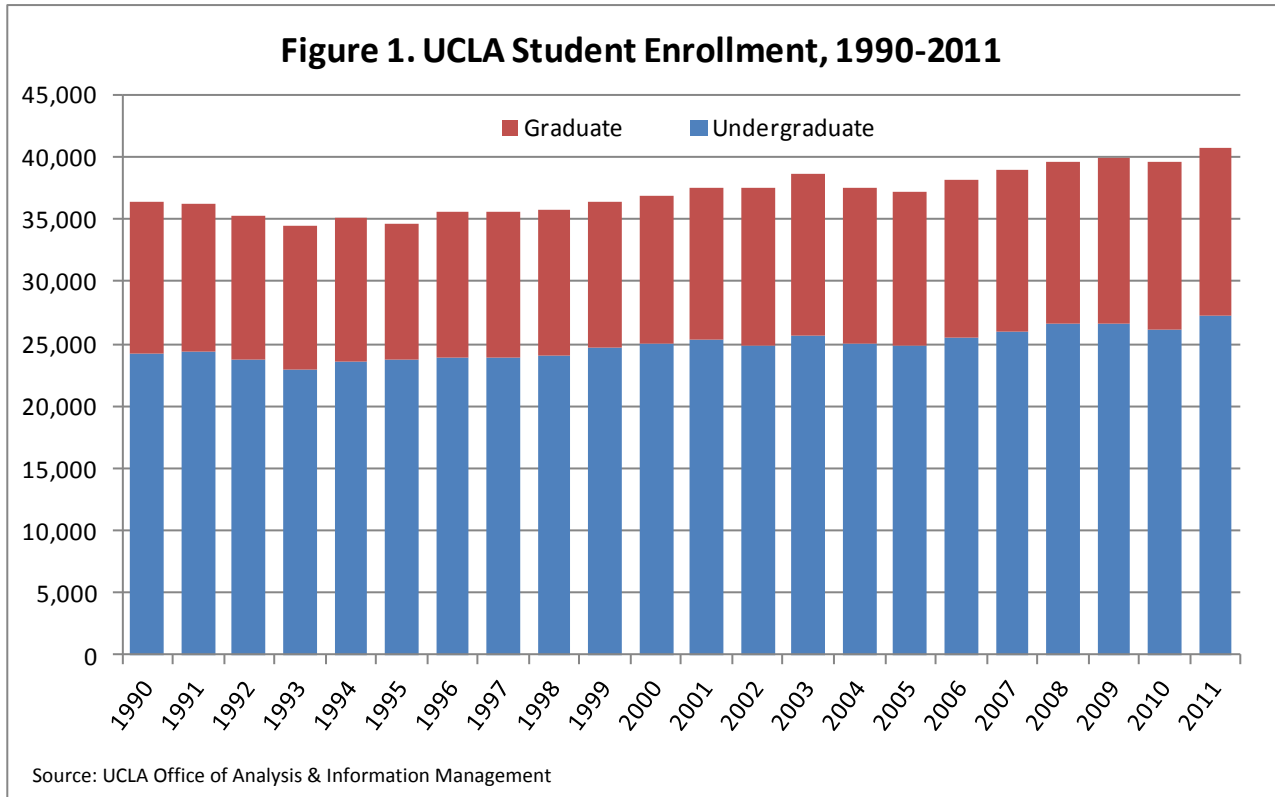
Table 2. UCLA Commuters

Faculty and Staff	26,016
Students Residing Off-Campus	28,852
Undergraduate	16,746
Graduate	12,106
Total Commuters	54,868

Source: UCLA Office of Analysis and Information Management

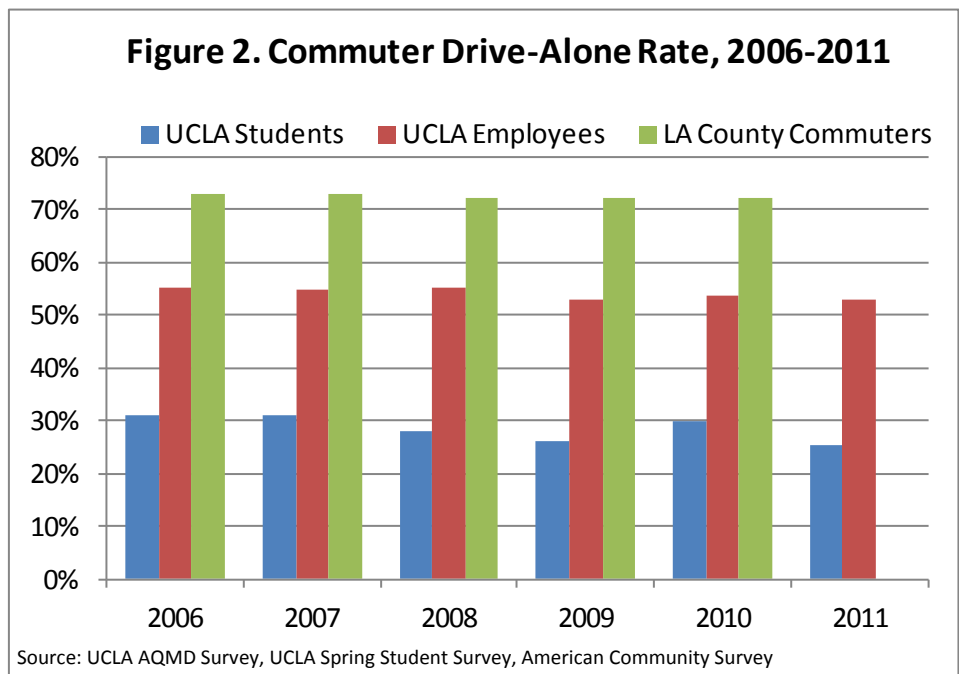
As could be assumed from UCLA's low drive-alone rate, the University's commuters used alternative transportation modes at a rate far greater than other Los Angeles commuters, a pattern that held true for all major modes. More than 15% of UCLA employees (and nearly 7% of students) commuted by carpool or vanpool, while less than 11% of LA County commuters used one of these modes. More than 14% of UCLA employees (and approximately 30% of students) commuted by public transit, compared to slightly more than 7% for all of LA County. Fifteen percent of UCLA employees (and more than one-third of students) were pedestrian or bicycle commuters, an option exercised by less than 4% of LA County commuters.

As UCLA employees and students commute to work and school, they do so on one of the most congested transportation networks in the



nation. The Texas Transportation Institute’s 2011 Urban Mobility Report ranked the Los Angeles area (including Los Angeles and Orange Counties) as the third most congested large metropolitan area in the United States (Chicago and Washington, DC were the first and second most congested areas, respectively). The average Los Angeles commuter spends 63 hours in traffic each year as a result of the region’s congested roadways. One of UCLA Transportation’s primary goals is to reduce the number of vehicle

trips to and from the campus, resulting in less congestion on local streets and freeways and alleviating some of the congestion that afflicts all Los Angeles commuters.





VEHICLE TRIPS AND TRAFFIC

UCLA entered into a voluntary agreement with the City of Los Angeles to cap the number of daily vehicle trips to and from campus at 139,500. Although this agreement expired in 2005, UCLA Transportation continues to complete a cordon count each year during the Fall Quarter in order to track the University's progress. The number of trips made in and out of campus by car and bus are tracked over the course of one week.

For 2011, the number of vehicle trips at UCLA fell for the eighth year in a row to an average of

102,027 trips per weekday. This represents a 3.4% decrease from 2010's average of 105,583 trips per day. Furthermore, the number of vehicle trips to UCLA in 2011 is down by nearly 20% from its peak in 2003.

