

UCLA STATE OF THE COMMUTE

AN ANNUAL REPORT

JANUARY - DECEMBER 2014

UCLA *Transportation*
WWW.TRANSPORTATION.UCLA.EDU

2014 UCLA STATE OF THE COMMUTE REPORT

JANUARY 2014 - DECEMBER 2014

UCLA *Transportation*

SUSTAIN • ENHANCE • EDUCATE

WWW.TRANSPORTATION.UCLA.EDU

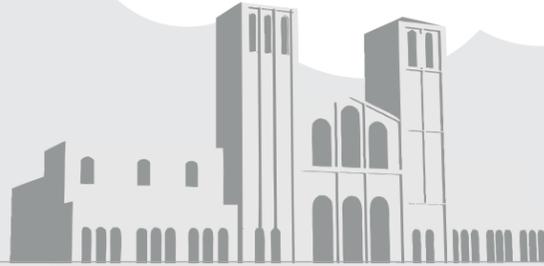
TABLE OF CONTENTS

EXECUTIVE SUMMARY	04
COMMUTER CHARACTERISTICS	06
VEHICLE TRIPS & TRAFFIC	08
MODE SPLIT	10
COMMUTER BENEFITS	12
COMMUTE MODES	12
OTHER MODES	18
ADDITIONAL RESOURCES	22

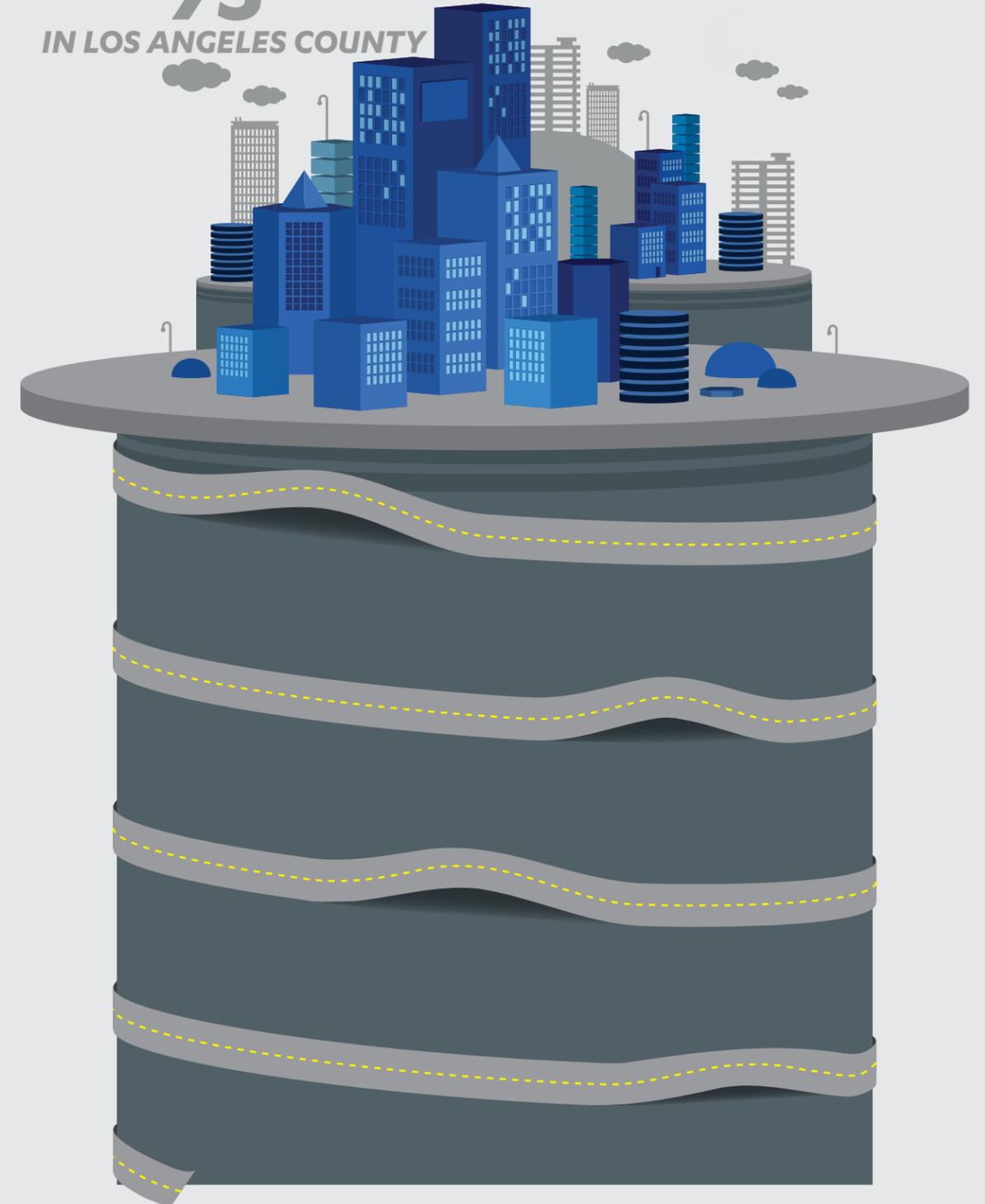


VS.

