

UCLA

STATE OF THE COMMUTE

.....
AN ANNUAL REPORT | JANUARY - DECEMBER 2016
.....



UCLA

STATE OF THE COMMUTE

AN ANNUAL REPORT | JANUARY - DECEMBER 2016

A LETTER FROM THE EXECUTIVE DIRECTOR

December 2016



For more than three decades, UCLA has been committed to getting its commuters out of their cars and into more sustainable transportation modes as a way to ease traffic on campus and in the surrounding community, and decrease the University's overall carbon footprint. As more students, staff, and faculty have left their vehicles behind and chosen alternative transportation options like public transit, vanpools, carpools, biking, and walking, UCLA has become a more sustainable, safer, and healthier campus for everyone.

Promoting public transit through subsidized transit passes has been key to our success. This year, we strengthened the transit payment process for the campus community by placing transit passes for our most popular transit service providers on one easy-to-use TAP card. In addition, we coordinated with Santa Monica Big Blue Bus to provide more accessible and convenient Rapid 12 service for commuters using the new Expo Line Phase II Extension, which gets riders to campus in just minutes.

When it comes to active transportation options, we greatly enhanced the University's built environment to support bicycling and walking by adding more bike lanes and bike racks, while installing an innovative bike channel and contra-flow bike lanes for easier access through campus. With over 3,000 bicyclists now arriving to campus each day – double what our bike community was a decade ago – there's more to come, including an exciting campus bike share program launching in 2017.

In order to keep our increasing pedestrian population safe, UCLA has enhanced campus crosswalks with piano key striping and added a crosswalk scramble at one of our busiest intersections. In 2017, speed limits will be reduced campuswide to 20 miles per hour.

UCLA Transportation has worked hard to reduce vehicle traffic on campus, and the results speak for themselves. Since 1987, the UCLA employee drive-alone rate has fallen from 74% to 53% – far lower than LA County as a whole, where roughly 74% of all commuters drive alone to work. While less than 4% of Angelenos bike or walk as their commute mode, 36% of UCLA commuting students and 9% of our employees are pedestrians or bike commuters. And compared to the 6% of LA County commuters who use public transit, 17% of UCLA employees and 28% of students commute by bus.

Still, there is more to do. Through sound planning and strategic partnerships, UCLA will continue to make the campus and surrounding area a safer, healthier, and more accessible place to work, learn, and visit. I invite you to review our most recent transportation successes in this year's report.

Sincerely,

A handwritten signature in black ink that reads "Renée A. Fortier". The signature is fluid and cursive, with the first name being the most prominent.

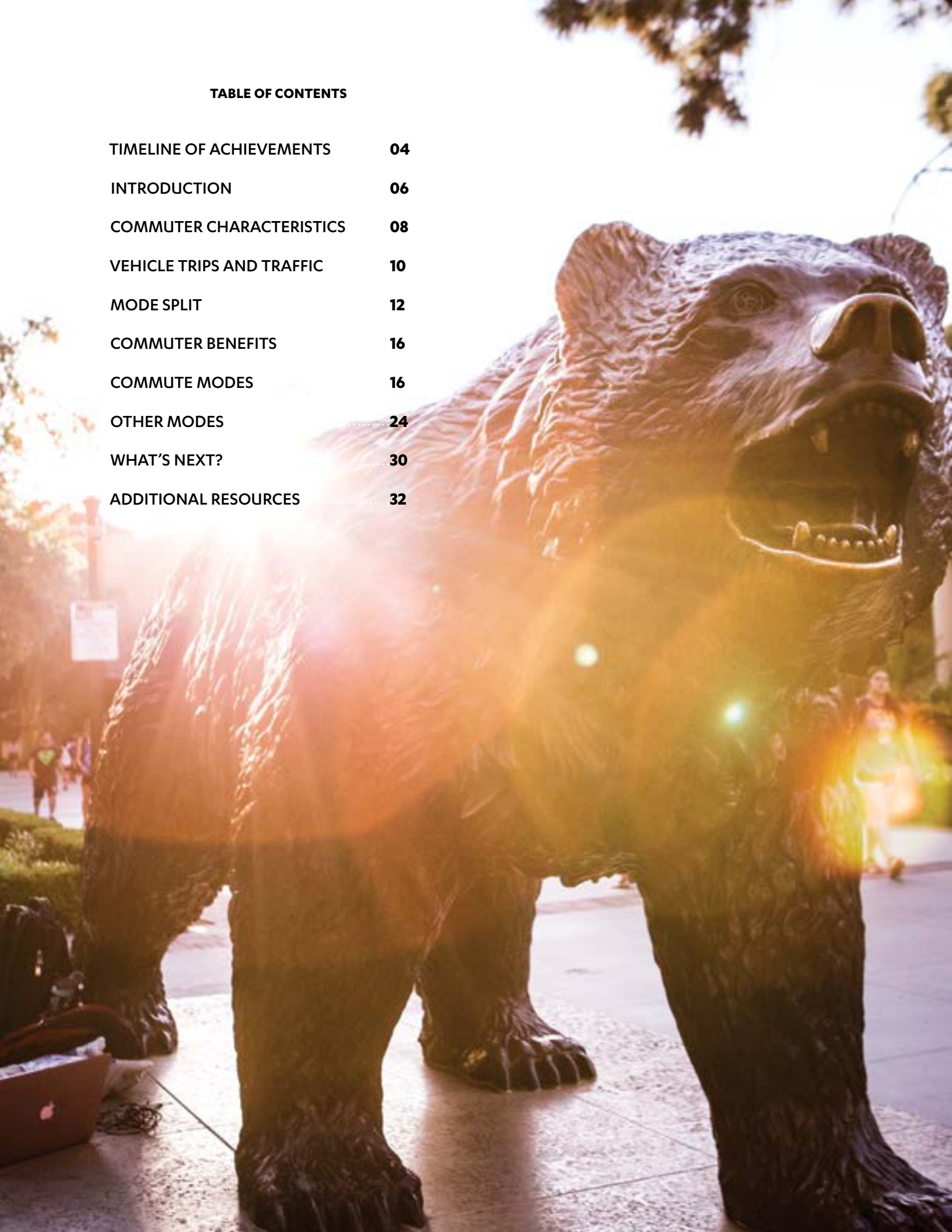
Renée A. Fortier

Executive Director

UCLA Transportation

TABLE OF CONTENTS

TIMELINE OF ACHIEVEMENTS	04
INTRODUCTION	06
COMMUTER CHARACTERISTICS	08
VEHICLE TRIPS AND TRAFFIC	10
MODE SPLIT	12
COMMUTER BENEFITS	16
COMMUTE MODES	16
OTHER MODES	24
WHAT'S NEXT?	30
ADDITIONAL RESOURCES	32



2016

UCLA introduces two all-electric, zero-emission buses to its campus shuttle service



1984

UCLA Transportation launches employee commuter vanpool program.

