

UCLA



STATE

of the

COMMUTE

AN ANNUAL REPORT | JANUARY - DECEMBER 2015



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A LETTER FROM THE EXECUTIVE DIRECTOR

December 2015



It all started when the Olympic Games came to Los Angeles in summer 1984. With UCLA designated as an Olympic Village and host to several key events, the University launched a modest commuter vanpool program in an attempt to proactively counter the anticipated traffic congestion during the games. But when the games were over, the University’s alternative transportation program was just beginning.

Now, 32 years later, thousands of commuters across the campus participate in our subsidized vanpool, carpool, public transit, bike and walk programs, as well as our many commuter support programs like our BruinBus shuttle service and Bruin Commuter Club program. By making a deliberate shift away from simply providing parking access to the campus, to investing in more mobility and sustainable transportation options for staff, faculty and students, UCLA became an example in how best to address serious traffic and air quality issues, while providing convenient and economical alternative modes of transportation to its customers. Our success recently garnered the University a Governor’s Environmental and Economic Leadership Award, the state’s highest environmental honor. This was no easy feat being a large university located in one of the most densely populated urban environments in the country.

But our numbers tell the story.

The UCLA employee drive-alone rate of approximately 54% is significantly lower than the Los Angeles County drive-alone rate of 73%. Through our wide-range of alternative transportation options, we have dramatically reduced vehicle trips to campus, a decrease of 25% in the last decade. With fewer motorists on the road, UCLA has significantly contributed to the reduction of greenhouse gas emissions in the region.

And with more people incorporating health and fitness into their daily lives, UCLA put its campus roadways on a low- or car-free diet to encourage active transportation options. Instead of giving cars priority, we reserved more of our campus streets for bicyclists and pedestrians. By taking away space for cars, we made room for emerald green bike lanes as part of our award-winning bike program. And we enhanced crosswalks and slowed vehicle speeds making it easier and safer for pedestrians to move about the University grounds.

Encouraging and sustaining a robust alternative transportation program is a marathon and not a sprint. Have we won the race? Not yet. But through sound planning and policy decisions, strategic partnerships, and our comprehensive efforts, UCLA Transportation has demonstrated its leadership and continues to expand what’s possible for the University, its surrounding communities, and the greater Los Angeles area. I invite you to review our most recent transportation successes. We are proud of our achievements and there’s more to come.

Sincerely,

Renée A. Fortier  
Executive Director  
UCLA Transportation

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UCLA TRANSPORTATION  
TIMELINE  
OF ACHIEVEMENTS

1984	1987	1990	2002	2005	2006	2008	2011	2014	2015
UCLA Transportation launches employee commuter vanpool program.	UCLA Transportation develops Transportation Demand Management Plan, setting long-range traffic reduction targets for the University.	UCLA publishes Long Range Development Plan, setting vehicle trip caps and parking space caps to counter increasing campus construction projects.	BruinGO! subsidized transit pass program begins for Santa Monica’s Big Blue Bus and Culver CityBus routes, following pilot program started in 2000.	Go Metro subsidized transit pass program begins for Los Angeles County Metro Bus and Metro Rail, and LADOT commuter bus routes.	UCLA Transportation publishes Bicycle Master Plan in an effort to establish campus bike program.	UCLA publishes Climate Action Plan, establishing campuswide goals to reduce greenhouse gas emissions.	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.	UCLA Transportation publishes Sustainable Transportation Plan, highlighting goals and strategies set forth by the campus’ Climate Action Plan to reduce greenhouse gas emissions.	UCLA recognized with the Governor’s Environmental and Economic Leadership Award (GEEELA), the state’s highest environmental honor.  UCLA receives upgraded Silver status as Bicycle Friendly University by the League of American Bicyclists.





## INTRODUCTION

When the University of California, Los Angeles opened its Westwood campus in 1929, the automobile had already come of age and was in full gear on Los Angeles' Westside. For the next five decades that followed, getting people to and from UCLA was simply an exercise in parking cars.

Over time, however, as traffic congestion increased and air quality worsened in the Los Angeles region, UCLA saw an opportunity to address these concerns by creating a transportation program that would offer an array of alternative choices and lift the campus community out of the car culture it was born into. It began thirty-two years ago with the creation of an employee commuter vanpool program – a service that began with just four vans – and eventually expanded to become one of the largest employer owned commuter vanpool programs in the nation with over 144 routes currently in operation. Subsidized carpool, public transit, bike and walk programs soon followed. And as the previous timeline highlights, it took years of comprehensive planning, innovative pilot programs, and working strategically with campus partners to create UCLA's strong sustainable transportation program that stands today.

In these pages, we will review UCLA's current state of the commute for 2015, by sharing data, analyzing trends, highlighting recent achievements, and taking a look at what's next for our commuting customers.



COMMUTER CHARACTERISTICS

UCLA enrolled more than 43,000 students during fall quarter 2015, continuing to host the largest student population on the smallest acreage of land of any campus in the UC system.

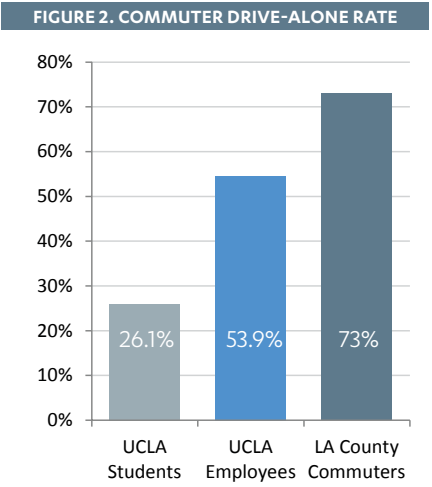
Over the last five years, University enrollment has increased by more than 9%, with undergraduates increasing by 13% and the graduate student population growing by close to 2% (Figure 1). Though more than 13,000 students reside on campus (Table 1) and are therefore not counted as commuters, nearly 30,000 students commute from their off-campus residences to the University each school day. More than 5,000 faculty and nearly 25,000 staff members (not including residents, interns, graduate assistants, or other part-time workers) are employed at UCLA. Of the total population (73,610) 60,000 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 2015 was close to 54%, while the drive-alone rate for UCLA students came in at just over 26% in 2015 (Figure 2). In contrast, the drive-alone rate for all LA County commuters was nearly 73% in 2014 (the latest available year for this data).

