

TRAFFIC GENERATION REPORT

[Los Angeles International Airport / August 2017]



*Los Angeles
World Airports*

Prepared by Planning and Development Group
November 2017

Executive Summary:

As part of the LAX Landside Access Modernization Program (LAMP), Appendix A, Monitoring and Reporting, states: "LAWA shall prepare and submit annual reports [including a Traffic Generation Report] to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation and Los Angeles City Council." This report is intended to assist in fulfilling this commitment for 2017.

The typical design day used for LAX planning is a Friday in August. The results of the August 2017 traffic volume study reveal that there were **14,206** trips recorded at LAX during the 8 am to 9 am peak hour, **18,054** trips in the 11 am to noon airport peak hour and **16,720** trips in the 5 pm to 6 pm peak hour.

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 annual LAX Traffic Generation reports since 2005.

LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by LAWA's Traffic and Automated Vehicle Identification System (TRAVIS), which include electro-magnetic loop detectors imbedded in each travel lane of the roadways. Traffic information is continuously recorded on this database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts. Vehicle type is not distinguished by the loop sensors; 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.

Traffic counts for Fridays in August 2017 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 hours, along with the average number of trips for each peak hour.

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
8/04/17	4,743	5,682	4,971	4,440	5,904	5,395
8/11/17	4,829	5,416	5,297	4,530	6,252	5,937
8/18/17	4,753	5,790	4,792	4,560	6,263	5,376
8/25/17	4,636	5,288	4,881	4,408	5,773	5,438
Average	4,740	5,544	4,985	4,485	6,048	5,537

Table 1

The total number of trips in and out of the LAX CTA on each of the Fridays in August 2017, along with their averages, is summarized in **Table 2**.

LAX Central Terminal Area - Total Traffic Volumes

	Total		
Date	8-9 AM	11AM- Noon	5-6 PM
8/04/17	9,183	11,586	10,366
8/11/17	9,359	11,668	11,234
8/18/17	9,313	12,053	10,168
8/25/17	9,044	11,061	10,319
Average	9,225	11,592	10,522

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 temporarily installed by the City of Los Angeles Department of Transportation at LAWA's request. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX. A summary of the volumes are included in **Table 8**.

Driveways

Traffic during the three peak hours was counted at over 65 driveways by Quality Traffic Data, a privately owned and operated traffic data collection company under contract by LAWA. Individual counts were required at these locations because traffic volumes are not recorded by the automated, loop-detector system. Traffic entering and exiting a roadway or driveway was counted using three vehicular categories – cars, trucks and shuttles. See **Figure 1** for a map of the facilities at which driveway counts were recorded and see **Table 8** for the Trip Generation Table for these facilities.

Cargo/Ancillary Facilities:

Quality Traffic Data recorded traffic at the following cargo facility driveways on Friday, August 18, 2017 and Friday, August 25, 2017:

