

University of California

Sustainable Transportation
Policy Initiative

July 21, 2005



UC Sustainable Transportation Initiative: Objectives

- Open the dialogue between UCOP, the UC campuses, and their communities with regard to sustainable transportation.
- Showcase “Best Practices” among the UCs
- Take the lead on energy and transportation issues
- Gather quantitative and qualitative information about the transportation, parking, and fleets on each campus
- Get “Bottom Up” suggestions for system improvements and system-wide support
- Recommend system-wide policy to the UC Regents



UC Sustainable Transportation Initiative: Timeline

- **January 2005:** Visited campuses, Met with Vice Chancellors, Transportation Directors and other Staff, Students, Faculty, and other sustainable transportation advocates; Gathered system data
 - **February 2005:** Continued data collection; Presented project to UCOP staff
 - **March 2005:** Presentation of Preliminary Findings at Annual Transportation and Parking Conference; Met with Academic Senate; Began policy formulation
 - **April/May 2005:** Continued data collection and analysis; preparation of Transportation Track for UC/CSU Sustainability Conference
 - **June 2005:** UC Sustainability Conference (Roundtable of Campus Principals focusing on Elements of a Policy); Presentation to COVCA
 - **July 2005:** Present update to Board of Regents
 - **July/August 2005:** Refine policy with internal and external input
 - **September 2005: Present policy recommendations to Regents**
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The Transportation Challenge at the University of California

- Close to 500,000 people—including students, faculty, staff and visitors—come on to UC campuses each day.
- UC provides housing to close to 60,000 people.
- UC maintains parking for nearly 100,000 cars.
- UC operates several thousand fleet vehicles.



The Transportation Challenge at the University of California



The Link Between Transportation and Campus Housing

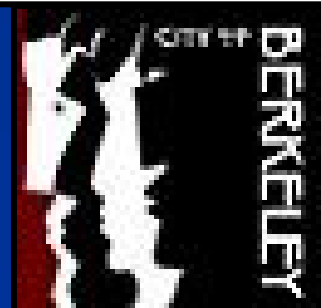
- Job/Housing Balance is a critical element of any successful sustainable transportation policy.
- Even with Tidal Wave II growth, the UC campuses have actually *increased* the percentage of students housed on campus:
 - 1999-2000: 23.7% of students housed
 - 2003-2004: 28.4% of students housed
 - 2009-2010: 33% of students housed



UC Berkeley

“Transportation Partners and Programs”

- Model programs for:
 - Pre-paid transit for students and employees
 - Transit subsidies, and
 - Employee pre-tax transit passes.
- Partnerships with local transit providers, including AC Transit, BART, and others
- *89% of students get to campus WITHOUT driving alone*
- *49% of faculty and staff get to campus WITHOUT driving alone*



UC Davis

“Students in the Drivers’ Seats”



All Unitrans drivers and supervisors, as well as most support staff, are UC Davis students working part-time.

On weekdays, Unitrans serves over 20,000 riders to, from, and around the UC Davis campus and Davis community.

