

# TRAFFIC GENERATION REPORT

[ Los Angeles International Airport / August 2009 ]



*Los Angeles  
World Airports*

Prepared by Airports and Facilities Planning Division / November 2009

## Executive Summary:

Per Section G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare an annual Traffic Generation Report. This traffic report shall identify “the current number of Trips being generated by LAX, the number of Trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, the Trips proposed to be generated following the implementation of the Master Plan as informed by current and Project-based Trip counts, and the number of Trips anticipated to be generated by on-going Master Plan construction activities.”

This study is the fifth Traffic Generation Report to be completed since the Los Angeles City Council’s approval of the LAX Master Program in December 2004.

The Environmental Impact Report (EIR) for the LAX Master Plan forecasts 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures. If the annual Traffic Generation Report shows that the number of new airport peak-hour trips is likely to be exceeded, a Specific Plan Amendment Study is required.

The typical design day used for the LAX Master Plan is a Friday in August. The total number of trips for the airport peak hour of 11 am to noon is as follows:

<b>1996 Airport Peak Hour Volume (Base Year)</b>	<b>17,725 trips</b>
<b>2009 Airport Peak Hour Volume</b>	<b>13,917 trips</b>
<b>2015 Airport Peak Hour Volume (Projected)</b>	<b>26,011 trips</b>

These volumes show that the August 2009 airport peak-hour volume does not exceed 8,236 additional trips above the base-year total of 17,725 trips and is, in fact, 3,808 trips less than the 1996 base year volumes.

The results of the August 2009 traffic volume study also reveal that there were 10,394 trips recorded at LAX during the 8 am to 9 am peak hour and 12,043 trips in the 5 pm to 6 pm peak hour. This represents 1,584 fewer trips during the morning peak hour in August 2009 than during the same hour in the 1996 base year, and 844 fewer evening peak hour trips in August 2009 than during the 1996 base year.

## Methodology:

The following methodology was used in calculating the overall traffic volumes accessing and egressing LAX. The Land Use and Development Section of the Los Angeles Department of Transportation (LADOT) approved this methodology, which has been used consistently for the LAX Trip Generation reports since 2005.



LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by electro-magnetic loop detectors imbedded in each travel lane of the roadways. Vehicle type is not distinguished by these loops; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A "trip" is defined as the entrance or exit of a vehicle from the airport or airport-related property as studied in the LAX Master Plan Final EIR. Traffic information is continuously recorded on a computer database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts.

Counts for the LAX Master Plan design day (a Friday in August) were retrieved from the database and averaged for the morning (8 am to 9 am), airport (11 am to noon) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak periods studied during each Friday in August 2009, along with the average number of trips.

**LAX Central Terminal Area - Traffic Volumes by Direction**

Date	Inbound			Outbound		
	8-9 AM	11AM- Noon	5-6 PM	8-9 AM	11AM- Noon	5-6 PM
8/07/08	3,564	4,375	3,445	3,049	4,427	3,850
8/14/08	3,330	4,550	3,263	3,012	4,772	3,825
8/21/08	3,312	4,873	3,509	2,877	4,644	3,981
8/28/08	3,042	4,070	3,426	2,730	4,373	3,901
<b>Average</b>	<b>3,312</b>	<b>4,467</b>	<b>3,411</b>	<b>2,917</b>	<b>4,554</b>	<b>3,889</b>

**Table 1**

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2009, along with their averages, is summarized in **Table 2**.

**LAX Central Terminal Area - Total Traffic Volumes**

Date	Total		
	8-9 AM	11AM- Noon	5-6 PM
8/07/08	6,613	8,802	7,295
8/14/08	6,342	9,322	7,088
8/21/08	6,189	9,517	7,490
8/28/08	5,772	8,443	7,327
<b>Average</b>	<b>6,229</b>	<b>9,021</b>	<b>7,300</b>

**Table 2**

### World Way West:

All traffic eastbound and westbound on World Way West east of Pershing Drive was recorded through the use of automated traffic counters placed by the Los Angeles Department of Transportation at the request of LAWA. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX. This includes traffic associated with the current construction of the Crossfield Taxiway project.

### Driveways

Traffic during the three peak hours was manually counted at 65 driveways by Quality Traffic Data, a privately owned and operated traffic data collection company under contract by LAWA. Manual counts were required because traffic volumes are not recorded at these locations through the automated system. See **Figure 1** for a map of the facilities at which driveway counts were recorded. Traffic entering and exiting a roadway or driveway was counted in three separate vehicular categories – cars, trucks and shuttles. All counts were recorded either Friday, July 31, 2009 or on a Friday in August 2009. The details of these driveway counts are described below:

### ***Cargo/Ancillary Facilities:***

Aviation Blvd (west leg of intersection) locations:

- 104<sup>th</sup> Street
- 111<sup>th</sup> Street

Century Blvd (south leg of intersection) locations:

- Avion Drive
- Airport Blvd
- Postal Road
- International Road

Imperial Highway (north leg of intersection) locations:

- Imperial Terminal
- California Street
- Hughes Way
- Unsignalized driveway east of Hughes Way
- Kilroy Center Drive
- Douglas Street
- Unsignalized driveway between Kilroy Center Drive and Aviation Blvd

Five driveways along the north side of Imperial Highway and one driveway along the south side of Century Blvd have very limited traffic volumes throughout the day. For the purposes of this study, a total of 50 vehicles was added to the cargo/ancillary traffic volumes recorded for each peak hour to account for the traffic using these six driveways. Because traffic entering and exiting these minor driveways is infrequent, this estimate represents a conservatively high volume of traffic for these six driveways.





