4.12 Transportation

4.12.1 On-Airport Transportation

4.12.1.1 Introduction

This section addresses the on-airport transportation system within the Central Terminal Area (CTA) relative to potential traffic-related impacts associated with new facilities proposed under the various SPAS alternatives. Section 4.12.2, *Off-Airport Transportation*, addresses the transportation analysis of the off-airport roadway network (i.e., outside of the CTA) and the potential operational affects related to each SPAS alternative.

This on-airport transportation analysis was conducted to estimate SPAS-related impacts on the operation of the CTA curbsides, CTA intersections, and CTA roadway links. Each of the SPAS alternatives would produce changes in traffic activity within the CTA relative to baseline (2009) conditions;[659] however, the operational conditions for several of the SPAS alternatives would be identical within the CTA and were, therefore, combined for analysis purposes. Consequently, on-airport traffic analysis was prepared specifically for Alternatives 1, 4, 8, and 9. The on-airport traffic operations associated with Alternative 2 would be identical to Alternative 1, given that both alternatives propose the same ground access improvements; hence, the discussion, analysis, and conclusions presented in this section relative to Alternative 1 are equally applicable to Alternative 2. As such, the discussion of Alternatives 1 and 2 in this section is presented in terms of "Alternative 1-2" being equally applicable to both. Alternative 3 represents the improvements contemplated in the approved LAX Master Plan (i.e., "Alternative D"), which include closing the CTA to private vehicles and creating a number of new off-airport landside facilities such as a new Ground Transportation Center (GTC) at Manchester Square. Since vehicle traffic on the CTA roadways under Alternative 3 would be limited to scheduled bus service and authorized vehicles only, while eliminating private vehicles trips within the CTA, Alternative 3 is expected to result in improved on-airport transportation conditions in comparison to baseline conditions; therefore, no further on-airport traffic analysis is warranted for Alternative 3. Alternatives 5, 6, and 7 delineate various options focused on airfield improvements, and each of those airfield improvement options are compatible with the ground access improvement options associated with Alternatives 1, 2, 8, and 9. As such, Alternatives 5, 6, and 7 would not, in themselves, result in on-airport transportation system impacts, but rather those types of impacts depend on which ground access system is assumed, as specifically identified and addressed relative to Alternatives 1, 2, 8, and 9.[660] Section 4.12.1.6.1 further describes the key elements of the various SPAS alternatives, as related to the on-airport transportation analysis.

The analysis presented in this document addresses both how the physical improvements proposed under the various alternatives (i.e., development of the Intermodal Transportation Facility (ITF), a dedicated busway or automated people mover (APM), a Consolidated Rental Car Facility (CONRAC) in three of the

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659 As further described in the introduction to Chapter 4, "baseline conditions" used in the analysis of certain environmental topics, such as air quality, aircraft noise, and traffic, were based on a full year's worth of airport operations data in order to best delineate the relevant existing operational characteristics of the airport. The Notice of Preparation (NOP) for the SPAS EIR was published in October 2010 and while that time period is used to define "baseline conditions" for most other topics in the EIR impacts analysis, that specific point in time does not account for the fluctuations in airport activities that typically occur through the course of a year and would not accurately represent the existing conditions relevant to air quality, aircraft noise, and traffic. As such, LAX activity data for Calendar Year 2009 (i.e., a full year's worth of airport activity data prior to publication of the NOP) is taken into account in defining "baseline (2009) conditions" for the On-Airport Transportation analysis.

660 Alternatives 5, 6, and 7 would allow for the development of Terminal/Concourse 0, which would occur in conjunction with the eastward relocation of Sky Way - an entry roadway to the CTA. That same road realignment would occur with the ground access improvements associated with Alternatives 1, 2, 8, or 9, which are addressed in this section. Implementation of Alternative 5, 6, or 7, as ostensibly paired with one of the sets of ground access improvements, would not result in on-airport traffic generation or trip characteristics materially different from those of Alternatives 1, 2, 8, or 9; therefore, the potential on-airport traffic impacts associated with Alternatives 5, 6, and 7 are considered to be represented by the analyses presented in this section.

alternatives, etc.) would affect current traffic and curbside conditions within the CTA and also how those improvements would affect future (2025) traffic and curbside conditions within the CTA. The analysis of project impacts to current (baseline-2009) conditions is presented in this section. Also presented in this section is the analysis of cumulative impacts to future (2025) conditions.[661]

As further described below in Section 4.12.1.2, the analysis for current conditions includes a delineation of the "baseline conditions," which are representative of the physical conditions that existed at the start of the EIR preparation and on-airport traffic associated with the 2009 LAX passenger activity levels. The analysis of SPAS-related impacts evaluated how the current conditions would change with development of the ground access improvements proposed under each SPAS alternative, as measured through a comparison of the "baseline (2009) with alternative" condition (i.e., existing on-airport ground access system as modified by the SPAS alternative being evaluated) compared to the "baseline (2009) without alternative" condition (i.e., existing on-airport ground access system without improvements) with both conditions assuming the 2009 LAX passenger activity levels. This comparison is provided for the purpose of identifying impacts pursuant to the requirements of CEQA; however, it is hypothetical in nature given the underlying assumption that all of the ground access improvements proposed to be completed by 2025 under each alternative theoretically exist today and apply to the baseline (2009) condition.