1987

UCLA Transportation develops Transportation Demand Management Plan, setting long-range traffic reduction targets for the University.

1990

UCLA publishes Long Range Development Plan, setting vehicle trip caps and parking space caps to counter increasing campus construction projects.

2002

BruinGO! subsidized transit pass program begins for Santa Monica Big Blue Bus and Culver CityBus routes, following pilot program started in 2000.

2005

Go Metro subsidized transit pass program begins for Los Angeles County Metro Bus and Metro Rail, and LADOT commuter bus routes.



2006

UCLA Transportation publishes Bicycle Master Plan in an effort to establish campus bike program.

2008

UCLA publishes Climate Action Plan, establishing campuswide goals to reduce greenhouse gas emissions.

2011

UCLA Transportation implements Bruin Commuter Club, offering incentives for alternative transportation participants.

UCLA receives Bronze status as Bicycle Friendly University by the League of American Bicyclists.

2014

UCLA Transportation publishes Sustainable Transportation Plan, highlighting goals and strategies set forth by the campus' Climate Action Plan to reduce greenhouse gas emissions.

2015

UCLA recognized with the Governor's Environmental and Economic Leadership Award (GEELA), the state's highest environmental honor.

UCLA receives upgraded Silver status as Bicycle Friendly University by the League of American Bicyclists.



INTRODUCTION

UCLA is a premier teaching, research, and public service institution located in the most traffic congested city in the United States. Los Angeles also experiences some of the worst air pollution in the country. Its infamous car culture has long dominated mobility in the city and region, and emissions from internal combustion engines have greatly impacted air quality in the LA basin and beyond.

UCLA, however, has for decades expended efforts to reduce vehicle traffic to and from its Westwood campus, and is a leader in transportation demand management and alternative fuel vehicle use.

In this State of the Commute Report for 2016, we review the University's efforts to maintain sustainable transportation programs, analyze recent commute trends, and highlight notable achievements in our effort to reduce greenhouse gas emissions while making the campus a safer and more livable environment.

COMMUTER CHARACTERISTICS

So who exactly commutes to UCLA?

UCLA enrolled nearly 45,000 students during fall quarter 2016, continuing to host the largest student population on the smallest acreage of land of any campus in the UC system.

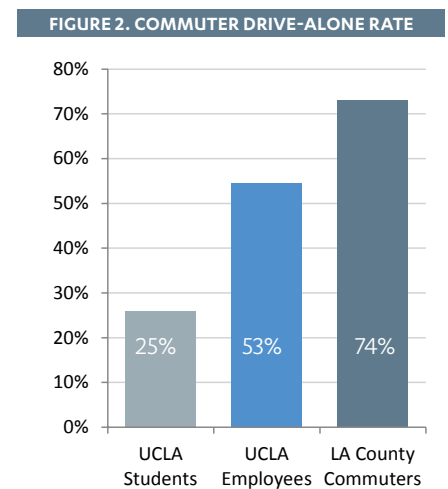
Over the last five years, University enrollment has increased by nearly 11%, with undergraduates increasing by nearly 14% and the graduate student population growing by over 4% (Figure 1). Though nearly 15,000 students reside on campus and are therefore not counted as commuters, more than 30,000 students commute from their off-campus residences to the University each school day. More than 5,000 faculty and academic staff and nearly 26,000 staff members (not including residents, interns, graduate assistants, or other part-time workers) are employed at UCLA (Table 1). Of the total population (76,180), 61,520 commute to campus on a regular basis (Table 2).

UCLA commuters are far less likely than their fellow commuters in Los Angeles County to travel alone in their automobile. The drive-alone rate for UCLA employees in 2016 was close to 53%, while the drive-alone for UCLA students came in at just over 25% (Figure 2). In contrast, the drive-alone rate for all LA County commuters was nearly 74% in 2015 (the latest available year for this data).

University commuters used alternative transportation modes at a rate far higher than Los Angeles commuters as a whole, a pattern that held true for all major modes. Nearly 9% of UCLA employees (and more than 36% of commuting students) were pedestrians or bicycle commuters, options exercised by less than 4% of LA County commuters. Seventeen percent of UCLA employees and 28% of students commuted by public transit, compared to only 6% for all of LA County. Finally, more than 16% of UCLA employees commuted by carpool or vanpool, while 9% of LA County commuters used one of these modes.

TABLE 1. CAMPUS POPULATION	
Students	44,947
Undergraduate ¹	30,873
On-Campus ²	12,805
Off-Campus	18,068
Graduate ¹	14,074
On-Campus ²	1,855
Off-Campus	12,219
Faculty & Academic Staff	5,432
Staff	25,801
Total Campus Population	76,180
<small>1 UCLA Office of Analysis & Information Management</small>	
<small>2 UCLA Housing, November 2016</small>	

TABLE 2. COMMUTER POPULATION	
Faculty & Staff	31,233
Off-Campus Students	30,287
Undergraduate	18,068
Graduate	12,219
Total Commuters	61,520
<small>Source: UCLA Office of Analysis & Information Management</small>	



Sources: UCLA SCAQMD Survey, UCLA Spring Student Survey, American Community Survey



