

UCLA

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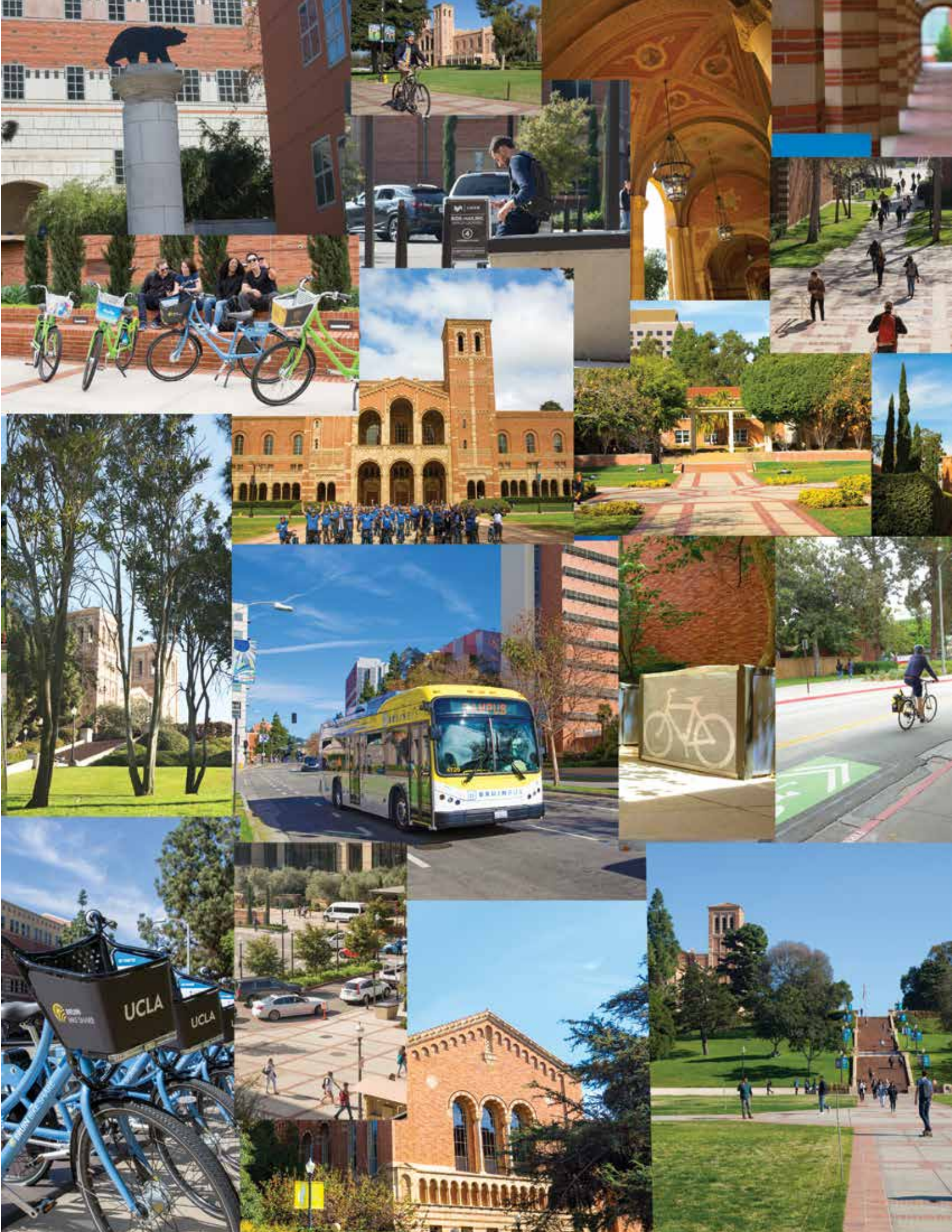
OF THE

COMMUTE

2018

AN ANNUAL REPORT

JANUARY - DECEMBER 2018





MISSION

“

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

”

UCLA STATE OF THE COMMUTE 2018

AN ANNUAL REPORT
JANUARY - DECEMBER 2018

PREPARED BY

UCLA Transportation

A LETTER FROM THE EXECUTIVE DIRECTOR

December 2018



At UCLA Transportation, we've worked hard for over 30 years to get commuters out of their cars and into more sustainable transportation modes – and we're succeeding. Since 1987, the UCLA employee drive-alone rate has dropped significantly from 74% to our current rate of just 48.9%. That means the majority of our University employees now use sustainable transportation for their daily commuting needs. Whether they've chosen public transit, vanpooling, carpooling, biking or walking, our commuters have collectively moved away from solo driving to campus. And with our commuting student drive-alone rate at just 23.5%, the combined drive-alone rate on campus is now just 36.6%.

There are many factors that have influenced UCLA's success in reducing our drive-alone rate. While we continued to promote sustainable modes like vanpool and carpool, a push for increased public transit use was key, especially with our popular Bruin Commuter Transit Benefit, which offers one free academic quarter of public transit. Though transit use has decreased nationally, it continues to thrive among UCLA commuters who utilize public transit for their daily commute.

While UCLA Transportation encouraged these sustainable choices throughout the year, new shared-use mobility services required proactive planning to integrate onto our campus. With the sudden influx of electric scooters and other electric mobility devices on campus, we launched an effective safety initiative to keep riders and other commuters safe and informed. We also worked closely with ride-hailing companies like Uber and Lyft to offer our campus community affordable flat-rate carpool fares for short-range rides to encourage carpooling to and from campus.

Additionally, we expanded our Bruin Bike Share program by joining the new Bike Share Connect regional network that includes access to bicycles in Santa Monica, Beverly Hills, and West Hollywood. Bruins can now explore more of Los Angeles without using their cars. For some, it's become an environmentally sustainable first and last mile solution for their commute, while for others it's become a healthy, convenient, and economical mode for their full commute.

At UCLA, sustainable transportation is no longer the "alternative" choice – it is the preferred choice. In fact, we've now combined our Parking Services unit with our Commuter Services unit to form "Commuter & Parking Services," one integrated service area that reflects the changing times. We look forward to continuing our support of the University in the coming years, including our goal of a 10% reduction in the commuter drive-alone rate by 2025. I invite you to review our 2018 State of the Commute Report highlighting our many exciting accomplishments.