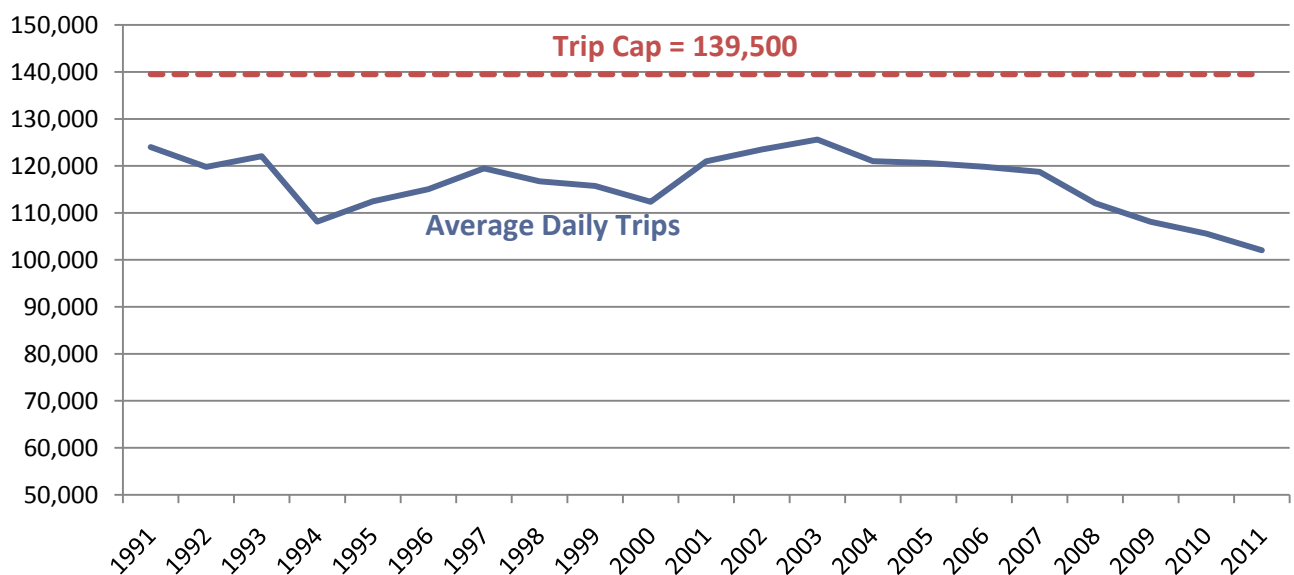
The most heavily used gateway to campus is Westwood Plaza at Le Conte Avenue, which accounts for 22% of all trips to and from campus. The next busiest gateways are Strathmore Drive at Gayley Avenue and Bellagio Drive at Sunset Boulevard, which account for 12% and 11% of trips, respectively.

Table 3. Average Daily Trips to/from UCLA, 2007-2011

	2007	2008	2009	2010	2011
Main Campus	102,417	96,171	94,168	91,169	88,906
Southwest Campus	15,196	14,216	12,286	12,759	11,741
Wilshire Center	2,058	2,058	2,058	2,058	2,058
Bus Trip Subtraction	402	402	402	402	678
Total	119,269	112,043	108,110	105,584	102,027

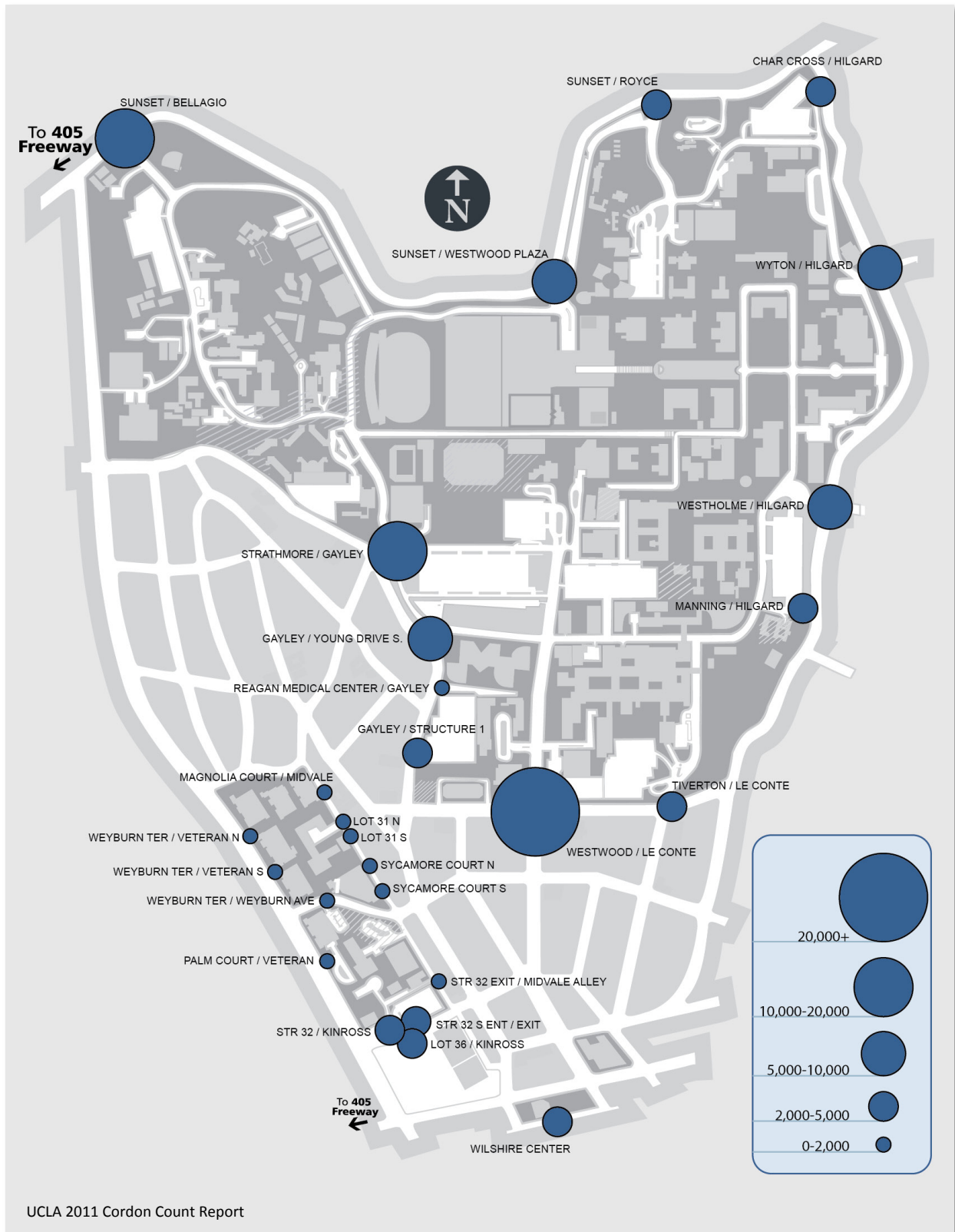
Source: UCLA 2011 Cordon Count Report

Figure 3. Vehicle Trips at UCLA, 1991-2011



Source: UCLA 2011 Cordon Count Report

Figure 4. 2011 Traffic Volumes by Intersection at UCLA





COMMUTE MODES

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 2011, UCLA employees boasted an average vehicle ridership (AVR) of 1.62. While this number is a slight decrease from last year’s 1.64, UCLA’s AVR is still well above SCAQMD’s regulatory benchmark of 1.5.