**52% EMPLOYEE
DRIVE-ALONE RATE
AT UCLA**



**73%
IN LOS ANGELES COUNTY**



EXECUTIVE SUMMARY

During 2014, UCLA Transportation, with the support and participation of the employees, students and visitors, continued to grow the University's alternative transportation programs.

At slightly less than 52%, UCLA's 2014 drive-alone rate for employees was far lower than Los Angeles County's rate as a whole, where approximately 73% of all commuters drive alone to work. At just over 20%, the drive-alone rate for UCLA's commuting students is less than half that of University employees.

More than 48% of all employees and almost 80% of commuting students at UCLA 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. Commuter support programs, such as the BruinBus campus shuttle service, Zipcar and the LAX FlyAway bus service, augment these alternative commute modes, making it easier for employees to commute to and travel around the campus without their personal vehicles.

As they have in the past, UCLA employees and students continue to make sustainable choices in both their commutes and intra-campus trips, utilizing transportation options that are safe, economical and environmentally responsible. UCLA Transportation, with the assistance of its partners, will work to ensure that these options continue to expand in 2015 and beyond.



COMMUTER CHARACTERISTICS

UCLA enrolled more than 43,000 students during fall quarter 2014. This number includes close to 30,000 undergraduates and nearly 14,000 graduate students, residents and interns (Table 1). Over the last five years, University enrollment has increased by more than 8%, with

undergraduates increasing by 11% and the graduate student population growing by close to 2% (Figure 1). UCLA continues to host the largest student population on the smallest acreage of land of any campus in the entire UC system.

Over 30,000 students commute from their off-campus residences to the University. More than 13,000 UCLA students reside on campus and are therefore not counted as commuters.

More than 5,000 faculty and academic staff and over 24,000 other staff members (not including residents, interns or students employed as graduate assistants or other part-time workers) are employed at UCLA (Table 1). In total, over 59,000 employees and students commute to the UCLA 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 2014

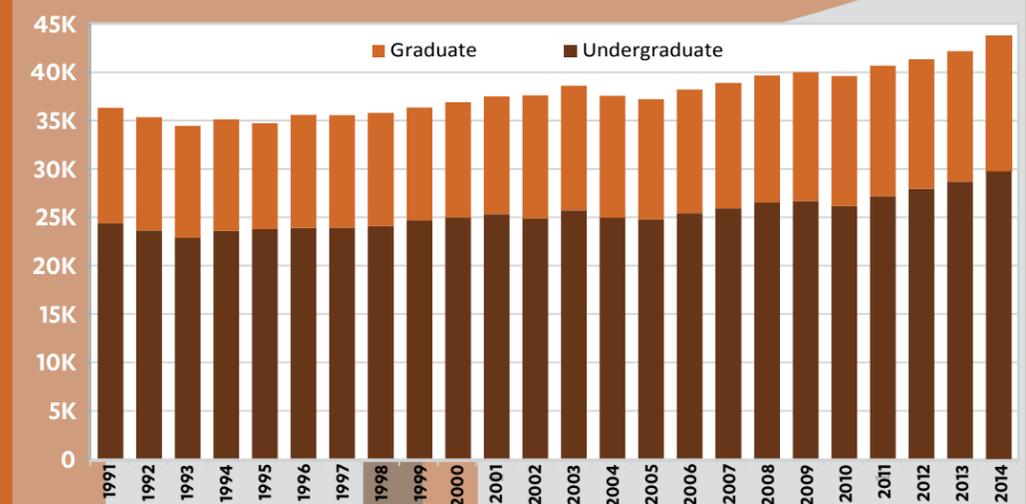
was just under 52% (a slight increase from the previous year) while the rate for commuting students decreased from more than 25% in 2013 to just over 20% in 2014 (Figure 2). In contrast, the drive-alone rate for all LA County commuters was nearly 73% in 2013 (the latest year for which data is available).

University commuters used alternative transportation modes at a rate far higher than Los Angeles commuters as a whole, a pattern that held true for all major modes. Nearly 17% of UCLA employees (and more than 41% of students) were pedestrian or bicycle commuters, options exercised by less than 4% of LA County commuters. Fourteen percent of UCLA employees (and almost 30% of students) commuted by public transit, compared to only 7% for all of LA County. More than 14% of UCLA employees (and over 6% of students) commuted by carpool or vanpool, while only 10% of LA County commuters used one of these modes.