FIGURE 1. UCLA STUDENT ENROLLMENT, 1990-2016

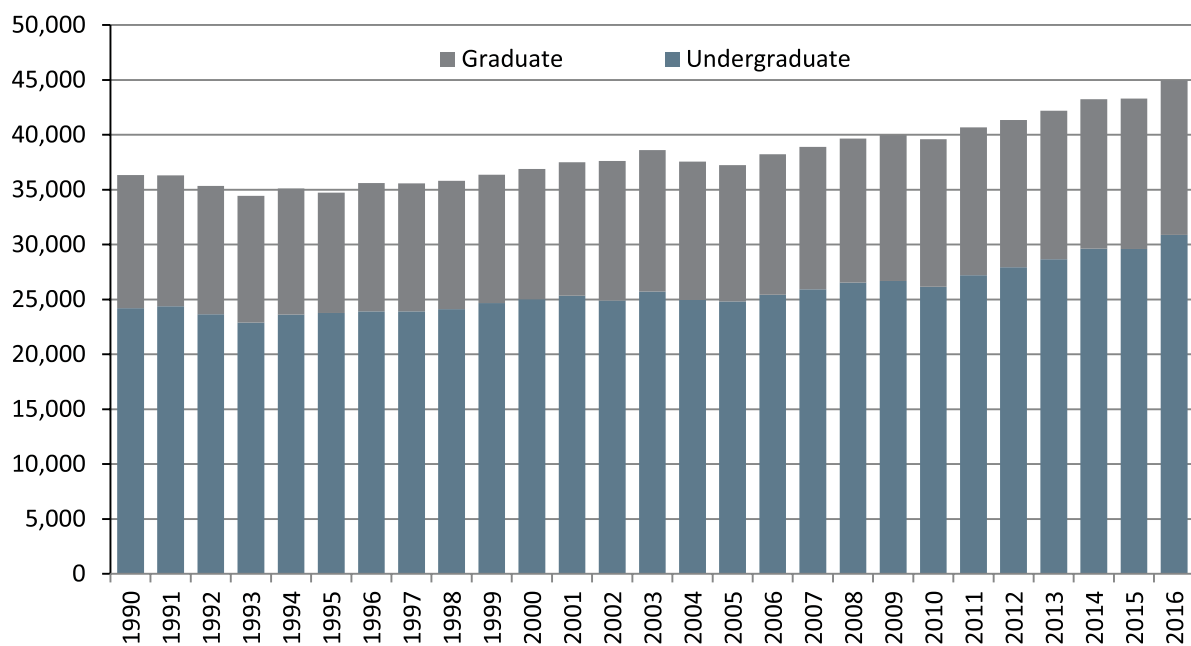
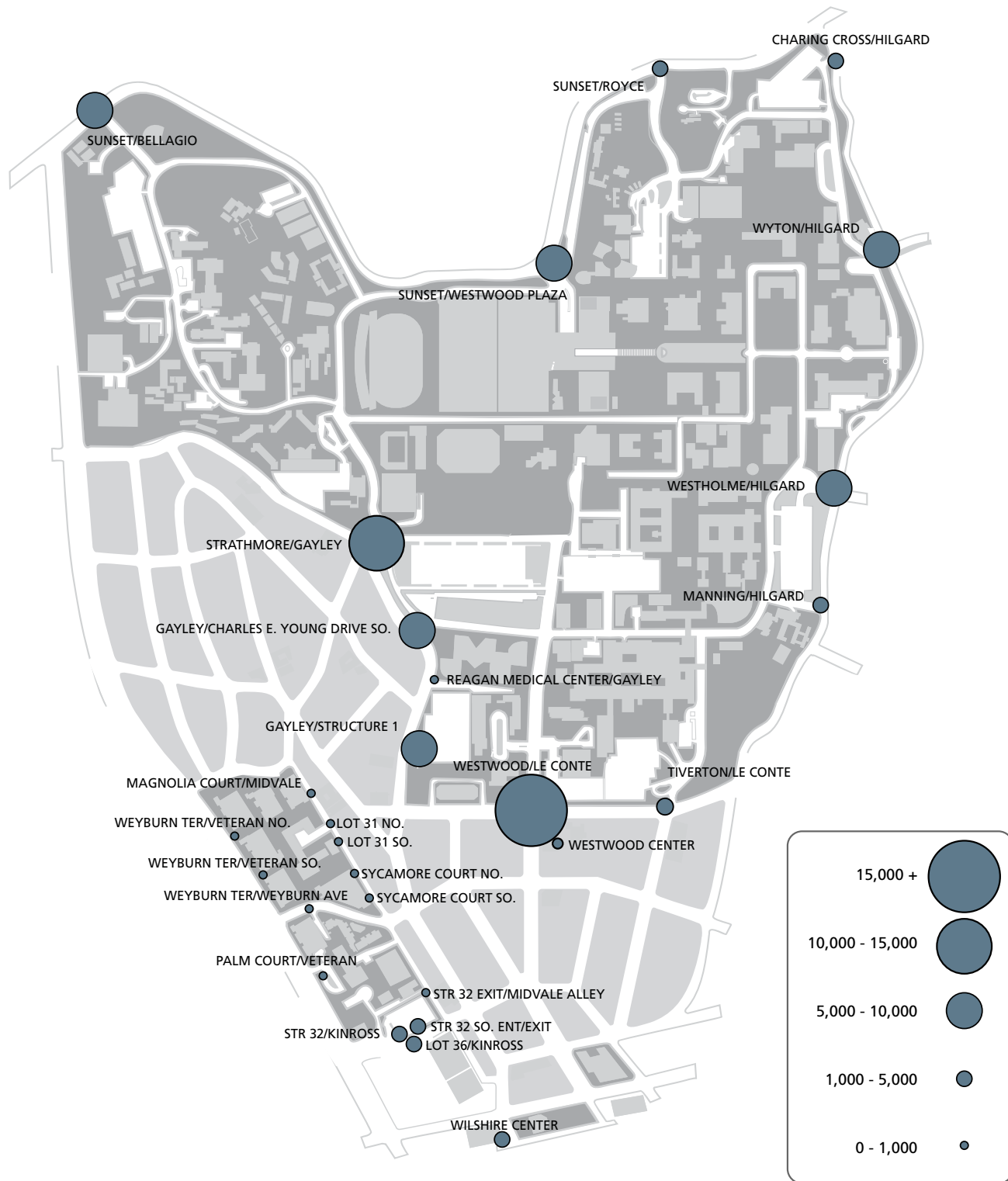


FIGURE 4. 2016 TRAFFIC VOLUMES BY INTERSECTION AT UCLA



VEHICLE TRIPS AND TRAFFIC

UCLA Transportation conducts a cordon count during the fall quarter each year in order to track the number of trips made to/from campus by vehicles over the course of one week (Figure 3). The number of vehicle trips on campus increased this year compared to the previous year. An average of 105,284 daily trips were taken to or from campus in 2016, an increase of 4% compared to 2015 (Table 3). However, this total represents a slight decrease compared to 2010, despite a campus population increase of 17% during the same period. The most heavily used gateway to campus is Westwood Plaza at Le Conte Avenue, which accounts for 16% of vehicle trips (Figure 4).