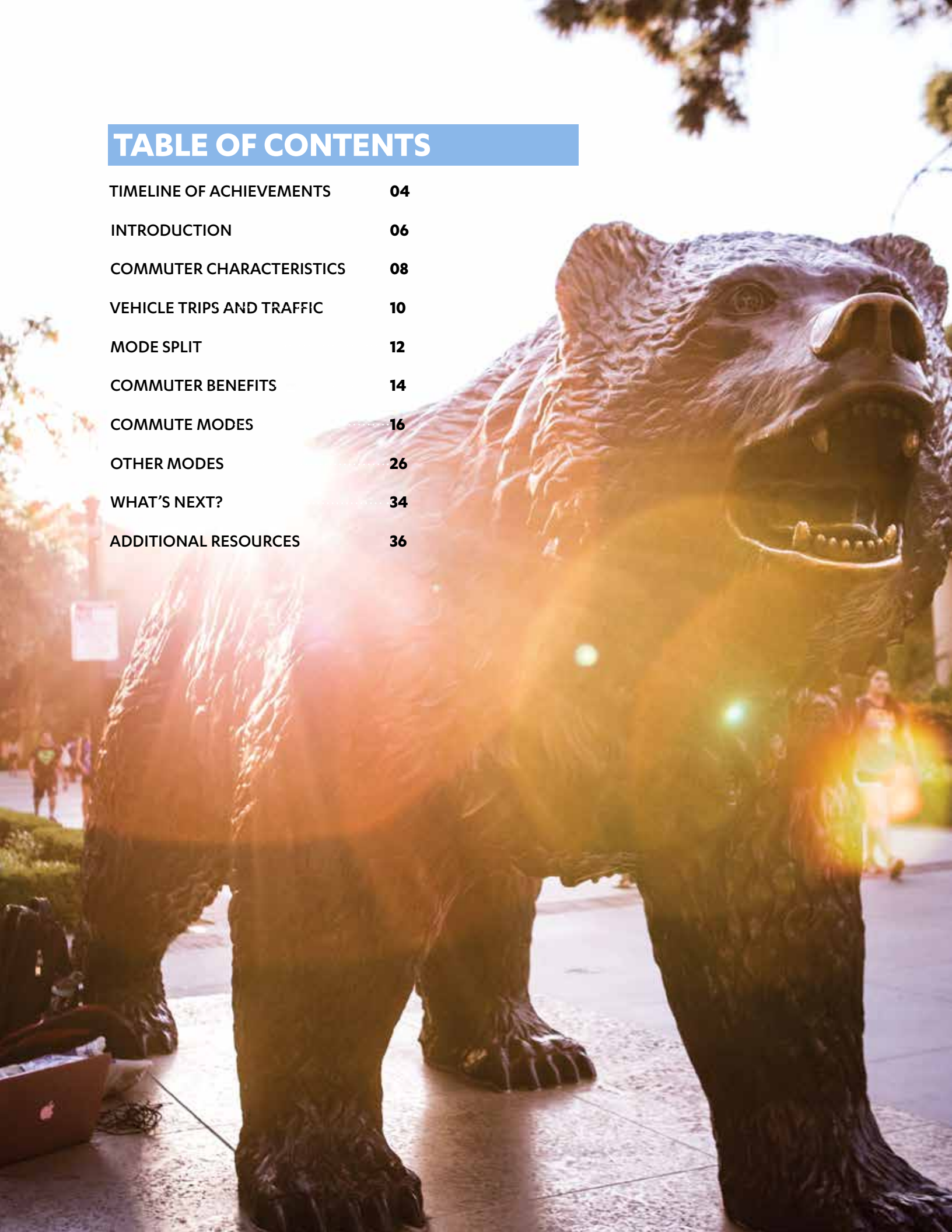
Sincerely,

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 Events & Transportation

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TIMELINE OF ACHIEVEMENTS

2018 ▶

UCLA achieves an employee drive-alone rate of 48.9%, and an overall commuter drive-alone rate of just 36.6%, its lowest rate ever.

Transportation publishes Sustainable Transportation Plan highlighting goals and strategies to reduce greenhouse gas emissions through 2026.



1984	1987	1990	2002	2005	2006
UCLA commuter vanpool program launched.	Transportation Demand Management Plan developed, setting long-range traffic reduction targets for the University.	UCLA Long Range Development Plan sets vehicle trip caps and parking space caps.	BruinGO! subsidized transit pass program begins with Santa Monica Big Blue Bus and Culver CityBus routes.	Go Metro subsidized transit pass program begins with Los Angeles County Metro Bus, Metro Rail, and LADOT commuter bus routes.	UCLA publishes Bicycle Master Plan as framework for campus bike program.



2008

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

2011

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

2015

UCLA recognized with the Governor's Environmental and Economic Leadership Award and achieves Silver status as Bicycle Friendly University.

2016

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

2017

UCLA launches Bruin Bike Share, the University's own campus bike share system.



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.

However, for decades UCLA has expended significant effort 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 2018 State of the Commute Report, 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 over 45,000 students during Fall Quarter 2018, continuing to host the largest student population on the smallest acreage of land of any campus in the University of California system.

Over the last five years, University enrollment has increased by nearly 9%, with undergraduates increasing over 10%, and the graduate student population growing by over 6% (Figure 1). Though more than 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. Almost 6,000 faculty and academic staff and over 27,000 staff members (not including residents, interns, graduate assistants, or other part-time workers) are employed at UCLA (Table 1). Of the total population (79,315), 63,887 commute to campus on a regular basis (Table 2).

UCLA commuters are far less likely than fellow commuters in Los Angeles County to travel alone in their automobile. The drive-alone rate for UCLA employees in 2018 was under fifty percent at 48.9%, while the drive-alone rate for UCLA commuting students came in at 23.5% (Figure 2). In contrast, the drive-alone rate for all LA County commuters was nearly 75% in 2017 (the latest available year for this data).

University commuters used sustainable transportation modes at a far higher rate than LA County commuters as a whole, a pattern that held true for all major modes. Eighteen percent of UCLA employees (and more than 37% of commuting students) were pedestrians or bicycle commuters, options exercised by less than 4% of LA County commuters. More than 15% of UCLA employees and over 26% of students commuted by public transit, compared to less than 6% for all of LA County. Finally, nearly 13% of UCLA employees commuted by carpool and vanpool, while 9% of LA County commuters used one of these modes.

TABLE 1. CAMPUS POPULATION	
Students	45,930
Undergraduate ¹	31,577
On-Campus ²	13,568
Off-Campus	18,009
Graduate ¹	14,353
On-Campus ²	1,860
Off-Campus	12,493
Faculty & Academic Staff	5,912
Staff	27,473
Total Campus Population	79,315
<small>¹ UCLA Office of Academic Planning & Budget (full-time equivalents used for faculty and staff totals)</small>	
<small>² UCLA Housing, October 2018</small>	

TABLE 2. COMMUTER POPULATION	
Faculty & Staff	33,385
Off-Campus Students	30,502
Undergraduate	18,009
Graduate	12,493
Total Commuters	63,887
<small>Source: UCLA Office of Academic Planning & Budget</small>	

