


# Multi-modal Transportation

2015

 **University**  
University of California, Los Angeles (UCLA)  
**Country**  
United States

**Location** 

**Size**   
45,000 students + 30,000 employees

**Mobility Organizational Structure**   
*UCLA Transportation is a self-supporting Auxiliary Enterprise of UCLA*

## Summary

UCLA promotes several types of transportation in order to both educate and encourage the campus community to utilize alternative modes to get to, from, and around campus.

Such modes can be used in conjunction with one another when using one is not always a viable option.

## Aims

To inform and encourage the campus community about utilizing different types of transportation for a particular commute when using only one is not sustainable or inefficient, with the end goal of increasing usage of alternative transportation.

## Stakeholders

UCLA.

## Background

Given the abundant options that exist for alternative transportation, coupled with UCLA Transportation's promotion of taking advantage of such modes, using two or more of them on one's commute to and from campus is attainable and done by many university affiliates.



## Description

Several options to engage in intermodal transportation exist to get to and from campus. For instance commuters can ride a bicycle to a bus stop, and take the bus to campus while placing their bicycle on the provided bike rack; or commuters can take the expo light rail or the purple line subway towards west Los Angeles, and commute the rest of the way via bus.

UCLA is working to identify which new technologies and parking pricing models give customers greater flexibility in using multiple commute modes, thereby encouraging customers to use sustainable transportation more often while allowing them to drive conveniently when needed.

Advancements in parking technology have resulted in an opportunity to design and implement a parking system that better meets the individual demand of our customers, streamlines the parking experience, and reduces greenhouse gas emissions.

The existing Bruin Commuter Park program provides half-price daily parking rates to alternative mode commuters, which helps incentivize alternative mode program use, but additional, flexible parking options will further improve this customer group's service level.



## Indicators

Mode Splits.

 Results

47% of employees in alternative mode commutes.

 Cost

Not available.

 Financing

Not available.

 Lessons Learnt

Commuters desire flexible options .

 Pictures



Fig 1. Bike rack in a bus

 Links

<http://beagreencommuter.com/>

 Contact person

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