FIGURE 3. AVERAGE DAILY VEHICLE TRIPS TO/FROM UCLA, 1991-2016

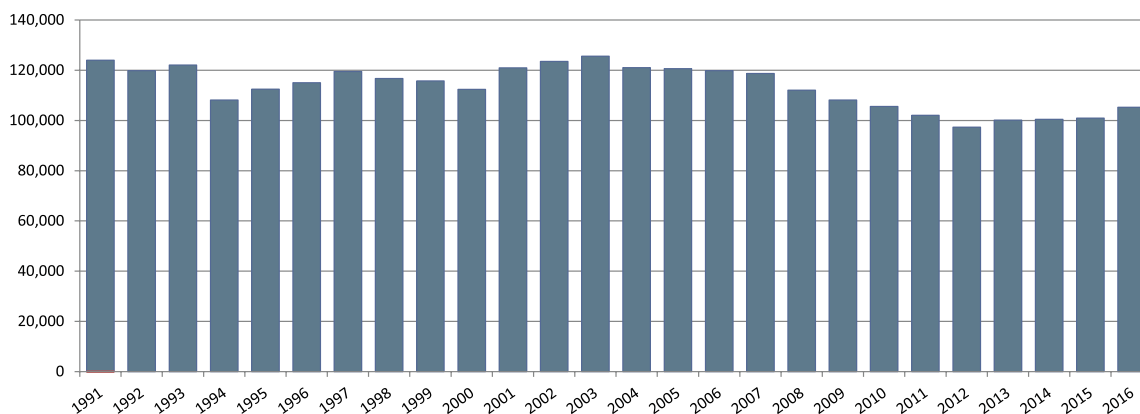


TABLE 3. AVERAGE DAILY VEHICLE TRIPS TO/FROM UCLA, 2010-2016

	2010	2011	2012	2013	2014	2015	2016
Main Campus	91,169	88,906	82,428	87,081	87,324	86,998	90,612
Southwest Campus	12,758	11,741	12,977	11,164	11,235	12,034	12,640
Wilshire Center	2,058	2,058	1,922	1,996	2,002	2,001	2,080
Westwood Center	0	0	672	708	710	720	750
Bus Trip Subtraction	402	678	775	785	780	792	798
Total	105,584	102,027	97,224	100,163	100,491	100,961	105,284
Source: UCLA Cordon Count Reports							

Note: All numbers are rounded five-day averages; therefore, the totals may not match the sum of components.

MODE SPLIT

UCLA Transportation conducts two surveys annually that capture the commute habits of the University community: one for employees (SCAQMD Survey) and one for students (Student Transportation Survey).

The SCAQMD Survey satisfies the South Coast Air Quality Management District's regulatory requirement for large employers (over 250 employees) to report the organization's average vehicle ridership (AVR), which signifies the ratio of people to vehicles arriving at the worksite. The higher the AVR, the fewer vehicles there are in relationship to the population, which means more employees are carpooling, taking public transit, walking, telecommuting or engaging in some other alternative commute mode or work schedule. In 2016, UCLA achieved an AVR of 1.66, well above SCAQMD's regulatory required target for compliance of 1.50.

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.



TABLE 4. UCLA 2016 MODE SPLIT		
	Employees	Students
Drive Alone	53.0%	25.0%
Carpool	12.0%	6.2%
Vanpool	4.3%	0.1%
Public Transit	16.9%	28.0%
Bike	1.9%	5.4%
Walk	6.9%	30.9%
Other	5.0%	4.4%
Sources: 2016 UCLA SCAQMD Survey, 2016 UCLA Student Transportation Survey		

Approximately 39% of all UCLA commuters drive alone to campus, including 53% of employees and 25% of commuting students (Table 4). The remaining 61% of all commuters travel to UCLA by some form of alternative transportation, including carpool, vanpool, public transit, bicycling, and walking (Figure 7).

Non-motorized transportation modes (bikes, scooters, pedestrians) account for more than 23% of all commuters, making this the largest block of alternative transportation users. Walkers constitute nearly 19% of all commuters, including nearly 7% of employees (Figure 5) and close to 31% of students (Figure 6). Nearly 4% of commuters bicycle to UCLA, including 1.9% of employees and more than 5% of students.

FIGURE 6. COMMUTING STUDENT MODE SPLIT, 2016

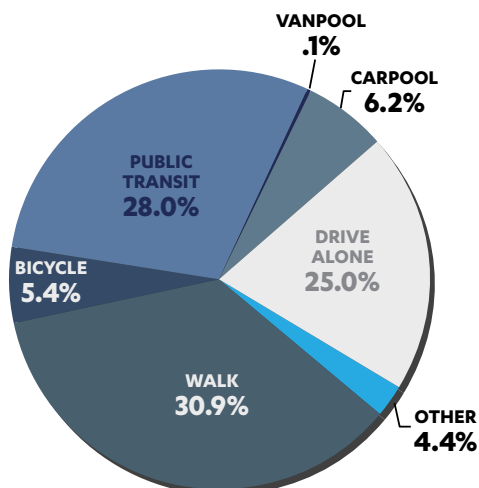
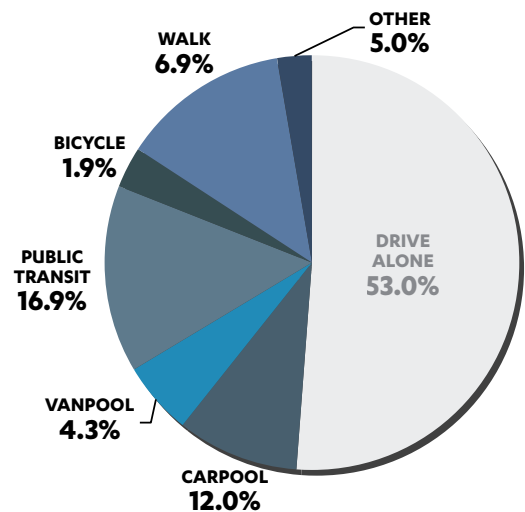