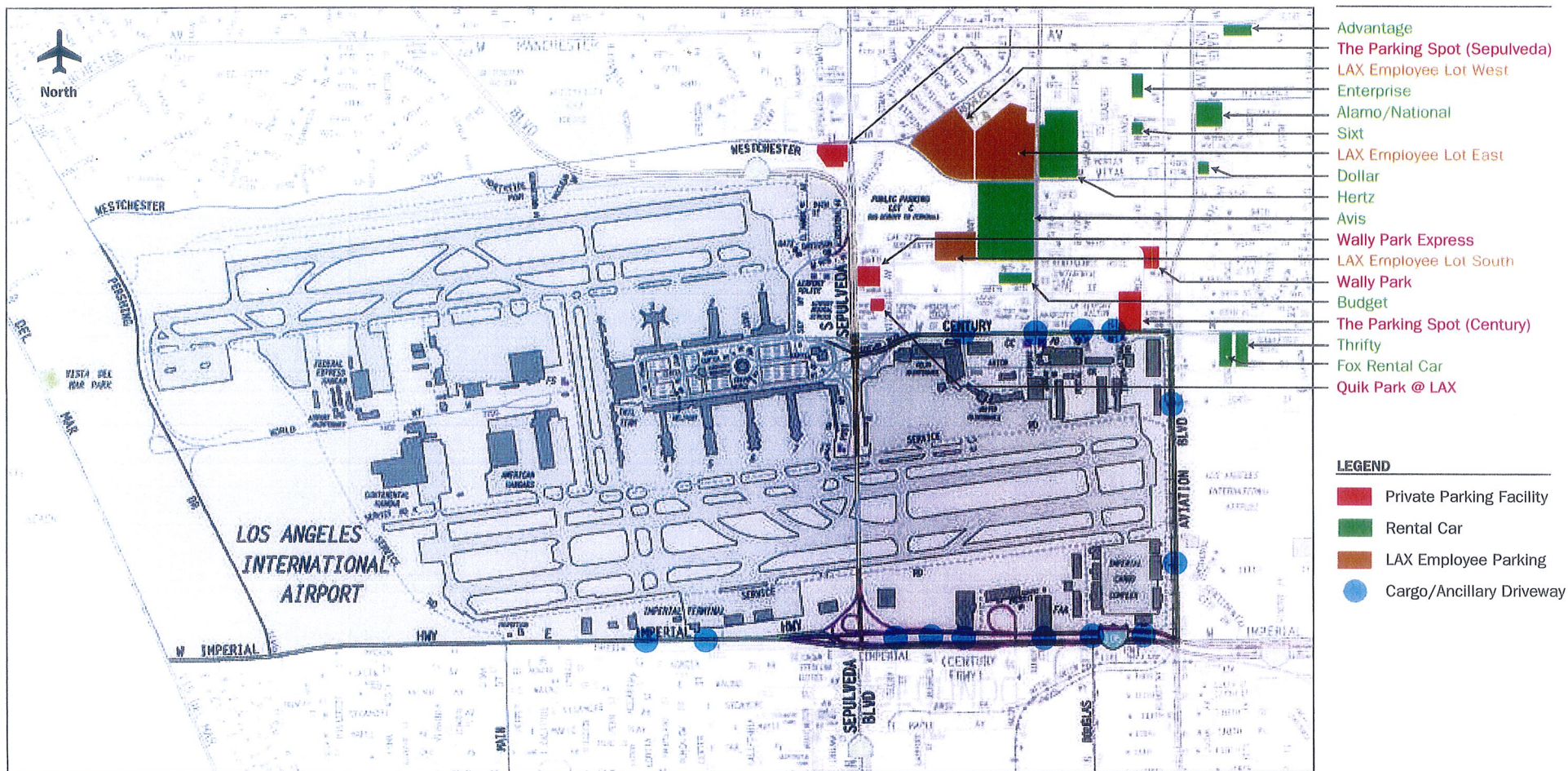
Aviation Blvd (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Blvd (south leg of intersection) locations:

- Avion Drive
- Airport Blvd
- Postal Road

Traffic Count Location Map



Map used by permission from Thomas Bros.

2016

Figure 1

- 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.

It should be noted that in August 2017, construction related to the Crenshaw Light Rail Line may have restricted certain movements at Aviation Boulevard & 104th Street. While these restrictions may have resulted in cargo-related traffic to be rerouted to other driveways, the traffic counts recorded in the area would continue to capture all cargo-related traffic volumes on LAWA property during the three peak hours analyzed.

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

- Employee Lot West Entrance/Exit Driveway on Westchester Parkway
- Employee Lot East Entrance/Exit Driveway on Jenny Ave n/o Westchester Pkwy
- Employee Lot South Entrance/Exit Driveway on Jenny Ave s/o Westchester Pky

Rental Car Locations:

There are twelve car rental companies that are allowed to provide shuttle service between the LAX CTA and their individual facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations on three Fridays, in August 2017. Traffic for MCar Rental was not recorded since they operate their business at the same site as a hotel and obtaining traffic volumes exclusive to their rental car business was not practical. As a result, 30 vehicle trips were added to each peak hour to account for traffic generated by this rental car company. This is considered a conservatively high number that would account for MCar's traffic activity.

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:

- Exit driveway on Isis Avenue, W/S, north of Arbor Vitae Street
- Two driveways on Aviation Boulevard, E/S, north 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

Sixt Rental Car

- Two driveways on Bellanca Avenue

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 Company Lot:

Off-airport car rental companies are not permitted to drop off or pickup customers in the CTA. Instead, a pickup and drop-off location for the patrons of these companies is located at the southeast corner of Airport Boulevard and Century Boulevard. This facility is used only by a few off-airport rental car companies. Driveway counts were not recorded at this facility since the driveways are shared with the US Postal Facility. Therefore, for purposes of this report, six (6) rental car trips per peak hour were added to the rental car facilities trip generation totals. This is considered a conservatively high number that would account for the rental car shuttles using this facility.

Cell Phone Waiting Lot:

The LAX Cell Phone Waiting Lot is located on the northwest corner of 96th Street and Vicksburg Avenue. Drivers in private vehicles are permitted to wait in this lot before coming into the CTA to pick up passengers. Driveway counts were not recorded at this facility since this traffic is counted when they enter and exit the CTA to pick up their party at the terminal.

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 these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated.