Students	43,239
Undergraduate ¹	29,633
On-Campus ²	11,296
Off-Campus	18,337
Graduate ¹	13,606
On-Campus ²	1,866
Off-Campus	11,740
Faculty & Academic Staff	5,297
Staff	24,012
Total Campus Population	72,548
<small>¹ UCLA Office of Analysis & Information Management</small>	
<small>² UCLA Housing, November 2014</small>	

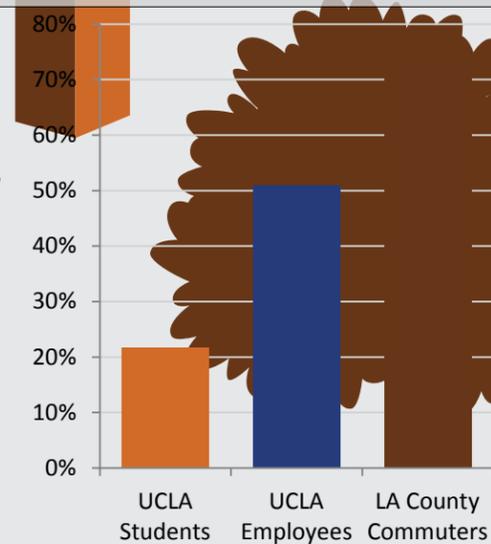
Faculty & Staff	29,309
Off-Campus Students	30,077
Undergraduate	18,337
Graduate	11,740
Total Commuters	59,386
<small>Source: UCLA Office of Analysis & Information Management</small>	

FIGURE 1. UCLA STUDENT ENROLLMENT, 1991 - 2014



Sources: UCLA Office of Analysis and Information Management

FIGURE 2. COMMUTER DRIVE-ALONE RATE

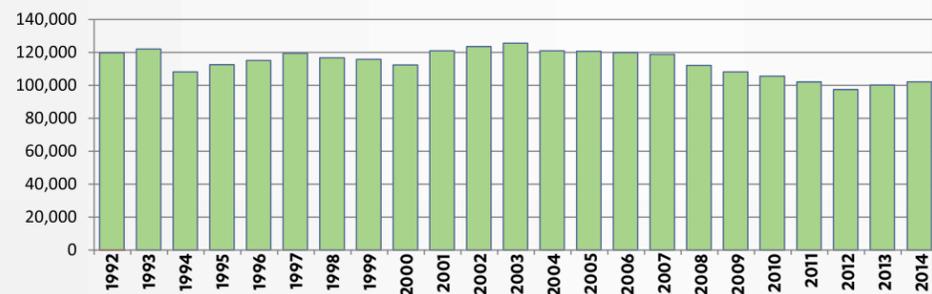


Sources: UCLA AQMD Survey, UCLA Spring Student Survey, American Community Survey

VEHICLE TRIPS & TRAFFIC

UCLA Transportation conducts a cordon count during the fall quarter of each year in order to track the number of trips made to/from campus by cars over the course of one week (Figure 3). For the second year in a row, the number of vehicle trips on campus increased compared to the previous year. An average of 100,491 daily trips were taken to or from campus in 2014, an increase of less than half a percent compared to 2013 (Table 3). This total, however, still represents a decrease of more than seven percent over the last five years. 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, 1992-2014



Source: UCLA 2014 Cordon Count Report

TABLE 3. AVERAGE DAILY TRIPS TO/FROM UCLA, 2009-2014

	2009	2010	2011	2012	2013	2014
Main Campus	94,168	91,169	88,906	82,428	87,081	87,324
Southwest Campus	12,286	12,758	11,741	12,977	11,164	11,235
Wilshire Center	2,058	2,058	2,058	1,922	1,996	2,002
Bank of America	0	0	0	672	708	710
Bus Trip Subtraction	(402)	(402)	(678)	(775)	(785)	(780)
Total	108,110	105,584	102,027	97,224	100,163	100,491

Source: UCLA 2014 Cordon Count Report

FIGURE 4. 2014 TRAFFIC VOLUMES BY INTERSECTION AT UCLA



Employee Mode Split

2.8%

9.3%

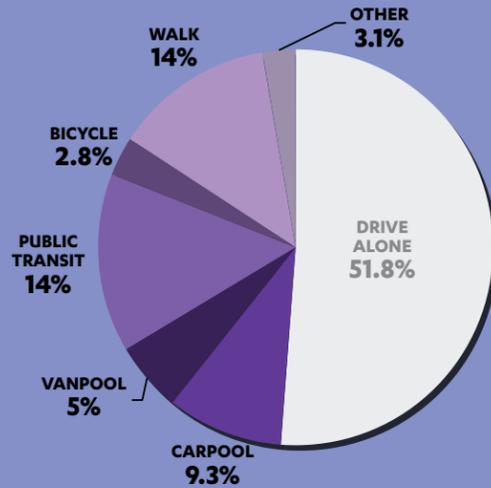
5%

14%

14%



FIGURE 5. COMMUTING EMPLOYEE MODE SPLIT, 2014



MODE SPLIT

UCLA Transportation conducts two surveys annually that capture the commute habits of the University community: one for employees (the AQMD Survey) and one for students (the Student Transportation Survey). The AQMD Survey satisfies the South Coast Air Quality Management District (SCAQMD) requirement for large employers to report the organization's average vehicle ridership (AVR), 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. For 2014, UCLA achieved an AVR of 1.68, a slight increase from the previous year's 1.67 and well above SCAQMD's regulatory benchmark 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.