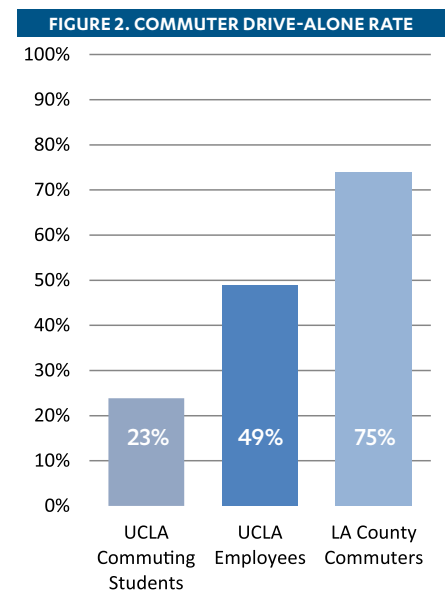


FIGURE 1. UCLA STUDENT ENROLLMENT, 1990-2018

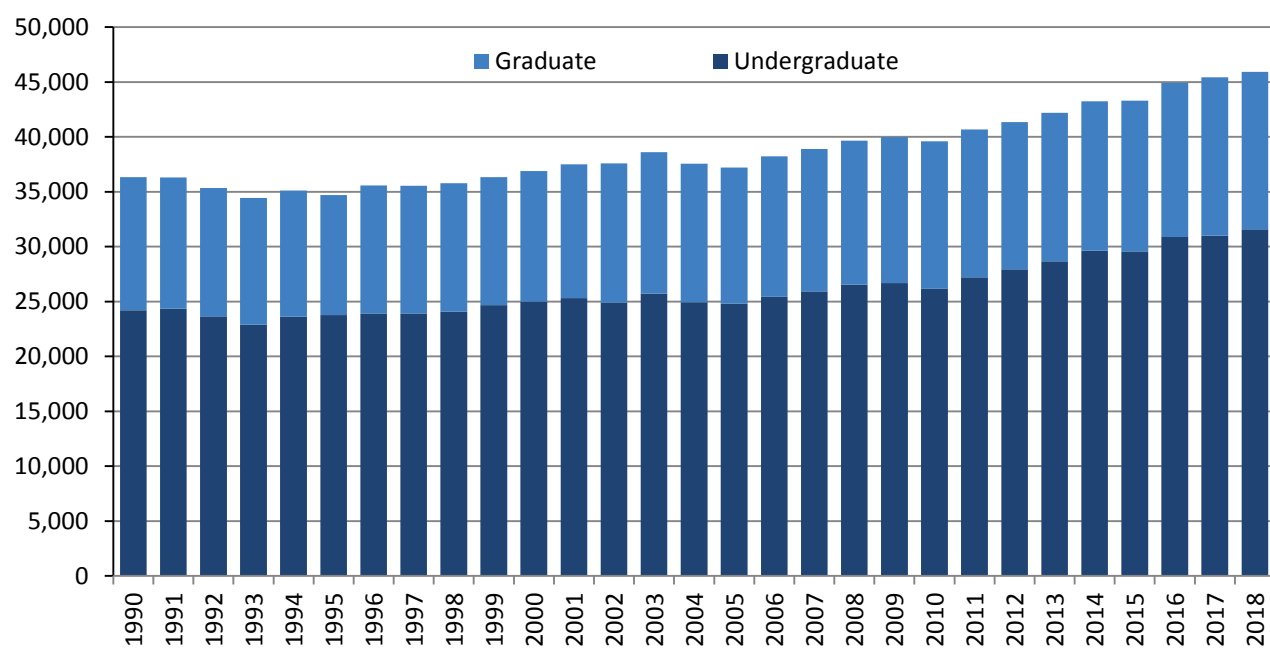
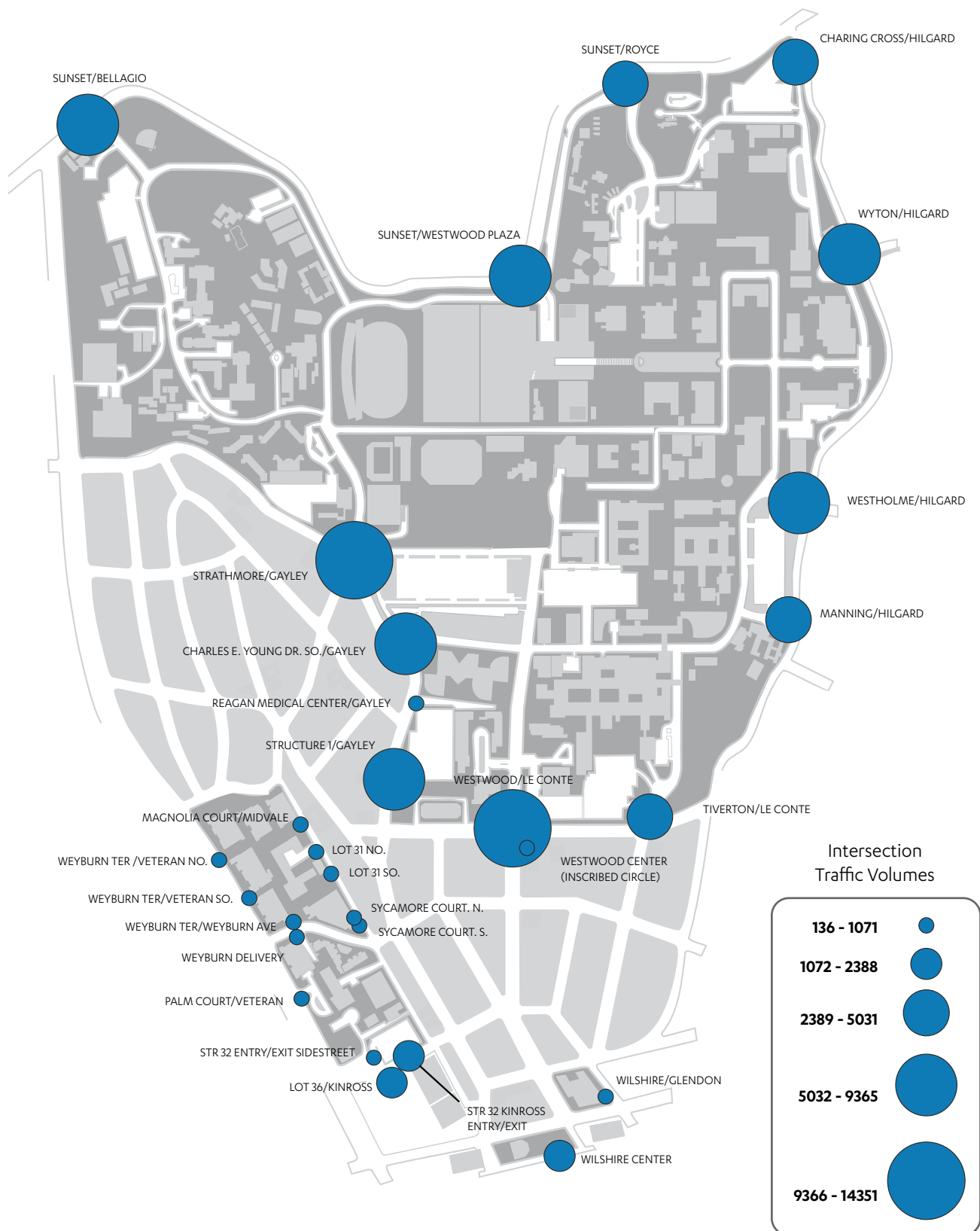


FIGURE 4. 2018 TRAFFIC VOLUMES BY INTERSECTION AT UCLA



VEHICLE TRIPS AND TRAFFIC

UCLA Transportation conducts a cordon count during the fall quarter each year in order to track the number of daily vehicle trips made to/from campus over the course of one week (Figure 3). The number of vehicle trips on campus dropped this year by almost 4,000 trips compared to the previous year. An average of 101,529 daily trips were taken to or from campus in 2018, a decrease compared to 2017 (Table 3). This total represents a slight decrease compared to 2010, despite a campus population increase of nearly 20% during the same period. The most heavily used gateway to campus is Westwood Plaza at Le Conte Avenue, which accounts for more than 15% of vehicle trips (Figure 4).