University commuters used alternative transportation modes at a rate far higher than Los Angeles County commuters as a whole, a pattern that held true for all major modes. More than 15% of UCLA employees and more than 39% of students were pedestrians or bicycle commuters, options exercised by less than 4% of LA County commuters. Thirteen percent of UCLA employees and more than 25% of students commuted by public transit, compared to only 7% for all of LA County. Finally, more than 14% of UCLA employees commuted by carpool or vanpool, while 10% of LA County commuters used one of these modes.

Table 1. Campus Population	
Students	43,301
Undergraduate <sup>1</sup>	29,585
On-Campus <sup>2</sup>	11,736
Off-Campus	17,849
Graduate <sup>1</sup>	13,716
On-Campus <sup>2</sup>	1,868
Off-Campus	11,848
Faculty & Academic Staff	5,386
Staff	24,923
Total Campus Population	73,610
<sup>1</sup> UCLA Office of Analysis & Information Management	
<sup>2</sup> UCLA Housing, November 2015	

Table 2. Commuter Population	
Faculty & Staff	30,309
Off-Campus Students	29,697
Undergraduate	17,849
Graduate	11,848
Total Commuters	60,006
Source: UCLA Office of Analysis & Information Management	



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

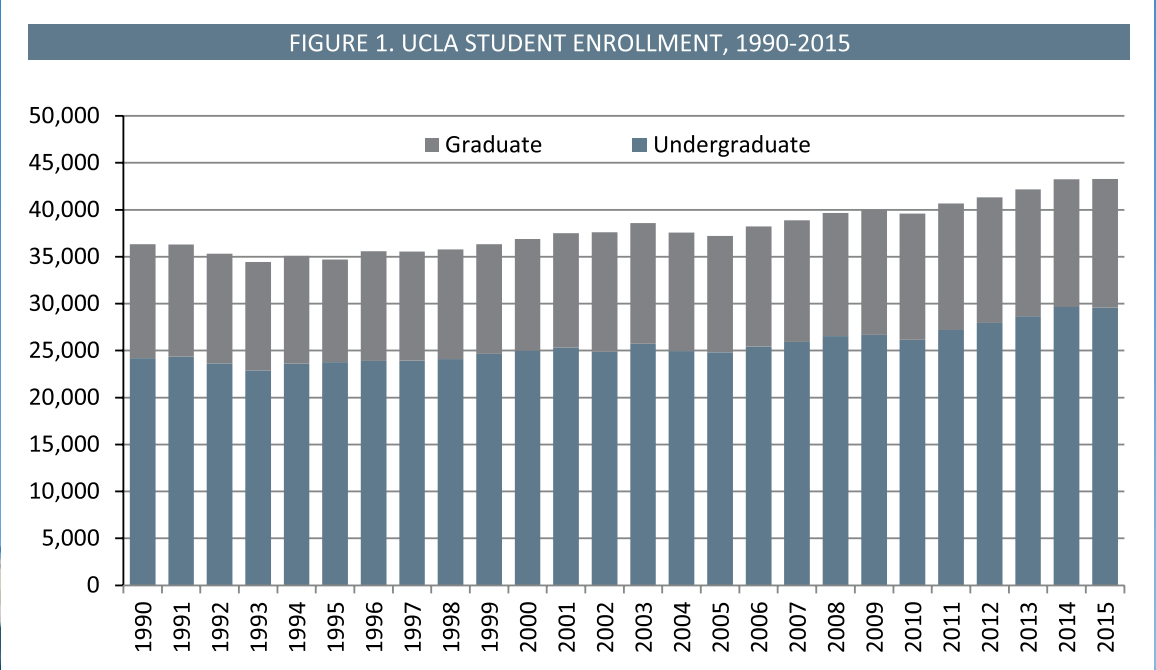
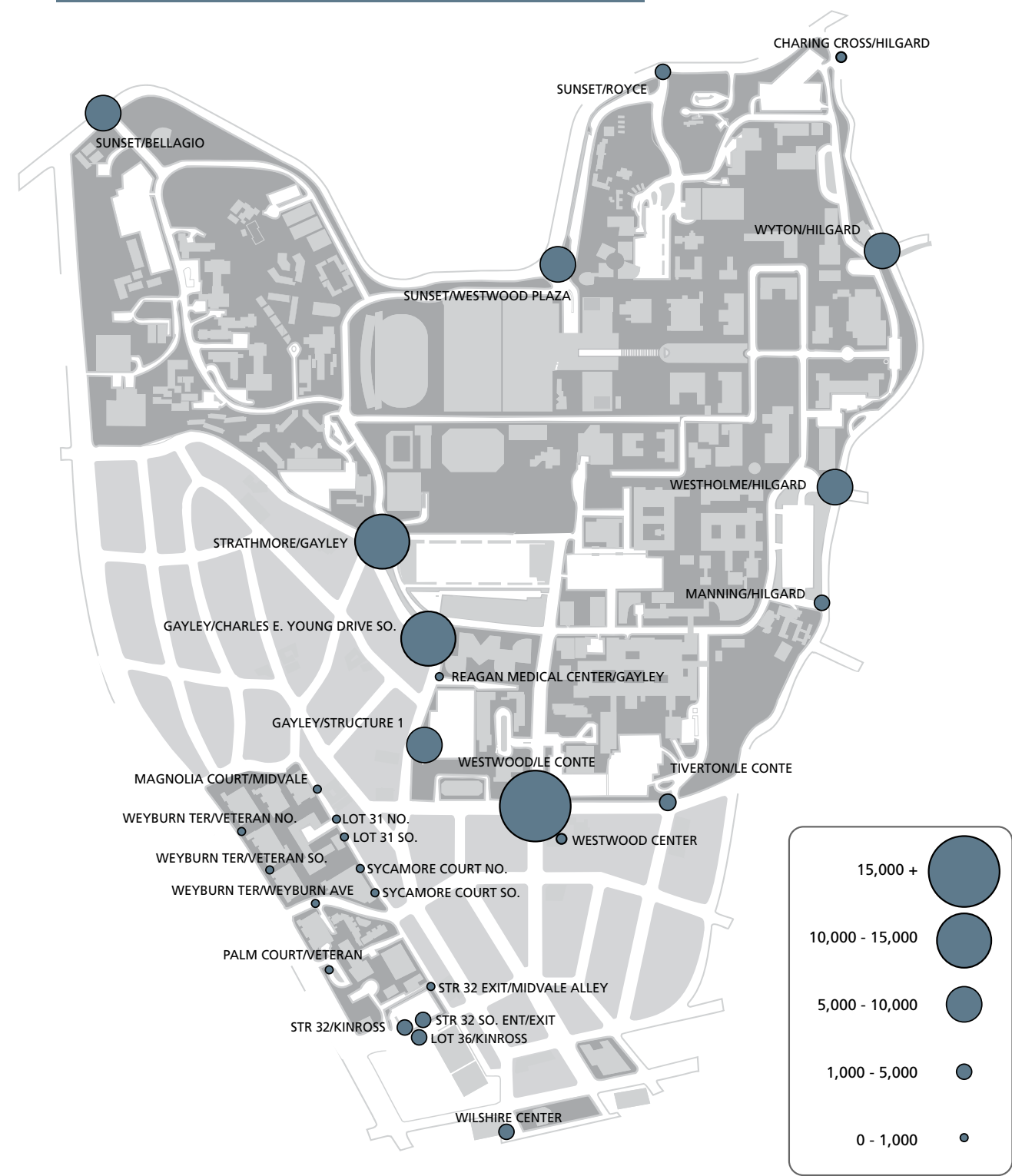