Approximately 61% of commuters travel to UCLA by some form of alternative

transportation, including carpool, vanpool, public transit, bicycling and walking. This includes 47% of employees and 74% of commuting students. The remaining 39% of UCLA commuters drive alone to work or school.

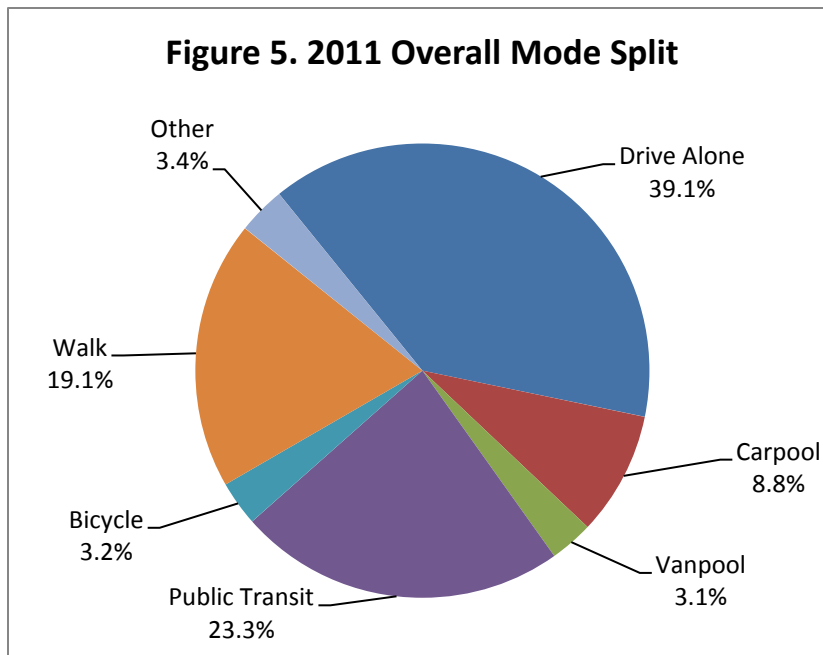
Table 4. UCLA 2011 Mode Split

	Overall	Employees	Students
Drive Alone	39.1%	52.9%	25.5%
Carpool	8.8%	10.7%	5.6%
Vanpool	3.1%	4.6%	1.1%
Public Transit	23.3%	14.2%	30.3%
Bicycle	3.2%	2.1%	4.4%
Walk	19.1%	12.9%	29.3%
Other	3.4%	2.6%	3.8%

Source: UCLA AQMD Survey, UCLA Spring Student Survey

More UCLA commuters travel by public transit than by any other alternative mode. Twenty-three percent of commuters take public transit, including 14% of employees. Public transit is a popular mode for student commuters, with a share of more than 30%, a higher proportion than even driving alone.

Figure 5. 2011 Overall Mode Split



Non-motorized transportation modes account for the next largest group of commuters at 22%. Walkers constitute 19% of all commuters, including 13% of employees and more than 29% of students. Three percent of commuters bicycle to UCLA, including 2% of employees and more than 4% of students.

Carpoolers include nearly 11% of employees and almost 6% of student commuters,

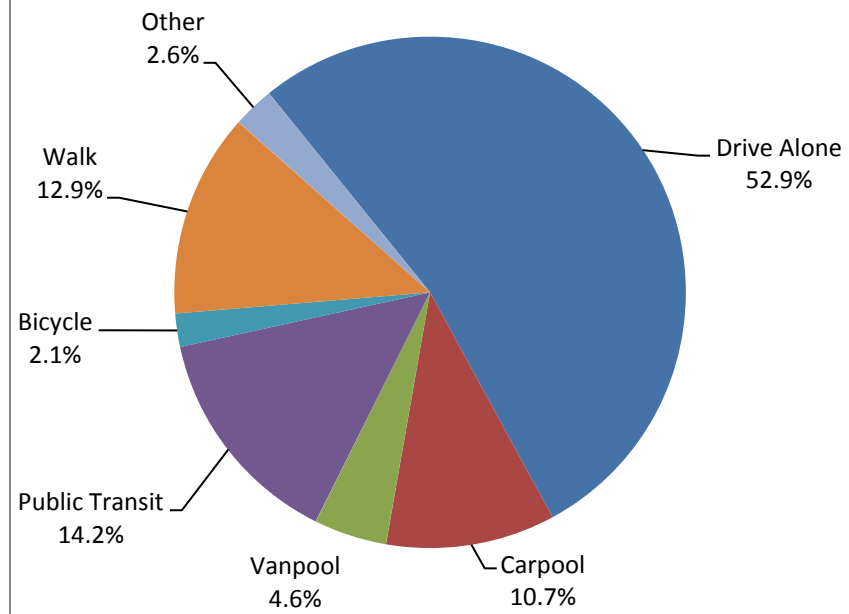
accounting for nearly 9% of all commuters.

UCLA vanpools provide more than 3% of all commutes to campus and are used regularly by almost 5% of employees and just over 1% of students.

More than 3% of commuters come to UCLA by some mode other than those listed above. This group includes those that telecommute, are driven to campus and dropped off, ride a motorcycle and others.

The numbers listed above do not include information on any of the nearly 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

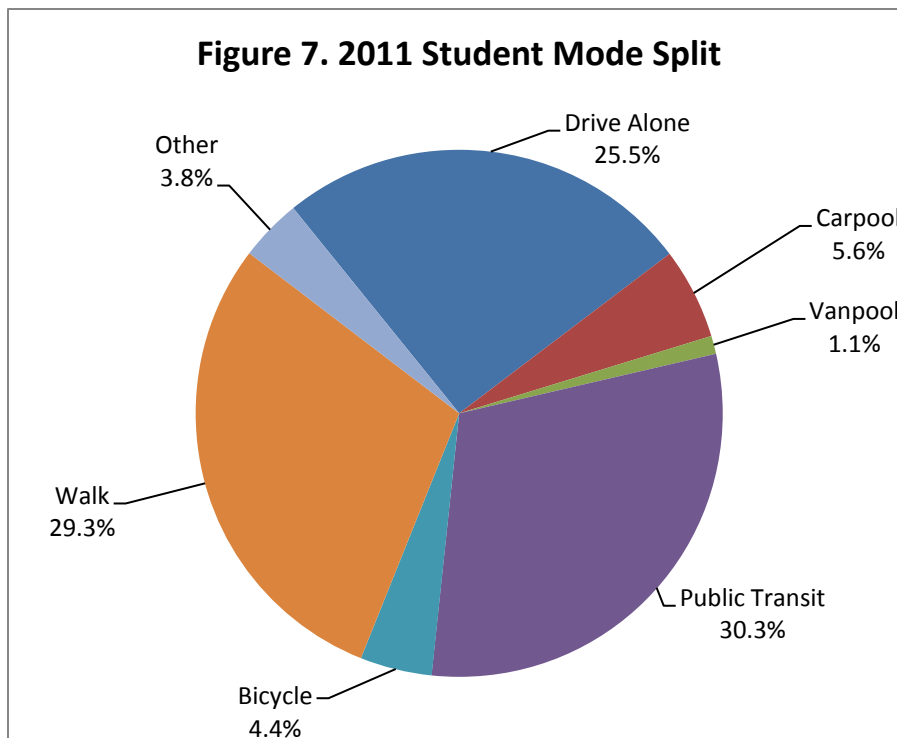
Figure 6. 2011 Employee Mode Split



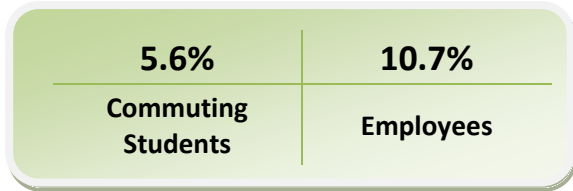
choices that they make certainly have an impact on the University and the surrounding community. As would be expected, trips to class or work for on-campus residents are dominated by non-motorized modes. More than 82% of

on-campus residents walked to class or work. Over 11% took BruinBus, while biking and driving alone each accounted for between one and two percent. Mode choice varies greatly, however, depending on the location of a student's on-campus residence. For residents of the dormitories in Northwest Campus, nearly 94% walked to class or work. For residents of Weyburn Terrace in Southwest Campus, BruinBus was the mode of choice for 58% of students.