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

- Driveway on 96th Street west of Alverstone Ave (this is a joint use driveway with the airport police parking lot)
- Driveway on “Little” Century Blvd

Parking Spot – Bellanca Ave from Century Blvd to 98th Street:

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

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

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

Quik Park at LAX – 98th Street west of Vicksburg Avenue

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

Wally Park Express – Sepulveda Blvd and 96th Street, SE corner:

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

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

- Two driveways on Bellanca Ave

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 the driveways of Park One, the two Parking Spot locations, Wally Park and Quik Park at LAX, the following trip generation factors were calculated:

Private Parking Car Trips per Inbound Shuttle

AM	226 trips/ 53 shuttles = 4.26 trips/shuttle
AP	138 trips/ 45 shuttles = 3.06 trips/shuttle
PM	128 trips/ 35 shuttles = 3.66 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM	66 trips/ 31 shuttles = 2.12 trips/shuttle
AP	119 trips/ 31 shuttles = 3.84 trips/shuttle
PM	140 trips/ 32 shuttles = 4.38 trips/shuttle

The number of shuttles recorded in the LAX CTA on the four Fridays in August 2017 by the joint-use parking businesses was obtained from the TRAVIS (Commercial Vehicle Count) 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 2017 by the joint-use, off-airport parking facilities is shown in **Table 3**.

**In/Out Shuttle Trips by Other
Off-Airport Parking Facilities**

Date	Peak Hour		
	AM	AP	PM
8/04/17	14	11	16
8/11/17	16	9	10
8/18/17	12	10	13
8/25/17	13	13	13
Rounded Average	14	11	13

Table 3

In January 2017, private parking shuttles began operating exclusively on the upper (departures) level roadway of the CTA. Hotel shuttles began operating exclusively on the lower (arrivals) level roadway. Providers who had previously operated both as a dual purpose (private parking and hotel) shuttle were forced to choose to operate as either a hotel or a private parking shuttle. All the previously dual-branded shuttles chose to operate as a hotel shuttle on the lower level. Therefore, the total number of private parking shuttle trips is lower than in recent years.

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** below. 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	4.26	X	14	=	60
Airport	3.06	X	11	=	34
PM	3.66	X	13	=	48

**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	2.12	X	14	=	30
Airport	3.84	X	11	=	42
PM	4.38	X	13	=	57

Table 4

To avoid “double counting,” shuttle trips from private and public parking lots and from rental car facilities are only counted as they enter and exit the CTA. For example, a shuttle that exits the Wally Park facility and enters the CTA is counted as a single trip. The same shuttle exiting the CTA is counted as another single trip, but is not counted again as it enters the Wally Park driveway.

Projects Currently Under Construction:

The following airport-related projects are currently under construction:

- **Midfield Satellite Concourse (MSC)**

The MSC is being constructed west of the Tom Bradley International Terminal. No traffic lanes are closed during this construction. Peak hour trips to and from this construction site would have been included in the traffic counts taken on World Way West.

- **Delta Airlines Hangar**

Delta Airlines is constructing a new aircraft hangar on the south side of World Way West east of Pershing Drive. No traffic lanes are closed during this construction. Peak hour trips to and from this construction site would have been included in the traffic counts taken on World Way West.

- **Terminal 1 Improvements**

Southwest Airlines is upgrading Terminal 1 in the CTA. A portion of the drop off lane on the upper level roadway is closed for this work. While construction employees travel to and from this site, the vast majority of these trips are made during off-peak hours and are temporary in nature.

Summary of Peak Hour Counts:

While 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 trip generation reporting, a summary of the final traffic datum is presented for all three peak hours: **Table 5** (AM Peak), **Table 6** (Airport Peak) and **Table 7** (PM Peak). The Airport Peak Hour traffic volumes for the last thirteen years are shown on **Figure 2**.

As expected, the Airport Peak Hour traffic count total of **18,054** trips is higher than the counts recorded for the AM and PM peak hours. The August 2017 AM peak hour volume is **14,206** trips and the August 2017 PM peak hour volume is **16,720** trips.

TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts
CTA	6,437	7,750	6,771	6,383	6,229	6,274	6,295	6,388	6,174	7,273	7,782	9,104	9,225
RAC/Rental Car Facilities (1)(5)	1,195	1,342	1,261	1,239	956	1,011	1,038	1,273	1,042	1,208	1,419	1,429	1,528
LAX Public Parking Lots	185	149	145	165	145	100	87	68	84	150	106	112	118
Employee Parking	448	493	534	524	446	393	387	417	436	570	549	507	506
Private Parking (2)	230	389	427	388	359	331	294	285	360	437	462	379	374
World Way West	536	649	580	648	598	503	490	559	544	520	611	496	547
Cargo and Ancillary (3)	1,953	1,891	2,036	1,971	1,641	1,733	2,031	1,914	1,765	1,831	1,649	1,827	1,888
LAX Northside (4)	0	0	0	20	20	20	20	20	20	20	20	20	20
TOTAL	10,984	12,663	11,754	11,338	10,394	10,365	10,642	10,924	10,425	12,009	12,598	13,874	14,206

(1) Rental Car Traffic was adjusted in 2014 to account for vehicle counts omission of Dollar Rent-a car by adding 10% increase to 2013 driveway counts recorded at the Dollar driveways.

