



University of California Los Angeles

STATE OF THE COMMUTE

TRANSPORTATION STATISTICS
JANUARY - DECEMBER 2010

Prepared by
UCLA *Transportation*

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UCLA STATE OF THE COMMUTE REPORT

January – December 2010

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Executive Summary

During 2010, UCLA Transportation, along with the University's employees, students and visitors, continued many of the positive trends that have developed in recent years. Among these trends are reduced vehicle trips to campus, growth in alternative transportation programs and the continued support from partners outside of UCLA.

For the seventh consecutive year, UCLA's cordon count resulted in a lower number of vehicle trips than the previous year's count. For 2010, the number of vehicle trips to and from UCLA averaged 105,584 per day. This represents more than a two percent decrease from 2009 and a 14% overall reduction since 1990, the year that UCLA Transportation began tracking vehicle trips. These results have occurred even as both the student and employee populations on campus have grown significantly.

Just over half of the University's employees drive alone to campus. At 53.5%, UCLA's drive-alone rate for employees is much lower than Los Angeles County as a whole, where nearly three-fourths of all commuters drive alone to work. The rate for UCLA's commuting students, at less than 30%, is even lower.

Nearly half of all employees and 70% of commuting students can be characterized as alternative commuters. UCLA Transportation's alternative commute programs, which include carpool, vanpool, public transit, bicycling and walking, continue to grow both in popularity and in their capacity to provide the University community with a variety of transportation options.

BruinBus continues to serve the UCLA community for intra-campus trips, last-mile solutions and as a stand-alone commute option. The two main BruinBus routes, Campus Express and Wilshire Center Express, carried nearly 1.1 million passengers during 2010.

Non-UCLA partners such as Zipcar, FlyAway and Amtrak continue to serve not only UCLA, but the surrounding community, increasing access to and from both the UCLA campus and Westwood.

As they have in the past, UCLA employees and students continue to make the right choices in both their commutes and intra-campus trips, utilizing transportation options that are safe, sustainable and economical. UCLA Transportation, with the assistance of its partners, will work to ensure that these options continue to expand in 2011 and beyond.

COMMUTER CHARACTERISTICS



During Fall Quarter 2010, UCLA enrolled more than 39,000 students, including over 26,000 undergraduates and more than 13,000 graduate students, residents and interns. University enrollment has increased by more than six percent since Fall Quarter 2005, with undergraduates increasing by just over five percent and the graduate student population growing by more than eight percent.

Close to 11,000 students reside on-campus, and are therefore not counted as commuters. More than 28,000 students commute from their off-campus residences to UCLA.

Students	39,593
Undergrad ¹	26,162
On-Campus ²	9,471
Off-Campus	16,691
Graduate ¹	13,431
On-Campus ²	1,302
Off-Campus	12,129
Faculty & Academic Staff³	5,012
Staff³	20,537
Total Campus Population	65,142

¹ UCLA Office of Analysis and Information Management
² UCLA Housing, October 2010
³ UCLA Office of Analysis and Information Management (full-time equivalents used for faculty and staff totals)

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

In all, UCLA boasts more than 54,000 employees and students that commute to the campus on a regular basis.

UCLA commuters are far less likely than their fellow commuters in Los Angeles County to travel to work or school alone in their automobile. The drive-alone rate for UCLA employees in 2010 was just over 53% while the rate for commuting students was under 30%. In contrast, the drive-alone rate for all LA County commuters was higher than 72% in 2009 (the latest year for which data is available).

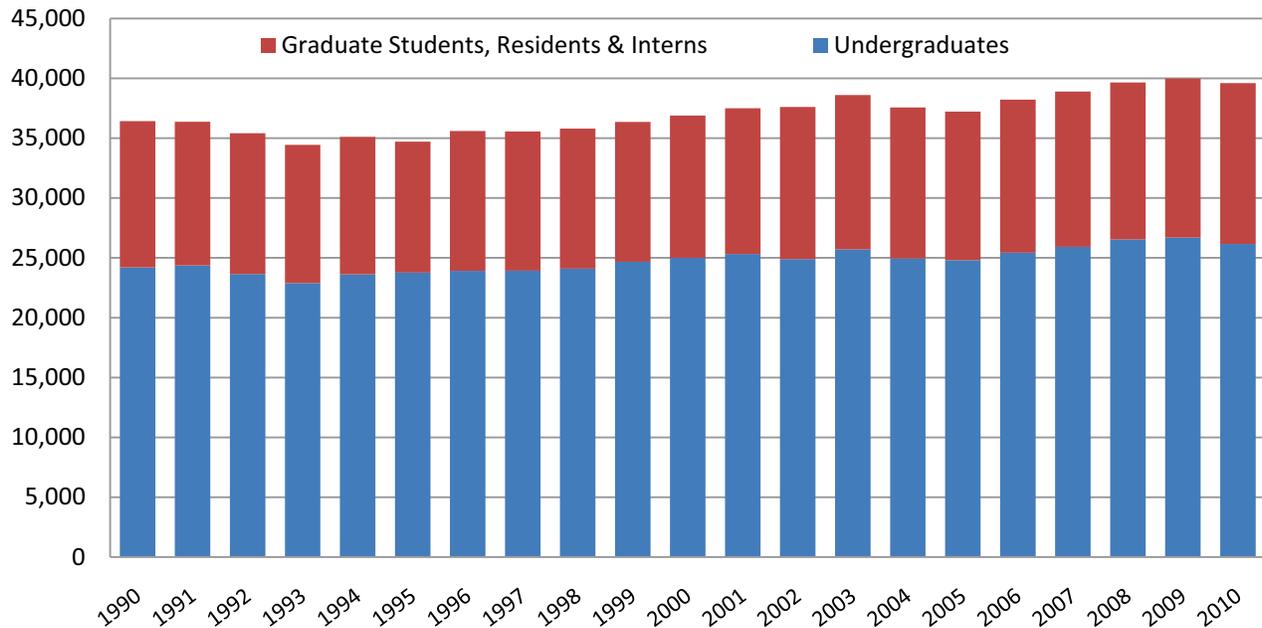
Faculty and Staff	25,549
Students Residing Off-Campus	28,820
Undergraduate	16,691
Graduate	12,129
Total Commuters	54,369

Source: UCLA Office of Analysis and Information Management

As could be assumed from UCLA's low drive-alone rate, the University's commuters used alternative transportation modes at a rate far above other Los Angeles commuters, a pattern that held true for all major modes. More than 19% of UCLA employees (and almost five percent of students) commuted by carpool or vanpool, while only 11% of LA County commuters used one of these modes. Just over 15% of UCLA employees (and more than one-third of students) commuted by public transit, compared to approximately seven percent for all of LA County. Close to nine percent of UCLA employees (and nearly 29% of students) were pedestrian or bicycle commuters, an option exercised by less than four percent of LA County commuters.