FIGURE 4. 2015 TRAFFIC VOLUMES BY INTERSECTION AT UCLA



VEHICLE TRIPS AND TRAFFIC

UCLA Transportation conducts a traffic cordon count during the fall quarter each year over the course of one week in order to track the number of trips made to/from campus by cars (Figure 3). An average of 100,961 daily trips were taken to or from campus in 2015, a small increase compared to 2014 (Table 3). This total represents a decrease of nearly 5% compared to five years ago, despite a campus population increase of over 3,000 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, 1991-2015

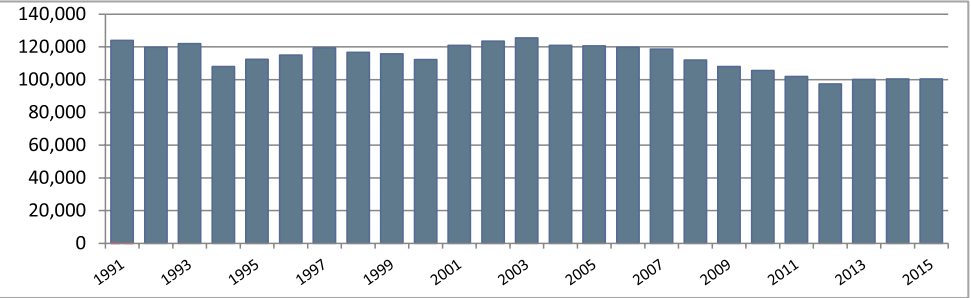


TABLE 3. AVERAGE DAILY VEHICLE TRIPS TO/FROM UCLA, 2010-2015

	2010	2011	2012	2013	2014	2015
Main Campus	91,169	88,906	82,428	87,081	87,324	86,998
Southwest Campus	12,758	11,741	12,977	11,164	11,235	12,034
Wilshire Center	2,058	2,058	1,922	1,996	2,002	2,001
Westwood Center	0	0	672	708	710	720
Bus Trip Subtraction	402	678	775	785	780	792
Total	105,583	102,027	97,224	100,164	100,491	100,961
Source: UCLA 2015 Cordon Count Report						



## 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 (SCAQMD) 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 2015, UCLA achieved an AVR of 1.66, a slight decrease from the previous year’s 1.68 and well above SCAQMD’s mandatory compliance target 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 2015 MODE SPLIT		
	Employees	Students
Drive Alone	53.9%	26.1%
Carpool	9.2%	6.2%
Vanpool	5.2%	0.1%
Public Transit	13.1%	25.4%
Bike	3.2%	5.5%
Walk	11.9%	33.6%
Other	3.5%	3.1%
Sources: 2015 UCLA SCAQMD Survey, 2015 UCLA Student Transportation Survey		

Approximately 40% of all UCLA commuters drive alone to campus, including close to 54% of employees and just over 26% of commuting students (Table 4). The remaining 60% of all commuters travel to UCLA by some form of alternative transportation, including carpool, vanpool, public transit, bicycling and walking.

Non-motorized transportation modes (bikes, scooters, pedestrians) account for more than 27% of all commuters, making this the largest block of alternative transportation users. Walkers constitute nearly 23% of all commuters, including 12% of employees (Figure 5) and close to 34% of students (Figure 6). More than 4% of commuters bicycle to UCLA, including more than 3% of employees and 5.5% of students.