# Traffic Count Map

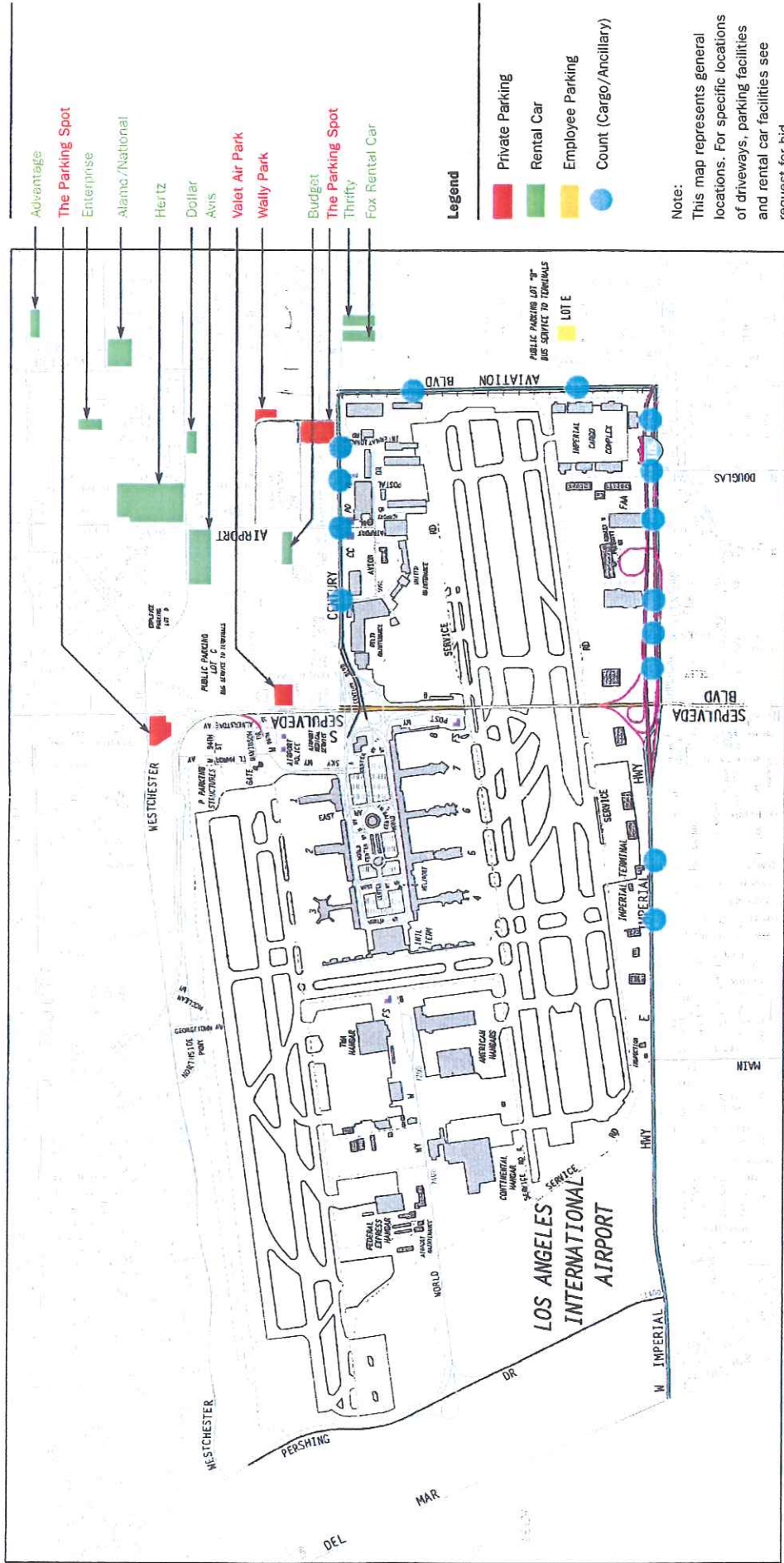


Figure 1

Map used by permission from Thomas Bros.

### ***Airport Operated Public Parking Lots***

Traffic counts were conducted at the following airport-operated surface parking lot driveways:

- Lot B - Driveway on 111<sup>th</sup> Street
- Lot C - Two entrance driveways on 96<sup>th</sup> Street west of Vicksburg Avenue
- Lot C - Exit driveway on Jenny Avenue
- Lot C - Entrance driveway on Westchester Parkway

### ***Airport Operated Employee Parking Lots***

- Lot D North - Driveway on Westchester Parkway
- Lot D South - Driveway on Jenny Street
- Lot E - Driveway on 111<sup>th</sup> Street
- Airport Police - Three driveways on 96<sup>th</sup> Street (two driveways west of Alverstone Avenue and one driveway east of Alverstone Avenue)

### ***Rental Car Locations:***

There are ten car rental companies that are allowed to provide shuttle service between the LAX CTA and their facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations:

Advantage Rent a Car<sup>1</sup> – Manchester Blvd between Isis Ave and Hindry Ave

- Driveway on Manchester Blvd east of Isis Ave
- Car return driveway on Isis Ave south of Manchester Blvd

Alamo and National – Aviation Blvd and Hillcrest Blvd, SE corner:

- Three driveways on Aviation Blvd south of Hillcrest Blvd
- Car return driveway on Hillcrest Blvd east of Aviation Blvd

Avis – Airport Blvd/Westchester Pkwy/Jenny Ave:

- Driveway on Airport Blvd south of Westchester Parkway
- Three driveways on Jenny Ave

Budget – Airport Blvd and 98<sup>th</sup> Street, NW corner:

- Two driveways on Airport Blvd
- Two driveways on 96<sup>th</sup> Place
- Driveway on 98<sup>th</sup> Street

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<sup>1</sup> Advantage Rent-a-Car was not operating at LAX from January through June 2009. Since it was believed that the company would not be operating in August 2009, Quality Traffic Data was not asked to record vehicles entering and exiting these two driveways. The vehicle volumes at these driveways were instead recorded by LAWA staff.