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

(3) 50 vehicle trips were added to the 2005 through 2016 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 vehicle trips were added to the 2008 through 2016 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

(5) 6 vehicle trips were added to the 2016 and 2017 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport Boulevard and Century Boulevard; 30 trips were added to account for MCar Rental.

Table 5

TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

Airport Facility	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts
CTA	9,995	9,841	9,346	9,419	9,021	9,312	9,000	9,046	9,035	9,800	10,559	11,434	11,592
RAC/Rental Car Facilities (1)(5)	1,891	1,890	1,829	1,727	1,559	1,605	1,781	1,761	1,886	1,989	2,183	2,203	2,320
LAX Public Parking Lots	171	177	226	172	172	122	68	77	72	137	81	118	117
Employee Parking	398	394	384	548	508	409	862	480	511	642	649	602	617
Private Parking (2)	411	294	461	405	373	449	520	314	436	398	470	364	317
World Way West	682	668	737	833	628	607	648	708	578	602	614	577	695
Cargo and Ancillary (3)	2,194	1,993	2,094	1,983	1,636	1,739	1,802	1,875	1,865	1,857	1,810	1,899	2,376
LAX Northside (4)	0	0	0	20	20	20	20	20	20	20	20	20	20
TOTAL	15,742	15,257	15,077	15,107	13,917	14,263	14,701	14,281	14,403	15,445	16,386	17,217	18,054

(1) Rental Car Traffic was adjusted in 2014 to account for vehicle counts omission of Dollar Rent-a car by adding 10% increase to 2013 driveway counts recorded at the Dollar driveways.

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

(3) 50 vehicles were added to the 2005 through 2015 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 vehicle trips were added to the 2008 through 2015 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

(5) 6 vehicle trips were added to the 2016 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport Boulevard and Century Boulevard; 30 trips were added to account for MCar Rental.

Table 6

TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts
CTA	8,329	8,714	8,120	8,052	7,300	7,431	7,478	7,153	7,562	8,328	8,839	10,231	10,522
RAC/Rental Car Facilities (1)(5)	1,216	1,242	1,172	1,120	938	981	1,319	1,478	1,263	1,214	1,491	1,390	1,782
LAX Public Parking Lots	199	180	257	206	220	164	108	92	112	144	120	133	137
Employee Parking	605	548	591	637	633	612	597	613	533	629	723	663	699
Private Parking (2)	358	395	601	423	424	483	562	439	457	344	503	392	337
World Way West	420	451	373	506	356	307	284	327	306	352	323	287	353
Cargo and Ancillary (3)	2,429	2,359	2,411	2,128	2,152	2,137	2,029	2,339	1,965	2,131	2,231	2,817	2,870
LAX Northside (4)	0	0	0	20	20	20	20	20	20	20	20	20	20
TOTAL	13,556	13,889	13,525	13,092	12,043	12,135	12,397	12,461	12,218	13,162	14,250	15,933	16,720

(1) Rental Car Traffic was adjusted in 2014 to account for vehicle counts omission of Dollar Rent-a car by adding 10% increase to 2013 driveway counts recorded at the Dollar driveways.

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

(3) 50 vehicles were added to the 2005 through 2015 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 vehicle trips were added to the 2008 through 2015 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

(5) 6 vehicle trips were added to the 2016 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport Boulevard and Century Boulevard; 30 trips were added to account for MCar Rental.