FIGURE 3. AVERAGE DAILY VEHICLE TRIPS TO/FROM UCLA, 1991-2018

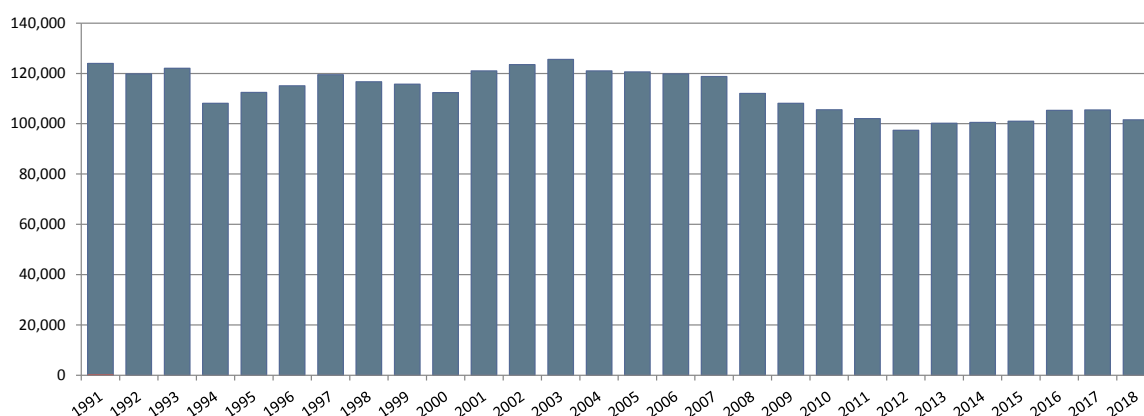


TABLE 3. AVERAGE DAILY VEHICLE TRIPS TO/FROM UCLA, 2010-2018

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Main Campus	91,169	88,906	82,428	87,081	87,324	86,998	90,612	93,185	90,265
Southwest Campus	12,758	11,741	12,977	11,164	11,235	12,034	12,640	10,063	9,080
Wilshire Center	2,058	2,058	1,922	1,996	2,002	2,001	2,080	2,080	2,050
Westwood Center	0	0	672	708	710	720	750	750	730
Wilshire/Glendon Building	n/a	n/a	n/a	n/a	n/a	n/a	n/a	191	195
<i>Bus Trip Subtraction</i>	-402	-678	-775	-785	-780	-792	-798	-790	-790
Total	105,584	102,027	97,224	100,163	100,491	100,961	105,284	105,479	101,530
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 annual surveys that capture the commuting 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 Rule 2202, requiring large employers (over 250 employees) to report their organization's average vehicle ridership (AVR), which signifies the ratio of people to vehicles arriving at the worksite. Generally, the higher the AVR, the fewer vehicles there are in relationship to the population, which means that more employees are taking public transportation, vanpooling, carpooling, biking, walking, telecommuting, or engaging in some other sustainable commute mode or work schedule. In 2018, UCLA achieved an all-day AVR of 1.85, well above SCAQMD's regulatory required target for compliance of 1.50 (for commuters arriving in the morning window between 6 A.M.-10 A.M.), and the highest AVR on record for UCLA.

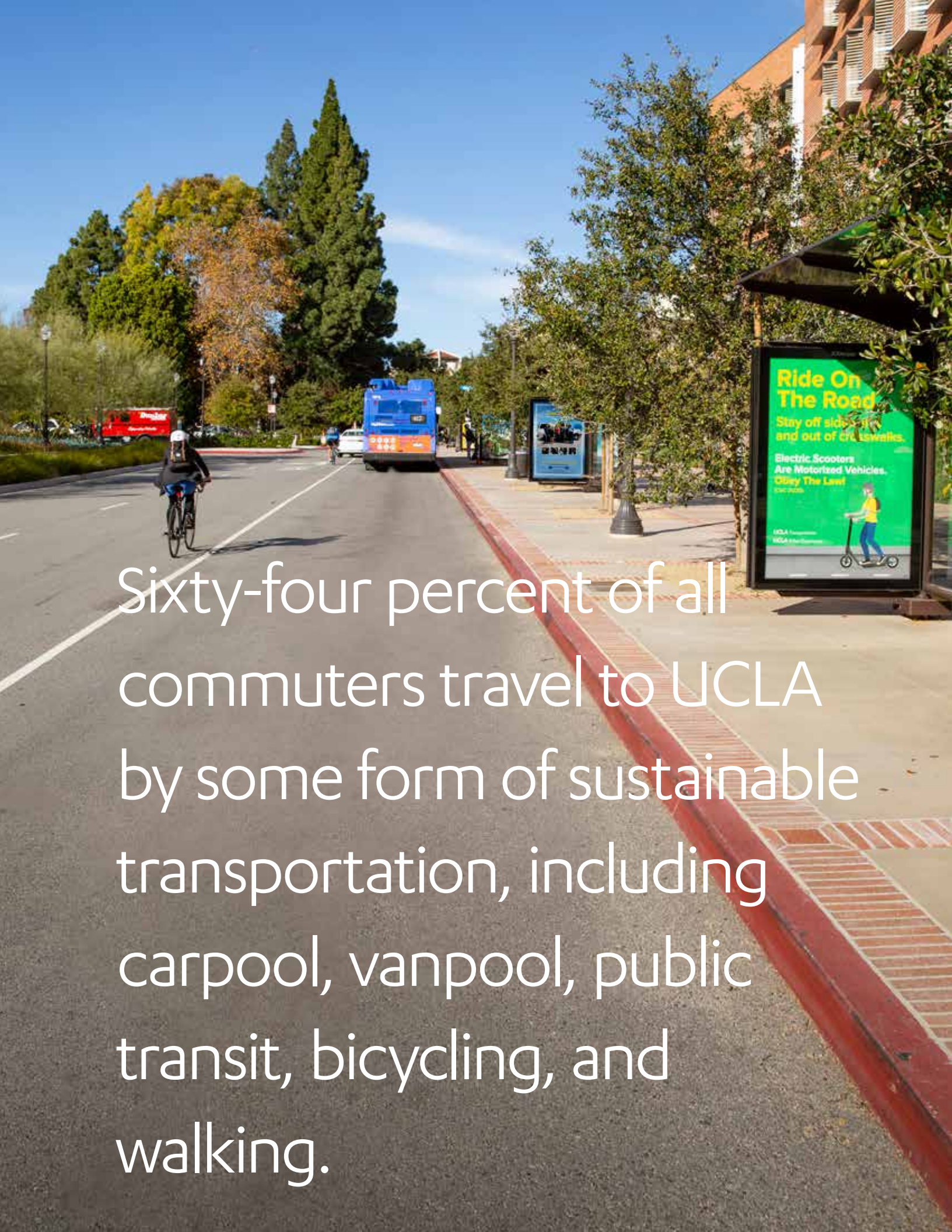
The Student Transportation Survey provides information on the travel patterns of undergraduate and graduate students residing both on and off campus. These two surveys are the sources for all UCLA mode split information contained in this report.

Less than 37% of UCLA commuters drive alone to campus, including approximately 49% of employees and less than 24% of commuting students (Table 4). Notably, nearly 64% of all commuters travel to UCLA by some form of sustainable transportation, including carpool, vanpool, public transit, bicycling, and walking (Figure 7).

Active transportation modes (bicycling, walking, etc.) account for over 27% of all commuters, making this the largest block of sustainable transportation users. Walkers constitute almost 24% of all commuters, including more than 15% of employees (Figure 5) and 33% of students (Figure 6). Over 3% of commuters bike to UCLA, including nearly 3% of employees and over 4% of students.

TABLE 4.
UCLA 2018 COMMUTER MODE SPLIT

	Employees	Students	All
Drive Alone	48.9%	23.5%	36.6%
Carpool	8.8%	7.4%	8.1%
Vanpool	4.1%	< 1%	2.1%
Public Transit	15.5%	26.2%	20.7%
Bike	2.8%	4.2%	3.5%
Walk	15.2%	33%	23.8%
Other	4.7%	5.7%	5.2%
Sources: 2018 UCLA SCAQMD Survey, 2018 UCLA Student Transportation Survey			



Sixty-four percent of all commuters travel to UCLA by some form of sustainable transportation, including carpool, vanpool, public transit, bicycling, and walking.

More than 20% of all UCLA commuters take public transit, including more than 15% of employees and over 26% of students. Forty-nine percent of student public transit users ride on the University-operated BruinBus, while 59% ride with one or more of UCLA's six partner public transit agencies. UCLA vanpoolers make up approximately 2% of all commuters, including over 4% of employees. Carpoolers constitute more than 8% of commuters, including nearly 9% of employees and over 7% of students. Approximately 5% 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, commute on motorcycle, ride-hail, or use other options.