Dollar – Arbor Vitae Street, south side, west of Bellanca Ave:

- Three driveways on Arbor Vitae Street
- Car return driveway on Bellanca Ave south of Arbor Vitae Street

Enterprise – Bellanca Ave between Manchester Ave and Arbor Vitae St:

- Four driveways on Bellanca Ave

Fox/Payless – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway at 5500 West Century Blvd

Hertz – Airport Blvd between Interceptor Street and Arbor Vitae Street:

- Shuttle entrance driveway on Airport Blvd north of Arbor Vitae Street
- Driveway on Interceptor Street east of Airport Blvd
- Two exit driveways on Arbor Vitae Street

Thrifty – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway on Century Blvd
- Driveway on Concourse Way south of Century Blvd

***Off-Airport Rental Car Companies:***

Off-airport car rental companies are not permitted to drop off or pickup customers in the CTA. Unlike the on-airport car rental companies, no off-airport car rental driveways were included in the traffic count. The official pickup and drop-off location for these companies is located within a portion of Lot C, on the north side of 96<sup>th</sup> Street immediately west of Vicksburg Avenue. This driveway was included in the manual traffic counts listed under the category of Airport Operated Public Parking Lots, above.

***Private Airport Parking Facilities:***

Traffic was recorded at the following private parking facility driveways. These facilities are exclusively used for parking and are not affiliated with a hotel or office building. It was conservatively assumed that all traffic entering or exiting these facilities is airport related. Since in reality these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated. Consistent with the methodology used in the LAX Master Plan, vehicle trips to parking facilities that offer shuttle service to LAX but are part of another business such as an office building or a hotel were not counted.

Park One<sup>2</sup> – Sepulveda Blvd from Century Blvd to 96<sup>th</sup> Street:

- Driveway on 96<sup>th</sup> Street west of Alverstone Ave (also to airport police parking lot)
- Driveway on “Little” Century Blvd

The Parking Spot – Bellanca Ave from Century Blvd to 98<sup>th</sup> Street:

- Driveways on Bellanca Ave
- Driveway on 98<sup>th</sup> Street
- Car entrance driveway on Century Blvd

Valet AirPark – Sepulveda Blvd and 96<sup>th</sup> Street, SE corner:

- Driveway on 96<sup>th</sup> Street east of Sepulveda Blvd
- Driveway on Vicksburg Ave south of 96<sup>th</sup> Street
- Driveway on Sepulveda Blvd south of 96<sup>th</sup> Street

Wally Park – Bellanca Ave, east side, north of 98<sup>th</sup> Street:

- Two driveways on Bellanca Ave

Westchester Parking Spot – Sepulveda Blvd/Westchester Pkwy/Sepulveda Eastway:

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

**Other Private Airport Parking Facilities:**

Like the private parking facilities referenced above, other off-airport, private parking operators also provide shuttle service for their customers to and from LAX terminals. However, these parking operators also cater to customers who park in their facilities but who are not going to the airport. Therefore, the following methodology was established to estimate the volume of airport trips at these joint-use parking facilities where manual traffic counts were not conducted.

Using the volume of car trips and the volume of shuttle trips manually recorded at large parking facilities such as Wally Park and The Parking Spot, the following trip generation factors were calculated:

**Private Parking Car Trips per Inbound Shuttle**

AM	156 trips/ 56 shuttles = 2.79 trips/shuttle
AP	123 trips/ 67 shuttles = 1.84 trips/shuttle
PM	102 trips/ 91 shuttles = 1.03 trips/shuttle

<sup>2</sup> The Park One property was purchased by LAWA in July 2009. However, the same private parking operator continues to conduct business on this site.



**Private Parking Car Trips per Outbound Shuttle**

AM            54 trips/ 60 shuttles = 0.90 trips/shuttle  
 AP            99 trips/ 62 shuttles = 1.60 trips/shuttle  
 PM            185 trips/ 81 shuttles = 2.28 trips/shuttle

The number of shuttles recorded in the LAX CTA on four Fridays in August 2009 by the joint-use parking businesses was obtained from the LAWA computer database. It is assumed that the same number of car trips per shuttle trip made by facilities such as Wally Park or The Parking Spot would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour on Fridays in August 2009 by the joint-use, off-airport parking facilities is shown in **Table 3**.

**Shuttle Trips by Other Off-Airport Parking Facilities - Inbound to Lot**

Date	Peak Hour		
	AM	AP	PM
8/7/2009	46	47	50
8/14/2009	40	42	51
8/21/2009	40	43	52
8/28/2009	43	50	61
<b>Rounded Average</b>	<b>42</b>	<b>46</b>	<b>54</b>

**Shuttle Trips by Other Off-Airport Parking Facilities - Outbound From Lot**

Date	Peak Hour		
	AM	AP	PM
8/7/2009	58	63	44
8/14/2009	48	50	32
8/21/2009	51	54	50
8/28/2009	49	45	48
<b>Rounded Average</b>	<b>52</b>	<b>53</b>	<b>44</b>

**Table 3**

Multiplying the calculated trips-per-shuttle ratios with the average number of shuttle trips attributable to the off-airport private parking facilities where driveways were not manually recorded results in the totals shown in **Table 4**. This provides an estimate of the number of inbound and outbound car trips generated at the remaining parking facilities that is related to LAX.