FIGURE 6. COMMUTING STUDENT MODE SPLIT, 2015

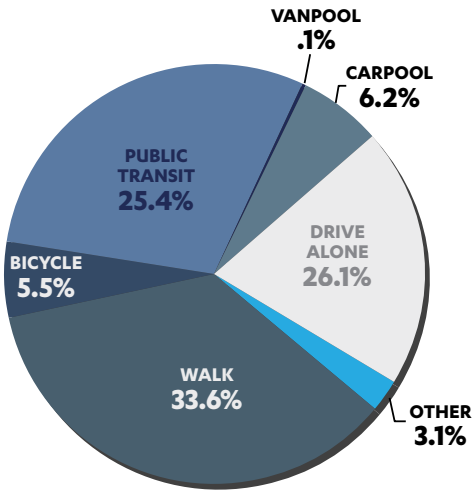
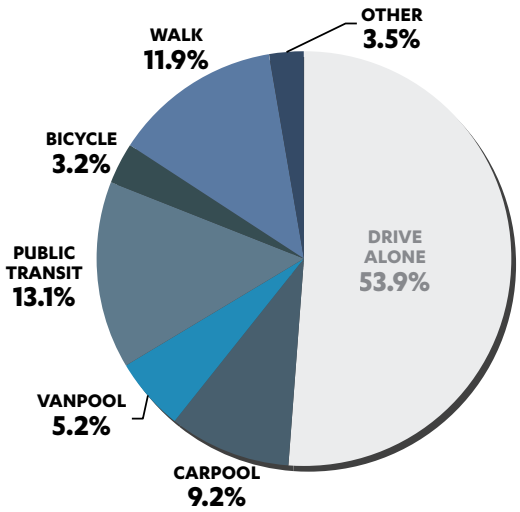


FIGURE 5. COMMUTING EMPLOYEE MODE SPLIT, 2015



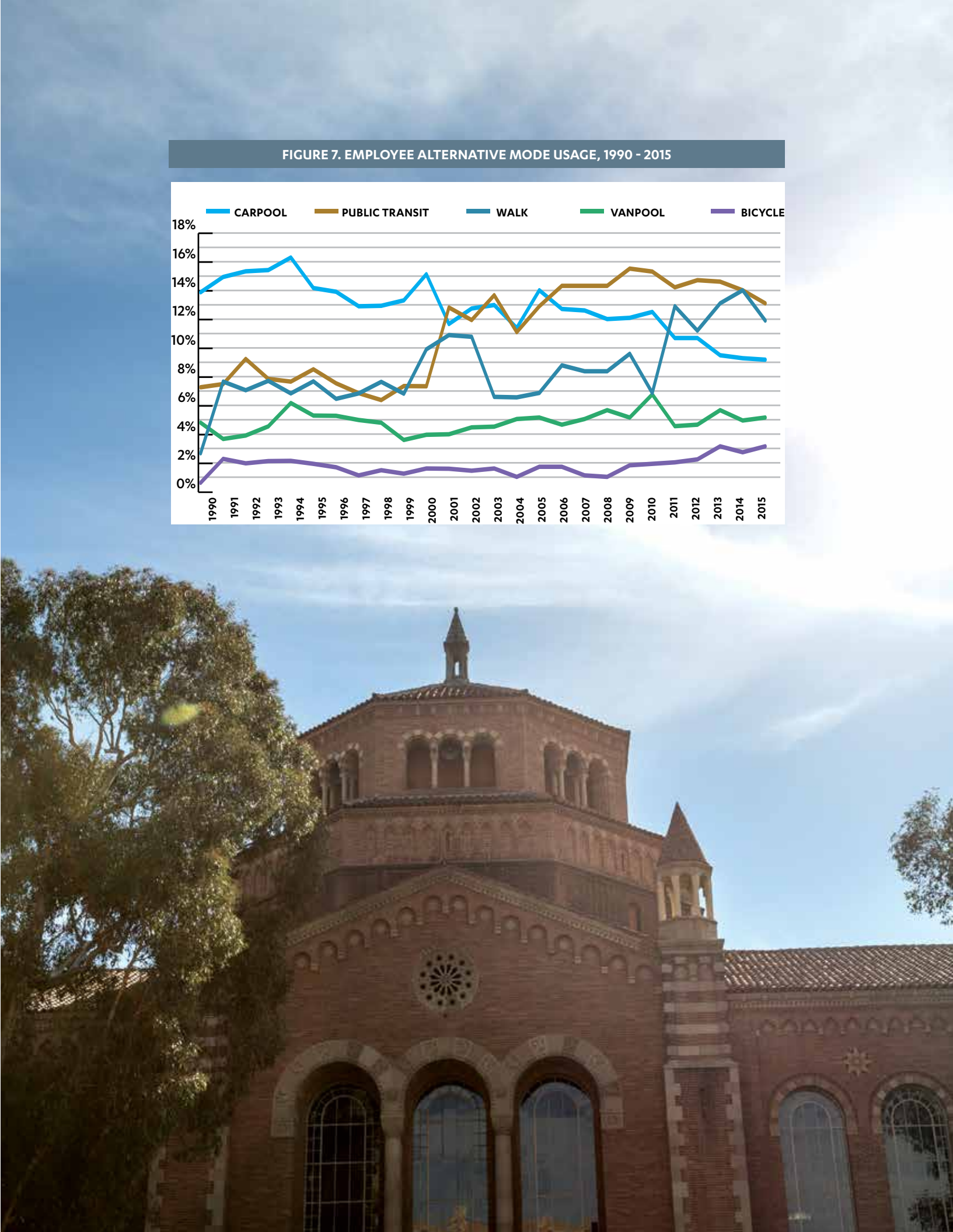
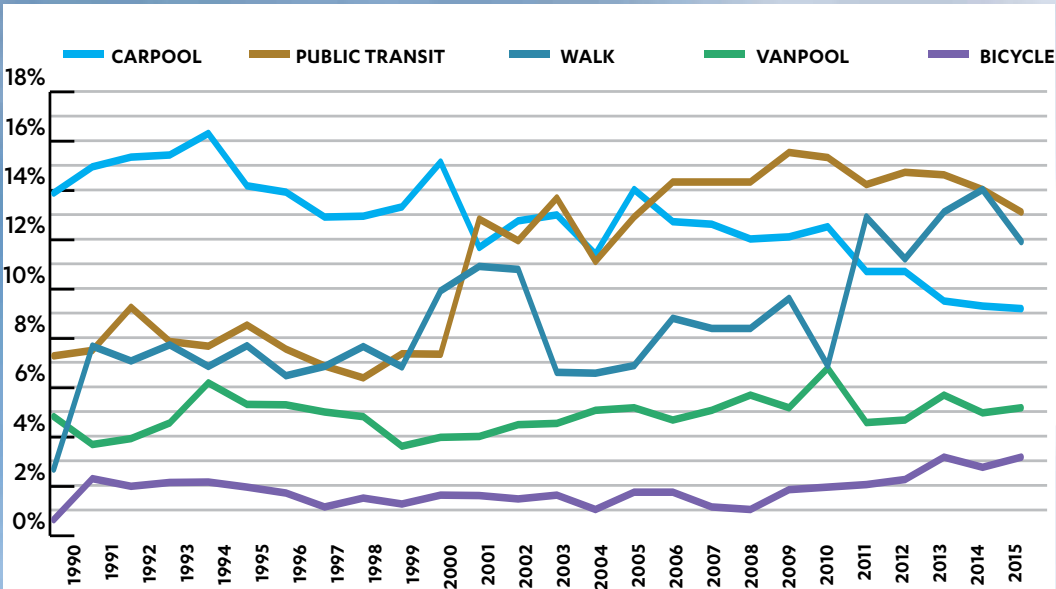
More than 19% of all UCLA commuters take public transit, including 13% of employees and more than 25% of students. One-third of student public transit users ride the University-operated BruinBus, while the other two-thirds ride with one or more of UCLA's six partner public transit agencies.