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

Figure 1. UCLA Student Enrollment 1990-2010

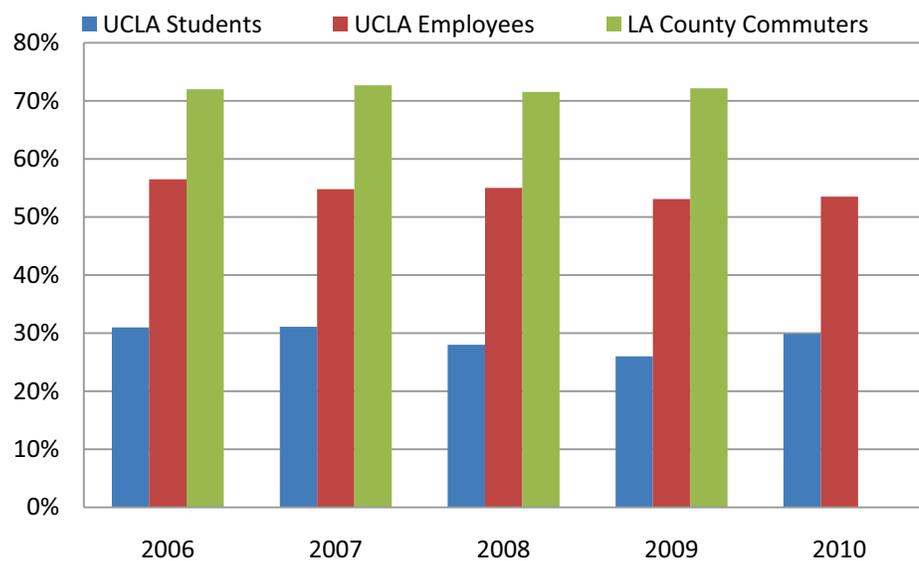


Source: UCLA Office of Analysis & Information Management

nation. The Texas Transportation Institute’s 2010 Urban Mobility Report ranked the Los Angeles area (including Los Angeles and Orange Counties) as the third most congested large metropolitan area in the United States (Chicago and Washington, DC tied for first place). The average Los Angeles commuter spends 63 hours in traffic each year as a result of the region’s congested roadways. One of UCLA Transportation’s primary goals is to reduce the number of vehicle trips to and from the campus,

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

Figure 2. Commuter Drive-Along Rate



Source: UCLA AQMD Survey, UCLA Spring Student Survey, American Community Survey



VEHICLE TRIPS & TRAFFIC

UCLA has a voluntary agreement with the City of Los Angeles to cap the number of daily vehicle trips to and from campus at 139,500. To track the University's progress in meeting this target, UCLA Transportation completes a cordon count each year during the Fall Quarter. The number of trips made in and out of campus by car and bus are tracked over the course of one week.

For 2010, the number of vehicle trips at UCLA fell for the seventh year in a row to an average of 105,584 trips per weekday. This represents a

2.3% decrease from 2009's average of 108,110 trips per day. Furthermore, the number of vehicle trips to UCLA in 2010 is down by 14% overall since 1990, the year UCLA Transportation began tracking vehicle trips.

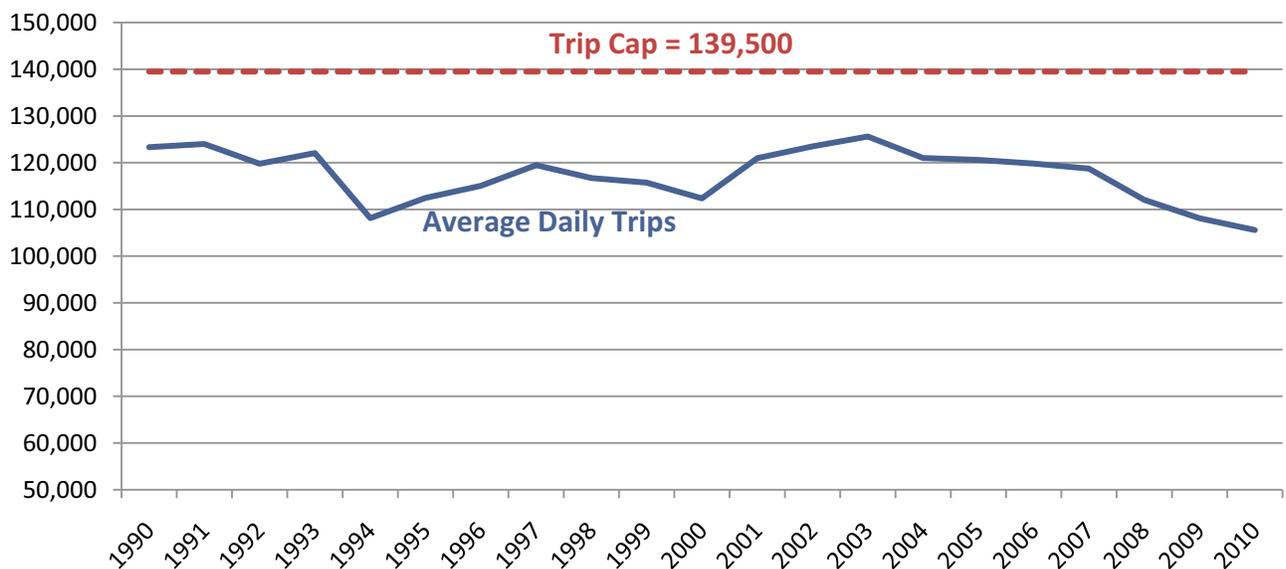
The most heavily used gateway to campus is Westwood Plaza at Le Conte Avenue, which accounts for 24% of all trips to and from campus. The next busiest gateways are Strathmore Place at Gayley Avenue and Bellagio Drive at Sunset Boulevard, which account for 13% and 8% of trips, respectively.

Table 3. Average Daily Trips to/from UCLA, 2006-2010

	2006	2007	2008	2009	2010
Main Campus	104,292	102,417	96,171	94,168	91,169
Southwest Campus	14,058	15,196	14,216	12,286	12,758
Wilshire Center (by formula)	2,058	2,058	2,058	2,058	2,058
Bus Trip Subtraction	402	402	402	402	402
Total	120,008	119,269	112,043	108,110	105,584

