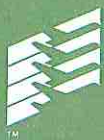


TRAFFIC GENERATION REPORT

[Los Angeles International Airport / August 2010]



*Los Angeles
World Airports*

Prepared by Facilities Planning Division / December 2010

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 sixth 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:

1996 Airport Peak Hour Volume (Base Year)	17,725 trips
2010 Airport Peak Hour Volume	14,263 trips
2015 Airport Peak Hour Volume (Projected)	26,011 trips

These volumes show that the August 2010 airport peak-hour volume does not exceed 8,236 additional trips above the base-year total of 17,725 trips and is, in fact, 3,462 trips less than the 1996 base year volumes.

The results of the August 2010 traffic volume study also reveal that there were 10,365 trips recorded at LAX during the 8 am to 9 am peak hour and 12,135 trips in the 5 pm to 6 pm peak hour. This represents 1,613 fewer trips during the morning peak hour in August 2010 than during the same hour in the 1996 base year, and 752 fewer evening peak hour trips in August 2010 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 2010, 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
8/06/10	3,229	4,618	3,213	3,438	5,160	4,049
8/13/10	3,153	4,313	3,387	3,156	5,028	4,189
8/20/10	3,138	4,285	3,338	3,055	4,842	4,066
8/27/10	2,875	4,147	3,320	3,051	4,855	4,160
Average	3,099	4,341	3,315	3,175	4,971	4,116

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2010, 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
8/06/10	6,667	9,778	7,262
8/13/10	6,309	9,341	7,576
8/20/10	6,193	9,127	7,404
8/27/10	5,926	9,002	7,480
Average	6,274	9,312	7,431

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 Bradley West and related projects.

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. Quality Traffic Data recorded traffic at the cargo facility driveways on Friday, July 30, 2010; counts at the remaining driveways were conducted on a Friday in August 2010. The driveway locations are as follows:

Cargo/Ancillary Facilities:

Aviation Blvd (west leg of intersection) locations:

- 104th Street
- 111th 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

Traffic Count Map

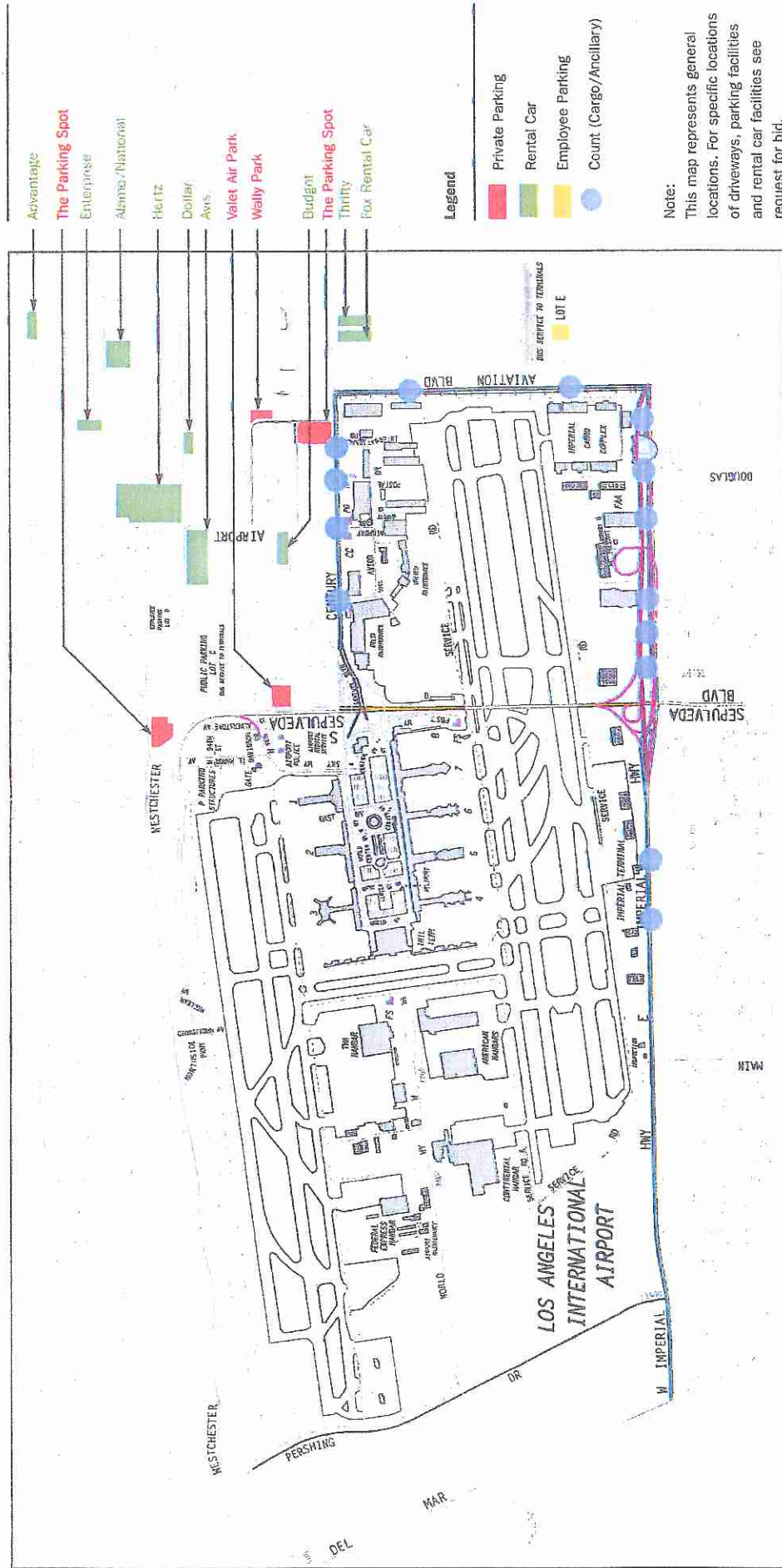


Figure 1

driveways. Because traffic entering and exiting these minor driveways is infrequent, this estimate represents a conservatively high volume of traffic for these six driveways.

Airport Operated Public Parking Lots

Traffic counts were conducted at the following airport-operated Parking Lot C driveways:

- Two entrance driveways on 96th Street west of Vicksburg Avenue
- Exit driveway on Jenny Avenue
- Entrance driveway on Westchester Parkway

Airport Operated Employee Parking Lots

- Lot E Entrance/Exit driveway on 11th Street
- Lot E exit only driveway on 111th Street
- Airport Police – Three driveways on 96th Street (two driveways west of Alverstone Avenue and one driveway east of Alverstone Avenue)

Because the Lot E shuttle bus driveway was under construction when the traffic counts were being conducted, this report assumes that the employee shuttles operate on 3 minute headways. This number is considered conservatively high. It should also be noted that there was an unexpected problem with the traffic counts conducted at the Lot E employee entrance/exit driveway. Therefore, manual peak-hour counts were retaken at this driveway on separate Fridays in September and October 2010.

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 – 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 98th Street, NW corner:

- Two driveways on Airport Blvd
- Two driveways on 96th Place
- Driveway on 98th Street

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 96th 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 One¹ – Sepulveda Blvd from Century Blvd to 96th Street:

- Driveway on 96th 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 98th Street:

- Driveways on Bellanca Ave
- Driveway on 98th Street
- Car entrance driveway on Century Blvd

Valet AirPark – Sepulveda Blvd and 96th Street, SE corner:

- Driveway on 96th Street east of Sepulveda Blvd
- Driveway on Vicksburg Ave south of 96th Street
- Driveway on Sepulveda Blvd south of 96th Street

Wally Park – Bellanca Ave, east side, north of 98th 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:

¹ The Park One property was purchased by LAWA in July 2009. However, a private parking operator continues to conduct business on this site.