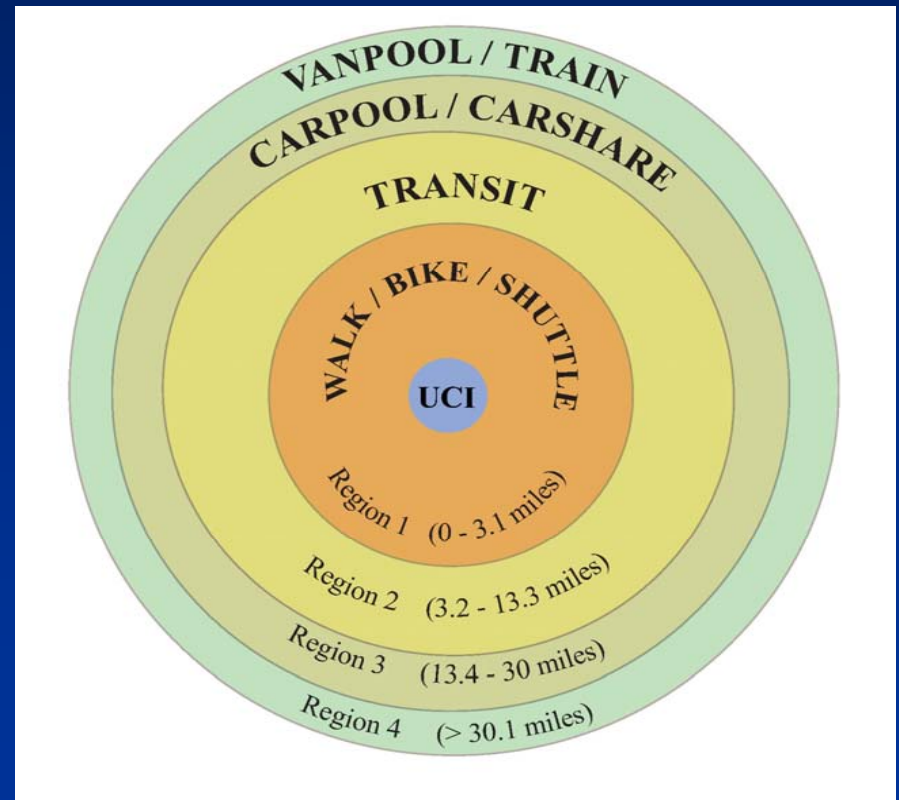
- *60% of Faculty, Staff and Students get to campus WITHOUT driving alone*

UC Irvine

“Analyzing the TDM Constituencies and On-Campus Housing for Faculty and Staff”

- UCI uses innovative analysis to target commuter populations based on proximity to campus and to identify where TDM programs can be improved.
- Large on-campus faculty/staff housing program.
- ***40% of Faculty, Staff, and Students get to campus WITHOUT driving alone***

Mode of Travel Regions



UC Los Angeles

“21 Years: Transportation Demand Management Comes of Age”

- Sustainable transportation began in 1984 with Olympics
- Campus has voluntary trip and parking cap agreements with City of Los Angeles
- Long L.A. commutes conducive to vanpooling:
 - UCLA has 135 vanpools serving more than 80 Southern California communities
- Shorter commutes served by BruinGo! and Go Metro subsidized transits:
 - More than 20% of campus commuters arrive by bus
- Average vehicle ridership is currently 1.57
- 1 million trips saved annually by UCLA TDM program
- More than 50% of students will live on or within 1 mile of campus by 2005/06
- *55% of faculty/staff/students get to campus WITHOUT driving alone*



UC Riverside

“From Folly to Trolley”



- Trolleys have increased ridership from 3,000 riders a day to 4,200 a day. Ridership increases when trolleys are introduced to a route and plummets when buses resume service.

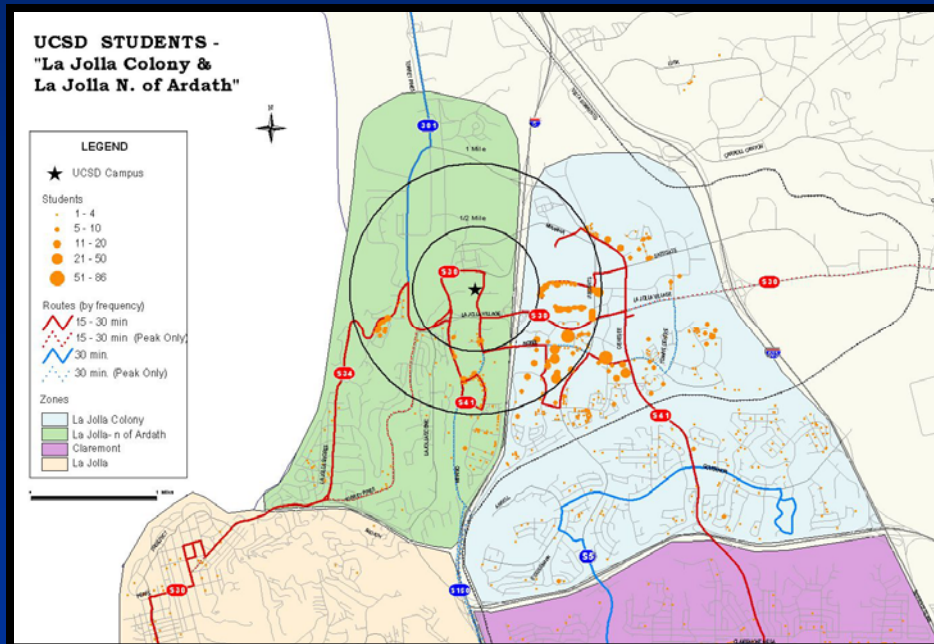


- *44% of Faculty, Staff, and Students get to campus WITHOUT driving alone*

UC San Diego

“Strategic Planning for Sustainable Transportation”