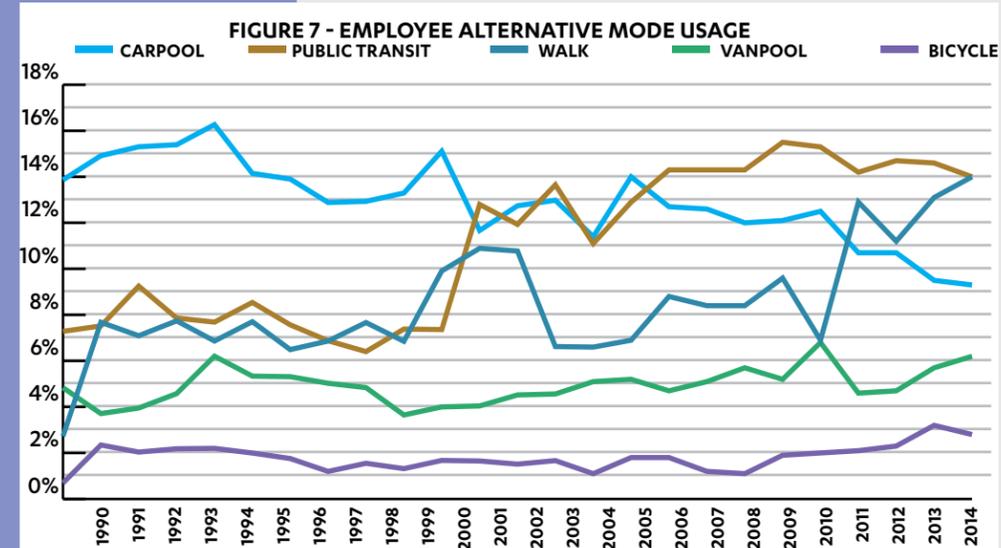
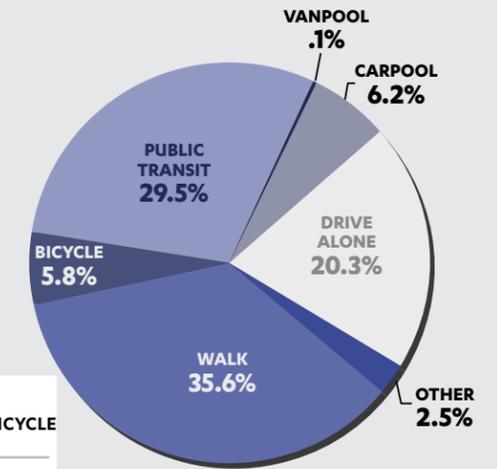
Approximately 36% of all UCLA commuters drive alone to campus, including close to 52% of employees and just over 20% of commuting students (Table 4). The remaining 64% of all commuters travel to UCLA by some form of alternative transportation, including carpool, vanpool, public transit, bicycling and walking.

	Employees	Students
Drive Alone	51.8%	20.3%
Carpool	9.3%	6.2%
Vanpool	5.0%	0.1%
Public Transit	14%	29.5%
Bike	2.8%	5.8%
Walk	14%	35.6%
Other	3.1%	2.5%

Sources:
2014 UCLA AQMD Survey, 2014 UCLA Student Transportation Survey

Non-motorized transportation modes account for more than 29% of all commuters, making this the largest block of alternative transportation users. Walkers constitute nearly 25% of all commuters, including 14% of employees (Figure 5) and close to 36% of students (Figure 6). More than 4% of commuters bicycle to UCLA, including slightly less than 3% of employees and 6% of students.

FIGURE 6. COMMUTING STUDENT MODE SPLIT, 2014



Slightly less than 22% of all UCLA commuters take public transit, including 14% of employees and nearly 30% 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 eight percent of commuters, including more than nine percent of employees and six percent of students.

Less than 3% of commuters come to UCLA by some mode other than those listed above. This group includes those

that telecommute, are driven to campus and dropped off, ride a motorcycle and others.

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 4%. Seven percent rode BruinBus. Mode choice varies greatly depending on the location of a student's on-campus residence. Nine out of ten 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.

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 2014, the BCC boasted nearly 5,300 members, including 4,700 employees and 600 students.

In 2014, the Bruin Commuter Club (BCC) boasted nearly 5,300 members

COMMUTE MODES

CARPOOL

More than nine percent of campus employees and over six percent 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 2015, the average commuter in a two-person carpool saves more than \$525 per year in permit costs compared to a commuter who drives alone and purchases an individual (yellow) permit.