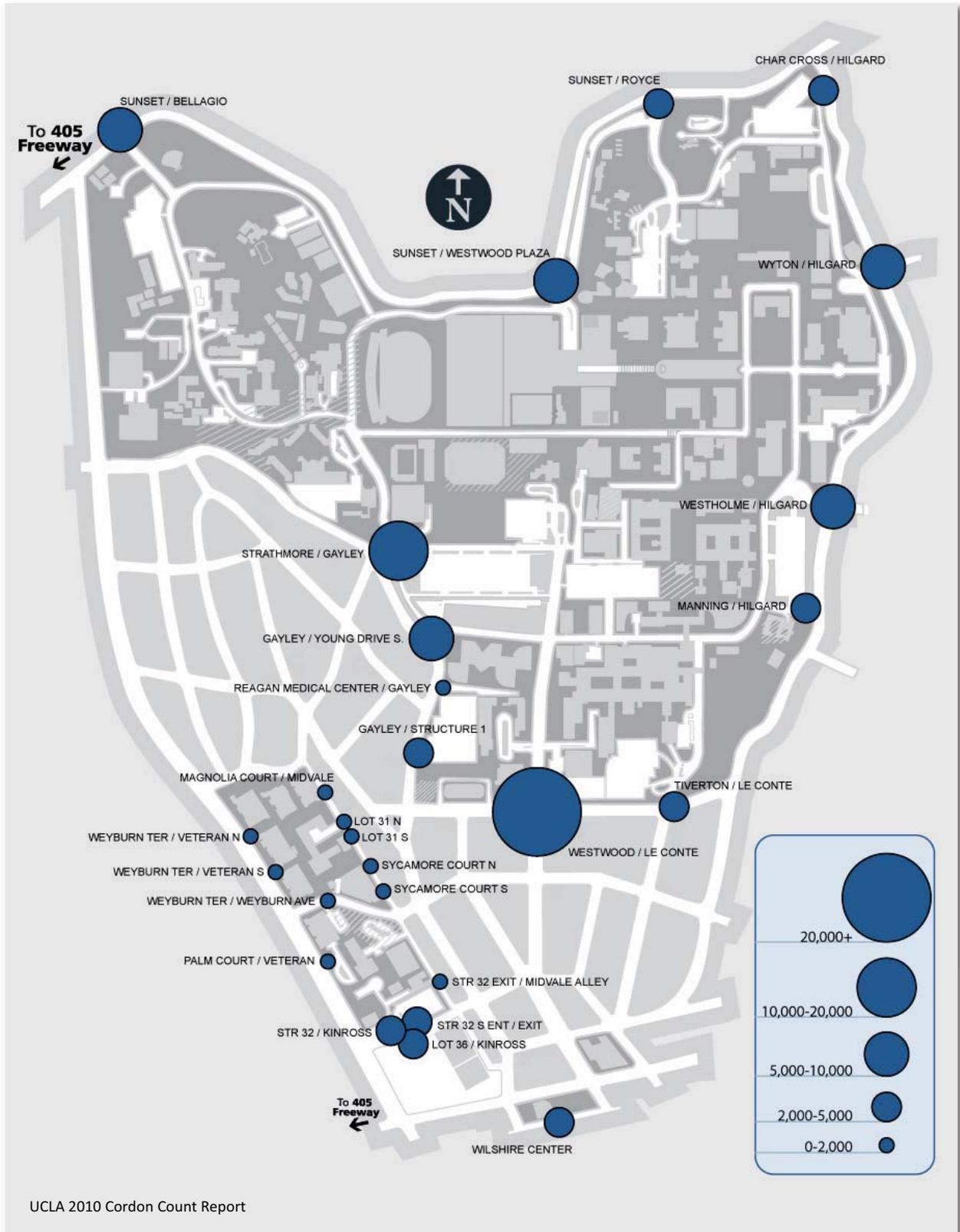
Source: UCLA 2010 Cordon Count Report

Figure 3. Vehicle Trips at UCLA



Source: UCLA 2010 Cordon Count Report

Figure 4. Traffic Volumes by Intersection at UCLA in 2010



COMMUTE MODES



Mode Split

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

For 2010, UCLA employees boasted an average vehicle ridership (AVR) of 1.64. While this number is a slight decrease from last year’s 1.67, UCLA’s AVR is still well above SCAQMD’s regulatory benchmark of 1.5.

Approximately 43% of all UCLA commuters drive alone to work, including more than 53% of employees and almost 30% of students. The

remaining 57% of all commuters travel to UCLA by some form of alternative transportation, including carpool, vanpool, public transit, bicycling and walking.

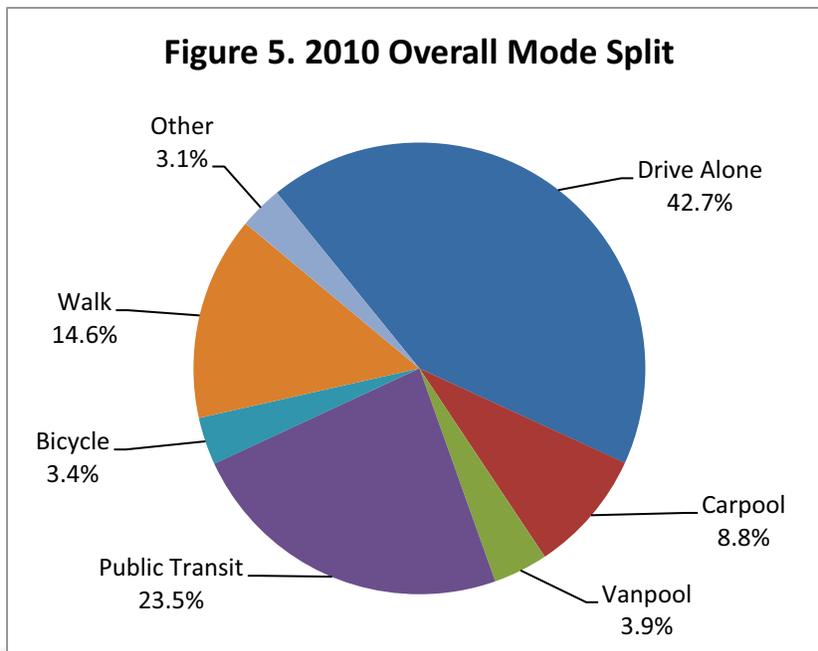
Table 4. UCLA 2010 Mode Split

	Overall	Employees	Students
Drive Alone	42.7%	53.5%	29.9%
Carpool	8.8%	12.5%	4.4%
Vanpool	3.9%	6.8%	0.5%
Public Transit	23.5%	15.3%	33.2%
Bicycle	3.4%	2.0%	4.9%
Walk	14.6%	6.9%	23.7%
Other	3.1%	3.0%	3.4%

Source: UCLA AQMD Survey, UCLA Spring Student Survey

More UCLA commuters travel by public transit than by any other alternative mode. Twenty-three percent of commuters take public transit, including 15% of employees. Overall, public transit is the most popular mode for student commuters, with a mode share of more than 33%, a higher proportion than even driving alone.

Figure 5. 2010 Overall Mode Split



Non-motorized transportation modes account for the next largest group of commuters at 18%. Walkers constitute 15% of all commuters, including seven percent of employees and more than 23% of students. Three percent of commuters bicycle to UCLA, including two percent of employees and five percent of students.

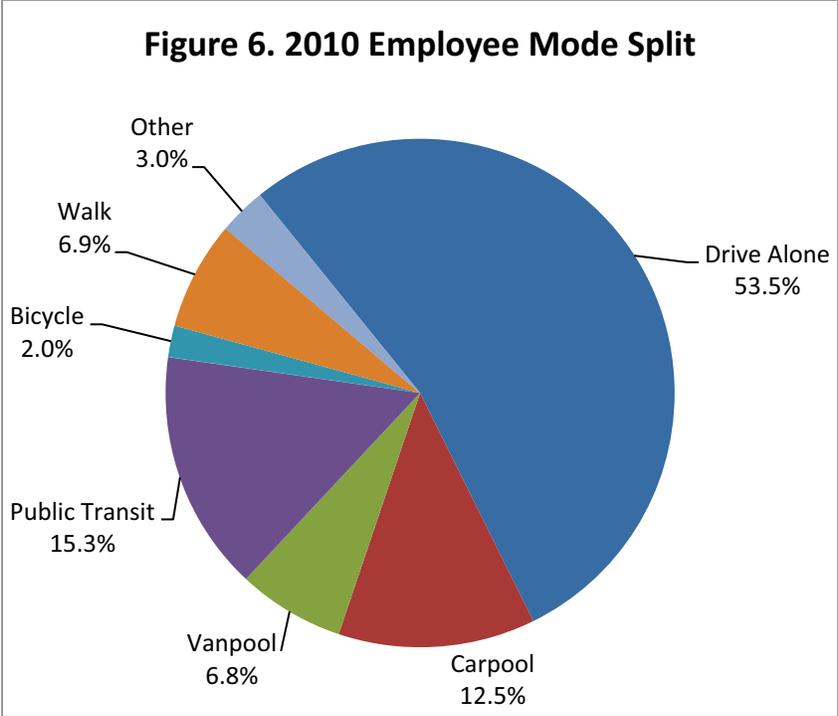
Carpoolers include almost 13% of employees and more than four percent of student commuters, accounting for

nearly eight percent of all commuters.

UCLA vanpools provide four percent of all commutes to campus and are used regularly by seven percent of employees and less than one percent of students.