Table 7

Airport Peak Hour (11 AM - Noon) Traffic Volumes

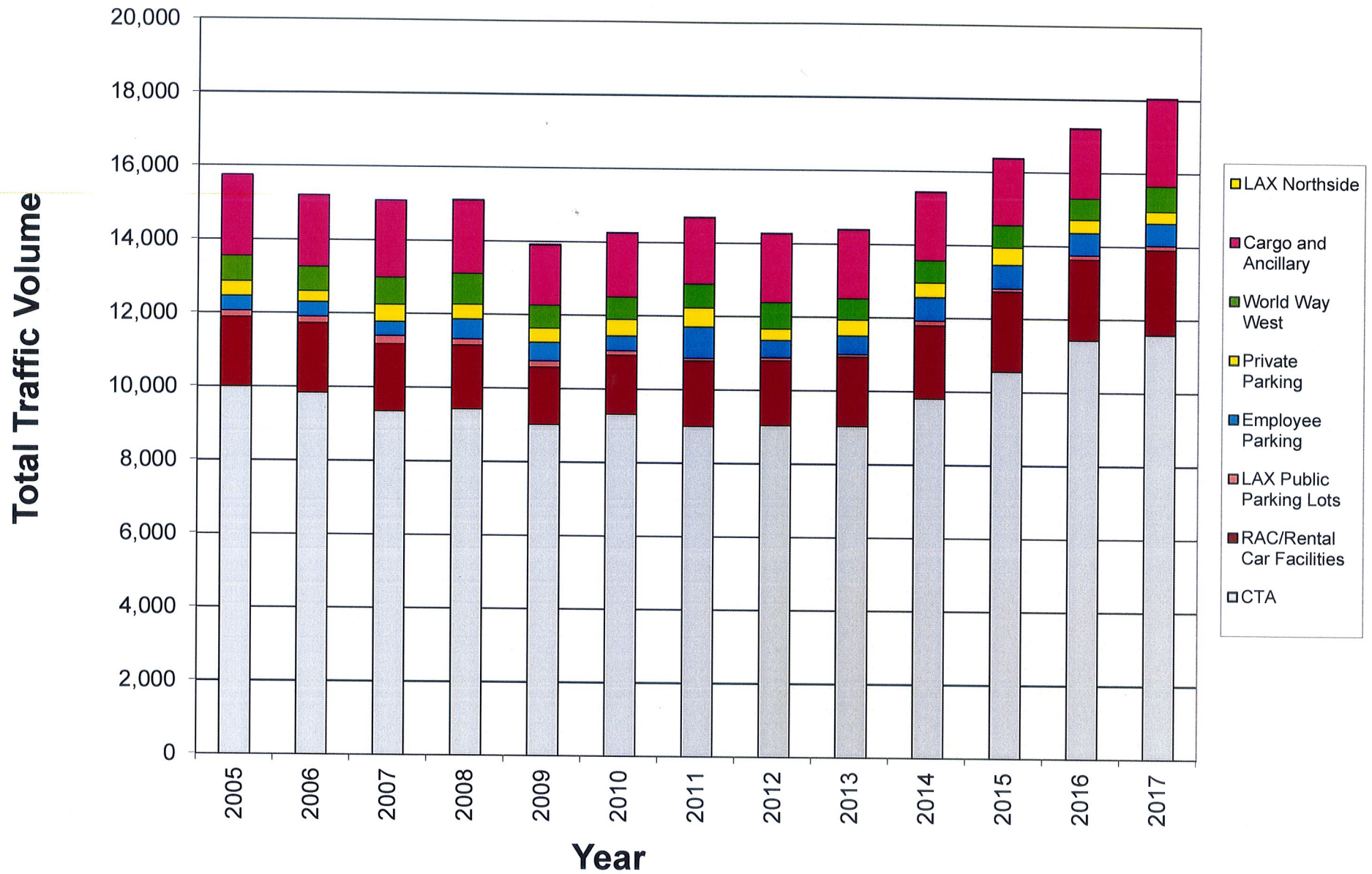


Figure 2

FlyAway Program:

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 Irvine FlyAway service was terminated in Summer 2012 due to contractual issues with the bus operator and low ridership. A new FlyAway service at the Expo Light Rail Line at the LaBrea Avenue station began operation in Spring 2013, but was terminated in September 2014 due to lack of ridership. The Santa Monica FlyAway began operation in July 2014 but was terminated in September 2016 due to low ridership. The Hollywood FlyAway began service on September 2014. Two additional FlyAway sites started operation in the last quarter of 2015 -- one in downtown Long Beach and the other providing a connection with the Orange Line in the San Fernando Valley at the Woodley Avenue station. These three newest sites all remain operational.

The ridership totals for the month of August during the last thirteen years are shown in **Figure 3**. Overall, FlyAway ridership has increased 232% from August 2005 (when there were 50,360 passengers on the single FlyAway site at Van Nuys) to August 2017 (with 170,112 passengers on the six FlyAway sites which were in operation in August 2017). The FlyAway program has helped to reduce the number of private vehicles into and out of the LAX CTA.