TABLE 5. CARPOOL PERMITS ISSUED - FALL 2014

Employees	
Two-Person Permits	448
Three-Person Permits	129
Students	
Two-Person Permits	253
Three-Person Permits	195
Total Carpool Permits Issued	1,025
Total Parking Permits Issued	32,279
Carpool's % of All Permits Issued	3.2%

Source: UCLA Parking Programs (as of Nov. 1, 2014)

Members of three-person carpools save almost \$750 annually.

VANPOOL

Five percent of employees and less than 1% 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 all vans.

Vanpools are also open to non-UCLA riders commuting to the Westwood area, but 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 700 one-way rides are taken by

part-time vanpoolers each month (for full-time vanpool ridership, see Table 6).

UCLA's 150 vanpools serve campus commuters throughout Southern California (Figure 8). Pickup 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).

TABLE 6. VANPOOL STATISTICS - FALL 2014

Vanpools	150
Full-Time Riders	1,543
Employees	1,396
Students	85
Non-UCLA	62

Source: UCLA Commuter Services & Information (as of Nov. 1, 2014)

FIGURE 8. RESIDENCES OF CARPOOL AND VANPOOL PARTICIPANTS, FALL 2014

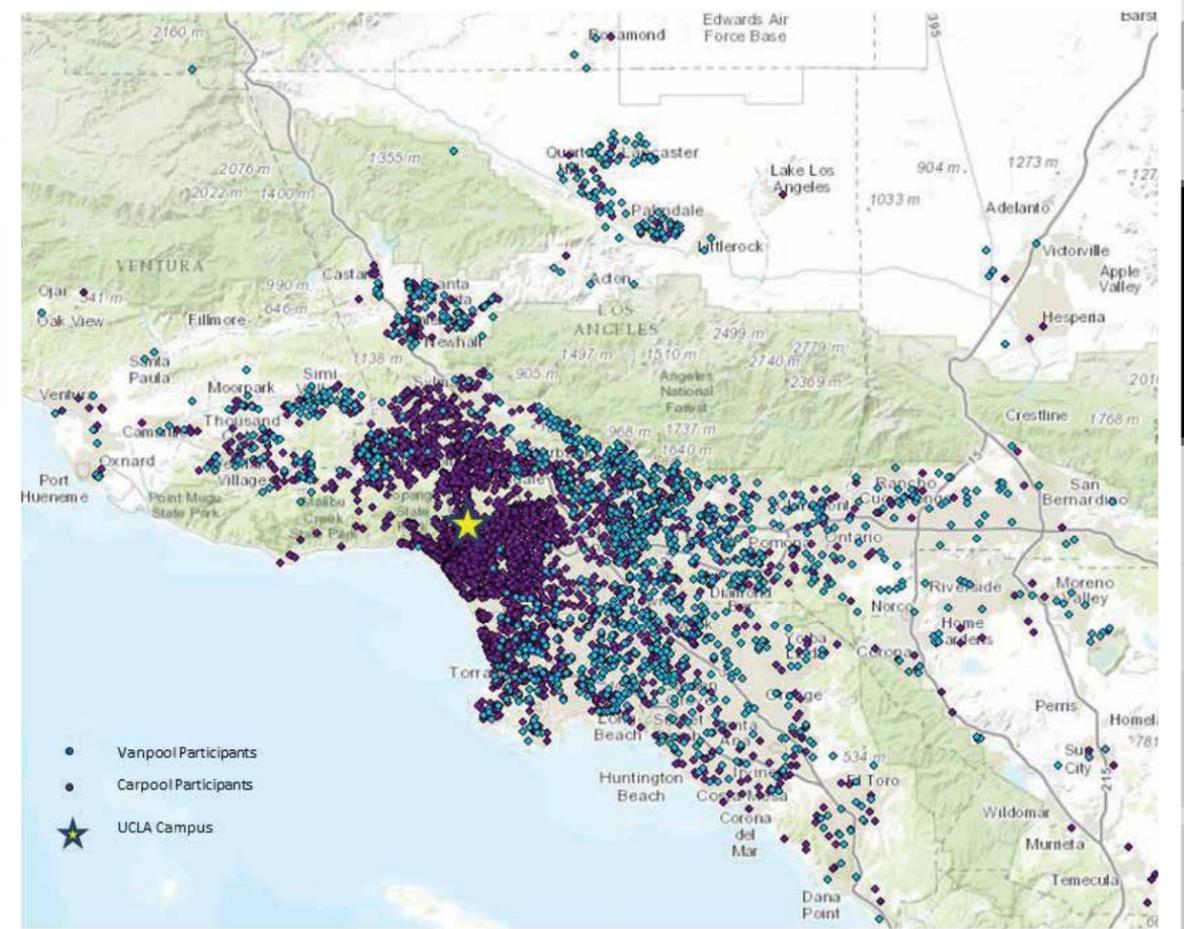
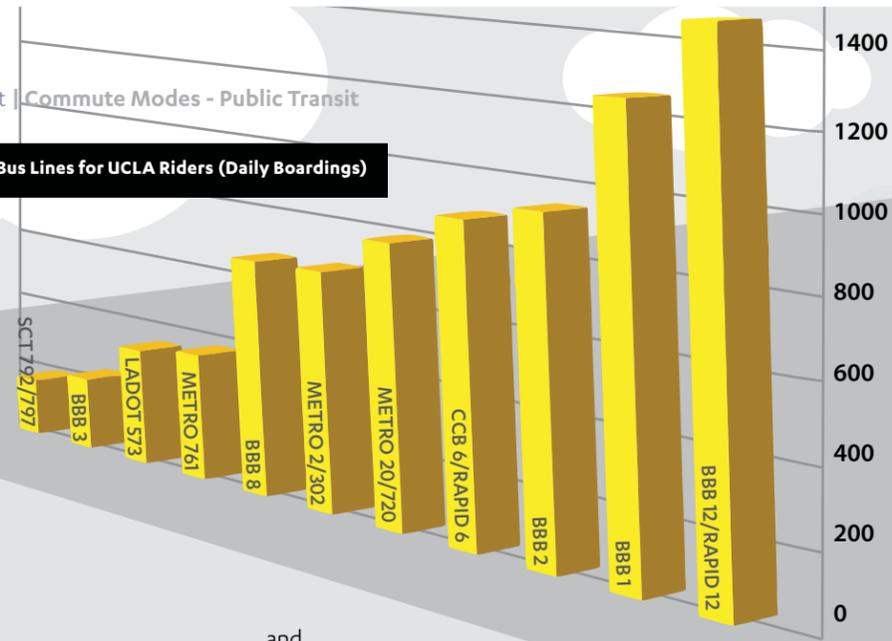