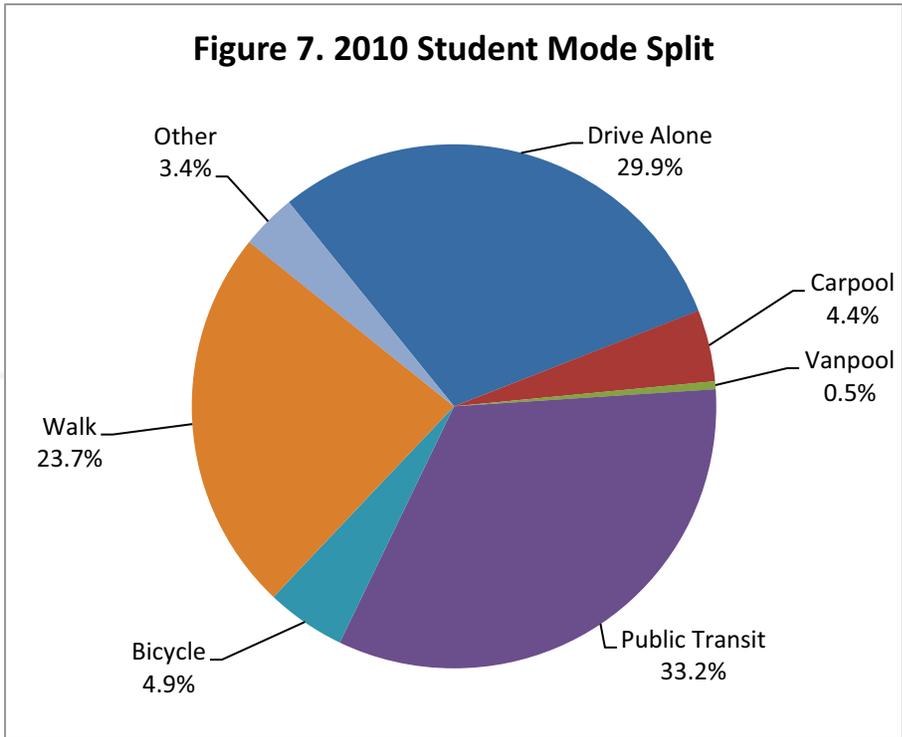
Approximately three percent of commuters come to UCLA by some mode other than those listed above. This group includes those that ride the BruinBus, are driven to campus and dropped off, ride a motorcycle, telecommute and others.

The numbers listed above do not include information on any of the nearly 11,000 students that live in dormitories or in other on-campus residences, but still make an intra-campus trip to school each day. While these individuals are not



considered commuters, the transportation choices that they make certainly have an impact on the University and the surrounding community. For a large majority of their on-campus trips, these students are pedestrians.

Some, particularly residents of the Weyburn Terrace Apartments in Southwest Campus, utilize the BruinBus for their trip to school or work. Bicycles also account for a sizable number of on-campus trips. While used primarily by commuters, UCLA Transportation offerings such as partially-subsidized public transit passes, part-time vanpool and carpool/Zimride are also available to these students for off-campus trips.



Carpool



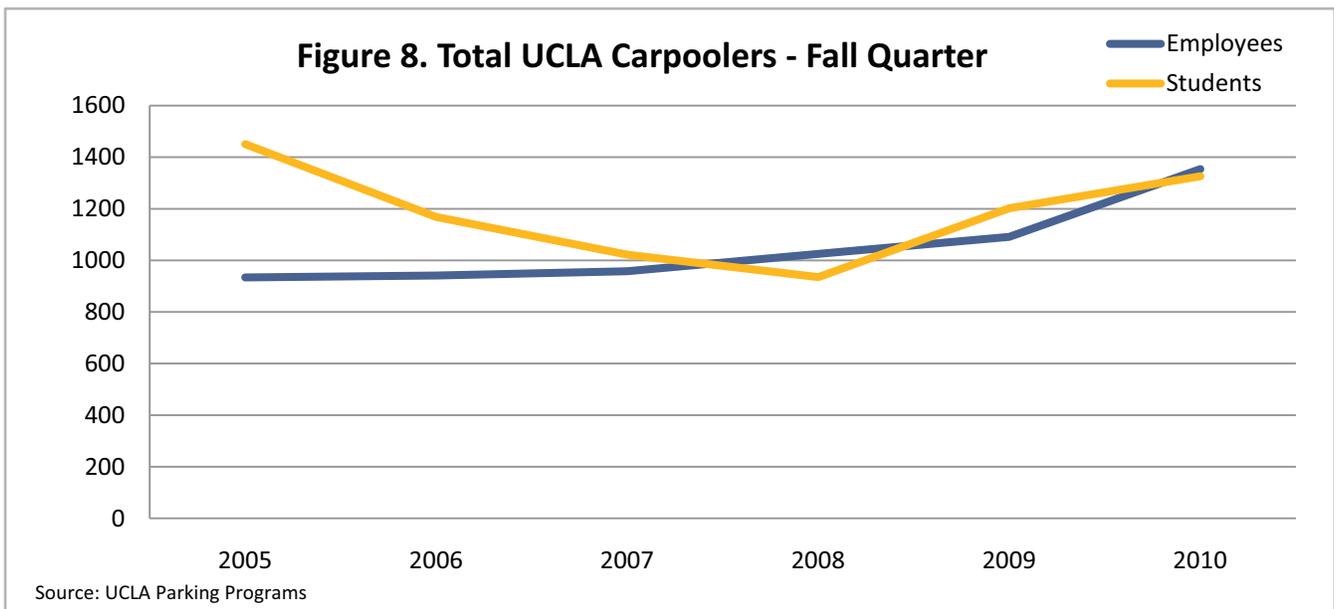
Nearly thirteen percent of campus employees and more than four percent of the student commuter population reported carpooling as their commute mode. UCLA Transportation offers discounted parking permits and commuter assistance for students and employees interested in forming carpools. The average commuter in a two-person carpool pays only 40% of the parking costs incurred by a commuter who drives alone and purchases an individual (yellow) permit. Members of three-person carpools, on average, pay only 17% of the cost of an individual permit.

In 2008, UCLA Transportation contracted with Zimride to develop an up-to-date campus ride-share board. Zimride is an electronic ride-

Employees	
Two-Person Permits	411
Three-Person Permits	169
Students	
Two-Person Permits	273
Three-Person Permits	260
Total Carpool Permits Issued	1,113
Total Parking Permits Issued	32,152
Carpool's % of All Permits Issued	3.5%

Source: UCLA Parking Programs (as of Nov. 1, 2010)