Over 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 class 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 active transportation modes, though there was a notable increase in electric scooter use this year (for more on e-scooter ridership, see page 30). Walking accounted for almost 84% of on-campus commutes, with biking adding an additional 2%. Approximately 5% rode BruinBus.

Mode choice varies greatly depending on the location of a student's on-campus residence. Almost 85% of students in residence halls walked to class or work. For graduate student residents living in Weyburn Terrace on the southwest campus, nearly 50% walked, while 40% rode BruinBus.

COMMUTER BENEFITS

UCLA students and employees who use a sustainable transportation mode can receive commuter benefits by joining the Bruin Commuter Club (BCC). BCC members get discounted daily parking privileges for those occasions when they need to drive to campus, commuter rewards from LA County Metro, and Emergency Ride Home service. Those who bike or walk to campus also receive additional mode-specific benefits through BCC. Moreover, BCC members can now take advantage of both bike and transit benefits concurrently to encourage multi-modal sustainable commuting. In 2018, BCC had approximately 7,100 members, including approximately 5,700 employees and 1,400 students.

FIGURE 5. COMMUTING EMPLOYEE MODE SPLIT, 2018

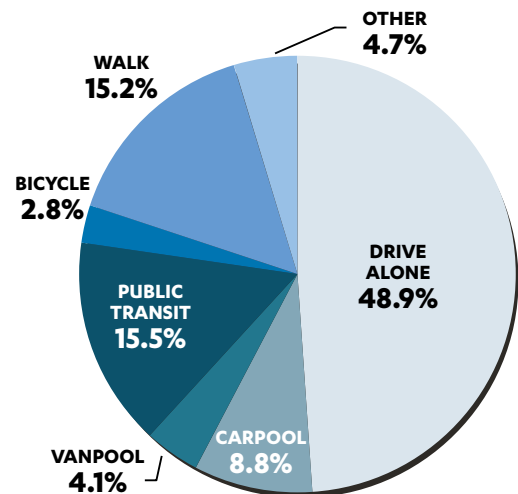


FIGURE 6. COMMUTING STUDENT MODE SPLIT, 2018

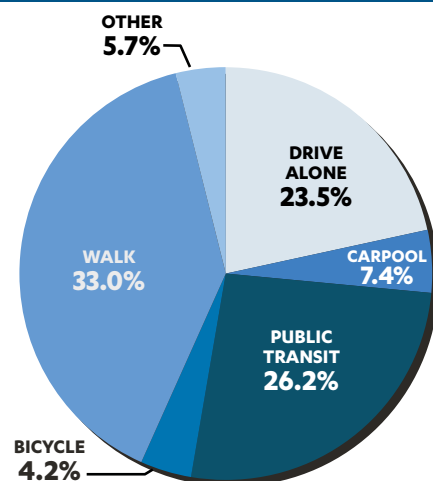
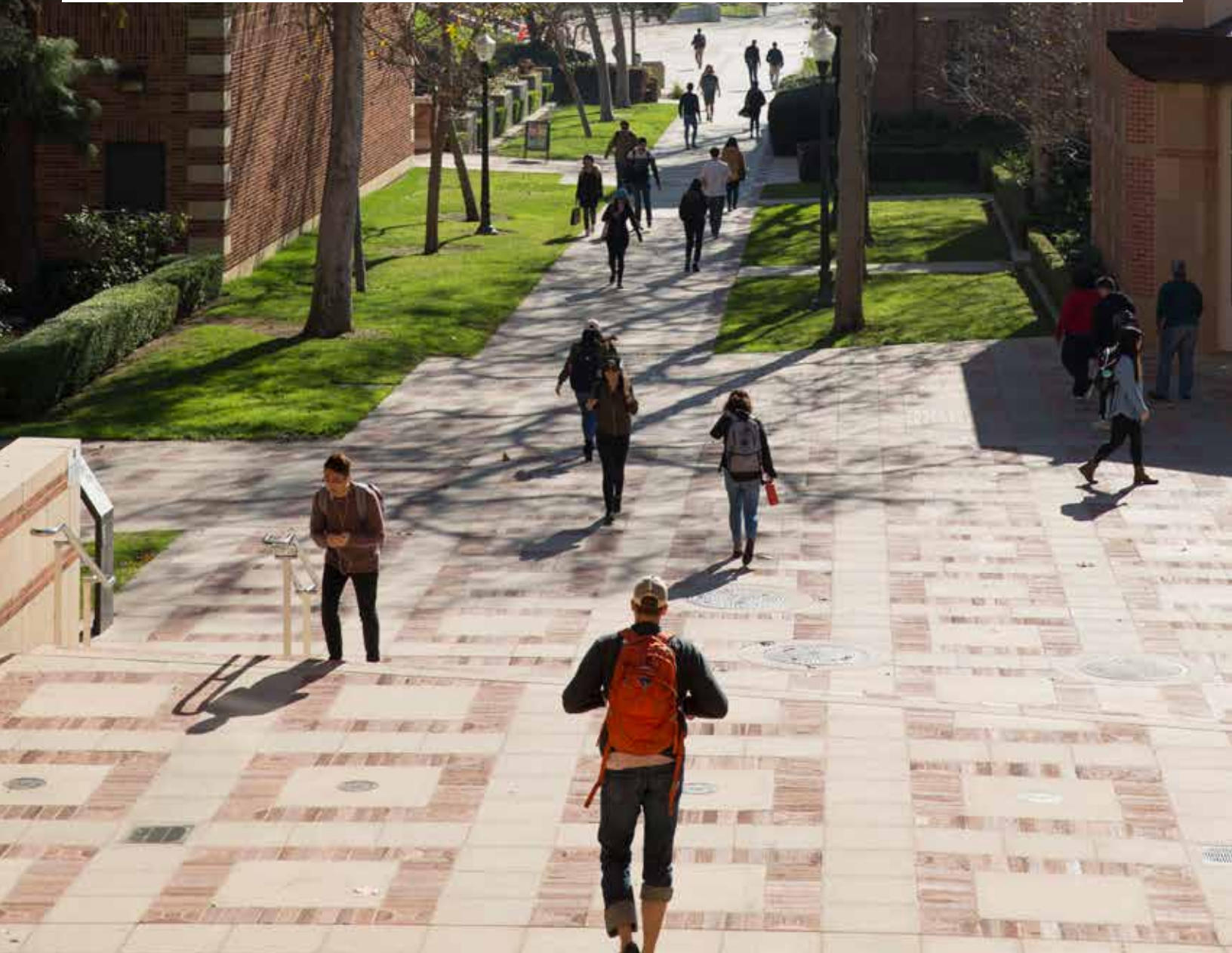
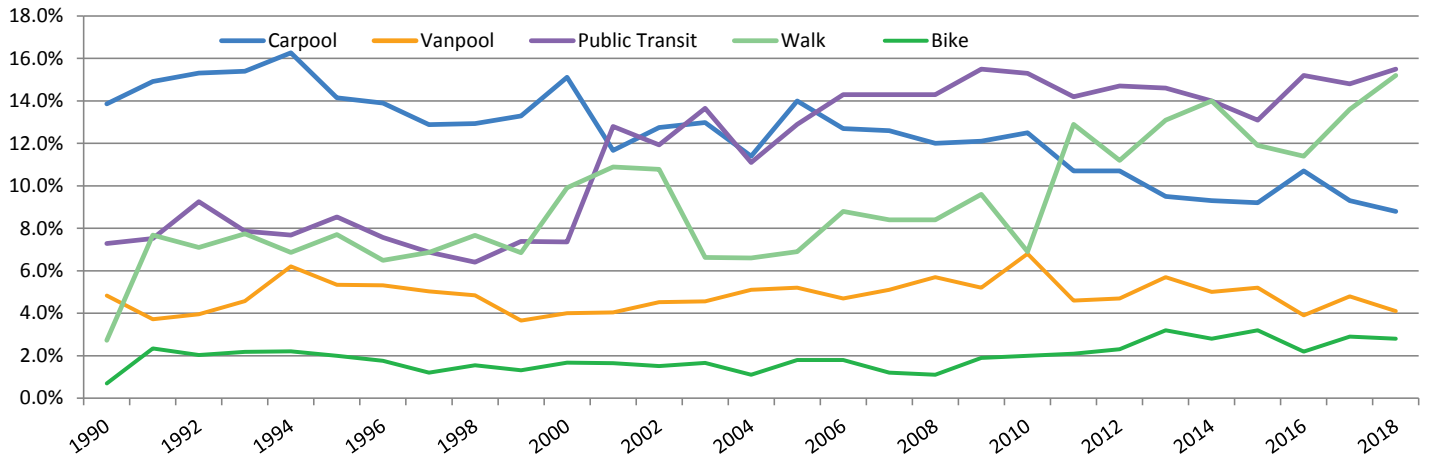