FIGURE 10. Most Popular Bus Lines for UCLA Riders (Daily Boardings)



PUBLIC TRANSIT

In 2014, 14% of employees and close to 30% 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 at least a 50% subsidy toward the purchase of either a quarterly or monthly pass for six transit agencies (Table 7). With these programs, participants can have unlimited rides on public transit for as little as \$33 per academic quarter. More than 6,100 subsidized public transit passes were sold to UCLA employees and students during fall quarter 2014 (Figure 9).

The BruinGO! program is a unique offering from UCLA that provides discounted access to both the Santa Monica Big Blue Bus (BBB) and Culver CityBus (CCB) systems. UCLA employees

and students have the option of purchasing a quarterly Flash Pass for unlimited rides on either system or making a discounted \$0.50 copayment for each ride with a valid BruinCard. Big Blue Bus serves UCLA with six different lines providing direct service to Santa Monica, West LA, Palms and other areas throughout the Westside (Figure 10).

TABLE 7. PUBLIC TRANSIT PASSES - FALL 2014

BruinGO! Flash Pass	Total: 3,693 Employees: 1,387 Students: 2,306
Metro	Total: 1,945 Employees: 693 Students: 1,252
LADOT	Total: 297 Employees: 242 Students: 55
Santa Clarita Transit	Total: 114 Employees: 82 Students: 32
Antelope Valley (AVTA)	Total: 55 Employees: 47 Students: 8

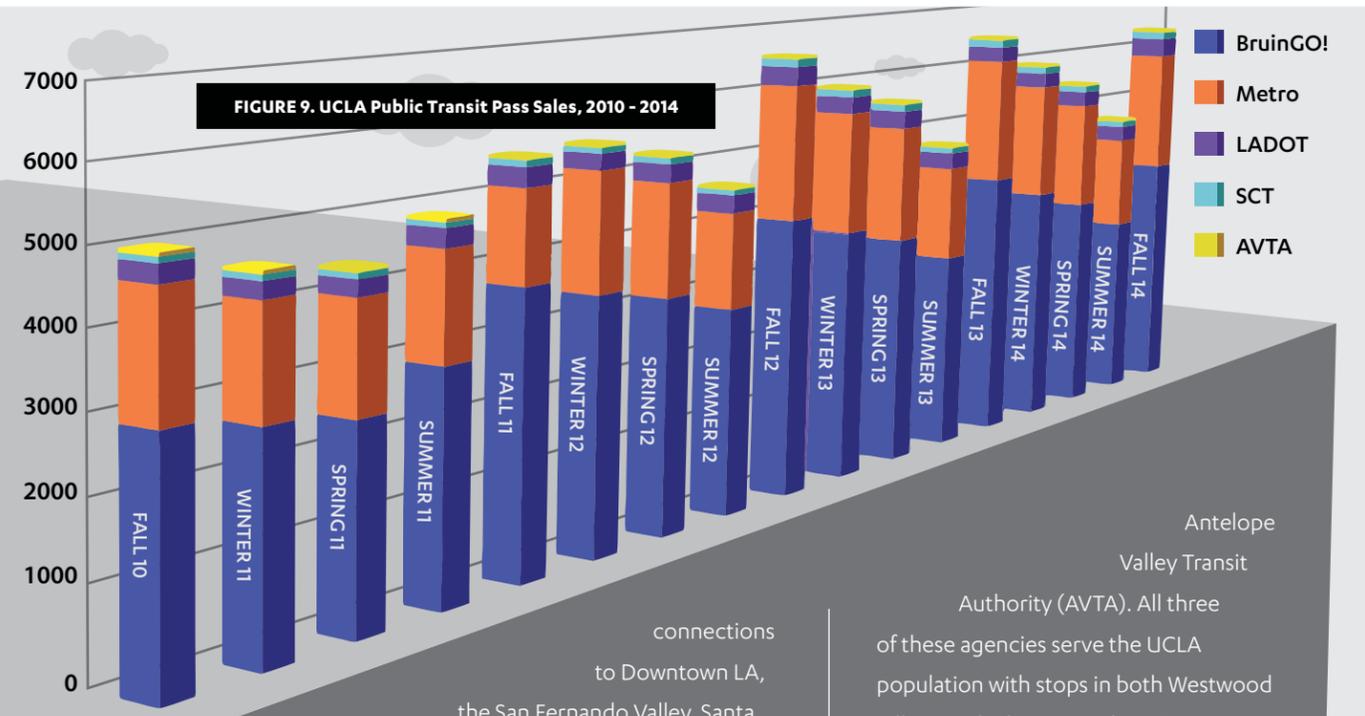
Source: UCLA Transportation, Central Ticket Office