UCLA vanpools provide slightly less than 3% of all commutes to campus. Carpoolers make up nearly 8% of commuters, including more than 9% 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 that telecommute, are driven to campus and dropped off, ride a motorcycle, and other options.

More than 13,000 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 nearly 85% of on-campus trips, with biking adding an additional three percent. Seven percent rode BruinBus.

Mode choice varies greatly depending on the location of a student's on-campus residence. Nine out of every 10 students in residence halls walked to class or work. For graduate residents living in Weyburn Terrace on the Southwest Campus, BruinBus was the mode of choice for nearly half of those students.

FIGURE 7. EMPLOYEE ALTERNATIVE MODE USAGE, 1990 - 2015





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 permits, 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 2015, the BCC had nearly 4,900 members, including 4,500 employees and 400 students.

TABLE 5. CARPOOL PERMITS ISSUED - FALL 2015		
Employees		
Two-Person Permits		472
Three-Person Permits		131
Students		
Two-Person Permits		272
Three-Person Permits		157
Total Carpool Permits Issued		1,032
Total Parking Permits Issued		31,943
Carpool's % of All Permits Issued		3.2%
Source: UCLA Parking Programs (as of Nov. 1, 2015)		

COMMUTE MODES

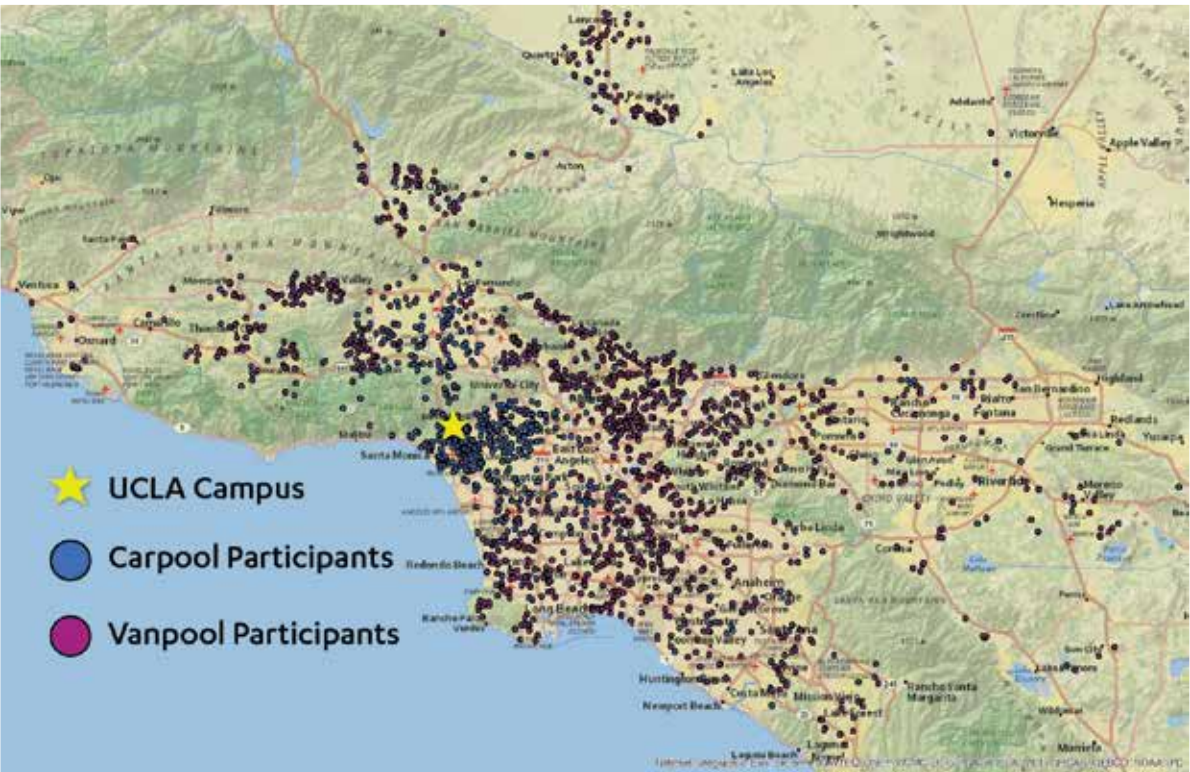
■ CARPOOL

More than 9% 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 January 2016, the average commuter in a two-person carpool saves nearly \$550 per year in permit costs alone compared to a commuter who drives solo and purchases a basic individual permit. Members of three-person carpools save \$780 annually.