- In the Spring of 2001/2002, campus adopted a comprehensive transportation and parking plan. A series of new measures resulted:



- Expanded Shuttle Service
- Free Staff, Faculty and Student Transit Passes
- Improved Bicycle Infrastructure
- Expanded Vanpool and Carpool Programs
- *43% of Students, Faculty and Staff get to campus WITHOUT driving alone*

UC San Francisco

“Online Help for Informed Choices”

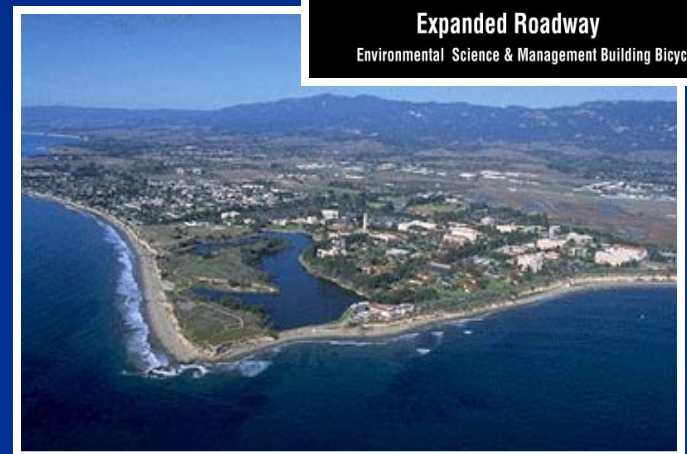
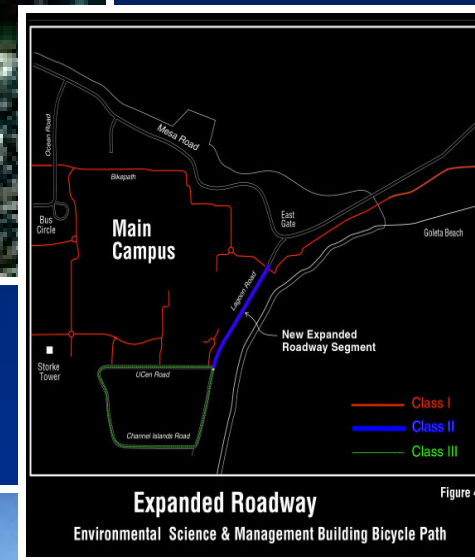


- UCSF’s Campus Life Services websites provides commuter information by mode of transportation.
- **Free** shuttle service is provided during the week between 7 am and 8 pm to the UCSF community between all major campus locations on a regular schedule, with after-hour and weekend shuttle service.
- *64% of Students get to the campuses WITHOUT driving alone*
- *50% of Faculty and Staff get to the campuses WITHOUT driving alone*

UC Santa Barbara

“A Two-Wheeled Utopia”

- UCSB offers a comprehensive incentive package to encourage alternative transportation, including free parking permits for occasional use, Emergency Ride Home, drawings for gift certificates, free and discounted bus passes
- With idyllic weather and flat ocean-front campus, the campus is perfect for bicycling. An extensive network of Class I bikeways keep pedestrians and bikes separate in the car-free central campus.
- *70% of Faculty, Staff, and Students get to campus WITHOUT driving alone*



UC Santa Cruz

“Successfully ‘pooling’ resources”

- A fleet of vanpools provides subsidized commuter transportation for staff and faculty residing in San Jose and outlying areas of Santa Cruz County. The vanpools are funded primarily through Vehicle Registration Fee grants from the Regional Air District.
- The 1988 Long Range Development Plan (LRDP) identified a goal of 40% or more of all campus-related trips that were to be via some TDM alternative mode.
 - *The campus has exceeded this goal by achieving TDM mode splits of 50% or greater throughout the past sixteen years, The TDM mode split in the Spring of 2004 was **58.8%**.*



Conclusion