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.

Metro serves UCLA and Westwood Village with six lines providing direct

FIGURE 9. UCLA Public Transit Pass Sales, 2010 - 2014



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. In December 2014, two new bus lines began serving Westwood and the San Fernando Valley: the Rapid 734 with service to campus locations along Sunset and Hilgard; and the Valley-Westside Express, with nonstop service between the Valley and Westwood Village.

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

Antelope Valley Transit Authority (AVTA). All three of these agencies serve the UCLA population with stops in both Westwood Village and adjacent to the UCLA campus.

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

to the Valley each weekday.

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

In 2014, 14% of employees used public transit daily to travel to UCLA

WALKING

UCLA's attractive, compact campus, as well as southern California's favorable weather, makes walking an attractive commute mode for many students and employees throughout the year. Pedestrian trips account for more than 14% of UCLA's employee commutes, while nearly 36% of commuting students walk to the University. Proximity plays a key role in student commutes, as almost two-thirds of off-campus students living in nearby Westwood walk to campus.

In 2014, the Bruin Commuter Club continued an incentive program that provided employees who walked to work with benefits such as a gift card or access to on-campus shower facilities.

In addition to commutes, walking is the primary mode of transportation for close to 85% of students residing on campus. Almost 92% of students living in residence halls and more than 39% 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.

BICYCLING

UCLA is a designated Bicycle Friendly University by the League of American Bicyclists with three campus roadways that include designated bike lanes, low-cost quarterly bike rentals for students and a bike shop located in central campus. In 2014, almost 6% of commuting students travelled to UCLA by bicycle, and nearly 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 2014 included a new bike lane on Royce Drive and the addition of 200 parking spaces for bicycles, bringing the total number of spaces for bikes on campus to 3,300.

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



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, slightly more than 3% of employees and less than 3% of 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 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 Medical Center and the academic core of campus. The Wilshire Center Express serves as a connection from the Wilshire Center office building, as well as residential areas south of Westwood Village, to the main campus. BruinBus also operates a University Apartments shuttle

that transports students to and from UCLA-owned off-campus apartments. Beginning in fall 2013, BruinBus initiated operations for the Weyburn Express, which provides direct service between Weyburn Terrace and Murphy Hall during peak morning hours. Between July 2013 and June 2014, BruinBus vehicles traveled more than 150,000 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 school. More than 9% 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 car share 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 that do not have their own automobile available at work or school.

Zipcar is an official carsharing provider for UCLA, with 20 vehicles available on the UCLA campus and an additional 8 vehicles located around the surrounding Westwood area (Table 8).

UCLA Transportation also subsidizes Zipcar usage for University employees who commute to campus by an alternative mode. Members of Bruin Commuter Club are provided with 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 both Westwood and LAX hourly throughout the day, with 17 departures from and 18 arrivals at PS 32 daily.