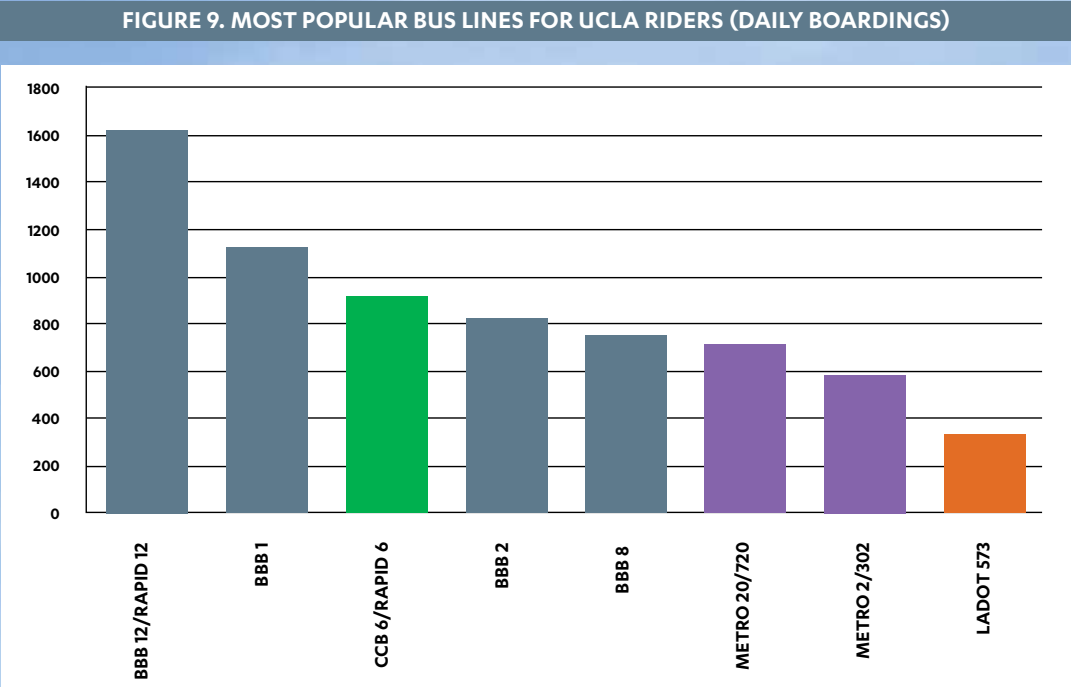
■ VANPOOL

UCLA operates more than 144 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 2015







Currently, 5% 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 repair for its vans.

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. Vanpools also 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 vanpool ridership, see Table 6).

**PUBLIC TRANSIT**

In 2015, 13% of employees and more than 25% of student commuters used public transit (including BruinBus) as part of their daily travel to UCLA. As a part of its 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 take unlimited rides on public transit for as little as \$33 per academic quarter. Nearly 5,700 subsidized public transit passes were sold to UCLA employees and students during fall quarter 2015 (Table 7).

The BruinGO! 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 can purchase a quarterly Flash Pass for unlimited rides on either system or make 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 2015	
Vanpools	144
Full-Time Riders	1,440
Employees	1,328
Students	55
Non-UCLA	57
Source: UCLA Bruin Commuter Services (as of Nov. 1, 2015)	

TABLE 7. PUBLIC TRANSIT PASSES - FALL 2015	
BruinGO! Flash Pass	<b>Total: 3,423</b> Employees: 1,368 Students: 2,055
Metro	<b>Total: 1,739</b> Employees: 575 Students: 1,164
LADOT	<b>Total: 295</b> Employees: 241 Students: 54
Santa Clarita Transit	<b>Total: 116</b> Employees: 83 Students: 33
Antelope Valley (AVTA)	<b>Total: 45</b> Employees: 41 Students: 4
Source: UCLA Transportation, Central Ticket Office	