FIGURE 7. EMPLOYEE SUSTAINABLE MODE USAGE, 1990 - 2018



COMMUTE MODES

■ CARPOOL

Almost 9% of UCLA employees and more than 7% of the student commuter population indicated 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. As of December 2018, the average commuter in a two-person carpool saves \$580 per year in permit costs compared to a commuter who drives solo and purchases a regular individual permit. Members of three-person carpools save over \$800 per year in permit costs.

■ VANPOOL

UCLA operates 145 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).

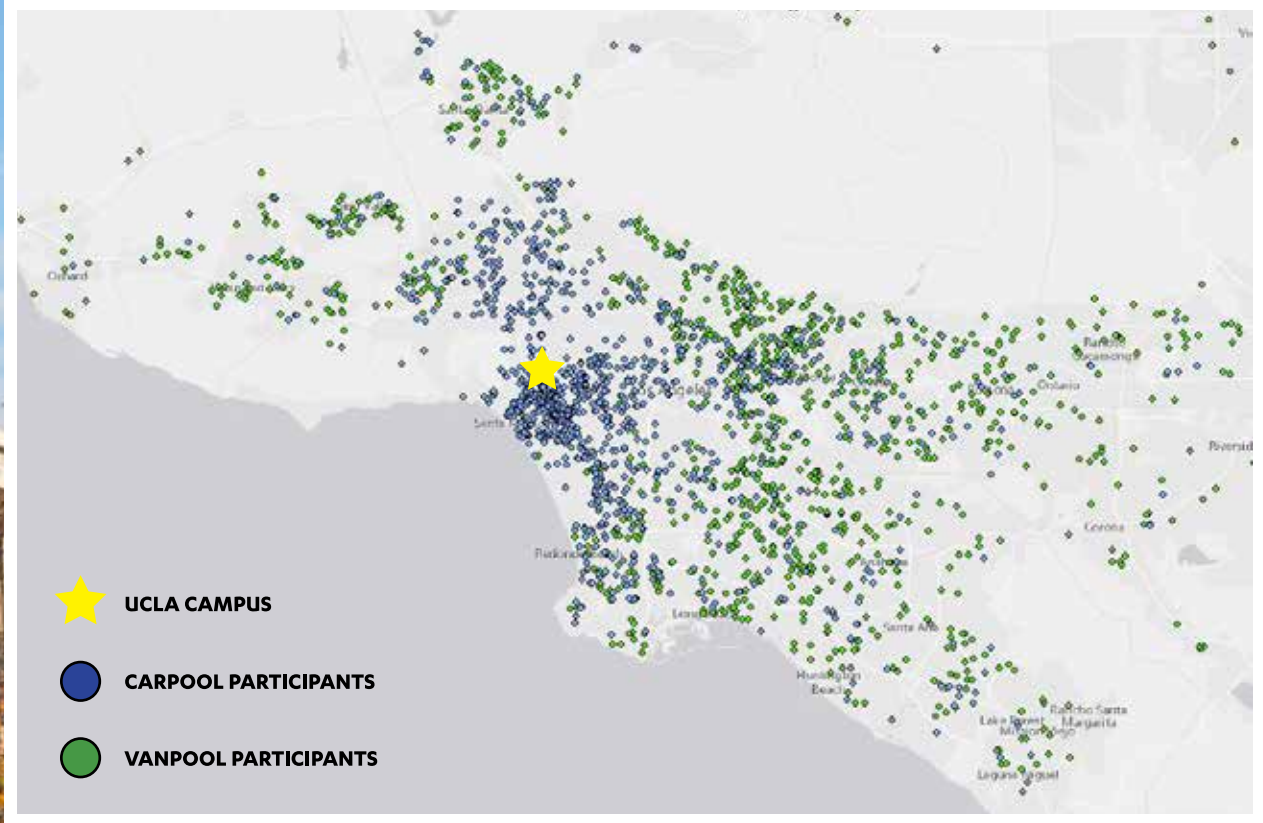
Currently, approximately 4% of employees and a small number of student commuters take a vanpool to and from campus each weekday (Table 4). UCLA Transportation subsidizes the cost of vanpool operations and provides administrative oversight of the program. Each van transports up to 11 individuals to the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

In 2018, UCLA Transportation continued its successful Refer-A-Friend incentive program to encourage new vanpool ridership. With Refer-A-Friend, current vanpoolers receive rewards by referring friends to the program. In doing so, the current participant earns half-off one month’s fare, while the new vanpooler receives their first month of riding for free. Nearly 60 new riders were added to Vanpool through the program in 2018. Additionally, the Vanpool Driver Appreciation Program recognizes current drivers for their commitment with monthly prize drawings for items such as

TABLE 5. VANPOOL RIDERSHIP STATISTICS - FALL 2018

Vanpool Routes	145
Full-Time Riders	1,310
Employees	1,240
Students	39
Non-UCLA	31
Source: UCLA Bruin Commuter Services (as of Nov. 1, 2018)	

FIGURE 8. RESIDENCES OF CARPOOL AND VANPOOL PARTICIPANTS, FALL 2018



More than 15% of employees and over 26% of student commuters used public transit in 2018.



free movie tickets and transit passes for recreational use. The Driver Appreciation Program is also designed to encourage other vanpool passengers to enroll as drivers in support of the program.

This year, full-time vanpool ridership was over 1,300 (Table 5). 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. The vanpool program is also open to non-UCLA riders commuting to the Westwood area. However, non-UCLA riders pay full fare and do not receive a subsidy from the University.

■ PUBLIC TRANSIT

In 2018, more than 15% of employees and over 26% of student commuters used public transit (including BruinBus) for their daily travel to UCLA. As part of the overall Transportation Demand Management program, UCLA Transportation subsidizes the cost of either a quarterly or monthly pass for the six transit agencies serving the campus. With these incentives, participants can have unlimited rides on local public transit for as little as \$45 per academic quarter. More than 7,000 subsidized public transit passes were sold to UCLA employees and students during Fall Quarter 2018 (Table 6).