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



Vanpool



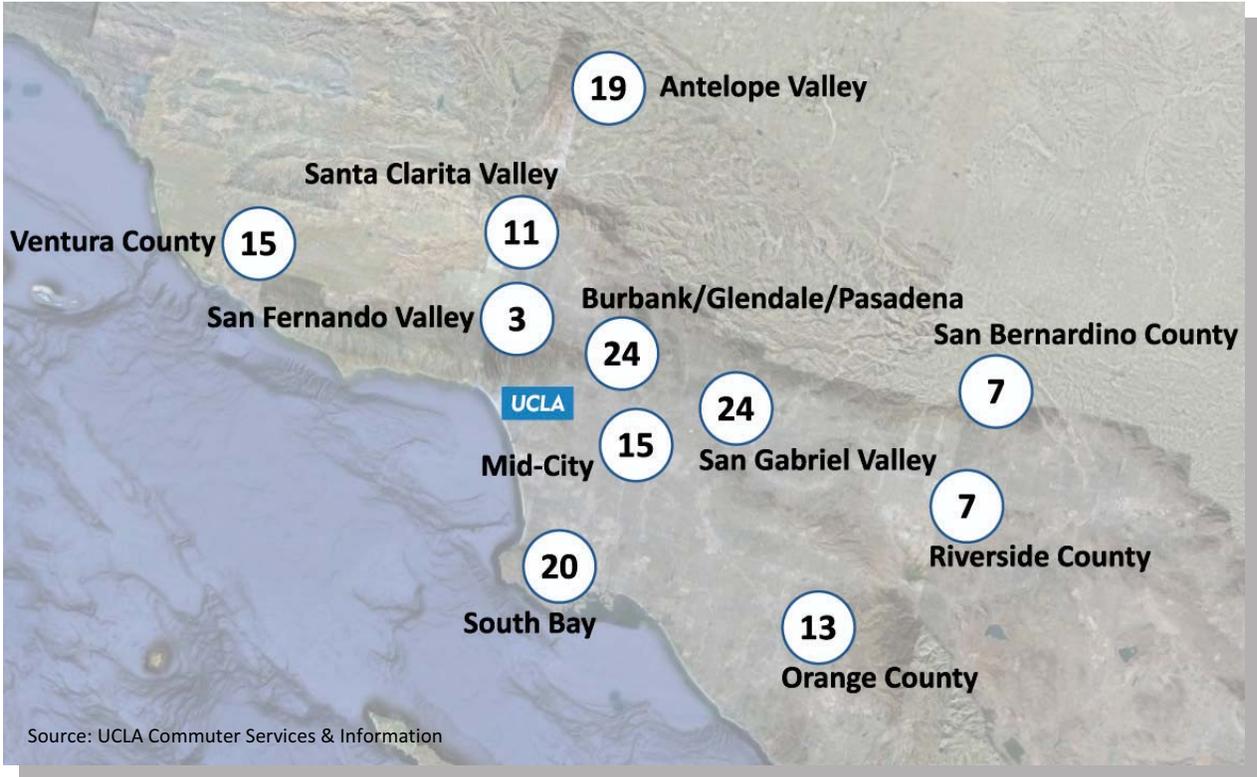
Nearly seven percent of employees and less than one percent of student commuters take a vanpool to and from campus. UCLA Transportation partially subsidizes vanpool operations and provides commuter assistance for vanpool participants. In addition to UCLA employees and students, vanpools are open to non-UCLA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

Vanpools	158
Full-Time Riders	1,564
Employees	1,325
Students	135
Non-UCLA	104
One-Way Rides/Month (Part-Time)¹	650
Source: UCLA Commuter Services & Information (as of Nov 1, 2010)	
¹ Based on October 2010 sales (October is historically the peak period for part-time riders)	

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

UCLA’s 158 vanpools pick up at locations as geographically dispersed as Oxnard in Ventura County; Lancaster in northern LA County; Moreno Valley in Riverside County; and Laguna Hills in Orange County.

Figure 9. UCLA Vanpools, By Area



Public Transit



In 2010, approximately one-third of student commuters and more than 15% of staff and faculty used public transit as part of their daily commute to UCLA. The percentage of UCLA commuters that take public transit has more than doubled over the last decade, a trend that can largely be attributed to UCLA’s subsidized transit pass programs. As a part of its Transportation Demand Management program, UCLA Transportation provides at least a 50% subsidy toward the purchase of either a quarterly or monthly pass for six agencies that provide direct service to UCLA and Westwood Village.

Table 7. Public Transit Pass Holders – Fall 2010

BruinGO Flash Pass	2,935
Metro	1,507
LADOT	215
Santa Clarita	68
Antelope Valley (AVTA)	49
Total Pass Holders	4,774

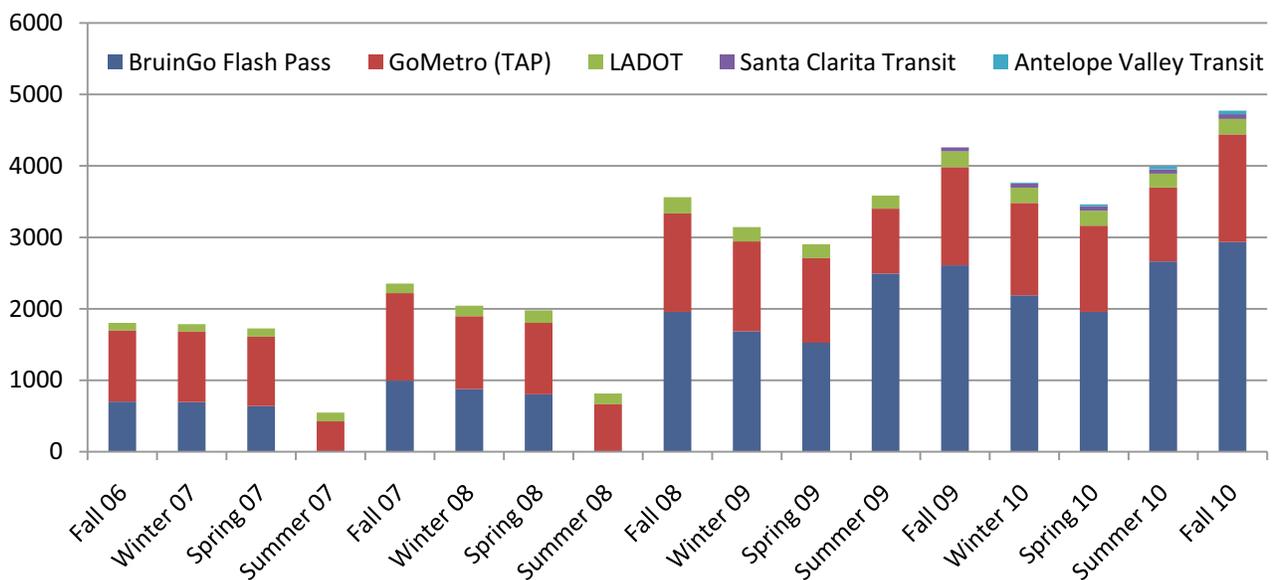
Sources: UCLA Transportation Information Systems, UCLA Central Ticket Office

Local Bus Service

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

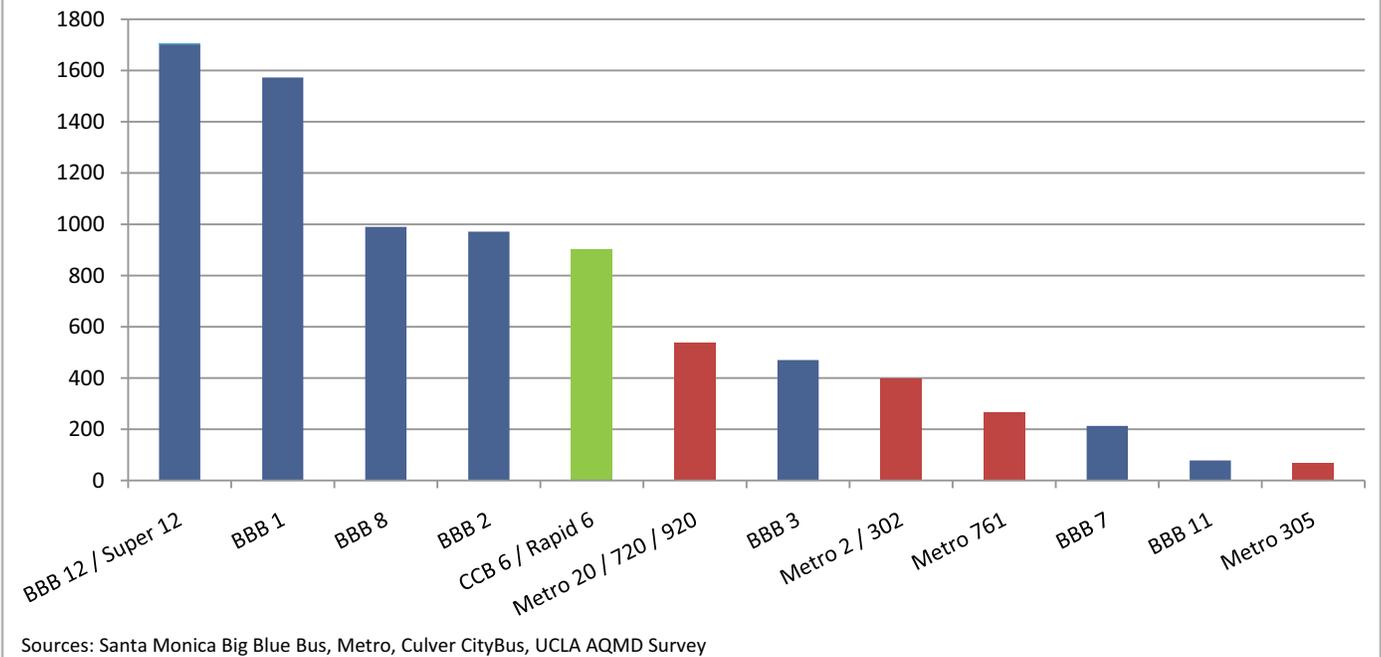
The BruinGO program includes both Santa Monica Big Blue Bus and Culver CityBus. UCLA employees and students have the option of purchasing a quarterly Flash Pass or making a