**Inbound Car Trips for Off-Airport Parking Facilities  
Where Driveways Were Not Counted**

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles	=	No. of Trips
AM	2.79	X	42	=	117
Airport	1.84	X	46	=	85
PM	1.03	X	54	=	56

**Outbound Car Trips for Off-Airport Parking Facilities  
Where Driveways Were Not Counted**

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles	=	No. of Trips
AM	0.90	X	52	=	47
Airport	1.60	X	53	=	85
PM	2.28	X	44	=	100

**Table 4**

To be consistent with the methodology used in the Environmental Impact Report for the LAX Master Plan, shuttle trips from private and public parking lots and from rental car facilities are counted as they enter and exit the CTA. To avoid “double counting,” the shuttles are not counted again when they enter and exit the off-site facility. For example, a shuttle bus that exits the Avis rental car facility and enters the terminal area is only counted as a single CTA trip. This shuttle is counted as a second CTA trip once it exits the airport, but would not be counted again as it enters the Avis driveway.

**LAX Master Plan Projects:**

There is one LAX Master Plan project currently under construction:

**Crossfield Taxiway**

This project will provide a new crossfield taxiway (Taxiway C13) connecting the north and south airfields. In addition, a new parallel service road along Taxiway C13 will be built and the aircraft parking location will be relocated alongside the south end of Taxiway C13. A new fire station/aircraft rescue and fire fighting facility will also be constructed to replace the existing undersized station. This project is currently under construction and is scheduled to be completed in June 2010.



The peak period construction traffic associated with this project is included in the World Way West data collection described above. Once completed, this airfield improvement project is not expected to add any additional airport vehicle trips.

### **Bradley West Project**

The proposed Bradley West Project includes construction of new north and south concourses at Tom Bradley International Terminal (TBIT) just west of the existing concourses (which would be demolished), construction of nine aircraft gates and their associated loading bridges and apron areas, relocation and consolidation of existing aircraft gates along the east side of TBIT, renovation, improvement and enlargement of the existing concessions areas, U.S. Customs and Border Protection areas, office and operations areas and the westward relocation of two existing taxiways currently located in the area proposed for the new concourses and/or gates.

Section 7G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan states that the annual Traffic Generation Report is to identify “the number of Trips anticipated to be generated at the completion of any Master Plan Project in development at the time of the report.” **Table 5<sup>3</sup>** on the following page shows the estimated increase in the number of trips associated with the Tom Bradley International Terminal. The trip estimates are considered conservatively high in that they assume all of the growth in TBIT-related vehicle trips between 2008 and 2013 is attributable to the Bradley West project. In addition, the trip generation estimates are based on an aviation activity level forecast that assumed substantial growth in passenger activity levels at LAX between 2008 and 2013, again considered to be conservatively high given the current economic conditions and associated decreases in aviation activity worldwide.

If all the forecasted trips associated with TBIT occur by 2013, total peak-hour traffic volumes at LAX would still remain far below the number of peak-hour trips projected in the LAX Master Plan.

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<sup>3</sup> Table 4.2-3 of the Environmental Impact Report for the Bradley West Project.

**Tom Bradley International Terminal Trip Generation**

**Future (2013) With Project  
Minus Existing (2008)  
Conditions**

Peak Hour/ Location	In	Out	Total
<b>8 - 9 AM</b>			
CTA	522	685	1,207
Airport Parking	6	13	19
Employee Parking	158	47	205
Rental Car	30	195	225
Off-Airport Parking	8	26	34
<b>TOTAL</b>	<b>724</b>	<b>966</b>	<b>1,690</b>
<b>11 AM - Noon</b>			
CTA	713	804	1,517
Airport Parking	12	13	25
Employee Parking	61	33	94
Rental Car	102	159	261
Off-Airport Parking	21	18	39
<b>TOTAL</b>	<b>909</b>	<b>1,027</b>	<b>1,936</b>
<b>5- 6 PM</b>			
CTA	593	470	1,063
Airport Parking	31	2	33
Employee Parking	87	122	209
Rental Car	202	11	213
Off-Airport Parking	35	3	38
<b>TOTAL</b>	<b>948</b>	<b>608</b>	<b>1,556</b>

Table 5

**Other LAX Projects:**

Other stand-alone construction activities that are not part of the LAX Master Plan are underway. These are:

- **Tom Bradley International Terminal (TBIT) Interior Improvements Program**

This project provides for the renovation of interior public spaces within TBIT including the departure lobby, departure and arrival concourses, bus hold room, “meeter-greeter” area, in-transit lounge, a new in-line baggage screening system, upgrade of the building’s paging and Information Technology systems, and upgrade of the existing elevators, escalators, and moving walks. Construction activities began in February 2007 and are anticipated to be completed by February 2010.



- **In-Line Baggage Screening Systems**

This project calls for the construction of in-line baggage screening systems in the CTA. The project includes replacement of the existing airline baggage handling spaces, construction of new baggage screening rooms, replacement of the outbound baggage conveyor systems, and installation/integration of Explosive Detection System machines. Construction activities for the installation of the in-line baggage screening systems within Terminal 3 began in August 2007 and is anticipated to be completed by March 2010. Similar projects within Terminals 1, 2, 4, 5, 6 and 7 will be implemented by the tenants.

- **Theme Building Restoration**

Construction is currently underway on the LAX Theme Building. Improvements include structural and seismic enhancements, new cladding to the exterior support structure, and pedestrian access upgrades. This project is expected to be completed in November 2009.