Figure 7. 2011 Student Mode Split



Carpool



Nearly 11% of campus employees and almost 6% of the student commuter population reported carpooling as their commute mode. UCLA Transportation offers discounted parking permits and commuter assistance for students and employees interested in forming carpools. As of January 2012, 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 permit. Members of three-person carpools, on average, pay only 16% of the cost of an individual permit.

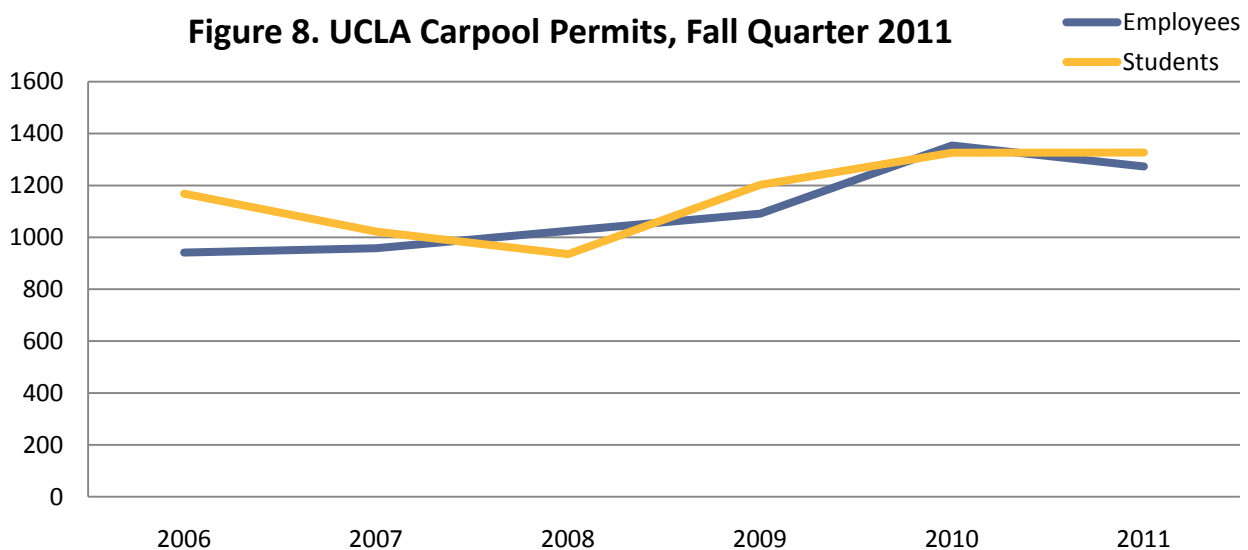
Since 2008, UCLA Transportation has worked in cooperation with Zimride to promote ridesharing on campus. Zimride utilizes social

Employees	
Two-Person Permits	404
Three-Person Permits	155
Students	
Two-Person Permits	239
Three-Person Permits	283
Total Carpool Permits Issued	1,081
Total Parking Permits Issued	32,392
Carpool's % of All Permits Issued	3.3%

Source: UCLA Parking Programs (as of Nov. 1, 2011)

networking technology in order to match potential rideshare partners. Rides can be posted on Zimride on a one-time basis or for daily carpooling. While it can be used as a stand-alone program, Zimride has also partnered with social networking giants Facebook and Twitter in order to more effectively connect with commuters. All members who sign up through the UCLA-sponsored Zimride account must be affiliated with the University, a feature that provides students and employees with an additional level of security and confidence in selecting rideshare partners.

Figure 8. UCLA Carpool Permits, Fall Quarter 2011



Source: UCLA Parking Programs

Vanpool



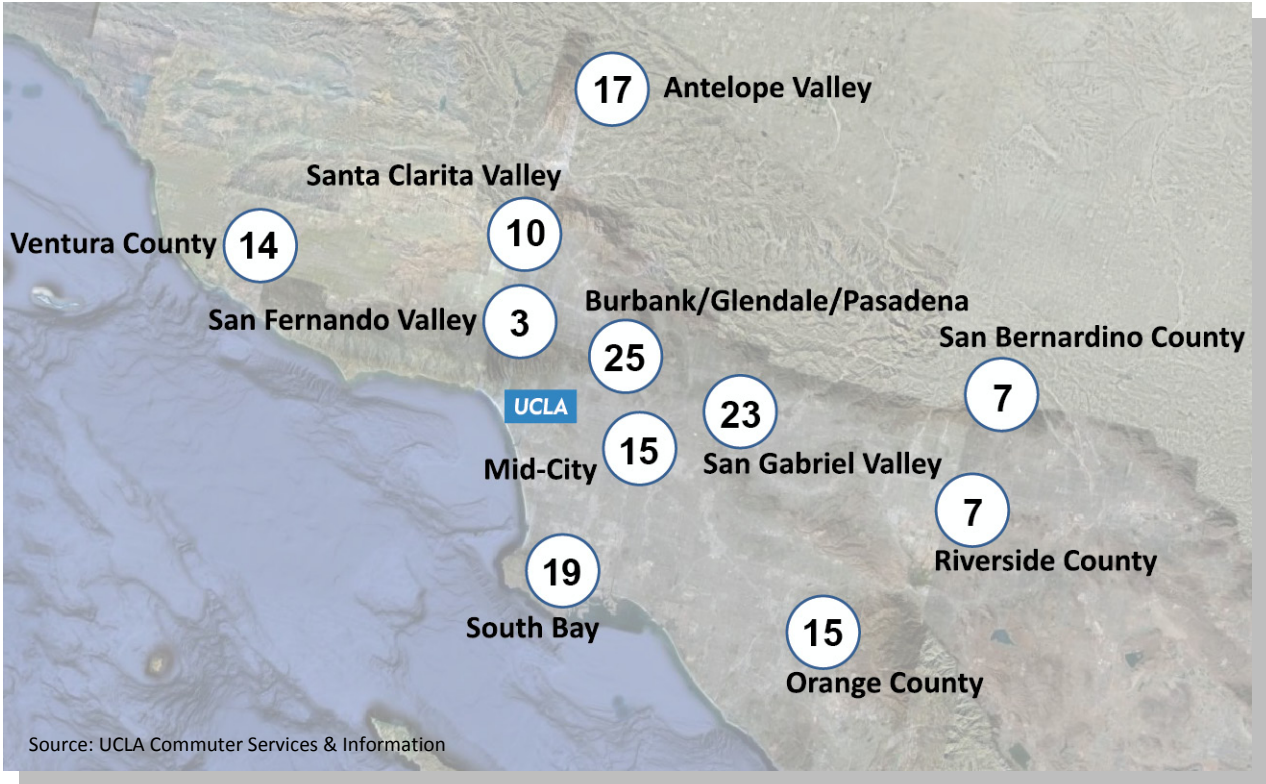
Nearly 5% of employees and just over 1% of student commuters take a vanpool to and from campus. UCLA Transportation partially subsidizes vanpool operations and provides commuter assistance for vanpool participants. In addition to UCLA employees and students, vanpools are open to non-UCLA riders commuting to the Westwood area (non-UCLA riders do not receive a subsidy from the

Vanpools	155
Full-Time Riders	1,595
Employees	1,387
Students	113
Non-UCLA	95
One-Way Rides/Month (Part-Time)¹	650
Source: UCLA Commuter Services & Information (as of Nov 1, 2011)	
¹ Based on Monthly Average for 2011	

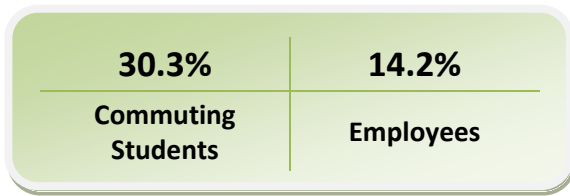
University). Vanpools also allow part-time riders on a space-available basis. As many as 650 one-way rides are taken by part-time vanpoolers each month.