Annual FlyAway Ridership

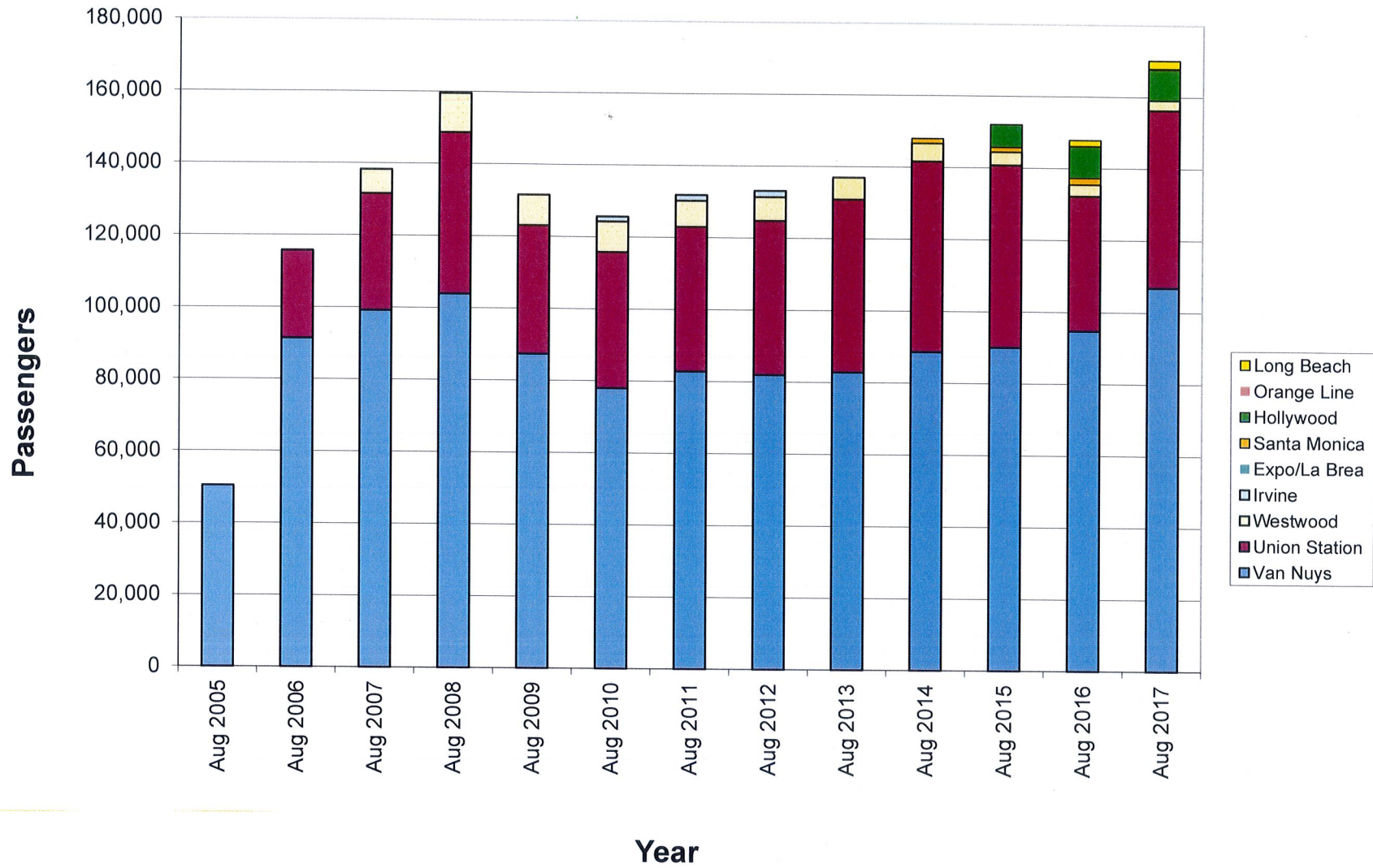


Figure 3

2017 LAX Trip Generation Table

			Traffic Volumes Inbound																Traffic Volumes Outbound																			
			AM (8 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)								AM (8 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)											
LOCATION			Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total				
Airport Public Parking Lots																																						
Lot C - 96th Street public entrance	8/18/2017	FRI	73	0	0	73	50	1	0	51	67	2	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lot C - entrance driveway on Westchester Parkway	8/11/2017	FRI	35	0	0	35	24	1	0	25	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lot C - exit driveway on Jenny Ave	8/11/2017	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Subtotal			108	0	0	108	74	2	0	76	90	2	0	92	10	0	0	10	41	0	0	41	45	0	0	45	45	0	0	45	45	0	0	45				
Aiport Employee Parking																																						
Employee Lot West - Entry/Exit on Westchester Parkway	8/11/2017	FRI	54	0	0	54	48	0	0	48	40	0	0	40	24	0	0	24	52	1	0	53	60	0	0	60	60	0	0	60	60	0	0	60				
Employee Lot East - Main Entry/Exit on Jenny Avenue (east side) n/o Westchester	8/4/2017	FRI	148	1	0	149	121	0	0	121	120	0	0	120	26	1	0	27	99	0	0	99	157	0	0	157	157	0	0	157	157	0	0	157				
Employee Lot South - Entry/Exit on Jenny Avenue (west side) n/o 96th St	8/4/2017	FRI	104	0	0	104	126	0	0	126	70	0	0	70	36	0	0	36	84	0	0	84	137	0	0	137	137	0	0	137	137	0	0	137				
Lot E (Employee bus storage and RV Parking only)	8/25/2017	FRI	6	3	0	9	6	0	0	6	9	2	0	11	13	2	0	15	11	2	0	13	13	3	0	16	13	3	0	16	16	3	0	19				
Airport Police Parking- Entry/Exit driveway on the west side of Alverstone Avenue n/o 96 th Street	8/18/2017	FRI	5	0	0	5	2	0	0	2	4	0	0	4	3	0	0	3	4	0	0	4	6	0	0	6	6	0	0	6	6	0	0	6				
Airport Police Parking- Entry/Exit driveway on the east side of Alverstone Avenue n/o 96 th Street	8/18/2017	FRI	2	0	0	2	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	2	0	0	2				
Airport Police Parking- 96th Street west side of Alverstone Avenue	8/11/2017	FRI	45	0	6	51	28	0	7	35	24	0	7	31	23	7	0	30	25	7	0	32	41	8	0	49	41	8	0	49	49	8	0	57				
Subtotal			364	4	6	374	332	0	7	339	270	2	7	279	128	10	0	138	275	10	0	285	416	11	0	427	416	11	0	427	427	11	0	438				
World Way West																																						
World Way West	8/4/2017	FRI	285	0	0	285	330	0	0	330	110	0	0	110	262	0	0	262	365	0	0	365	243	0	0	243	243	0	0	243	243	0	0	243				
Cargo Facilities																																						
Aviation Boulevard and 104th Street (west leg)	8/25/2017	FRI	138	52	0	190	84	40	0	124	56	58	0	114	77	56	0	133	227	54	4	285	412	87	4	503	412	87	4	503	503	87	4	594				
Aviation Boulevard and 111th Street (west leg)	8/25/2017	FRI	49	55	0	104	59	75	0	134	104	72	0	176	69	56	0	125	59	59	0	118	47	57	0	104	47	57	0	104	104	57	0	161				
Century Boulevard and Avion Drive (south leg)	8/18/2017	FRI	101	16	0	117	83	13	0	96	63	14	0	77	57	24	0	81	99	12	0	111	116	15	0	131	116	15	0	131	131	15	0	146				
Century Boulevard and Airport Boulevard (south leg)	8/25/2017	FRI	74	24	0	98	161	31	6	198	123	27	4	154	55	31	0	86	87	30	0	117	98	21	0	119	98	21	0	119	119	21	0	140				