- **Airfield Intersection Improvements, Phase II**

This project will improve various airfield intersections and modify service road locations to provide safe taxiing routes for the A-380 aircraft and future New Large Aircraft. Phase II of the project includes widening five intersections throughout the north and south airfield complex at LAX and the construction of a new electrical vault. Construction on this project began in July 2008 with completion scheduled in November 2009.

- **Central Utility Plant**

This proposed project would replace the existing Central Utility Plant (CUP) which provides heating and cooling to the LAX Central Terminal Area. The project includes replacement of the CUP, the maintenance shop building, boilers and electrical co-generation equipment and the cooling tower system. An underground thermal energy storage tank will be constructed at the site of the existing CUP. The project also includes a retrofit of the existing Los Angeles Department of water and Power substation and replacement of the direct buried chilled water and hot water service lines in the CTA. Currently, the Environmental Impact Report process for the project is being conducted.

## **Summary of Peak Hour Counts:**

Subsection C, *Project Trip Generation*, of Section 12, *Transportation Regulations*, of the Los Angeles International Airport Specific Plan uses the airport peak hour as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume under the LAX Master Plan EIR.

A summary of the final traffic data is presented in **Table 6** (AM Peak), **Table 7** (Airport Peak) and **Table 8** (PM Peak). The Los Angeles International Airport Specific Plan uses the Airport Peak Hour (11 AM to Noon) as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume with the full build-out of the LAX Master Plan. For 2009, the total volume of traffic is 13,917 vehicle trips in the Airport Peak Hour on a Friday in August. This total is lower than the 17,725 vehicles estimated for the 1996 base year of the LAX Master Plan Environmental Impact Report. The Airport Peak Hour traffic volumes for the last five years, along with the traffic volume projected in the LAX Master Plan EIR for 2015, are shown on **Figure 2**.

As expected, the Airport Peak Hour traffic count total is higher than the counts recorded for the AM and PM peak hours. The August 2009 AM peak hour volume is 10,394 (compared with 11,978 vehicles in 1996) and the PM peak hour volume is 12,043 (compared with 12,887 vehicles in 1996).

### **Trip Reduction Programs:**

There are various trip reduction programs which started or have been expanded since City Council approved the LAX Master Plan in December 2004. The LAX FlyAway, a low-cost shuttle service operating between a remote parking facility and LAX, has been operating from Van Nuys Airport since 1975. The FlyAway program was expanded in March 2006 to include Union Station in downtown Los Angeles and again in June 2007 to serve Westwood Village/UCLA. The ridership totals for the month of August during the last five years are shown in **Figure 3**. While the overall ridership on the three LAX FlyAway services for August 2009 was down by 28,000 passengers compared to August 2008, the overall ridership on the FlyAway network increased over 160% from August 2005 to August 2009. The success of the FlyAway program has helped to reduce the number of private vehicles into and out of the LAX Central Terminal Area.

Trip reduction programs implemented by LAWA staff have also been successful in helping to eliminate unnecessary courtesy shuttle trips between the airport and car rental companies and between the airport and hotels/motels which serve airport customers. **Figure 4** shows that the total number of these shuttles was reduced from 116,385 in August 2005 to 72,205 in August 2009, a reduction of almost 38%.

Figure 4 also shows that the number of courtesy shuttles between the private off-airport parking facilities and the airport has increased from 61,775 trips in August 2005 to 65,655 in August 2009. LAWA is considering alternatives to reducing the number of this type of trips.



## TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	6,989	6,437	7,750	6,771	6,383	6,229	1,204
GTC	0	0	0	0	0	0	5,466
ITC	0	0	0	0	0	0	2,793
RAC/Rental Car Facilities	775	1,195	1,342	1,261	1,239	956	716
LAX Public Parking Lots	114	185	149	145	165	145	115
Employee Parking	269	448	493	534	524	446	853
Private Parking (1)	275	230	389	427	388	359	243
World Way West	525	536	649	580	648	598	1,688
Cargo and Ancillary (2)	3,031	1,953	1,891	2,036	1,971	1,641	3,412
LAX Northside (3)	0	0	0	0	20	20	4,134
Trip Reduction Adjustment	0	0	0	0	0	0	-2,150
<b>TOTAL</b>	<b>11,978</b>	<b>10,984</b>	<b>12,663</b>	<b>11,754</b>	<b>11,338</b>	<b>10,394</b>	<b>18,474</b>

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicle trips were added to the 2005, 2006, 2007, 2008 and 2009 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Highway)

(3) 20 vehicle trips were added to the 2008 and 2009 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

**Table 6**

## TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

Airport Facility	1996 (Tech'I Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2015 Alternative D (Tech'I Report S-2b, Attachment "A")
CTA	11,439	9,995	9,841	9,346	9,419	9,021	48
GTC	0	0	0	0	0	0	12,061
ITC	0	0	0	0	0	0	5,837
RAC/Rental Car Facilities	1,493	1,891	1,890	1,829	1,727	1,559	1,697
LAX Public Parking Lots	183	171	177	226	172	172	216
Employee Parking	285	398	394	384	548	508	467
Private Parking (1)	755	411	294	461	405	373	398
World Way West	1,000	682	668	737	833	628	1,241
Cargo and Ancillary (2)	2,570	2,194	1,993	2,094	1,983	1,636	2,956
LAX Northside (3)	0	0	0	0	20	20	2,260
Trip Reduction Adjustment	0	0	0	0	0	0	-1170
<b>TOTAL</b>	<b>17,725</b>	<b>15,742</b>	<b>15,257</b>	<b>15,077</b>	<b>15,107</b>	<b>13,917</b>	<b>26,011</b>

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicles were added to the 2005, 2006 and 2007 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy.)