UCLA’s 155 vanpools pick up at locations as geographically dispersed as Oxnard in Ventura County, Lancaster in northern LA County, Perris in Riverside County and Laguna Hills in Orange County.

Figure 9. UCLA Vanpools by Area



Public Transit



In 2011, more than 30% of student commuters and over 14% of staff and faculty used public transit as part of their daily commute to UCLA. The percentage of UCLA commuters that take public transit has nearly doubled since 2000, a trend that can largely be attributed to UCLA's subsidized transit pass programs. 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 that provide direct service to UCLA and Westwood Village.

Table 7. Public Transit Pass Holders – Fall 2011

BruinGO Flash Pass	3,690
Metro	1,581
LADOT	251
Santa Clarita	81
Antelope Valley (AVTA)	43
Total Pass Holders	5,646

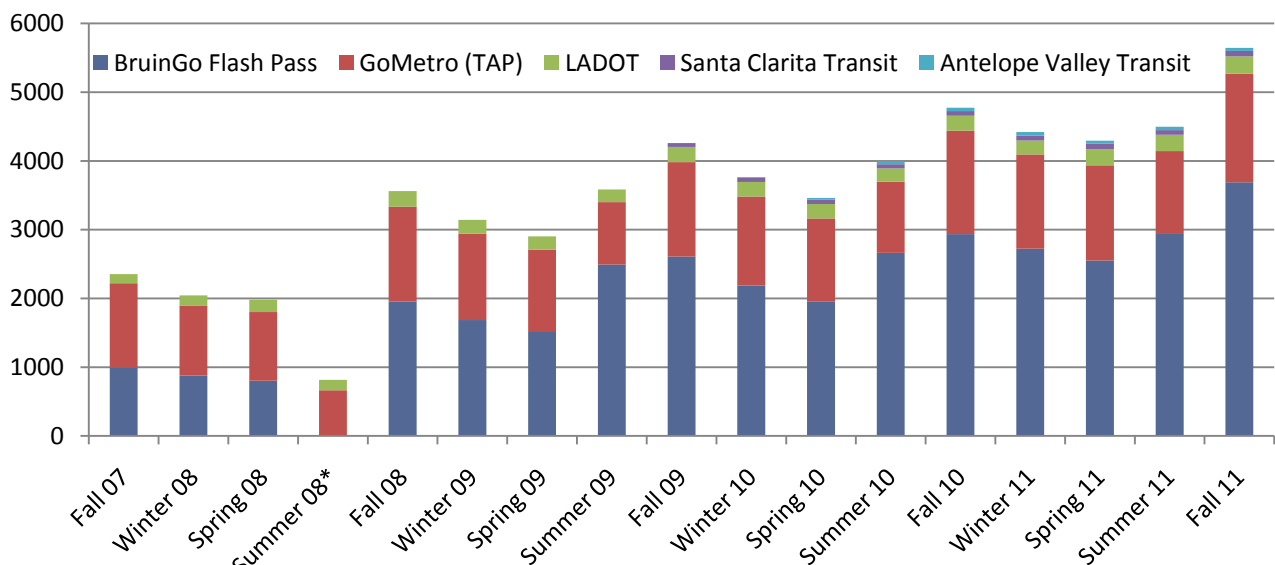
Sources: UCLA Transportation Information Systems, UCLA Central Ticket Office

Local Bus Service

Metro, Santa Monica Big Blue Bus and Culver CityBus provide local bus service within the UCLA/Westwood area, as well as connections to more distant locations. Rides taken on these buses can range from occasional users traveling only a few blocks to daily commuters using multiple bus or rail lines and traveling an hour or more in each direction.

The BruinGO program includes both Santa Monica Big Blue Bus and Culver CityBus. UCLA employees and students have the option of purchasing a quarterly Flash Pass or making a

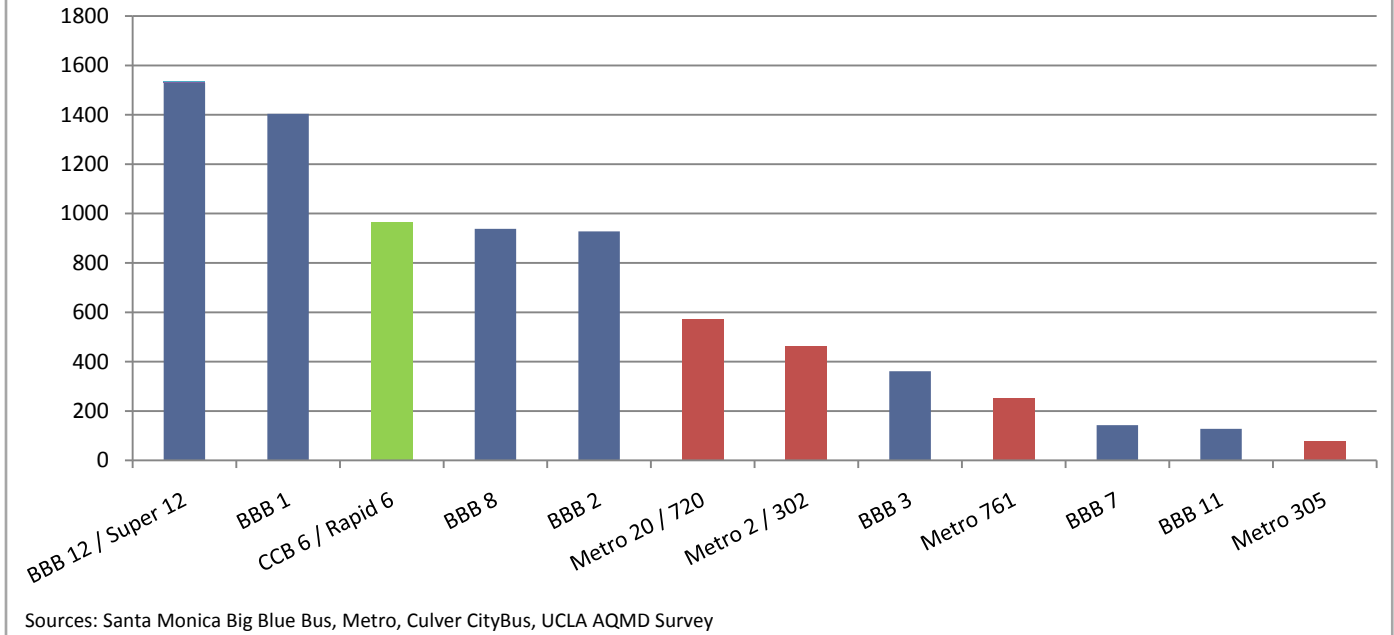
Figure 10. Subsidized Public Transit Pass Sales, Fall 2007-Fall 2011



Sources: UCLA Transportation Information Systems, UCLA Central Ticket Office

* BruinGO was not available during Summer Quarter until 2009

Figure 11. Most Popular Lines For UCLA Riders (Daily Boardings)



\$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. Culver CityBus has two lines to UCLA, providing connections to Culver City and the LAX area, where it connects to Metro Rail’s Green Line.