FIGURE 5. COMMUTING EMPLOYEE MODE SPLIT, 2016



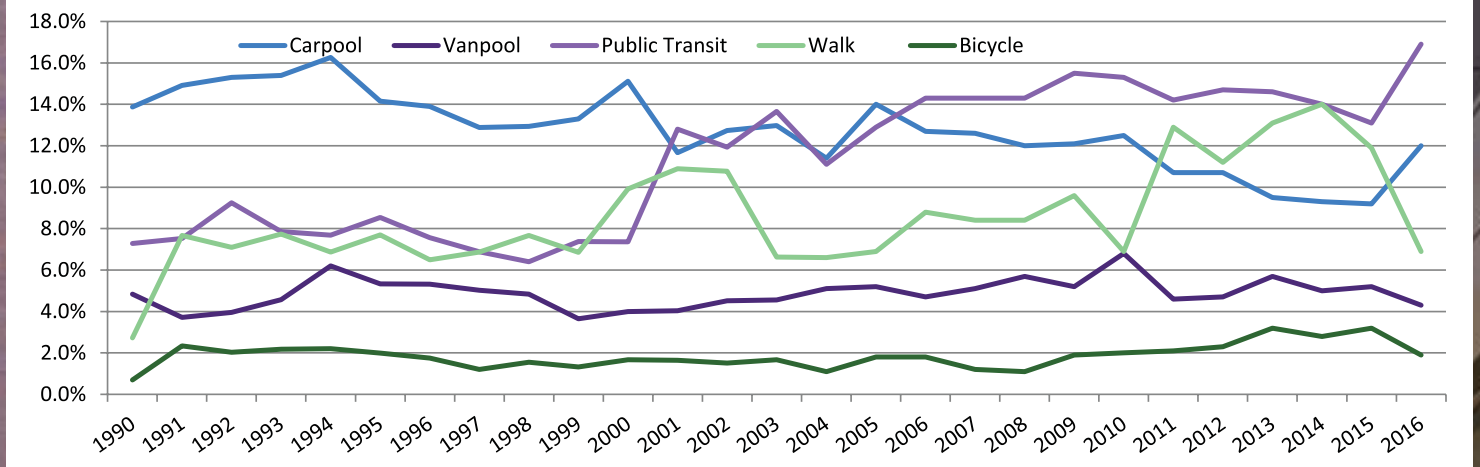
More than 22% of all UCLA commuters take public transit, including close to 17% of employees and 28% of students. Forty percent of student public transit users ride the University-operated BruinBus shuttles, while 60% ride with one or more of UCLA's six partner public transit agencies.

UCLA vanpoolers make up more than 2% of all commutes to campus, including 4.3% of employees. Carpoolers constitute more than 9% of commuters, including 12% of employees and 6% of students. More than 3% of commuters come to UCLA by some mode other than those listed above. This group includes those who are driven to campus and dropped off, those who ride a motorcycle, and other options.

Nearly 15,000 students live in residence halls or in other on-campus facilities. While these on-campus residents are not considered commuters, they still make an intra-campus trip to school each day and the transportation choices they make certainly have an impact on the University and the surrounding community. Trips to class or work for on-campus residents are dominated by non-motorized modes. Walking accounted for almost 90% of on-campus trips, with biking adding an additional 2%. Five percent rode BruinBus Shuttle.

Mode choice varies greatly depending on the location of a student's on-campus residence. More than 90% of students in residence halls walked to class or work. For graduate student residents living in Weyburn Terrace on the Southwest Campus, more than half walked while over a quarter rode BruinBus.

FIGURE 7. EMPLOYEE ALTERNATIVE MODE USAGE, 1990 - 2016



COMMUTER BENEFITS

To further incentivize ridesharing and active transportation, UCLA students and employees who use an alternative transportation mode can receive commuter benefits by joining the Bruin Commuter Club (BCC). BCC members receive discounted daily parking privileges, commuter rewards from Los Angeles County Metro and emergency ride home services. Those who bike or walk to campus also receive additional mode-specific benefits through BCC. In 2016, the BCC had more than 5,400 members, including about 5,000 employees and 400 students.

TABLE 5. CARPOOL PERMITS ISSUED - FALL 2016	
Employees	
Two-Person Permits	461
Three-Person Permits	112
Students	
Two-Person Permits	321
Three-Person Permits	136
Total Carpool Permits Issued	1,030
Total Parking Permits Issued	32,398
Carpool's % of All Permits Issued	3.2%
Source: UCLA Parking Programs (as of Nov. 1, 2016)	

COMMUTE MODES

■ CARPOOL

Twelve percent of campus employees and over 6% of the student commuter population reported carpooling as their travel mode of choice. UCLA Transportation offers discounted carpool parking permits and commuter assistance for students and employees interested in forming carpools (Table 5). As of December 2016, the average commuter in a two-person carpool saves more than \$550 per year in permit costs compared to a commuter who drives solo and purchases a basic individual permit. Members of three-person carpools save nearly \$800 per year in permit costs.

■ VANPOOL

UCLA operates more than 148 vanpools that serve campus commuters throughout Southern California (Figure 8). Pick-up locations for vanpools 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).