(3) 20 vehicle trips were added to the 2008 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

Table 7



## TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	1996 (Tech'I Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2015 Alternative D (Tech'I Report S-2b, Attachment "A")
CTA	7,755	8,329	8,714	8,120	8,052	7,300	1,330
GTC	0	0	0	0	0	0	5,978
ITC	0	0	0	0	0	0	3,033
RAC/Rental Car Facilities	827	1,216	1,242	1,172	1,120	938	776
LAX Public Parking Lots	148	199	180	257	206	220	122
Employee Parking	521	605	548	591	637	633	1,025
Private Parking (1)	384	358	395	601	423	424	256
World Way West	400	420	451	373	506	356	1,539
Cargo and Ancillary (2)	2,852	2,429	2,359	2,411	2,128	2,152	3,061
LAX Northside (3)	0	0	0	0	20	20	4,654
Trip Reduction Adjustment	0	0	0	0	0	0	-1,973
<b>TOTAL</b>	<b>12,887</b>	<b>13,556</b>	<b>13,889</b>	<b>13,525</b>	<b>13,092</b>	<b>12,043</b>	<b>19,801</b>

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicles were added to the 2005, 2006, 2007 and 2008 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy.)

(3) 20 vehicle trips were added to the 2008 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

**Table 8**

# Airport Peak Hour (11 AM - Noon) Traffic Volumes

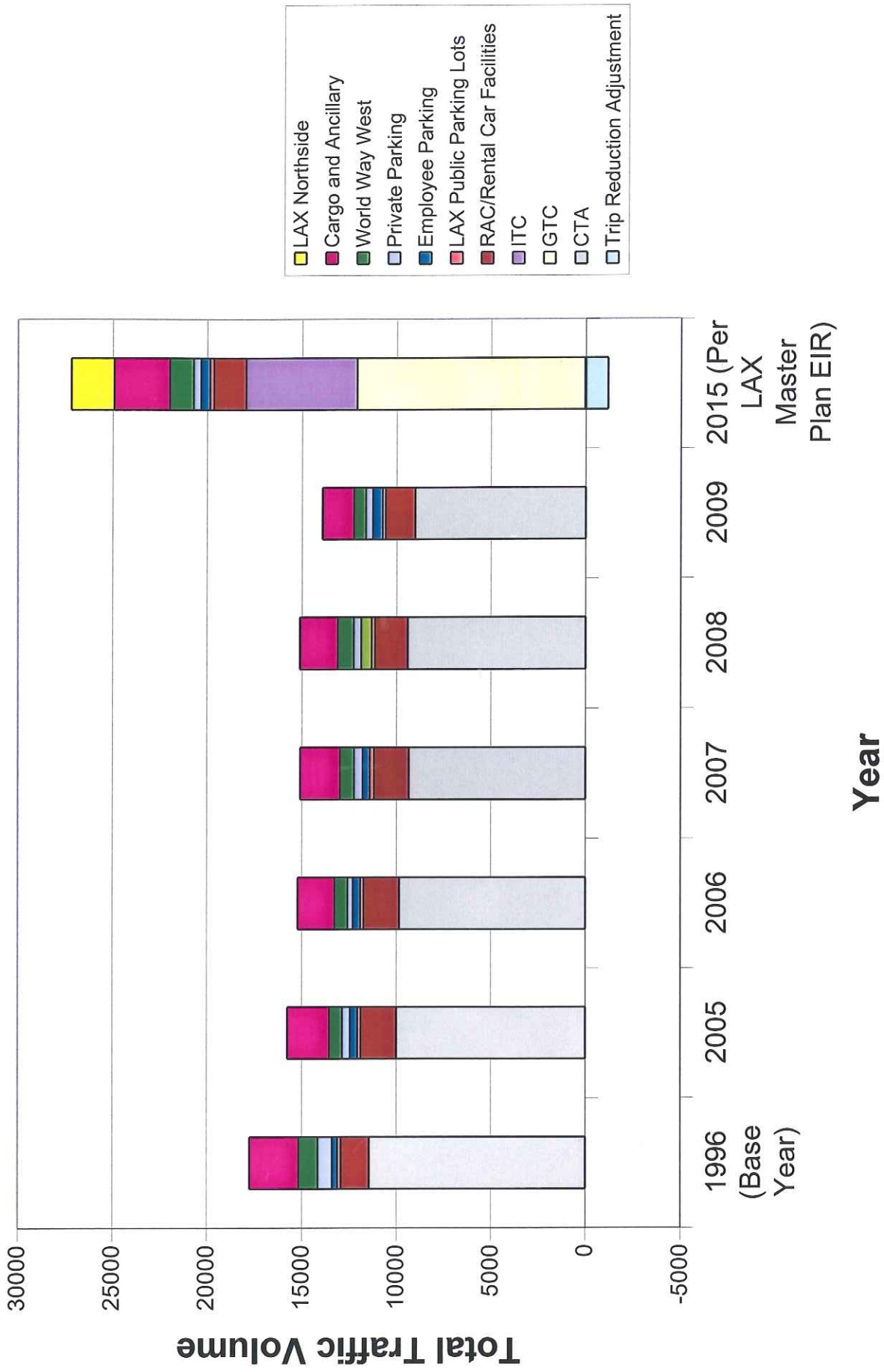


Figure 2



# LAX FlyAway Ridership

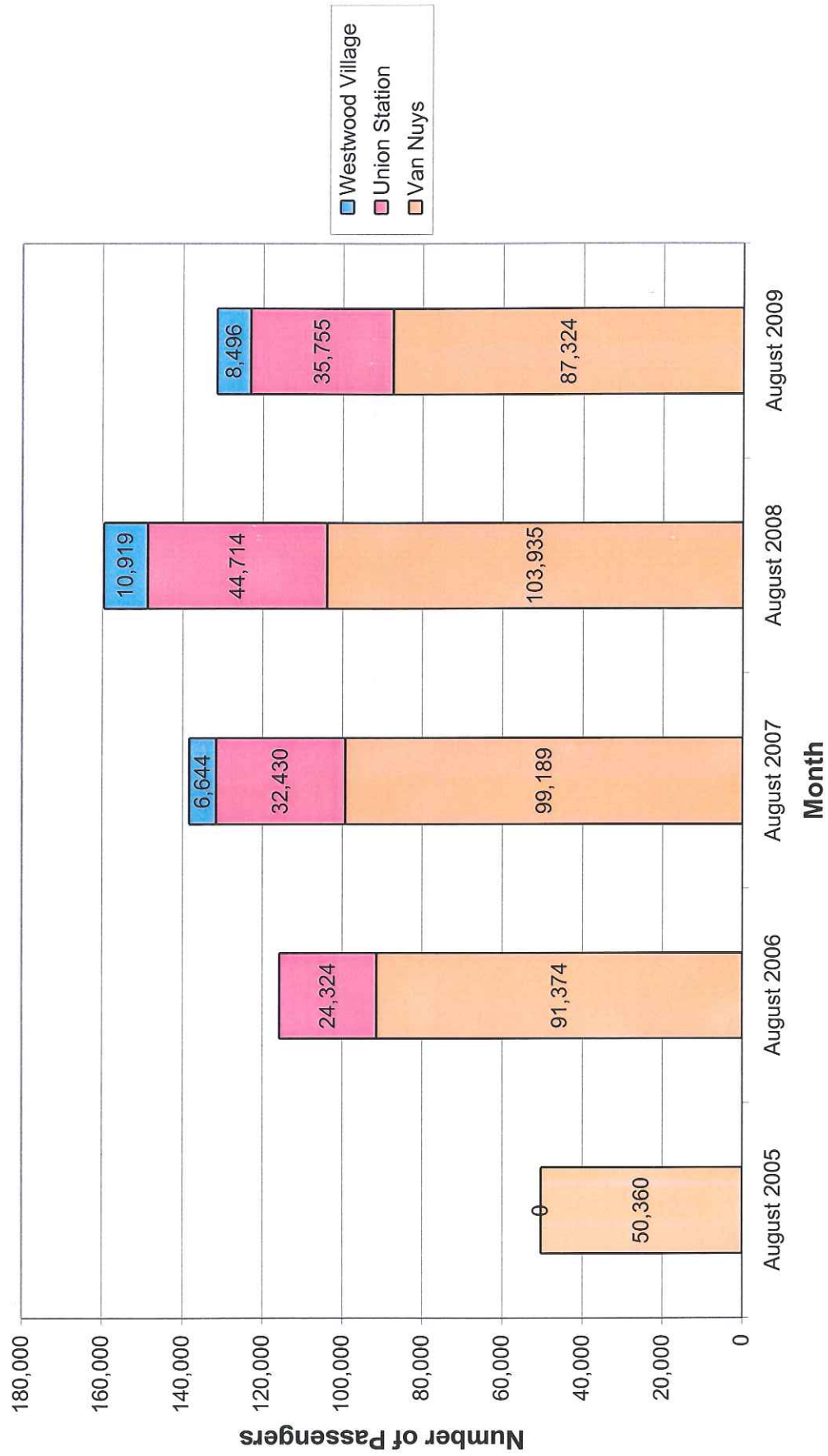


Figure 3

# Outbound Courtesy Vehicle Shuttle Trips at LAX

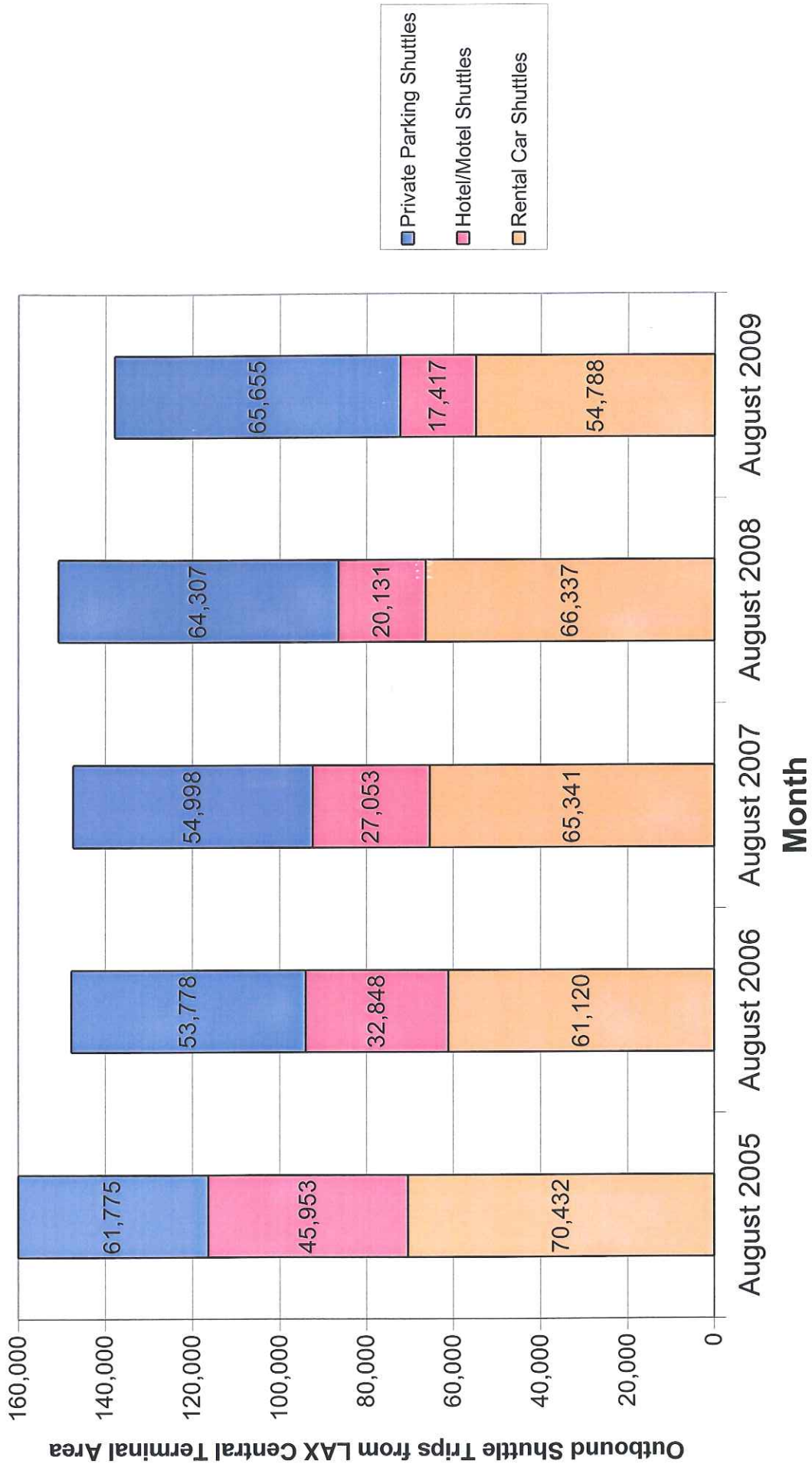


Figure 4



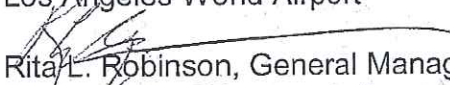




**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: October 28, 2009

To: Mike Doucette, Chief of Airport Planning  
Los Angeles World Airport

From:   
Rita L. Robinson, General Manager  