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

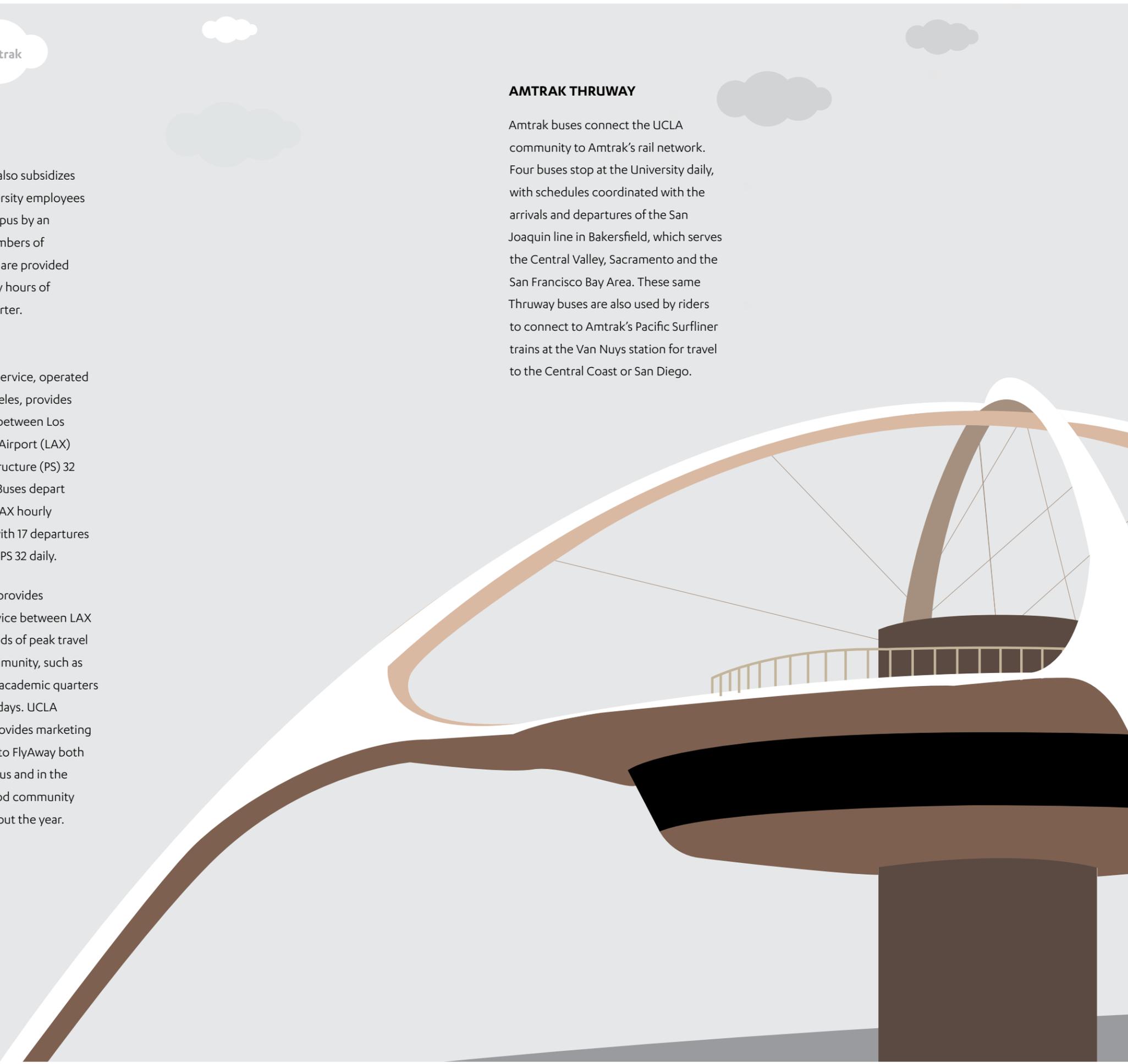
support to FlyAway both on campus and in the Westwood community throughout the year.

TABLE 8 - ZIPCAR SNAPSHOT, NOV 2014

Reservations	843
Total Hours	5,936
Total Miles	37,029
Avg. Hours per Reservation	7.04
Avg. Miles per Reservation	44
Number of Vehicles on Campus	20
Additional Vehicles in Westwood	8
Source: Zipcar	

AMTRAK THRUWAY

Amtrak buses connect the UCLA community to Amtrak's rail network. Four buses stop at the University daily, with schedules coordinated with the arrivals and departures of the San Joaquin line in Bakersfield, which serves the Central Valley, Sacramento and the San Francisco Bay Area. These same Thruway buses are also used by riders to connect to Amtrak's Pacific Surfliner trains at the Van Nuys station for travel to the Central Coast or San Diego.



ADDITIONAL RESOURCES

2014 UCLA AQMD Combined Mode Split

www.transportation.ucla.edu/portal/pdf/sotc/2014CommuteModeSplit.pdf

2014 UCLA AQMD Employee Mode Split

www.transportation.ucla.edu/portal/pdf/sotc/2014EmployeeModeSplit.pdf

2014 UCLA AQMD Student Mode Split

www.transportation.ucla.edu/portal/pdf/sotc/2014StudentModeSplit.pdf

2014 UCLA Cordon Count

www.transportation.ucla.edu/portal/pdf/sotc/2014CordonCount.pdf

2014 UCLA Student Transportation Survey

www.transportation.ucla.edu/portal/pdf/sotc/StudentSurvey2014.pdf



UCLA *Transportation*
SUSTAIN • ENHANCE • EDUCATE
WWW.TRANSPORTATION.UCLA.EDU