Metro serves UCLA and Westwood Village with six 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 buses to the rest of the Metro network, which includes two subway lines, three rail lines and nearly 200 bus lines stretching throughout LA County.

Commuter Bus Service

UCLA partners with three agencies to provide long-distance bus service for UCLA employees and students that commute from locations far from campus: the City of Los Angeles Department of Transportation (LADOT), City of

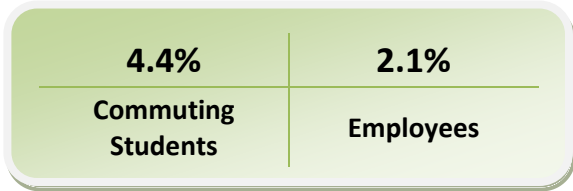
Santa Clarita Transit and the Antelope Valley Transit Authority (AVTA). All three of these agencies serve the UCLA population with stops both in Westwood Village and adjacent to the UCLA campus, most notably at the corner of Strathmore and Gayley.

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

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 from Antelope Valley to UCLA each morning, as well as four return trips each afternoon.

Bicycling



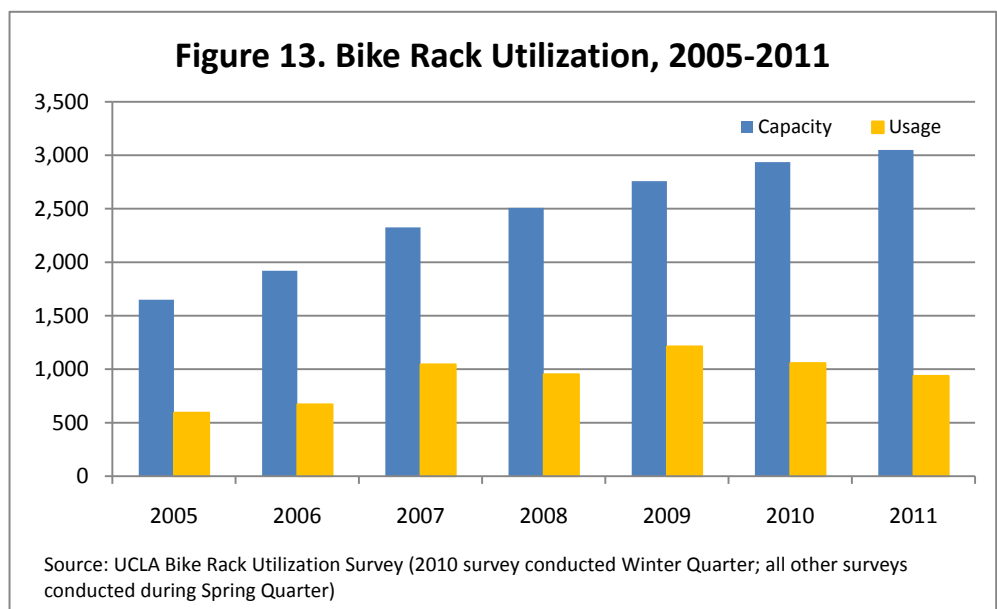
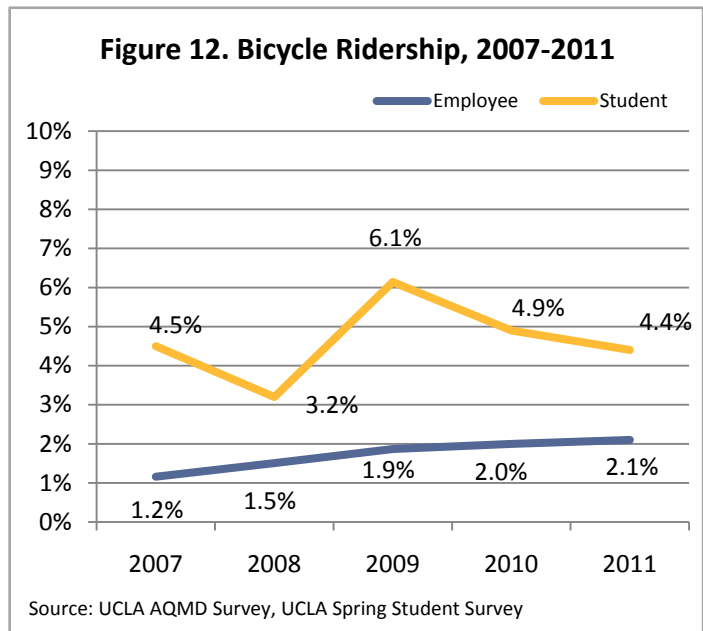
Two percent of the campus employee population and nearly 5% of student commuters reported bicycling as their commute mode. The UCLA campus has a bicycle parking capacity of more than 3,000 spaces, an increase of nearly 85% in capacity since 2005. UCLA Transportation expands and upgrades its bike rack inventory by phasing out older model racks, as well as those in underutilized areas, and replacing them with newer racks in areas with high demand.

In 2011, UCLA held its first-ever Bike (Re)cycling Day where approximately 100 abandoned bikes were distributed free of charge to the Los Angeles County Bike Coalition, the UCLA Thrift Store and throughout the UCLA community.

In 2010, the UCLA Bike Library was launched through a grant provided by The Green Initiative Fund. Under this program, students rent bicycles on a quarterly basis, allowing them to avoid the high up-front cost of purchasing a new

bicycle. The Bike Library has now expanded to 90 bikes from its initial inventory of 50 bikes.

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. UCLA is one of only 26 institutions in the United States to be designated as a Bike Friendly University.