Century Boulevard and Postal Road (south leg)	8/18/2017	FRI	35	19	0	54	99	20	7	126	193	19	2	214	13	12	0	25	17	5	0	22	16	2	0	18	16	2	0	18	18	2	0	20				
Century Boulevard and International Road (south leg)	8/18/2017	FRI	54	19	1	74	60	21	1	82	59	17	0	76	68	8	0	76	45	9	0	54	36	18	0	54	36	18	0	54	54	18	0	72				
Imperial Highway and Imperial Terminal (north leg)	8/25/2017	FRI	59	8	0	67	58	20	0	78	76	13	0	89	27	12	0	39	69	21	0	90	93	9	0	102	93	9	0	102	102	9	0	111				
Imperial Highway and California Street (north leg)	8/25/2017	FRI	73	11	2	86	80	13	2	95	95	18	2	115	29	15	2	46	82	15	2	99	105	18	1	124	105	18	1	124	124	18	1	142				
Imperial Highway and Hughes Way (north leg)	8/25/2017	FRI	77	14	0	91	53	18	0	71	58	26	0	84	42	20	0	62	47	36	0	83	80	28	0	108	80	28	0	108	108	28	0	136				
Imperial Highway and unsignalized driveway e/o Hughes Way (north leg)	8/25/2017	FRI	43	30	0	73	24	32	0	56	145	30	0	175	22	7	0	29	20	10	0	30	27	10	0	37	27	10	0	37	37	10	0	47				
Imperial Highway and Kilroy Center Drive (north leg)	8/25/2017	FRI	1	0	0	1	2	1	0	3	7	5	0	12	0	1	0	1	2	1	0	3	11	0	0	11	11	0	0	11	11	0	0	22				
Imperial Highway and Douglas Street (north leg)	8/25/2017	FRI	38	25	0	63	66	31	0	97	46	43	0	89	37	25	0	62	68	36	0	104	52	36	0	88	52	36	0	88	88	36	0	124				
Imperial Highway and unsignalized driveway w/o Aviation Blvd (north leg)	8/25/2017	FRI	24	29	0	53	21	38	0	59	18	19	0	37	2	5	0	7	7	6	0	13	16	6	0	22	16	6	0	22	22	6	0	28				
Subtotal			766	302	3	1071	850	353	16	1219	1043	361	8	1412	498	272	2	772	829	294	6	1129	1109	307	5	1421	1109	307	5	1421	1421	307	5	1728				
Rental Car Facilities																																						
Advantage Rental Car - Driveway on Isis Ave s/o Manchester Blvd	8/4/2017	FRI	22	0	0	22	28	1	0	29	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Advantage Rental Car - Driveway on Manchester Blvd e/o Isis Ave	8/4/2017	FRI	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	38	0	0	38	32	0	0	32	32	0	0	32	32	0	0	32				
Alamo/National - 3 driveways on Aviation Boulevard s/o Hillcrest Boulevard	8/4/2017	FRI	32	0	0	32	48	0	0	48	36	0	0	36	93	0	0	93	120	0	0	120	173	0	1	174	173	0	1	174	174	1	0	175				
Alamo/National - entry driveway on Hillcrest Boulevard e/o Aviation Boulevard	8/4/2017	FRI	141	0	0	141	196	0	0	196	169	0	0	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Alamo/National - Exit driveways on Isis Ave s/o Hillcrest Blvd	8/4/2017	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Avis - driveway on Airport Boulevard s/o Westchester Pkwy	8/4/2017	FRI	27	0	0	27	25	1	0	26	27	0	0	27	17	0	0	17	17	0	0	17	27	0	0	27	27	0	0	27	27	0	0	27				
Avis - three driveways on Jenny Street	8/4/2017	FRI	37	0	18	55	43	0	30	73	9	0	17	26	93	0	19	112	180	0	25	205	106	0	20	126	106	0	20	126	126	20	0	146				
Budget - 2 driveways on Airport Boulevard between 96th Place and 98th Street	8/18/2017	FRI	56	0	1	57	63	0	1	64	35	0	1	36	0	1	15	16	0	0	17	17	0	0	17	17	0	0	17	17	0	0	17					
Budget - two driveways on 96th Place w/o Airport Boulevard	8/11/2017	FRI	0	2	11	13	0	2	11	13	0	1	7	8	53	0	0	53	77	0	0	77	37	0	1	38	37	0	1	38	38	1	0	39				
Budget - driveway on 98th Street w/o Airport Boulevard	8/18/2017	FRI	13	0	0	13	17	0																														