Department of Transportation

**Subject: LAX TRAFFIC VOLUMES REPORT FOR 2009**

The Department of Transportation (DOT) has completed its review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2009. This report is the fifth of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan last December 2004. Pursuant to Section G of the LAX Specific Plan, LAWA is required to submit a traffic generation report that identifies the current number of vehicle trips generated by LAX-related land uses.

As required by the Specific Plan, the monitoring of the airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August - the peak travel month. The LAX Specific Plan requires DOT approval of the annual report before submittal to the Department of City Planning, to the Board of Airport Commissioners and to the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses will be 26,011 during the airport peak hour. This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,775. If the annual traffic volume report reveals that the development of the LAX Master Plan is likely to increase airport trips by more than 8,236 trips, the LAWA shall be responsible for completing a Specific Plan Amendment Study pursuant to Section 7H of the LAX Specific Plan.

The results of the survey indicate that LAX-related uses generated 13,917 vehicle trips during the airport peak hour for August 2009, which is approximately 8% lower than the 15,107 airport peak hour trips generated for the same period in 2008.

The total airport trip generation of 13,917 for survey year 2009 is well below the projected Master Plan build-out total of 26,011 airport peak hour trips. Although traffic from the Crossfield Taxiway project, part of the LAX Master Plan and currently under construction, has been taken into account (included in the World Way West data), these results are not unexpected. The 2009 traffic counts do not include traffic from any other LAX Master Plan projects since none of these proposed airport projects have yet been constructed. The attached table summarizes the results of the 2009 survey.



Mike Doucette

- 2 -

October 28, 2009

DOT agrees that the LAX Traffic Volume Report for 2009 adequately identifies the trip generation for all LAX-related uses. Since the total 2009 trip generation of 13,917 represents a decrease compared to the previous year and is well below the estimated trip generation projected for LAX after build-out of the Master Plan, a Specific Plan Amendment Study is not required at this time.

If you have any questions, please call Eddie Guerrero, of my staff, at (310) 642-1625.

f:\lax master plan\specific plan\monitoring\2009.wpd

Attachment

cc: Pat Tomcheck, LAWA  
Jay Kim, Sean Haeri, Eddie Guerrero, DOT

**LAX TRAFFIC VOLUME SUMMARY  
SURVEY YEAR 2009**

Year	Peak Hour Volumes		
	AM	PM	AP
1996 - LAX Master Plan Study Base Year	11,978	12,887	17,725
2005 - First Survey Year	10,984	13,556	15,742
2006 - Second Survey Year	12,663	13,889	15,257
2007 - Third Survey Year	11,754	13,525	15,077
2008 - Fourth Survey Year	11,338	13,092	15,107
2009 - Fifth Survey Year	<b>10,394</b>	<b>12,043</b>	<b>13,917</b>
2015 - LAX Master Plan Projected Build-Out Year	18,474	19,801	26,011

**Notes:**

- AM = a.m. peak hour of 8 to 9 a.m.
- PM = p.m. peak hour of 5 to 6 p.m.
- AP = airport peak hour of 11 a.m. to noon