Figure 10. Subsidized Public Transit Pass Sales



Sources: UCLA Transportation Information Systems, UCLA Central Ticket Office

Figure 11. Most Popular Local Transit Lines For UCLA Riders



\$0.35 co-payment for each ride. Big Blue Bus serves UCLA with seven different lines providing direct service to Santa Monica, West LA, Palms and other areas throughout the Westside. Culver CityBus has two lines to UCLA, providing connections to Culver City and the LAX area, where it connects to Metro’s Green Line.

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

Commuter Bus Service

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

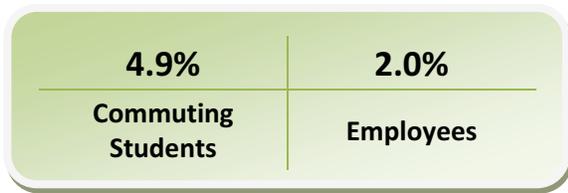
Department of Transportation (LADOT), City of Santa Clarita Transit and the Antelope Valley Transit Authority (AVTA). All three of these agencies serve the UCLA population with stops both in Westwood Village and adjacent to the UCLA campus.

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

Santa Clarita operates two commuter routes between the Santa Clarita Valley and Westwood, with 11 arrivals from and 10 departures to Santa Clarita each weekday.

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

Bicycling

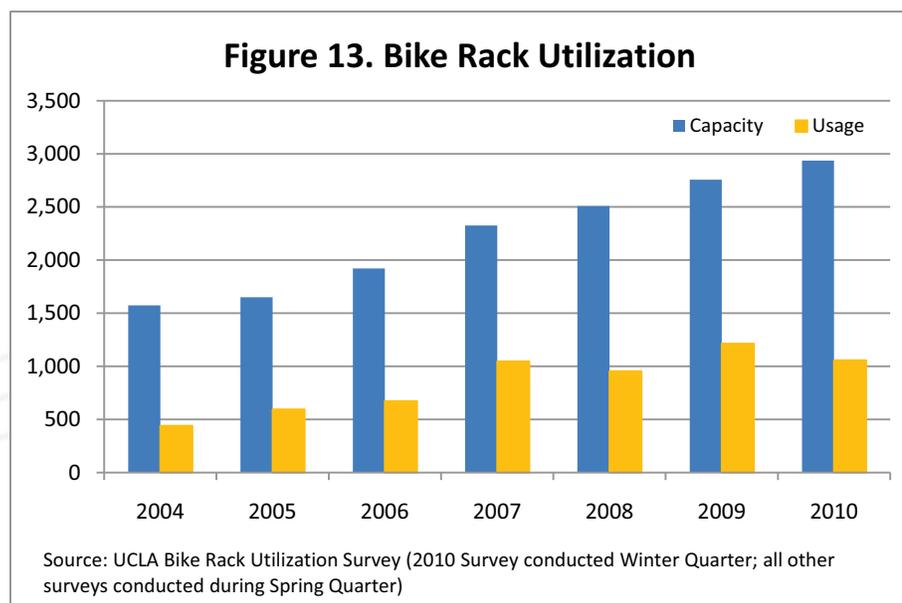
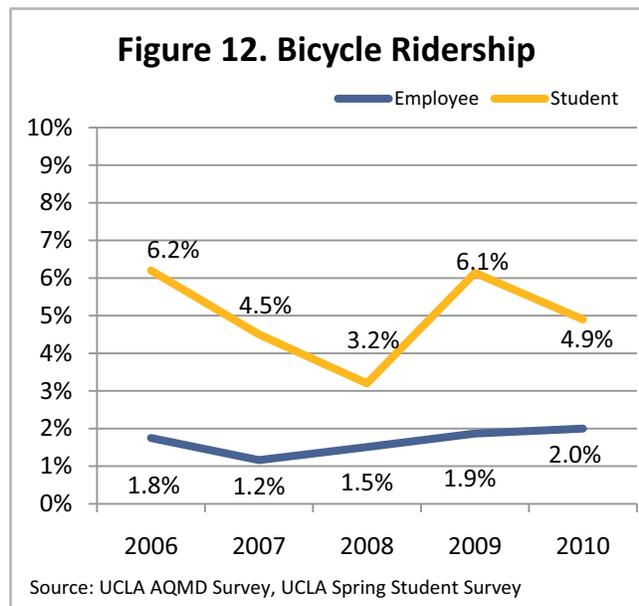


Two percent of the campus employee population and nearly five percent of student commuters reported bicycling as their commute mode. The UCLA campus has a bicycle parking capacity of approximately 2,900 spaces, an increase of more than 80% in capacity since 2005. UCLA Transportation expands and upgrades its bike rack inventory by phasing out older model racks and replacing them with newer racks in areas with high demand.

The Bruin Bikes program, a partnership between UCLA Transportation and UCLA Recreation, was launched in 2008 as an effort to increase bicycle ridership on campus. In 2008, bicycles were provided to the UCLA Guest House and to Tiverton House for visitors to use while staying on campus. At the same time, nine bicycles were provided to different departments throughout campus for employees to use for intra-campus trips. In 2009, the departmental facet of the program was expanded through a grant provided for by UCLA Fitwell. Eighteen additional bicycles were provided to campus departments and six bicycles were added to

the UCLA Bike Shop's rental fleet.

In 2010, the UCLA Bike Library was launched through a grant provided by The Green Initiative Fund (TGIF). The UCLA Bike Library purchased 50 new bicycles that are available for students to rent on a quarterly basis, allowing students to avoid the high up-front cost of purchasing a new bicycle. Thirty-three students rented bicycles during the program's first quarter in operation, Fall 2010.



Walking



23.7%	6.9%
Commuting Students	Employees

Pedestrian trips account for almost seven percent of employee commutes and nearly 24% of student commute trips. Walking is also the primary mode of transportation for students residing on campus. In addition, all commuters, regardless of their primary mode, are pedestrians for a portion of their trip, even if it is only for the walk from their parking structure or bus stop to their office or classroom.