UCLA Transportation's popular Bruin Commuter Transit Benefit encourages transit use by offering one free quarterly Go Metro pass and/or a BruinGO! Flash Pass for eligible students, staff, and faculty who are new to transit and wish to try it. This year, over 1,400 new employees, current permit holders, incoming students, and others have joined the program, making it one of UCLA Transportation's most successful transit pass programs. Go Metro passes provide unlimited rides on any Metro Rail or Metro Local and Metro Rapid bus lines, while BruinGO! Flash Passes offer unlimited rides on any Santa Monica Big Blue Bus or Culver CityBus.

The BruinGO! transit program is a unique offering from UCLA and is the most popular choice of public transportation among UCLA riders (Figure 9). UCLA employees and students have the option of purchasing a quarterly BruinGO! Flash Pass for unlimited rides on either the Culver CityBus or Santa Monica Big Blue Bus, or making a discounted \$0.50 copayment for each ride with a valid BruinCard. Culver CityBus has two lines to UCLA, providing connections to Culver City and Los Angeles International Airport (LAX), where it connects to

TABLE 6. PUBLIC TRANSIT PASSES - FALL 2018

BruinGO! Flash Pass	Total: 3,988 Employees: 1,394 Students: 2,594
Go Metro	Total: 2,424 Employees: 817 Students: 1,607
LADOT	Total: 249 Employees: 233 Students: 16
Santa Clarita Transit	Total: 149 Employees: 120 Students: 29
Antelope Valley (AVTA)	Total: 63 Employees: 57 Students: 6
EZ Pass	Total: 166 Employees: 162 Students: 4
Sources: UCLA Transportation, Central Ticket Office	

the Metro Rail Green Line. Santa Monica Big Blue Bus serves UCLA with six different lines providing direct service to Santa Monica, West LA, Palms, and other areas throughout the Westside. Big Blue Bus has been in partnership with UCLA for more than 70 years and was the first transit agency to join the BruinGO! program in 2002. Furthermore, Big Blue Bus carries by far the greatest number of transit users to the UCLA campus each weekday.

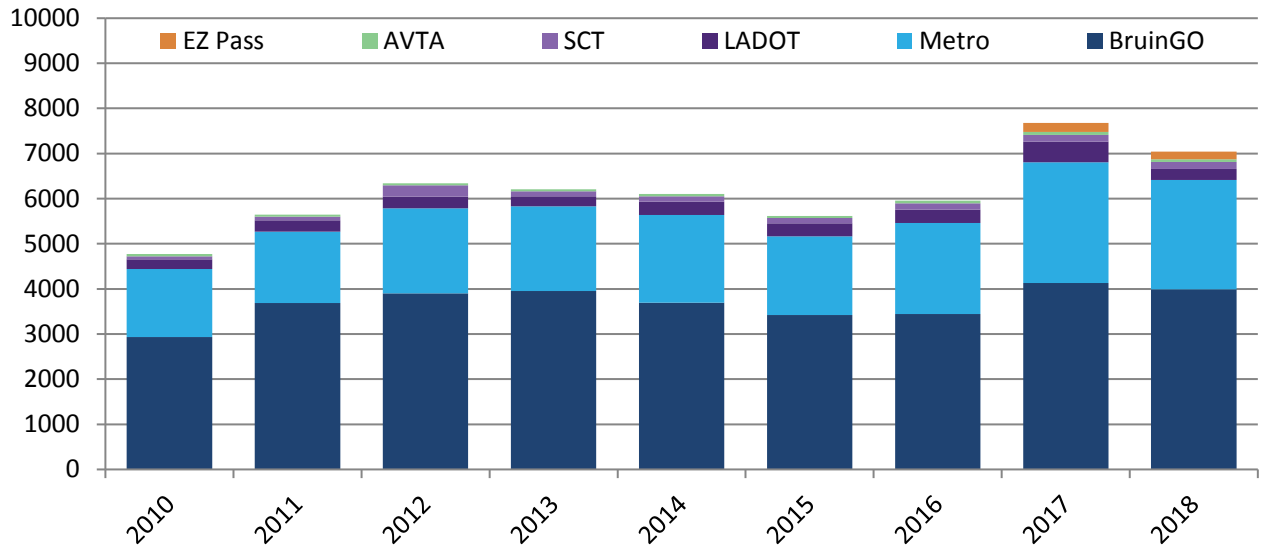
Metro serves UCLA and Westwood Village with six lines providing direct connections to Downtown LA, the San Fernando Valley, Santa Monica, and many points in-between. Metro riders can connect from one of these six buses to the rest of the Metro network, which includes two subway lines, four light rail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

Through its BruinTAP for Transit program, UCLA Transportation offers 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 ride any of the transit lines mentioned above, including the popular Expo Line, all quarter long. To further promote ridership, UCLA Transportation provides free BruinGO! Flash Passes (a \$45 value) to anyone who buys a Go Metro Pass.

UCLA also 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 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.

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





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, with five arrivals from and five departures to the Antelope Valley each weekday.

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

■ BICYCLING

UCLA has been designated a Bicycle Friendly University twice by the League of American Bicyclists, receiving Bronze status in 2011 and an upgraded Silver status in 2015. The Silver status places UCLA in the top third of the nationwide rankings. This year, more than 4% of commuting students traveled to UCLA by bicycle, while almost 3% of the campus employee population reported bicycling as their commute mode.

The UCLA campus has over seven miles of bike routes, hundreds of accessible bike racks and lockers, an affordable bike share system, and a bike shop located in central campus. This year, more than a half-mile of green designated bike lanes were installed on campus roadways to enhance the visibility and safety of cyclists amongst motorists, while keeping sidewalks clear for pedestrians. This addition brings the total amount of designated bike lanes on campus to approximately three miles.

In 2018, Bruin Bike Share, the University's campus bike share system, joined the bike share systems of Santa Monica, Beverly Hills, and West Hollywood to form Bike Share Connect, the first integrated and regional bike share network in Los Angeles. The network includes 830 GPS-connected smart bikes and 135 hub locations across the four systems, encompassing a 35-square-mile system area stretching from Venice Beach to Hollywood.

Bruin Bike Share launched in 2017 to provide UCLA staff, faculty, students, visitors, and the broader community a new

In 2018, Bruin Bike Share joined the bike share systems of Santa Monica, Beverly Hills and West Hollywood to form Bike Share Connect.



option for making healthy and sustainable on- and off-campus trips. Some commuters use the service as a convenient first and last mile solution, while other commuters who take advantage of the Bike Share Connect system use it as an occasional commute option.

This year, UCLA Transportation continued its successful Earn-A-Bike program, encouraging eligible employees and graduate students to turn in their parking permits for two years in exchange for a free bike and accessories package. The program currently has over 300 participants and continues to grow. Additionally, 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 bike to campus and are members of the Bruin Commuter Club receive a modest monetary benefit each year 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 overall campus speed limit set at 20 mph make it easier and safer for pedestrians to choose this active transportation commute mode.

Pedestrians account for more than 15% of UCLA's employee commuters, while 33% 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 Village walk to campus.

Walking is also the primary mode of transportation for the majority of students living on campus. Approximately 85% of students living in residence halls and almost 50% of Weyburn Terrace residents walk to class. Nearly 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 a parking structure or bus stop to their office or classroom.

In 2018, the Bruin Commuter Club continued its incentive program that provided employees who walked to work with benefits such as a gift card or access to on-campus shower facilities.

UCLA has been
designated a Bicycle
Friendly University
twice by the League
of American Bicyclists.



BruinBus vehicles
traveled more than
185,000 miles and
transported nearly
1.2 million riders in 2018.