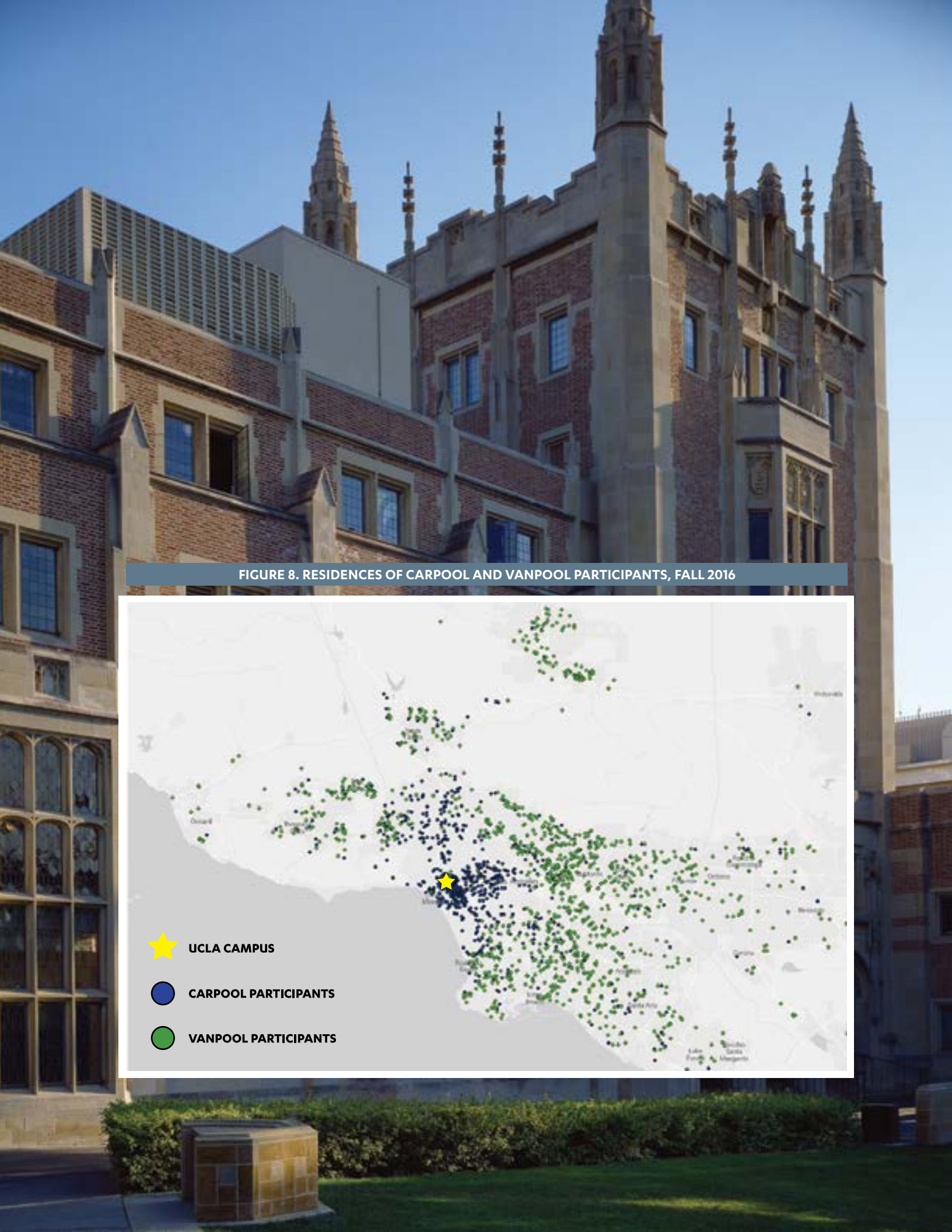
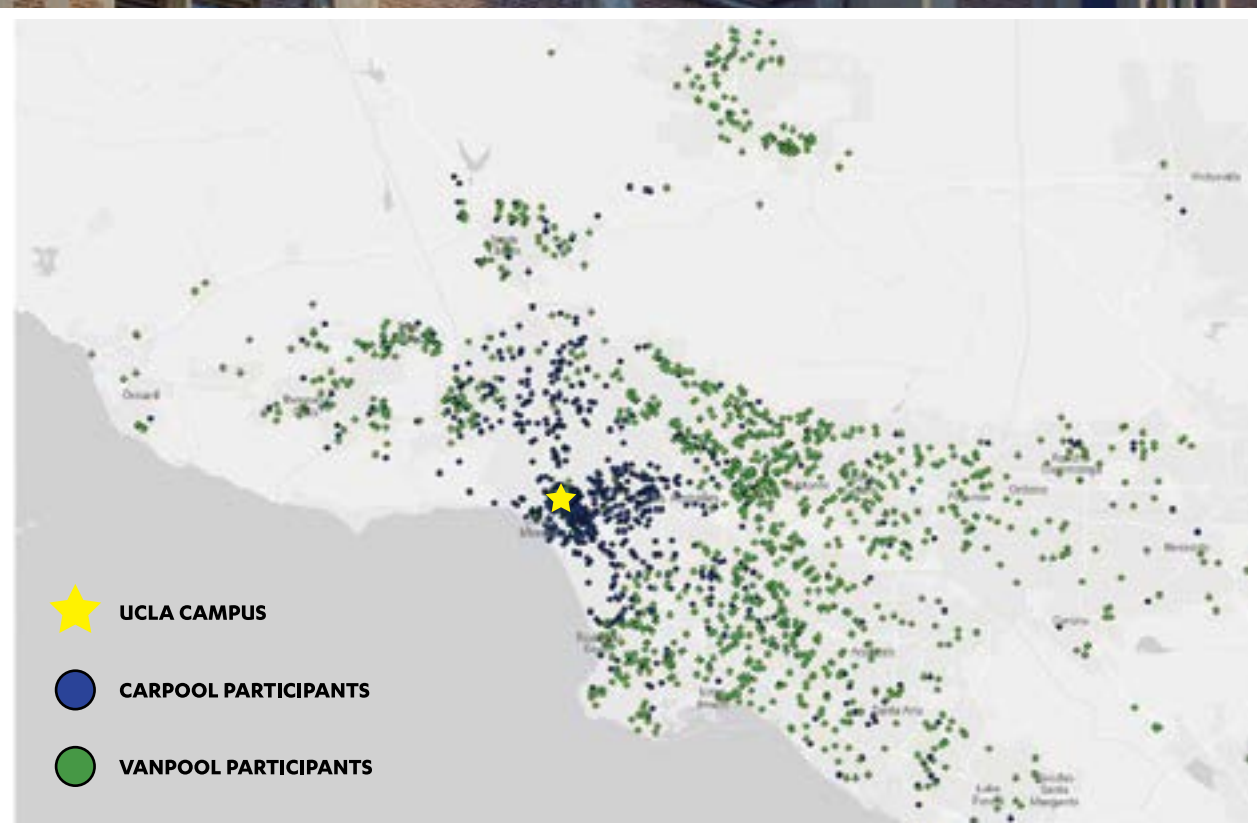


FIGURE 8. RESIDENCES OF CARPOOL AND VANPOOL PARTICIPANTS, FALL 2016





Currently, more than 4% of employees (and a small number of student commuters) take a vanpool to and from campus each weekday. UCLA Transportation subsidizes approximately half of the cost of vanpool operations and provides administrative oversight of the program. Each van transports up to 11 individuals to the UCLA campus. UCLA vanpools are driven by UCLA employees who provide their services in exchange for a discounted fare. The University provides insurance, maintenance, and fuel for its vanpool vehicles.

Vanpools are also open to non-UCLA riders commuting to the Westwood area. However, non-UCLA riders do not receive a subsidy from the University. Additionally, vanpools allow part-time riders on a space-available basis. An average of 650 one-way rides are taken by part-time vanpoolers each month (for full-time vanpooler ridership, see Table 6).

■ PUBLIC TRANSIT

In 2016, nearly 17% of employees and 28% of student commuters used public transit (including BruinBus) as part of their daily travel to UCLA. As part of the overall Transportation Demand Management program, UCLA Transportation provides an approximately 50% subsidy toward the purchase of either a quarterly or monthly pass for six transit agencies. With these programs, participants can have unlimited rides on public transit for as little as \$33 per academic quarter. More than 6,000 subsidized public transit passes were sold to UCLA employees and students during Fall Quarter 2016 (Table 7).

The BruinGO! transit program is a unique offering from UCLA that provides discounted access to both the Santa Monica Big Blue Bus and Culver CityBus systems. UCLA employees and students have the option of purchasing a quarterly Flash Pass for unlimited rides on either system or making a discounted \$0.50 copayment for each ride with a valid BruinCard. Big Blue Bus serves UCLA with six 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 Los Angeles International Airport (LAX), where it connects to Metro Rail's Green Line. The BruinGO! program is, by far, the most popular choice of public transportation among UCLA riders (Figure 9).