Private Parking Car Trips per Inbound Shuttle

AM 157 trips/ 68 shuttles = 2.31 trips/shuttle
 AP 150 trips/ 68 shuttles = 2.21 trips/shuttle
 PM 127 trips/ 88 shuttles = 1.44 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM 51 trips/ 70 shuttles = 0.73 trips/shuttle
 AP 122 trips/ 60 shuttles = 2.03 trips/shuttle
 PM 193 trips/ 99 shuttles = 1.95 trips/shuttle

The number of shuttles recorded in the LAX CTA on four Fridays in August 2010 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 2010 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
8/6/2010	42	39	41
8/13/2010	35	43	55
8/20/2010	40	35	44
8/27/2010	31	41	55
Rounded Average	37	40	49

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

Date	Peak Hour		
	AM	AP	PM
8/6/2010	55	46	43
8/13/2010	52	42	45
8/20/2010	51	43	40
8/27/2010	48	44	48
Rounded Average	52	44	47

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	2.31	X	37	=	85
Airport	2.21	X	40	=	88
PM	1.44	X	49	=	71

**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	0.73	X	52	=	38
Airport	2.03	X	44	=	89
PM	1.95	X	47	=	92

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 Hertz 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 it is not counted again as it enters the Hertz driveway.

LAX Master Plan Projects Currently Under Construction:

The Bradley West Project includes construction of new north and south concourses at Tom Bradley International Terminal (TBIT) just west of the existing concourses (which will 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 5²** below 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.

Tom Bradley International Terminal Trip Generation
Future (2013) With Project
Minus Existing (2008)
Conditions

Peak Hour/ Location	In	Out	Total
8 - 9 AM			
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
TOTAL	724	966	1,690
11 AM - Noon			
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
TOTAL	909	1,027	1,936
5- 6 PM			
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
TOTAL	948	608	1,556

Table 5

² Table 4.2-3 of the Environmental Impact Report for the Bradley West Project.

Other LAX Projects:

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

- **In-Line Baggage Screening Systems**

This project calls for the construction of in-line baggage screening systems in various CTA terminals. 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.

- **Escalator/Elevator Upgrades**

This project will upgrade the escalators and elevators in the Central Terminal Area.

- **Central Utility Plant (CUP)**

This project will replace the existing 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. Construction needed to prepare for the CUP project is currently underway in the CTA. The CUP project itself will be completed in 2013.

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 2010, the total volume of traffic is 14,263 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**.

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	2010 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	6,274	1,204
GTC	0	0	0	0	0	0	0	5,466
ITC	0	0	0	0	0	0	0	2,793
RAC/Rental Car Facilities	775	1,195	1,342	1,261	1,239	956	1,011	716
LAX Public Parking Lots	114	185	149	145	165	145	100	115
Employee Parking	269	448	493	534	524	446	393	853
Private Parking (1)	275	230	389	427	388	359	331	243
World Way West	525	536	649	580	648	598	503	1,688
Cargo and Ancillary (2)	3,031	1,953	1,891	2,036	1,971	1,641	1,733	3,412
LAX Northside (3)	0	0	0	0	20	20	20	4,134
Trip Reduction Adjustment	0	0	0	0	0	0	0	-2,150
TOTAL	11,978	10,984	12,663	11,754	11,338	10,394	10,365	18,474

(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, 2009 and 2010 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, 2009 and 2010 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 6

TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	11,439	9,995	9,841	9,346	9,419	9,021	9,312	48
GTC	0	0	0	0	0	0	0	12,061
ITC	0	0	0	0	0	0	0	5,837
RAC/Rental Car Facilities	1,493	1,891	1,890	1,829	1,727	1,559	1,605	1,697
LAX Public Parking Lots	183	171	177	226	172	172	122	216
Employee Parking	285	398	394	384	548	508	409	467
Private Parking (1)	755	411	294	461	405	373	449	398
World Way West	1,000	682	668	737	833	628	607	1,241
Cargo and Ancillary (2)	2,570	2,194	1,993	2,094	1,983	1,636	1,739	2,956
LAX Northside (3)	0	0	0	0	20	20	20	2,260
Trip Reduction Adjustment	0	0	0	0	0	0	0	-1170
TOTAL	17,725	15,742	15,257	15,077	15,107	13,917	14,263	26,011

