

Why the STC project must include a direct On-campus UCLA station

Key messages

1. Accessibility for the general public would increase substantially

- UCLA is a public research university that offers services to the public and the community; as such, its services should be easily accessible to the general public.
- UCLA operates a world renowned health care system and offers state of the art medical services, including an on-site hospital. These medical services should be accessible to a broader population through public transit thereby greatly expanding health care opportunities.
- UCLA's campus contains numerous cultural institutions and sports facilities, including the Fowler Museum, Royce Hall, and Pauley Pavilion, which collectively host dozens of events attended by hundreds of thousands of visitors each year. Access to UCLA via a UCLA station would connect the public to these events and institutions without the need for a car, further reducing impact on our roadways and the environment.

2. Equity

- The costs and limitations of car ownership can restrict access to travel due to socio-economic status and other restrictions. A UCLA station can mitigate uneven transportation access for its public, educational, and community services, including UCLA Health.
- Over 14,000 students and employees live in walking distance of a Metro Rail Line across LA making the connection between the STC and the whole Metro Rail system critical for students.

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3. A UCLA station would significantly reduce traffic

- UCLA represents a daytime population of over 84,000 individuals, many of which are individual commuters. A UCLA on-campus station could take tens of thousands of commuters off the 405 freeway and local streets (including other north-south connectors between the Valley and the Westside), significantly reducing vehicular traffic across the region.

4. Large demand and increased ridership

- Using Metro's own travel demand model, an on-campus UCLA station would be the busiest non-transfer station in the entire Metro Rail system. Access to a UCLA station would provide the largest potential for ridership – contributing to as many as 120,000 average weekday boarding's - which can help sustain the project and its goals.
- Riders choose to optimize travel times. Therefore, using a transit connector to another separate station would decrease significant potential for ridership among UCLA travelers and is not a substitute for a direct on-campus station which have travel times between 12 and 24 minutes.
- Per the 2022 Metro Scoping Report, the most common comment in the survey was from 35% of respondents who said they support an on-campus UCLA station.
- The increased ridership a UCLA station connected to the Purple D-Line will bring benefits everyone across LA. Connecting UCLA to the entire Metro rail system is imperative to advancing equity for all Angelenos.

5. A UCLA station would substantially increase affordable housing options for students and employees

- Easy access to UCLA's campus would encourage students to commute from home or choose housing options outside a small concentrated area, increasing potential improvements in housing and housing costs.

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6. Commerce

- An on-campus UCLA station would connect the campus's large daytime population to newly accessible businesses and stores that they would have otherwise not had the time or the means to frequent in the Valley and across the entire Metro system.

7. Environmental benefits

- California's transportation sector accounts for approximately 50% of the state's greenhouse gas emissions, with car use being a significant contributor. Redirecting vehicular transportation to and from UCLA would reduce vehicular miles traveled, reduce greenhouse gas emissions, and improve health outcomes related to air quality.

8. Reduced travel times

- An on-campus station would link UCLA to a broader transit network connecting the Westside and the Valley in approximately 20 minutes. Further, through easy transfers from the Expo (E) and Purple (D) Lines, it would substantially increase access to UCLA from other equity-focused communities to the east and south.

9. Accessibility for employees

- UCLA is the fourth largest employer in LA County and represents approximately 40,000 employees. Providing direct access to the UCLA campus would give thousands of employees a more equitable and accessible way to commute to UCLA daily.

10. Accessibility for students

- **Access:** More than 44,000 graduate and undergraduate students attend UCLA, and many of these students face long commutes to campus from the San Fernando Valley and beyond. An on-campus UCLA station would provide students with quicker and easier access to the campus and save time and expenses.

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- *Equity:* Over 30% of UCLA undergraduate students are the first in their families to attend college, and almost 50% of undergraduate students are on some form of financial aid. Many of these students do not live on the Westside and must commute to UCLA for their classes and other activities because of high housing costs in Westwood, making living near campus impossible for most low-income students.

11. UCLA hosted events

- UCLA hosts conferences, sporting events, and other organized events on campus that often attract hundreds of thousands of visitors on a yearly basis. A UCLA station could not only provide ease of transport to these events but also mitigate inconsistent congestion and travel times that exist when they occur. Conversely, a UCLA station could make it easier for the approximately 44,000 undergraduate students to traverse Los Angeles.

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