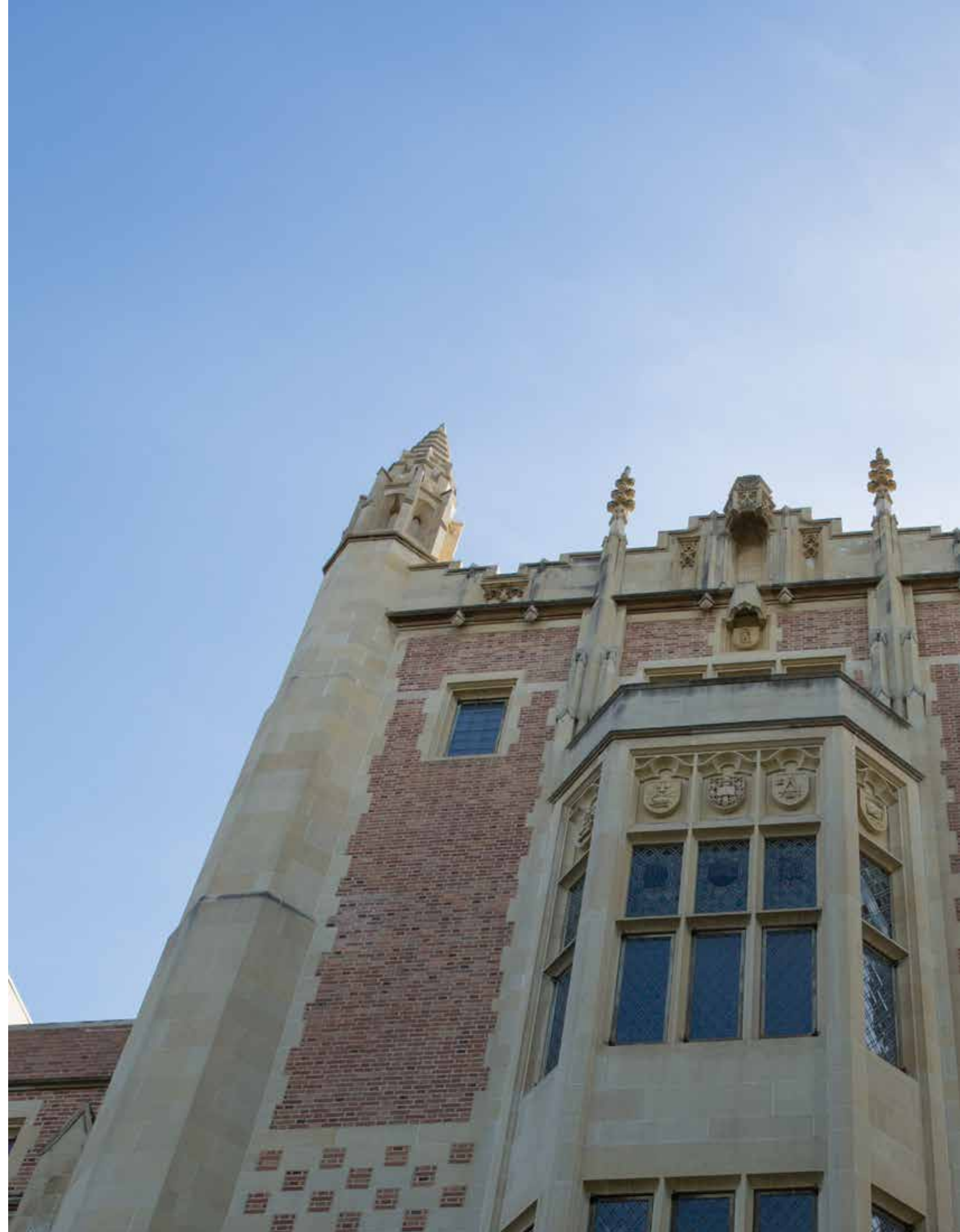
Metro serves UCLA and Westwood Village with six lines providing direct connections to downtown LA, the San Fernando Valley, Santa Monica, and many points in between. Metro riders can connect from one of these six buses to the rest of the Metro network, which includes two subway lines, four light rail 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, 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, a line with 16 arrivals from and 15 departures to the Valley each weekday during commuting hours.

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

Antelope Valley Transportation Authority, the University's newest public transit partner (since 2010), runs five buses between the Antelope Valley and UCLA each weekday.

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





## ■ BICYCLING

Every four years the League of American Bicyclists, the primary national organization for bicycle riders, announces its list of awardees for Bike Friendly Universities. In 2011, UCLA achieved bronze status and in 2015, the University rose to a silver rating. The upgraded silver status places UCLA in the top third of the nationwide rankings. The University has over seven miles of bike routes on campus, low-cost quarterly bike rentals for students, and a bike shop located in central campus. This year, 5.5% of commuting students travelled to UCLA by bicycle, while more than 3% of the campus employee population reported bicycling as their commute mode.

UCLA Transportation continues to implement the goals, objectives, and recommendations adopted in the 2006 UCLA Bicycle Master Plan. Major infrastructure improvements completed during 2015 included new bike lanes on Westwood Plaza and smart lockers installed on campus. UCLA Transportation also launched a new employee bike loaner program and regularly scheduled commuter group rides to campus.

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

# BUILDING BLOCKS OF A BICYCLE FRIENDLY UNIVERSITY

## 2004

ESTIMATED BICYCLE RIDERSHIP

## 1,200

### NOTABLE CAMPUS IMPROVEMENTS

- UCLA Bicycle Master Plan in progress
- Updated campus bike racks
- UCLA Bike Shop in progress



## 2011

ESTIMATED BICYCLE RIDERSHIP

## 2,000

### NOTABLE CAMPUS IMPROVEMENTS

- Sharrows installed on CEY
- Departmental Bike Program
- Bike Library established funded through TCIF
- Maintenance and safety classes at UCLA Bike Shop
- Drive bike friendly campaign



## 2015

ESTIMATED BICYCLE RIDERSHIP

## 3,000

### NOTABLE CAMPUS IMPROVEMENTS

- High-visibility and buffered bike lanes
- Contraflow bike lanes
- Improved electronic bike lockers
- Automated LED bike counter
- DIY bike repair stands
- Healthy Campus Initiative partnership
- Expanded Traffic Skills Bike Safety class
- Organized group bike rides



[www.bicycle.ucla.edu](http://www.bicycle.ucla.edu)  
UCLA Transportation



■ WALKING

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

Pedestrian trips account for nearly 12% of UCLA’s employee commutes, while nearly 34% of commuting students walk to campus. Proximity plays a key role in student commutes, as almost two-thirds of off-campus students living in adjacent Westwood walk to campus.