(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, 2009 and 2010 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	1996 (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2015 Alternative D (Tech'l Report S-2b, Attachment "A")
CTA	7,755	8,329	8,714	8,120	8,052	7,300	7,431	1,330
GTC	0	0	0	0	0	0	0	5,978
ITC	0	0	0	0	0	0	0	3,033
RAC/Rental Car Facilities	827	1,216	1,242	1,172	1,120	938	981	776
LAX Public Parking Lots	148	199	180	257	206	220	164	122
Employee Parking	521	605	548	591	637	633	612	1,025
Private Parking (1)	384	358	395	601	423	424	483	256
World Way West	400	420	451	373	506	356	307	1,539
Cargo and Ancillary (2)	2,852	2,429	2,359	2,411	2,128	2,152	2,137	3,061
LAX Northside (3)	0	0	0	0	20	20	20	4,654
Trip Reduction Adjustment	0	0	0	0	0	0	0	-1,973
TOTAL	12,887	13,556	13,889	13,525	13,092	12,043	12,135	19,801

(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, 2009 and 2010 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 8

Airport Peak Hour (11 AM - Noon) Traffic Volumes

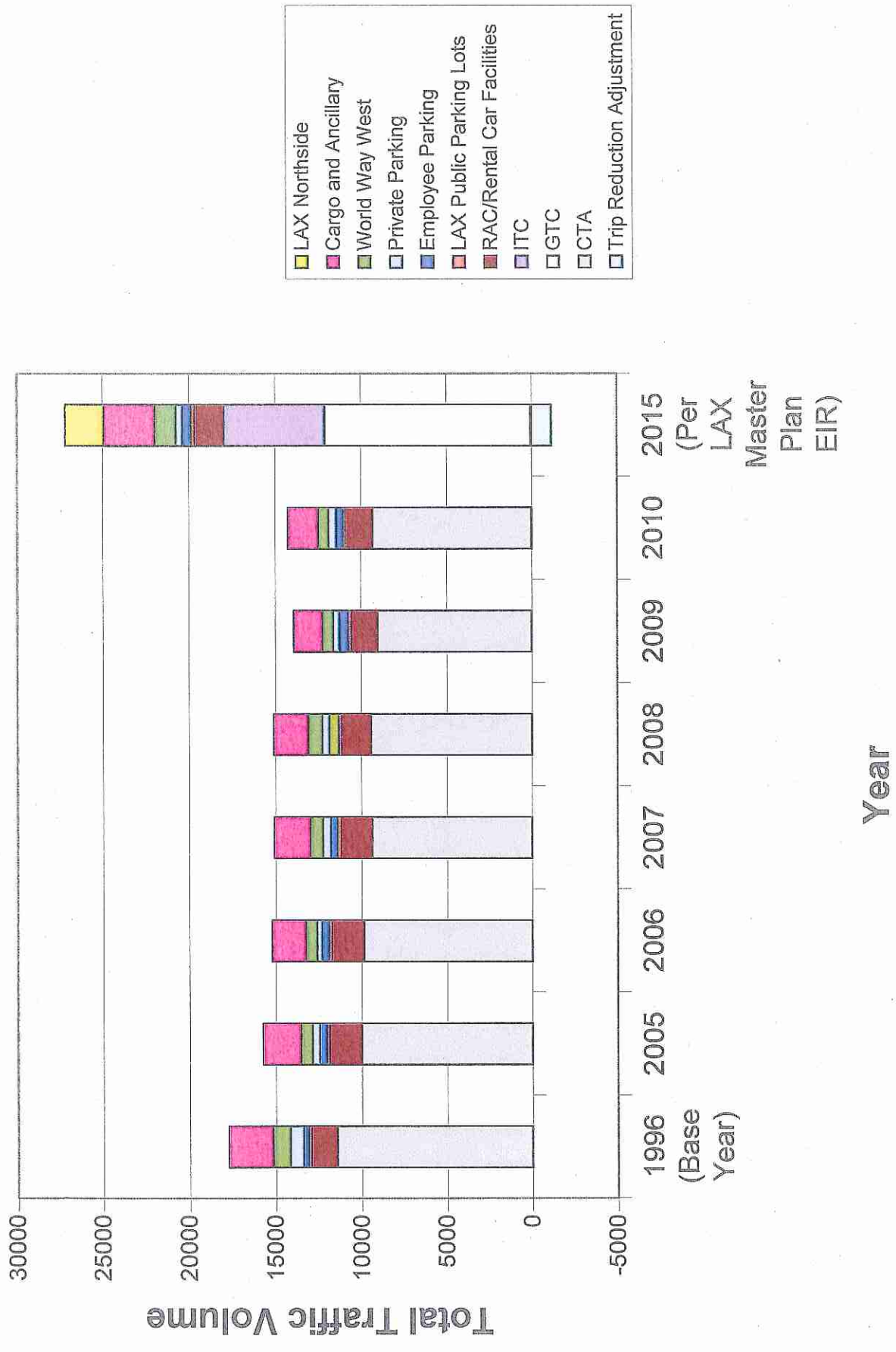


Figure 2

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 10,365 (compared with 11,978 vehicles in 1996) and the PM peak hour volume is 12,135 (compared with 12,887 vehicles in 1996).

Trip Reduction Programs:

LAWA has implemented various trip reduction programs 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, in June 2007 to serve Westwood/UCLA, and in November 2009 to serve the Irvine Transportation Center. The ridership totals for the month of August during the last five years are shown in **Figure 3**. While ridership on the LAX FlyAway[®] network for August 2010 was down slightly as compared to August 2009, overall FlyAway ridership increased over 150% from August 2005 to August 2010. 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 85,160 in August 2010, a reduction of almost 27%.

Figure 4 also shows that the number of courtesy shuttles between the private off-airport parking facilities and the airport has remained fairly steady (61,775 trips in August 2005 compared to 61,997 in August 2009).