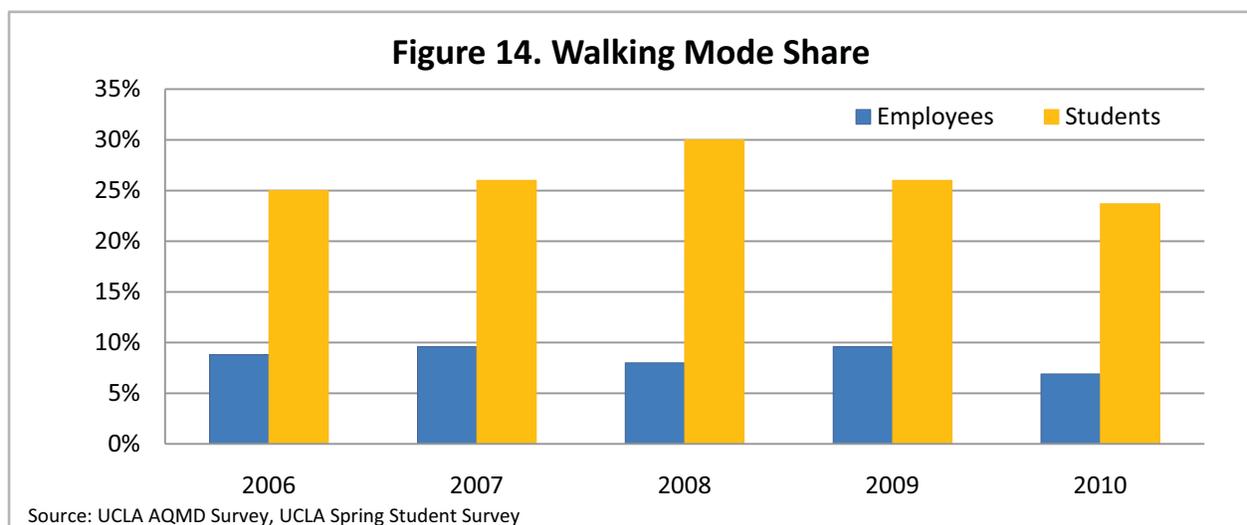
UCLA Transportation has made pedestrian safety on campus a major priority and numerous projects were completed during 2010 which furthered that goal.

- In cooperation with the UCLA Police Department, a bicycle dismount zone was instituted at Ackerman Plaza and Bruin Walk, reducing the potential for bicycle/pedestrian collisions

- Two high-visibility pedestrian crosswalks were installed at Dickson Plaza
- A driveway was reconfigured and a crosswalk added across Charles E. Young Drive at Parking Structure 9, reducing the potential for accidents involving pedestrians and vehicles
- Traffic control signage was installed at the Ackerman Union and Royce Hall loading areas

Other Modes

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



COMMUTER SUPPORT PROGRAMS



Car Sharing

Car sharing is a car rental service that allows a customer to rent a vehicle for an hourly rate or daily rate. Car share vehicles are parked in strategic locations around a city or university. After a user finishes their rental reservation, the user parks the vehicle in the designated car share space, allowing the next user to pick up the vehicle once it is available.

Car sharing is attractive for customers who may need to use a vehicle for short errands on an occasional basis. Car sharing typically helps support other alternative transportation modes, such as public transit and vanpool, because it provides a midday mobility option for customers that do not have their own automobile available at work or school.

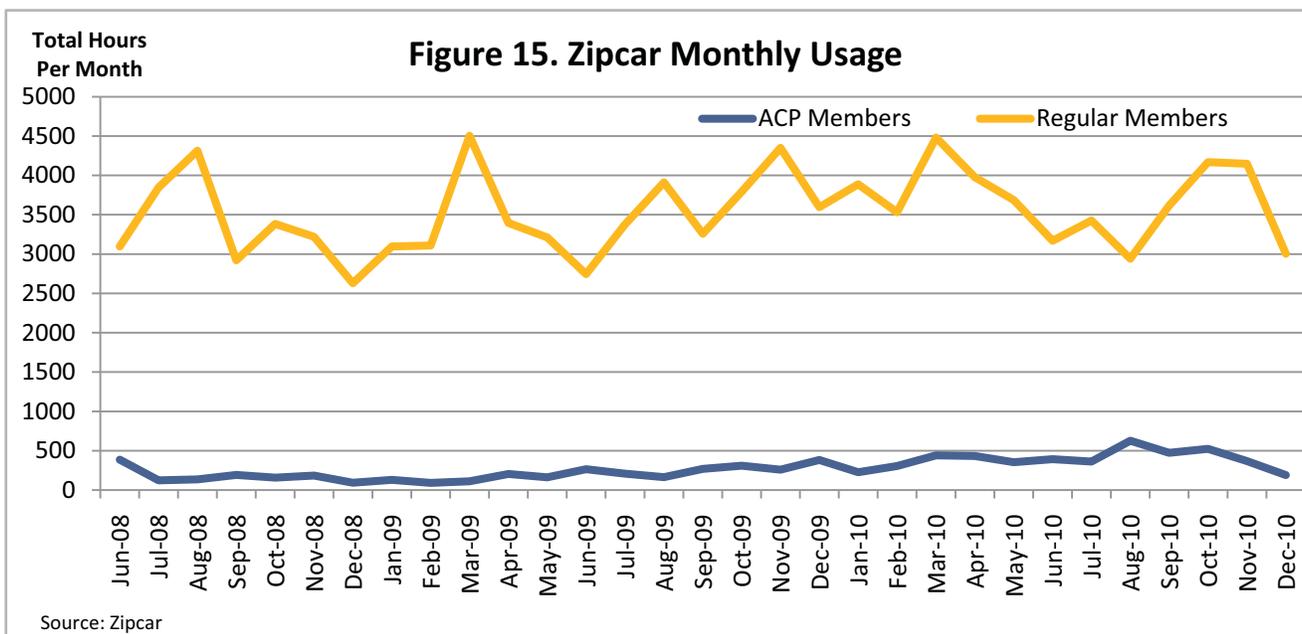
Zipcar is an official car sharing provider for UCLA and has recently been granted a pilot program by the City of Los Angeles. Zipcar has ten vehicles parked on the UCLA campus, and an additional 14 vehicles parked around the surrounding Westwood area. As of November 2010, there

were 282 employees and 1,066 students who had a UCLA-Zipcar affiliated account.

Aside from the Zipcar student and employee affiliate accounts, UCLA Transportation also subsidizes a third account for UCLA employees who use an alternative mode to commute to campus regularly, called the Alternative Commute Program (ACP) account. Members of the ACP account must be employed by UCLA at a minimum of 40% time, and must not possess a personal parking permit. Members of the ACP account are provided four hours of Zipcar use each month.

Table 8. November 2010 Zipcar Snapshot

Reservations	518
Total Hours	4,518
Total Miles	24,055
Avg hrs per reservation	8.7
Avg miles per reservation	46.4
# of vehicles	20
# of employee members	282
# of student members	1,066
Source: Zipcar	



BruinBus



BruinBus, operated by UCLA Transportation, provides free shuttle service to locations throughout the campus each weekday (excluding University holidays). On a typical day during the academic year, more than 5,200 rides are taken on the BruinBus. Annually, BruinBus provides nearly 1.1 million rides for UCLA students, employees and visitors. The majority of BruinBus riders are undergraduate students (54%), while graduate students comprise 28% of ridership. Staff and faculty make up 13% and the remaining 5% is made up of visitors, patients, and family members of students or employees.