In 2015, the Bruin Commuter Club continued to promote its incentive program that provides employees who walk to work with gift card benefits or access to on-campus shower facilities.

Walking is the primary mode of transportation for close to 85% of students living on campus. More than 91% of students living in residence halls and more than 44% of Weyburn Terrace residents walk to class.

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 3% of both employees and 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 shuttle bus service operated by UCLA Transportation, provides free service on four distinct routes each weekday (excluding University holidays). Campus Express, the most popular BruinBus route, provides service between Southwest Campus (including the Weyburn Terrace graduate student housing area), the Ronald Reagan UCLA Medical Center and the academic core of campus. The Wilshire Center Express serves as a connection from the off-campus Wilshire Center office building, as well as residential areas south of Westwood Village, to the main campus. BruinBus also operates the University Apartments Shuttle that transports students to and from UCLA-owned off-campus apartments and the Weyburn Express, which provides direct service between Weyburn Terrace and Murphy Hall during peak morning hours. Between July 2014 and June 2015, BruinBus vehicles traveled more than 180,000 miles and transported nearly 1.3 million riders.

Nearly half of graduate students residing in Weyburn Terrace use BruinBus as part of their trip to campus. Almost 10% of off-campus students use BruinBus for at least a portion of their commute.

■ **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.

TABLE 8. ZIPCAR SNAPSHOT, NOV 2015	
Reservations	693
Total Hours	3,505
Total Miles	25,430
Avg. Hours per Reservation	5.06
Avg. Miles per Reservation	37
Number of Vehicles on Campus	12
Additional Vehicles in Westwood	4
Source: Zipcar	

Zipcar is an official carsharing provider for UCLA, with 12 vehicles available on the UCLA campus and an additional 4 vehicles located throughout the surrounding Westwood area (Table 8).

UCLA Transportation subsidizes Zipcar usage for University employees who commute to campus by an alternative mode. Members of the Bruin Commuter Club are provided 12 complimentary hours of Zipcar usage each quarter.



■ FLYAWAY

The LAX FlyAway bus service, operated by the City of Los Angeles, provides direct shuttle service between Los Angeles International Airport (LAX) and UCLA’s Parking Structure (PS) 32 in Westwood Village. Buses depart from 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, Santa Monica, Hollywood, and Long Beach.

UCLA Transportation provides supplemental bus service between LAX and PS 32 during periods of peak travel for the University community, such as the beginning/end of academic quarters and during major holidays. UCLA Transportation also provides marketing support to FlyAway both on campus and in the Westwood community throughout the year.

■ AMTRAK

An Amtrak-dedicated bus route seamlessly connects the UCLA community to Amtrak’s rail network. Buses stop at the University four times daily, with schedules coordinated with the arrivals and departures of the San Joaquin line at Bakersfield, which serves the Central Valley, Sacramento and the San Francisco Bay Area. These same buses can also be used to connect to the Van Nuys station, where riders can catch Amtrak’s Pacific Surfliner to the Central Coast and San Diego.





## WHAT'S NEXT?

While UCLA has made significant strides in expanding mobility and access to campus through its existing alternative transportation programs, there is more to be done. Efforts will continue to foster a safer campus environment for active transportation participants through infrastructure improvements such as more bike lanes, bike sharrows, and “piano key” crosswalk restriping for greater pedestrian visibility.

With an increasing number of electric vehicles (EVs) and plug-in hybrids utilizing campus parking structures, UCLA Transportation is expanding its EV infrastructure for both employee parking permit holders and campus visitors, including adding ADA-compliant EV chargers to existing ADA parking spaces. And because UCLA Transportation is committed to operating cleaner alternative fueled vehicles in its University fleet, the campus will be adding two electric buses to the BruinBus campus shuttle service in 2016.

Additionally, the highly anticipated 6.6 mile-long extension of the Expo Light Rail Line to Santa Monica opening spring 2016 will greatly increase transportation mobility for UCLA-bound commuters and visitors, especially as an alternative to the heavily congested I-10 freeway and east-west arterial roadways. Once opened, commuters will be better connected to campus through easier rail-to-bus and bike-to-rail connections and transfers, as Santa Monica Big Blue Bus and Culver CityBus redesign their routes and stops to feed into the completed light rail line.

Finally, UCLA Transportation will continue to advocate for local transportation system improvements to move sustainable transportation from ideas to practice, such as a bike share hub on campus and in Westwood Village in the short term, and Metro’s planned Purple Line Subway Extension to Westwood and proposed Sepulveda Pass Corridor Project down the road. Working closely with both on-campus and off-campus partners is pivotal to a strong transportation program and through these and other partnerships, UCLA Transportation is making the campus a safer, cleaner, and more accessible place to live, work, and visit.



## ADDITIONAL RESOURCES

2015 UCLA Cordon Count

[www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/2015\\_UCLA\\_cordoncountreport.pdf](http://www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/2015_UCLA_cordoncountreport.pdf)

2015 UCLA Student Transportation Survey

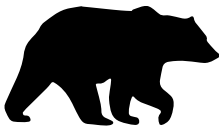
[www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/2015\\_StudentTransportationSurvey.pdf](http://www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/2015_StudentTransportationSurvey.pdf)

UCLA Bicycle Master Plan

[www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/MasterBikePlan.pdf](http://www.transportation.ucla.edu/portal/pdf/StateOfTheCommute/2015/MasterBikePlan.pdf)







**MISSION**

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