TABLE 6. VANPOOL STATISTICS - FALL 2016	
Vanpools	148
Full-Time Riders	1,438
Employees	1,323
Students	68
Non-UCLA	47
Source: UCLA Bruin Commuter Services	

TABLE 7. PUBLIC TRANSIT PASSES - FALL 2016	
BruinGO! Flash Pass	Total: 3,441 Employees: 1,510 Students: 1,931
Metro	Total: 2,021 Employees: 665 Students: 1,356
LADOT	Total: 291 Employees: 263 Students: 28
Santa Clarita Transit	Total: 144 Employees: 101 Students: 43
Antelope Valley (AVTA)	Total: 56 Employees: 50 Students: 6
EZ Pass	Total: 114 Employees: 104 Students: 10
Source: UCLA Transportation, Central Ticket Office	

In 2016, UCLA Transportation launched the BruinTAP for Transit program providing UCLA employees and students the ability to purchase a quarterly BruinGO! Flash Pass and/or Go Metro pass online and load both passes onto one TAP card. By purchasing both options, commuters can now ride any Santa Monica Big Blue Bus, Culver CityBus, Metro bus or Metro rail line, including the new Expo Line, all quarter long.

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 six 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.

UCLA partners with three agencies to provide long-distance bus service for UCLA employees and students who commute from locations far from campus: The City of Los Angeles Department of Transportation (LADOT), City of Santa Clarita Transit (SCT), and the Antelope Valley Transit Authority (AVTA). All three of these agencies serve the UCLA population with stops in both Westwood Village and adjacent to the UCLA campus.

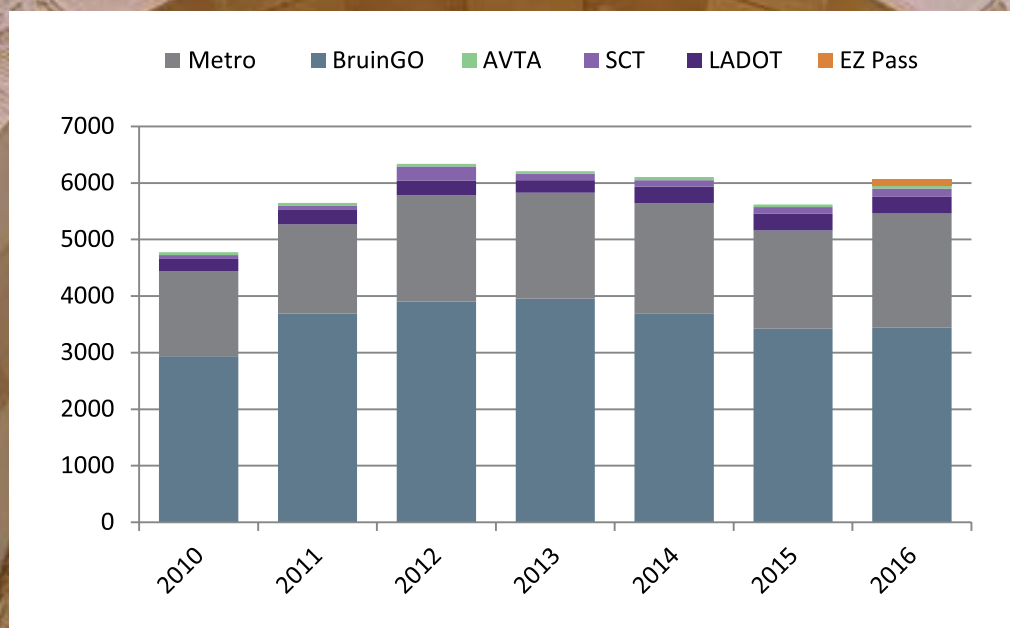
LADOT operates three Commuter Express routes from the San Fernando Valley and downtown LA to the Westwood area. The vast majority of UCLA's LADOT riders come from the San Fernando Valley on a line with 16 arrivals from and 15 departures to the Valley each weekday.

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

AVTA runs five buses between the Antelope Valley and UCLA each weekday.

BruinBus, the year-round campus shuttle bus operated by UCLA Transportation, provides complimentary weekday service and is widely used by students (and some employees) as either a primary commute mode or to supplement another mode, such as public transit or walking (more BruinBus information on page 27).

FIGURE 9. MOST POPULAR TRANSIT PASSES FOR UCLA RIDERS (DAILY BOARDINGS)



■ BICYCLING

UCLA has been designated a Bike Friendly University twice by the League of American Bicyclists, receiving a Bronze status in 2011 and an upgraded Silver status in 2015. The Silver status places UCLA in the top third of the nationwide rankings.

The UCLA campus has over seven miles of bike routes, low-cost quarterly bike rentals for students, and a bike shop located in central campus. This year, almost 5.4% of commuting students traveled to UCLA by bicycle, while approximately 2% of the campus employee population reported bicycling as their commute mode.

Major infrastructure improvements completed during 2016 include a bike channel in central campus, a shared bicycle/pedestrian path in the medical center area, and another protected bike lane on the west side of campus. UCLA Transportation also launched a new employee Earn-A-Bike program and a bicycle citation diversion program called BruinBikeSmart. The Earn-A-Bike program encourages eligible employees to trade in their parking permit for a free bike, while the BruinBikeSmart program allows cyclists who receive a moving violation to take an online bike safety class in lieu of paying the full citation amount.

Employees who are members of the Bruin Commuter Club and bike to campus receive an annual monetary benefit that may be used for services or products at the UCLA Bike Shop or Helen's Cycles, access to shower facilities on campus, or a membership to the Los Angeles County Bicycle Coalition.





■ WALKING

UCLA's beautiful, compact campus, as well as Southern California's favorable weather, makes walking an ideal commute mode for many students and employees throughout the year. With more people choosing health and fitness as part of their daily routine, UCLA's enhanced crosswalks and slowed vehicle speeds make it easier and safer for pedestrians to choose this active transportation commute mode.

Pedestrian trips account for nearly 7% of UCLA's employee commutes, while nearly 31% of commuting students walk to campus. Proximity plays a key role in student commutes, as almost two-thirds of off-campus students living in nearby Westwood walk to campus.

In 2016, the Bruin Commuter Club continued an incentive program that provided employees who walked to work with benefits such as a gift card or access to on-campus shower facilities.

Walking is the primary mode of transportation for almost 90% of students living on campus. More than 93% of students living in residence halls and more than half of Weyburn Terrace residents walk to class. Almost all UCLA commuters and residents, regardless of their primary mode, are pedestrians for a portion of their trip, even if the walk is only from their parking structure or bus stop to their office or classroom.

OTHER MODES

Numerous other modes account for a small percentage of the commutes to and from the UCLA campus. BruinBus is widely used 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, approximately 5% of employees and over 4% of students identify their primary commute mode as something other than driving alone, carpool, vanpool, public transit, biking, or walking.