LAX FlyAway Ridership

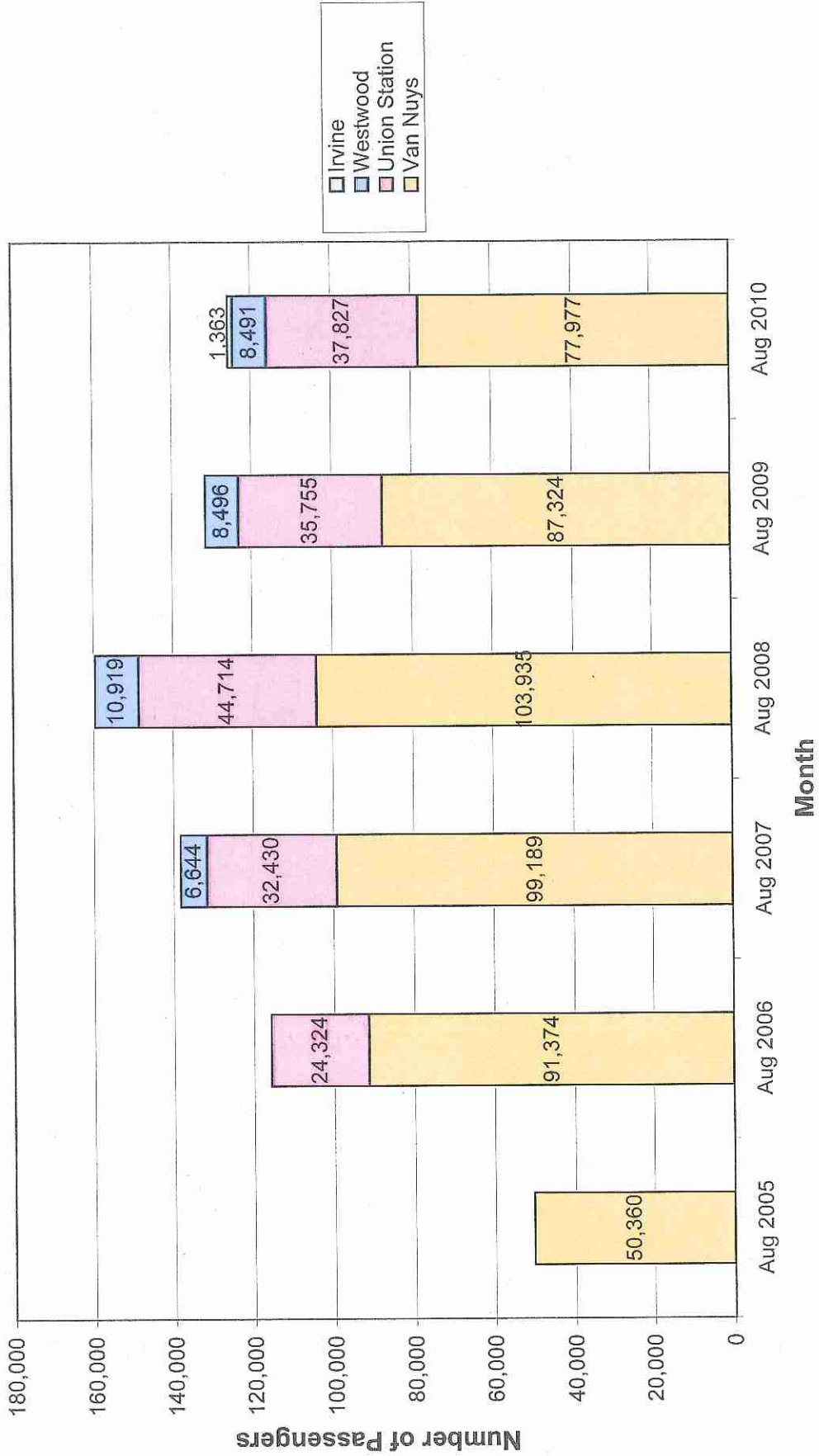


Figure 3

Outbound Courtesy Vehicle Shuttle Trips at LAX

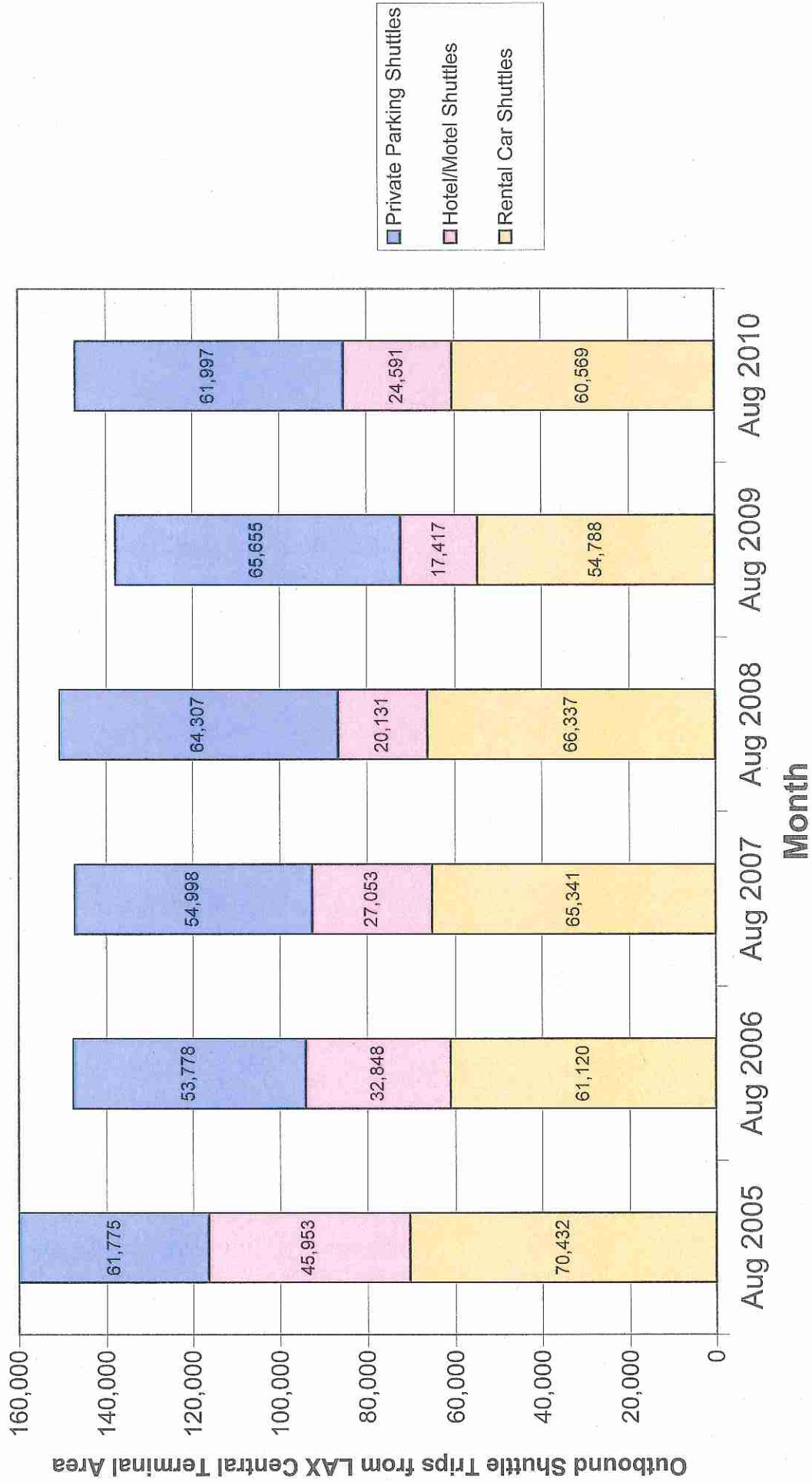
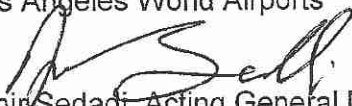


Figure 4

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: November 10, 2010

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

From: 
Amir Sedadi, Acting General Manager
Department of Transportation

Subject: LAX TRAFFIC VOLUMES REPORT FOR 2010

The Department of Transportation (DOT) has completed its review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2010. This report is the sixth 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 (projected build-out year 2015). 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 14,263 vehicle trips during the airport peak hour for August 2010, which is approximately 2.5% higher than the 13,917 airport peak hour trips generated for the same period in 2009.

The total airport trip generation of 14,263 for survey year 2010 is well below the projected Master Plan build-out total of 26,011 airport peak hour trips. Although traffic from the Bradley West (Tom Bradley International Terminal - TBIT) 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 2010 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 2010 survey.

Mike Doucette

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November 10, 2010

DOT agrees that the LAX Traffic Volume Report for 2010 adequately identifies the trip generation for all LAX-related uses. Although the total 2010 trip generation of 14,263 represents an increase when compared to the previous year, it 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.

I:\Special Projects\LAX Master Plan\LAX Annual Traffic Volumes Report\Draft\LAX Volumes 2010.wpd

c: Jim Ritchie, LAWA
Pat Tomcheck, LAWA
Jay Kim, DOT
Sean Haeri, DOT
Eddie Guerrero, DOT

**LAX TRAFFIC VOLUME SUMMARY
SURVEY YEAR 2010**

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	10,394	12,043	13,917
2010 - Sixth Survey Year	10,365	12,135	14,263
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