Walking



29.3%	12.9%
Commuting Students	Employees

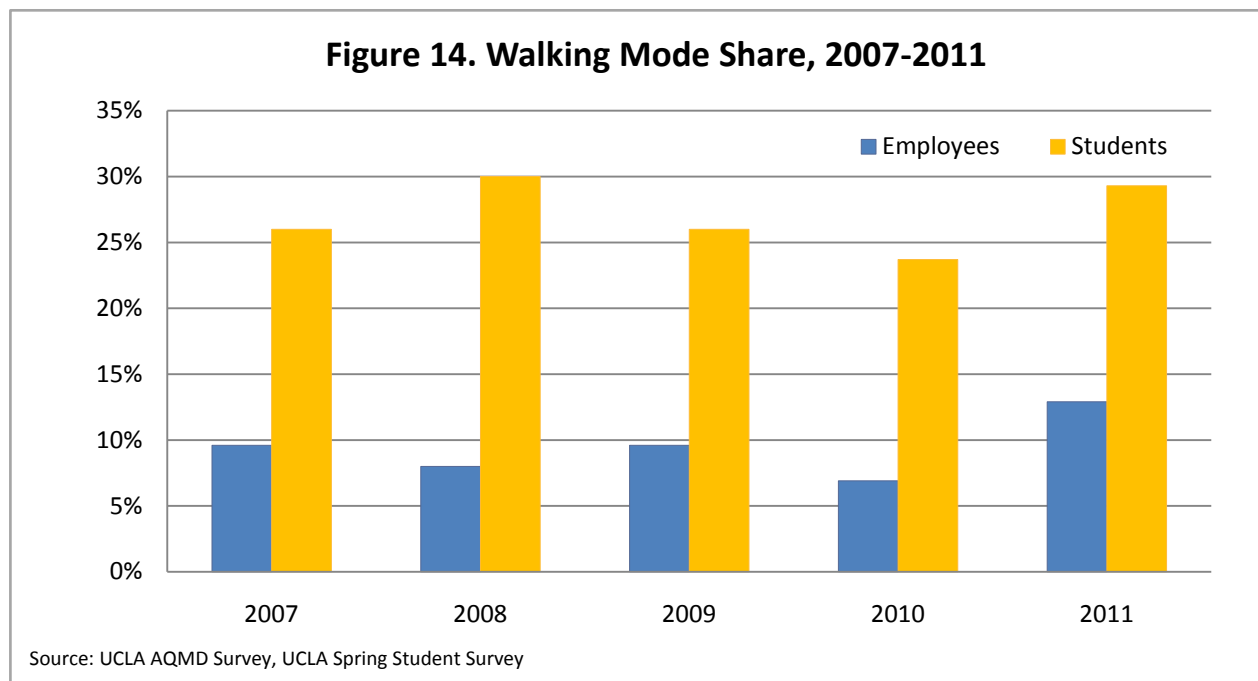
Pedestrian trips account for close to 13% of employee commutes, nearly double the percentage of staff and faculty that walked to work in 2010. Students also saw a significant increase in pedestrian commutes, from less than 24% in 2010 to more than 29% in 2011.

In addition to commuters, walking is the primary mode of transportation for nearly 83% of students residing on campus. Close to 94% of students living in residence halls and almost 36% of Weyburn Terrace residents walk to class.

In addition, all 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.

Other Modes

Numerous other modes account for a small portion of commutes to the UCLA campus. Although considered a commuter support program, BruinBus is used by some, and particularly by students, as a primary commute mode. Others commute by motorcycle or are driven to campus and dropped off. Some employees have the option of telecommuting or working a compressed work week. In total, more than 3% of all UCLA commuters, including nearly 3% of employees and close to 4% of students, identify their primary commute mode as something other than driving alone, carpool, vanpool, public transit, biking or walking.



COMMUTER SUPPORT PROGRAMS



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. Car share vehicles are parked in strategic locations around a city or university and can usually be reserved online or by phone. 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.

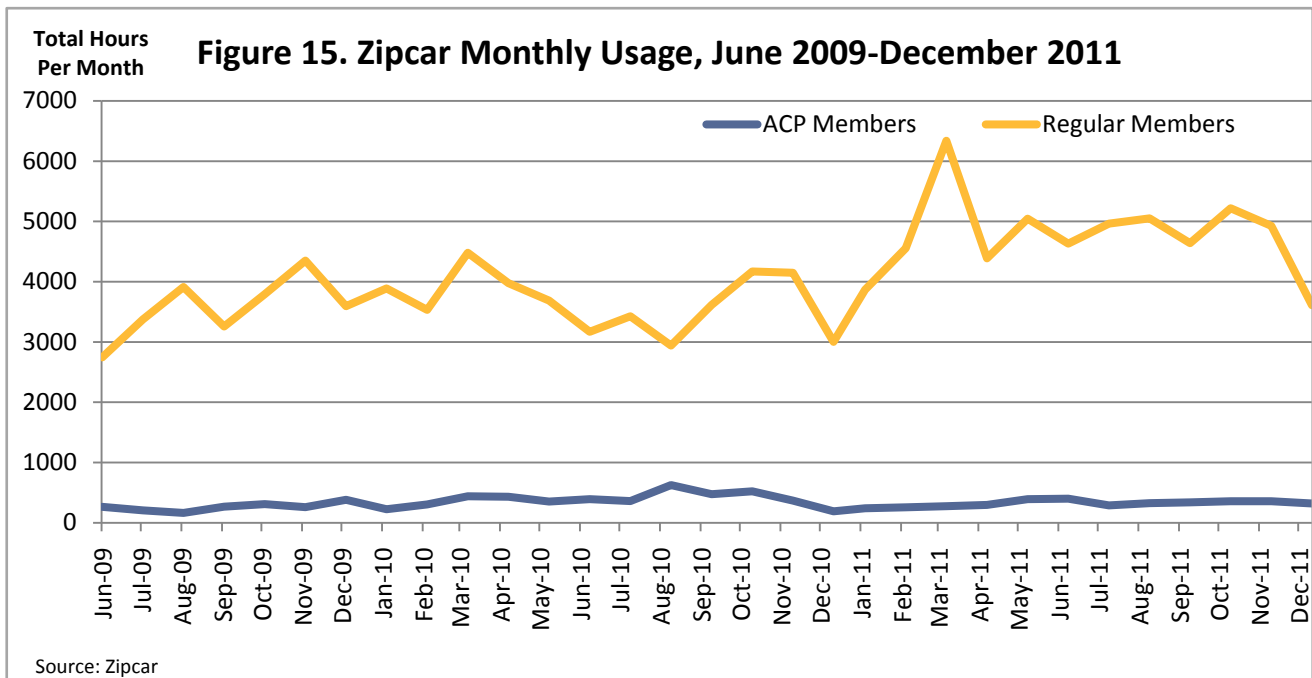
Zipcar is an official car sharing provider for UCLA, with 15 vehicles parked on the UCLA campus and

an additional 10 vehicles parked around the surrounding Westwood area. As of November 2011, there were a total of 1,966 UCLA-affiliated Zipcar members, of which 428 (22%) rented a Zipcar during the month of November.

UCLA Transportation also subsidizes up to four hours of Zipcar usage each month for University employees who commute to campus by an alternative mode. In order to participate in this Alternative Commute Program (ACP), members must be employed by UCLA at a minimum of 40% time and must not possess a personal parking permit. As of November 2011, 456 commuters were registered with ACP.

Table 8. November 2011 Zipcar Snapshot

Reservations	665
Total Hours	4,927
Total Miles	30,722
Avg hrs per reservation	7.4
Avg miles per reservation	46.2
# of vehicles	15
# of employee members	1,966
Source: Zipcar	



BruinBus



BruinBus, operated by UCLA Transportation, provides free shuttle service to locations throughout the campus each weekday (excluding University holidays). On a typical day during the academic year, approximately 6,700 rides are taken on the two primary BruinBus routes: Campus Express and Wilshire Center Express. Campus Express provides more than 4,100 rides each weekday while Wilshire Center Express transports approximately 2,600 passengers each weekday. BruinBus also operates a mid-day Northwest Shuttle and a University Apartments shuttle that transport students to and from UCLA-operated off-campus apartments.