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: December 13, 2017

To: Cynthia Guidry, Deputy Executive Director
Los Angeles World Airports

From: Seleta J. Reynolds, General Manager
Department of Transportation

SUBJECT: **LAX TRAFFIC VOLUMES REPORT FOR 2017**

The Department of Transportation (LADOT) completed its review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2017. This report is the 13th of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan in 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 LADOT 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 is projected to 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 17,725 trips. The results of the 2017 survey indicate that LAX-related uses generated 18,054 vehicle trips during the airport peak hour for August 2017, which is 4.9 percent higher than the 17,217 airport peak hour trips generated for the same period in 2016. However, this total is still well below the projected Master Plan build-out total of 26,011 airport peak hour trips. The attached table summarizes the results of the 2017 survey.

LADOT agrees that the LAX Traffic Volume Report for 2017 adequately identifies the trip generation for all LAX-related uses. If you have any questions, please call Robert Sanchez, of the LADOT West Los Angeles Planning and Development Review Division, at (213) 485-1062.

SJR:PA

Attachment

c: Robert Falcon/Pat Tomcheck, LAWA
Tomas Carranza/Sean Haeri/Robert Sanchez, LADOT

LAX TRAFFIC VOLUME SUMMARY

SURVEY YEAR 2017

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
2011 - Seventh Survey Year	10,642	12,397	14,701
2012 - Eighth Survey Year	10,924	12,461	14,281
2013 – Ninth Survey Year	10,425	12,218	14,403
2014 – Tenth Survey Year	12,009	13,162	15,445
2015 – Eleventh Survey Year	12,598	14,250	16,386
2016 – Twelfth Survey Year	13,874	15,933	17,217
2017 – Thirteenth Survey Year	14,206	16,720	18,054
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