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 some employees) as either a primary commute mode or as an ancillary support 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 4% of employees and almost 6% of commuting students identify their primary commute mode as something other than driving alone, carpool, vanpool, public transit, biking, or walking.

■ **BRUINBUS**

BruinBus, the year-round campus transit service operated by UCLA Transportation, provides service on four distinct routes each weekday, excluding University holidays. In 2018, BruinBus vehicles traveled more than 185,000 miles and transported nearly 1.2 million riders. Thirty-nine percent of the graduate students residing in Weyburn Terrace use BruinBus as part of their trip to school. Over 9% of off-campus students use BruinBus for at least a portion of their commute.

After conducting a comprehensive system review, BruinBus implemented several service enhancements this year, including modified routes, more peak period service, and additional bus stop locations, all aimed to reduce travel time and improve reliability. BruinBus now operates two main routes each weekday in clockwise and counter-clockwise loops through Westwood Village and the main campus. Service to the University Apartments continues to transport students from UCLA-owned off-campus apartments to the main campus.

The BruinBus transit program includes 13 compressed natural gas fueled buses and two all-electric buses. The clean-fueled electric buses produce zero emissions; run for up to 145 miles; are equipped with portable electric chargers that can be fully charged in two and a half hours; and are five times more efficient compared to diesel, CNG, and hybrid technologies. In 2019, BruinBus will add three more all-electric buses to its campus fleet.

UCLA Safe Ride is a supplemental service to BruinBus for nighttime campus mobility. UCLA Safe Ride provides complimentary, secure, and reliable evening transportation for UCLA students, staff, faculty, and visitors, and runs Monday through Thursday, from 7 P.M. to 12 A.M. Participants are able



to request rides at designated pick-up locations using a convenient smartphone app similar to a ride-hailing service. UCLA Safe Ride operates under the supervision of the UCLA Police Department (UCPD), with vans driven by Community Service Officers who carry two-way radios directly linked to UCPD. UCLA Safe Ride is available during the fall, winter, and spring quarters (excluding University holidays and breaks), and has wheelchair accessible vehicles available upon request.

■ RIDE-HAILING SERVICES

UCLA Transportation negotiated discounted flat-rate fares for Bruins carpooling to and from campus with Uber and Lyft at no cost to the University. Both promotions matched riders going in the same direction and charged a flat-rate under \$6 per ride (up to \$15 within a five-mile radius from the center of campus). For rides over \$15, an additional amount was added onto the flat rate. Rides were available seven days a week, 24 hours a day. While the Uber promotion ended in 2018, Lyft will continue offering a quarterly flat-rate promotion for carpool trips through Fall 2019.

With an eye toward safety, UCLA has 13 designated on-campus pick-up locations that operate during weekday business hours from 7 A.M. to 6 P.M. Both ride-hailing providers utilize geo-fencing on the UCLA campus to create a virtual perimeter that directs passengers to these locations through their mobile apps. The system enhances pedestrian and bike safety, improves traffic flow, and reduces traffic impediments and dangerous roadway conditions. Pick-up locations are within a five-minute walk from most campus buildings and are clearly designated with appropriate signage. Passenger drop-offs are permitted throughout campus as long as motorists adhere to traffic regulations and avoid restricted locations such as pedestrian/cyclist priority zones, fire lanes, bus stops, and gated areas.

■ CARSHARING

Carsharing services allow customers to reserve and 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.



lyft | UBER

RIDE-HAILING
PICK-UP LOCATION

4

GATEWAY PLAZA

NO UNATTENDED VEHICLES

Carsharing is attractive for customers who do not need regular access to a vehicle but do need a car periodically for occasional errands or appointments. Carsharing typically benefits the users of sustainable transportation modes, such as public transit and vanpool, by providing a midday mobility option for customers who do not have their own vehicle available at work or school.

Zipcar is an official carsharing provider for UCLA, as part of a UC systemwide agreement, with 24 vehicles available at 11 different locations on campus (Table 7).

UCLA Transportation also offers a Zipcar usage incentive for University employees who commute to campus by a sustainable mode and belong to the Bruin Commuter Club. Members of the Bruin Commuter Club are provided four complimentary hours of Zipcar usage each month.

■ ELECTRIC SCOOTERS

Like many urban centers throughout the country, e-scooters made a swift and sudden appearance on the UCLA campus in 2018. In response to this new shared-use mobility option, UCLA Transportation and the UC Police Department launched an effective safety initiative through print and digital media to help keep riders and other commuters safe and informed. Being that many riders were new to e-scooters, the campaign emphasized California state laws and proper operating techniques, such as encouraging helmet use, riding e-scooters on roads, and avoiding sidewalks and other pedestrian pathways when parking.

Though e-scooters are primarily used by students for short trips through campus and into Westwood Village, they are occasionally used by commuters as a last mile solution in conjunction with public transit. Additionally, intercampus ride-hailing use by residence hall students has notably dropped (from 2.4% in 2017 to 1.3% in 2018) due to the ease and accessibility of e-scooters on campus.

TABLE 7. ZIPCAR USAGE - 2018

Reservations	10,627
Total Hours	69,108
Total Miles	532,699
Avg. Hours per Reservation	6.5
Avg. Miles per Reservation	50.1
Number of Vehicles on Campus	24
Source: Zipcar	

Like many urban centers throughout the country, e-scooters made a swift and sudden appearance on the UCLA campus in 2018.





■ FLYAWAY

The LAX FlyAway bus service, operated by the City of Los Angeles World Airports, provides direct shuttle service for a modest fare 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 prior to academic breaks. UCLA Transportation also provides marketing support to FlyAway both on-campus and in the Westwood area 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 arrival and departure times of the San Joaquin line in Bakersfield, which serves the Central Valley, Sacramento, and the San Francisco Bay Area. These same motor coaches can also be used to connect to Amtrak's Van Nuys station, where riders can catch Pacific Surfliner trains north to the Central Coast and south to San Diego.

WHAT'S NEXT?

UCLA Transportation will continue to meet its sustainability goals through strategic partnerships and sound planning, starting with the implementation of the recently updated Sustainable Transportation Plan published in 2018. The comprehensive plan sets the roadmap for UCLA Transportation through 2026, when the Metro Purple Line subway extension is completed and operational in Westwood Village and it prepares the University for the 2028 Olympic Summer Games in Los Angeles. In 2019, UCLA Transportation will also publish an Active Transportation Plan which will provide guidance for University bicycle and pedestrian infrastructure development, as well as community building, in order to create a safer pedestrian and bicycle environment on campus and in the surrounding community.

Additional service enhancements in 2019 include the following:

- BruinBus transit service will add three new all-electric buses to its fleet that are larger in size and able to accommodate more passengers;
- Long Beach Transit will begin serving the UCLA community, operating a commuter express type route to and from campus during morning and evening hours;
- Additional EV charging stations will be installed throughout campus, including both Level 1 wall outlets and faster Level 3 charging stalls;
- UCLA will convert to virtual parking permits through its new Bruin ePermit license plate recognition system, with the future goal of encouraging multi-modal transportation by charging permit holders only for the days they park on campus, giving them more flexibility and thereby encouraging more sustainable transportation use.

UCLA will remain an innovator and leader in providing sustainable transportation options that support the campus community and the surrounding area in 2019 and beyond.



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ADDITIONAL RESOURCES

UCLA Sustainable Transportation Plan

bit.ly/uclasustainabletransportationplan

UCLA Bicycle Master Plan

bit.ly/uclabikemasterplan

Bruin Bike Share

bruinbikeshare.com

UCLA Transportation

transportation.ucla.edu