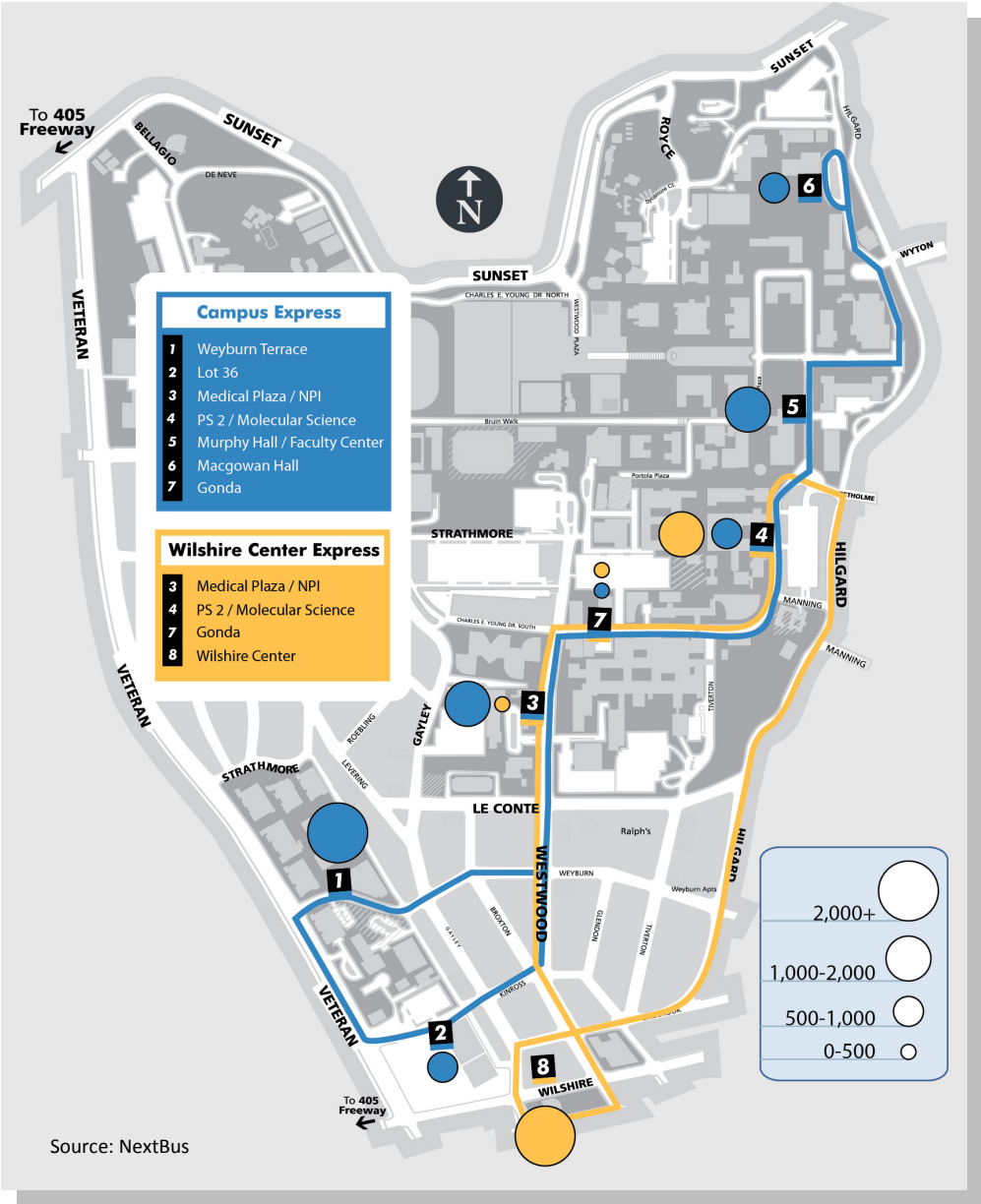
The majority of BruinBus riders are undergraduate students (54%) while graduate students comprise 28% of ridership. Staff and faculty make up 13% and the remaining 5% is made up of visitors, patients and family members of students.

BruinBus plays an important role in the commutes of many UCLA students and employees.

More than 60% of Commuter Express riders and 75% of Wilshire Center Express riders used the BruinBus as either their primary commute mode or to supplement another mode (such as public transit).

Annually, BruinBus provides more than 1.2 million rides for UCLA students, employees and visitors.

Figure 16. BruinBus Daily Boardings and Alightings



Source: NextBus

FlyAway



FlyAway provides direct bus service to Los Angeles International Airport (LAX) from four locations throughout Southern California, including Westwood. Operated by Los Angeles World Airports (LAWA), a department of the City of Los Angeles, FlyAway has offered service between UCLA’s Parking Structure (PS) 32 and all LAX terminals since 2007. Buses depart both Westwood and LAX hourly throughout the day. On a typical day, there are 17 departures from and 18 arrivals at Westwood. Most of the FlyAway buses that serve Westwood are fueled by compressed natural gas (CNG).

Beginning in August 2011, LAWA increased its one-way fare from \$5 to \$10 and decreased the number of runs by nearly 30% in an effort to eliminate the subsidy that it pays for the Westwood FlyAway. Although ridership for the last five months of 2011 decreased by 19% compared to the same months in 2010, LAWA has been able to significantly reduce its overall subsidy.

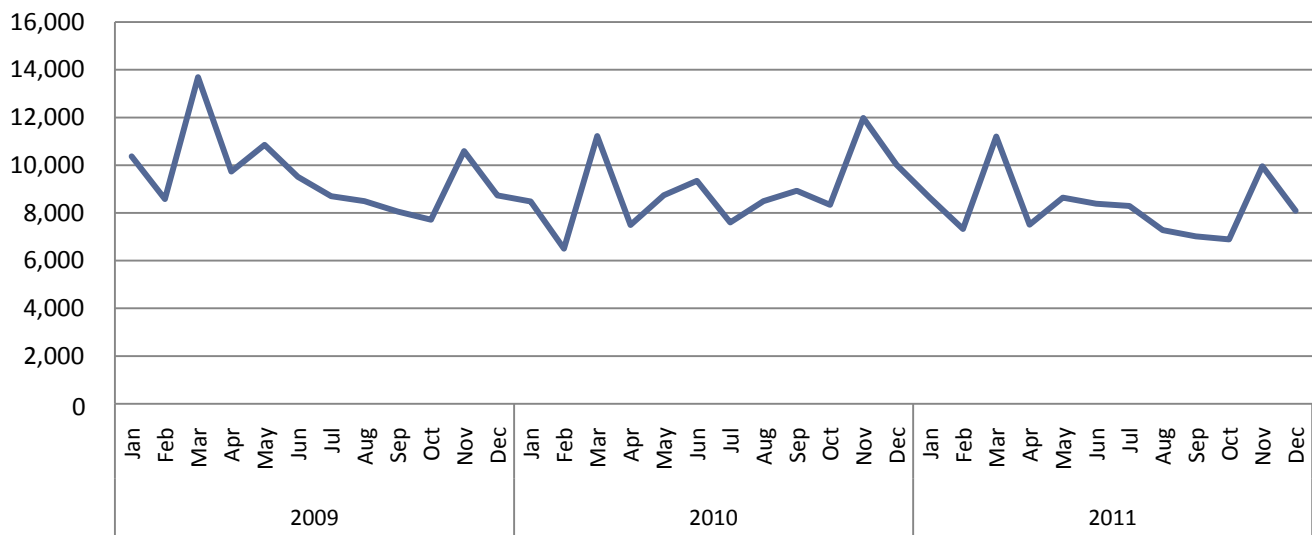
The University provides support to the FlyAway in a number of ways. UCLA Transportation provides marketing support both on campus and in the Westwood community throughout the year. UCLA Transportation and UCLA Housing together provide financial backing for additional bus service at PS 32 and directly from residence halls to LAX during periods of peak travel for the UCLA community, such as the beginning and end of academic quarters and around major holidays.

Amtrak



Amtrak buses stop at the corner of Strathmore and Gayley four times daily in each direction to provide connections with Amtrak train service. Bus schedules are coordinated with the arrivals and departures at Bakersfield of the San Joaquin line, which serves the Central Valley, Sacramento and the San Francisco Bay Area. The 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.

Figure 17. FlyAway Monthly Ridership, 2009-2011



Source: Los Angeles World Airports

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For additional information on the programs outlined in the
report or to request digital copies contact
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