Your Daily
True Bruin Experience.



■ BRUINBUS

BruinBus, the year-round campus shuttle bus service operated by UCLA Transportation, provides service on four distinct routes each weekday, excluding University holidays. Campus Express – the most popular BruinBus route – includes stops at 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 on Wilshire Boulevard to the main campus. The Weyburn Express provides direct service between Weyburn Terrace and the academic core of campus during peak morning hours. Finally, the University Apartment Shuttle transports students from UCLA-owned off-campus apartments to the main campus.

Between July 2015 and June 2016, BruinBus vehicles traveled more than 187,000 miles and transported over one million riders. More than a quarter of the graduate students residing in Weyburn Terrace use BruinBus as part of their trip to school. Almost 5% of off-campus students use BruinBus for at least a portion of their commute.

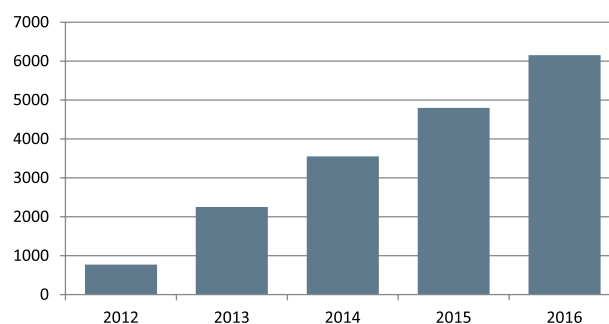
In 2016, two new all-electric buses were incorporated into the BruinBus transit program. These zero emission, clean-fueled buses run for up to 145 miles; are equipped with portable electric chargers and can be fully charged in two and a half hours; and are five times more efficient compared to diesel, CNG, and hybrid technologies. These are the first electric buses at any public university in California.

■ ELECTRIC VEHICLES

In alignment with the University's commitment to carbon neutrality, UCLA Transportation continues to promote the use of electric vehicles (EV) and plug-in hybrids among employees, students, and campus visitors by expanding the EV infrastructure throughout the campus.

Since 2012, UCLA has partnered with the vendor ChargePoint to provide EV charging stations in numerous parking facilities accessible to University permit holders, visitors, and those with ADA parking needs. These stations provide both Level 1 (120 volt) and Level 2 (240 volt) chargers. Level 1 charging is included in the price of a UCLA Clean Fuel Permit, while

FIGURE 10. ON CAMPUS ELECTRIC VEHICLE CHARGING SESSIONS



Source: ChargePoint Network

customers using Level 2 stations are charged an hourly usage fee. Over the last three years, the number of charging sessions at these stations has increased by an average of 40% annually (Figure 10).

UCLA Transportation continues to partner with UCLA's Smart Grid Energy Research Center as well to facilitate research and innovation in the field while providing additional EV charging options for UCLA commuters.

■ CARSHARING

Carsharing services allow customers to rent a vehicle for an hourly 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 carshare space, allowing the next user to pick up the vehicle once it is available.

Carsharing is attractive for customers who do not need regular access to a vehicle but do need a car periodically for the occasional errand or appointment. Carsharing typically benefits the users of alternative transportation modes, such as public transit and vanpool, because it provides a midday mobility option for customers who do not have their own automobile available at work or school.

Zipcar is an official carsharing provider for UCLA, with 24 vehicles available at 11 different locations on campus (Table 8).

UCLA Transportation also subsidizes Zipcar usage for University employees who commute to campus by an alternative mode and belong to Bruin Commuter Club. Members of Bruin Commuter Club are provided four complimentary hours of Zipcar usage each month.

TABLE 8. ZIPCAR USAGE - 2016

Reservations	15,961
Total Hours	77,224
Total Miles	583,311
Avg. Hours per Reservation	4.8
Avg. Miles per Reservation	36.6
Number of Vehicles on Campus	24

Source: Zipcar

■ FLYAWAY

The LAX FlyAway bus service, operated by the City of Los Angeles World of Airports, provides direct shuttle service between Los Angeles International Airport (LAX) and UCLA's Parking Structure (PS) 32 in Westwood Village. Buses depart both Westwood and LAX hourly throughout the day, with 17 departures from and 18 arrivals to PS 32 each day. FlyAway also operates bus service to LAX from Van Nuys, Union Station, Hollywood, and Long Beach, as well as connecting service from the Metro Orange Line.

UCLA Transportation provides supplemental bus service between LAX and PS 32 during periods of peak travel and academic breaks for the University community. UCLA Transportation also provides marketing support to FlyAway both on campus and in the Westwood community throughout the year.

■ AMTRAK

Amtrak Thruway connects the UCLA community to Amtrak's rail network. Four motor coaches 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 trains to the Central Coast and San Diego.



WHAT'S NEXT?

In the coming year, UCLA will continue to cultivate both on and off-campus partnerships to achieve its current sustainable transportation goals.

UCLA will launch the new Bruin Bike Share program in spring 2017, a joint effort with the Westwood Business Improvement District and Westside cities, including Beverly Hills, West Hollywood, and Santa Monica. The University will also continue to work with surrounding municipalities in the ongoing effort to provide safer and more accessible bicycle routes to campus.

UCLA will continue to increase the number of commuters utilizing electric vehicles and plug-in hybrids by expanding the EV infrastructure throughout the campus. When completed, a larger network of Level 1 charging areas will be accessible to permit holders, visitors, and those with ADA parking needs, complementing existing Level 2 charging stations.

Finally, the University will continue to foster transportation relationships with area public transit providers to ensure the best service for UCLA commuters. This includes working with Metro to bring the long anticipated Purple Line subway to UCLA. With the overwhelming passage of Measure M last fall, Metro's extension of the Purple Line to Westwood will be completed much sooner than expected, and in addition, a rail tunnel through the Sepulveda Pass Corridor will eventually connect Westwood Village with the San Fernando Valley.

Transportation programs require teamwork, and UCLA will remain an innovator and leader in providing sustainable transportation options that support the campus community and the surrounding areas.



ADDITIONAL RESOURCES

2016 UCLA Cordon Count

<http://bit.ly/UCLACordonCount2016>

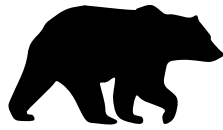
2016 UCLA Student Transportation Survey

<http://bit.ly/UCLASurvey2016>

UCLA Bicycle Master Plan

<http://bit.ly/UCLABikeMasterPlan>





MISSION

“

UCLA Transportation supports the campus community
by providing for safe and efficient access and mobility
in an environmentally responsible manner.

”