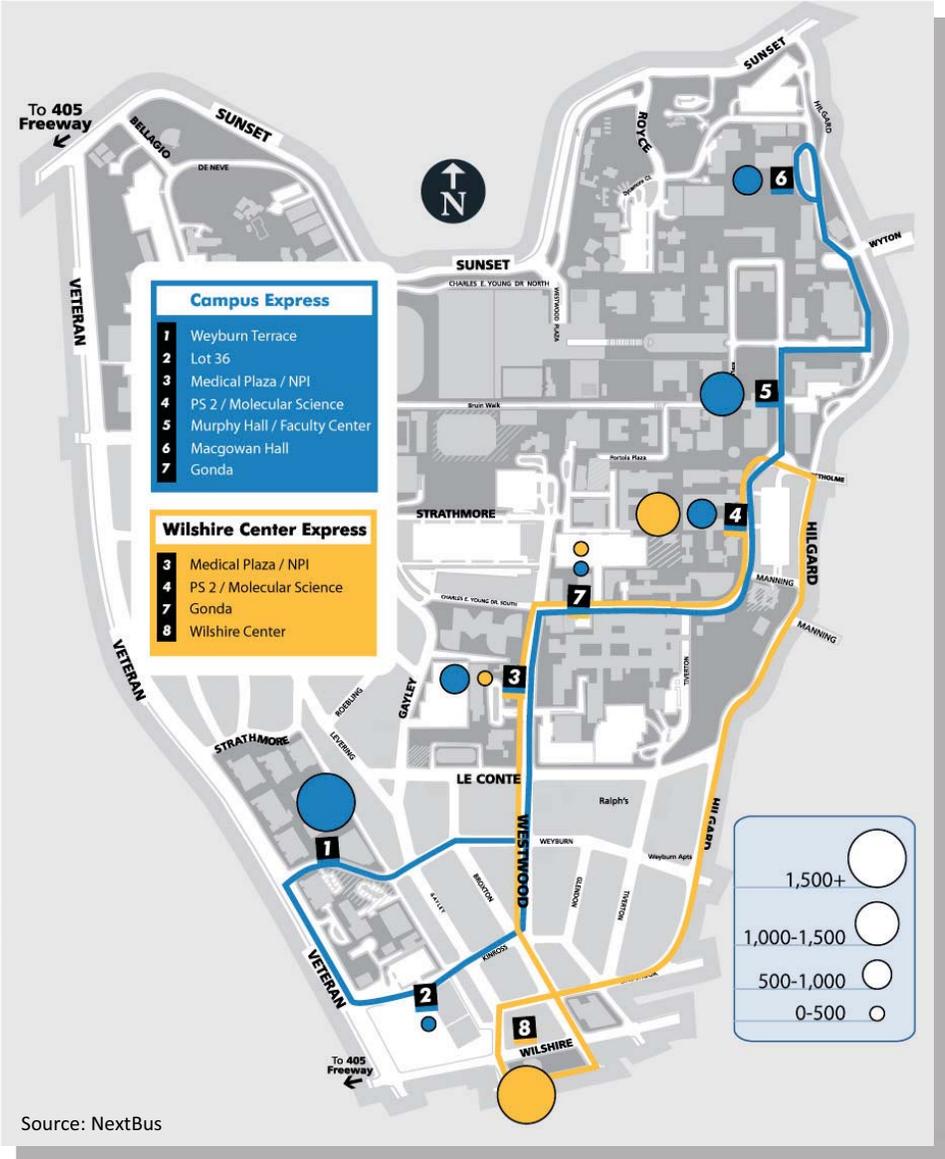
The two primary BruinBus routes are Campus Express, which provides more than 3,200 rides each weekday, and Wilshire Center Express, which transports approximately 2,000 passengers each weekday. BruinBus also operates a mid-day Northwest Shuttle and a University Apartments shuttle that transport students to and from UCLA-operated off-campus apartments.

BruinBus plays an important role in the

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

In 2010, BruinBus launched a real-time tracking system for all of its routes. Customers are now able to obtain real-time bus arrival information via their computer, cell phone, landline or web-enabled device.

Figure 16. BruinBus Boardings & Alightings



FlyAway



FlyAway provides direct bus service to Los Angeles International Airport (LAX) from four locations throughout Southern California, including Westwood. Operated by Los Angeles World Airports (LAWA), a department of the City of Los Angeles, FlyAway has offered service between UCLA’s Parking Structure (PS) 32 and all LAX terminals since 2007. Buses depart both Westwood and LAX hourly or half-hourly, depending on the day and time. On average, there are 22 departures from and 24 arrivals to Westwood each day. Most of the FlyAway buses that serve Westwood are fueled by compressed natural gas (CNG).

Between January and December 2010, the Westwood FlyAway averaged 8,928 rides per month, a 7% decrease from 2009. During the last six months of 2010, however, the FlyAway experienced an increase of 6% in ridership compared to the same period in 2009.

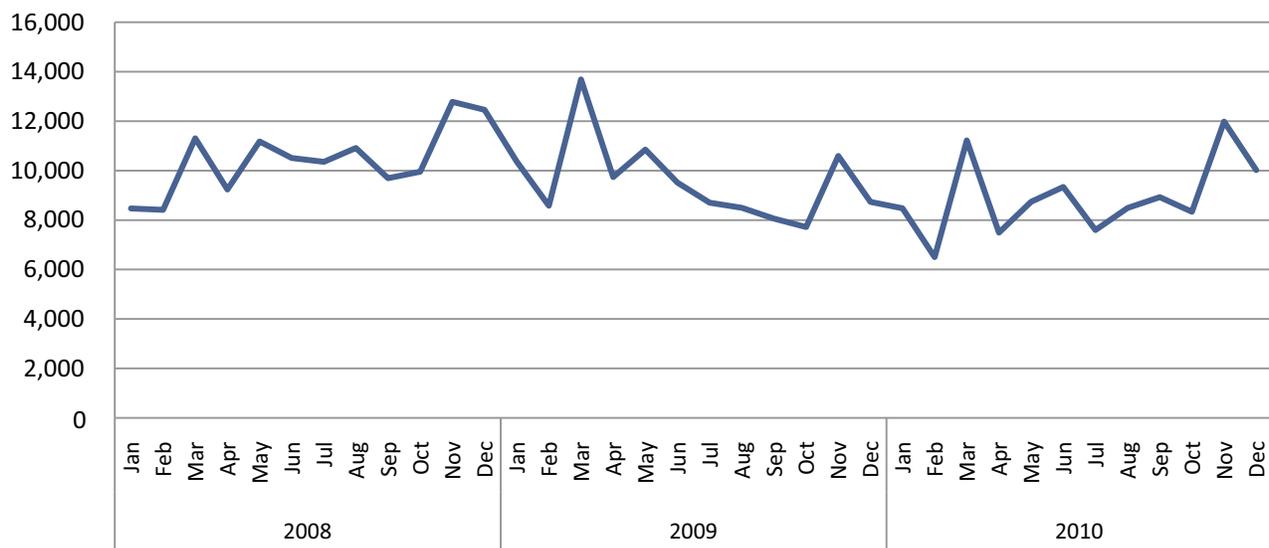
UCLA provides a substantial portion of the Westwood FlyAway’s ridership, particularly during holiday periods and at the beginning and end of academic quarters. On the days of highest student ridership, such as the day before Thanksgiving, FlyAway provides service from UCLA dormitories directly to LAX. During other periods of peak demand, such as Spring Break, Bruin Bus provides connecting service between PS 32 and the dorms.

Amtrak



Amtrak buses stop at the corner of Strathmore and Gayley four times daily in each direction to provide connections with Amtrak train service. Bus schedules are coordinated with the arrivals and departures at Bakersfield of the San Joaquin line, which serves the Central Valley, Sacramento and the San Francisco Bay Area. The same buses can also be used to connect to Van Nuys, where riders can catch Amtrak’s Pacific Surfliner to Santa Barbara, San Luis Obispo or San Diego.

Figure 17. FlyAway Monthly Ridership



Source: Los Angeles World Airports

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