The analysis of "Future (2025) Without Alternative" condition includes a delineation of physical conditions anticipated to exist in 2025 relative to the on-airport transportation system without the ground access improvements proposed under each alternative. Assumptions incorporated into that future scenario include: (1) the baseline (2009) physical conditions and configuration of the CTA plus reasonably foreseeable on-airport ground access system improvements anticipated to occur by 2025, independent of, and separate from, SPAS; and (2) reasonably foreseeable regional (non-airport) programmed improvements and ambient growth in off-airport traffic, as may affect on-airport traffic. That future (2025) scenario does not include any of the ground access improvements proposed under the various SPAS alternatives, and also does not include any increase in on-airport traffic from natural growth in passenger activity levels anticipated to occur at LAX by 2025. Rather, that "Future (2025) Without Alternative" condition assumes the same 2009 passenger activity levels daily flight schedules as in the baseline (2009) condition, and serves as the basis for comparison for the "Future (2025) With Alternative" condition scenario. The Future (2025) With Alternative traffic condition scenarios consists of: (1) the baseline (2009) physical conditions and configuration of the CTA plus reasonably foreseeable on-airport ground access system improvements anticipated to occur by 2025, independent of, and separate from, SPAS; (2) the 2025 passenger levels and daily flight schedules; (3) reasonably foreseeable regional (non-airport) programmed improvements and ambient growth in off-airport traffic, as may affect on-airport traffic; and (4) the proposed SPAS improvements associated with each of the alternatives. It is important to note that the impacts analysis associated with comparing the Future (2025) With Alternative condition to the Future (2025) Without Alternative condition is very conservative, because the increase in on-airport traffic volumes assumed for each with-alternative scenario would actually be attributable to natural growth in passenger activity predicted to occur at LAX by 2025 regardless of SPAS.

4.12.1.2 Methodology

As noted above, this section focuses on the project-related impacts to the CTA curbsides, CTA intersections, and CTA roadway links resulting from anticipated variations in traffic accompanying the changes in passenger demand and peaking characteristics, curbside loading and unloading locations, and the consolidation of surface transportation modes associated with each of the SPAS alternatives considered for the on-airport traffic analysis in this EIR.

The traffic demand estimates prepared for this study were developed using a trip generation and trip distribution model that provides traffic volume estimates for all roadway links and curbside links within the

[661] Although Chapter 5 of this Draft EIR focuses on cumulative impacts related to various environmental topics, the analysis of both project impacts and cumulative impacts is provided as a single comprehensive discussion relative to on-airport transportation and to off-airport transportation, based on the unique and technical nature of the related impacts.

CTA roadway system for multiple peak hour conditions for baseline (2009) conditions and for Future (2025) With Alternative and Without Alternative conditions. These traffic volume estimates were then imported into a model that has been developed to evaluate the operation of the airport's roadway and curbside systems. For purposes of consistency with the types of on-airport traffic analyses conducted for the LAX Master Plan, the following general analyses were conducted:

- **Curbside Capacity Analysis** - Airport curbside facilities serve as the primary destination for vehicular traffic accessing the CTA departures (upper) and arrivals (lower) level roadways. As such, the linear length of these curbside facilities to accommodate stopped vehicles and provide adequate room to maneuver into and out of a stopping position is a critical measure in assessing the capacity of the airport roadway system. Curbside capacity at each of the CTA terminal arrivals (lower level) and departures (upper level) curbsides were directly assessed for this analysis. The methodology for assessment of these curbside facilities is unique to the airport environment and requires the use of analytical methodologies that differ from the standard intersection and roadway capacity analyses used for the off-airport transportation analysis (see Section 4.12.2, *Off-Airport Transportation*). For this study, the trip generation model was used to determine the number of vehicles by vehicle mode that would access each terminal's curbside during the peak hour. The total vehicles at curbside were then compared to the length of the curbside in order to assess the operation of the curbside. This curbside analysis technique provides a direct measure of the ability of the curbside to accommodate the anticipated vehicular demand. Section 4.12.1.3.13 provides additional details related to the curbside analysis procedures used for this EIR.
- **CTA Intersection Analysis** - CTA intersections were analyzed to assess the potential implication of changes in vehicle activity and physical facilities throughout the CTA. It is critical to analyze vehicular intersections given these facilities meter traffic throughout the CTA roadway system and are a key limiting factor for vehicle throughput on the on-airport roadways. Intersections with two or more directions of vehicular travel were evaluated for this analysis. For the purpose of this discussion, intersection movements are defined as through, left, or right turn movements.
- **CTA Roadway Link Analysis** - Key CTA roadway links were also analyzed to assess the potential implication that each alternative would have on overall CTA throughput. The model used to evaluate curbside performance includes a tool for evaluating the throughput performance of the roadway lanes adjacent to the curbside. For this analysis, vehicle congestion created by stopped vehicles at the adjacent curbside is accounted for when evaluating the impacts on the roadway's throughput capacity. Key roadway links were analyzed to assess potential congestion on both the upper level and lower levels of the CTA roadway system. For roadways that are not located adjacent to the curbsides, roadway capacity per lane was assumed based on industry standards for type of facility.
- **Airport Public Parking** - The airport's existing on-airport and remote parking facilities' daily space demands were used to forecast the future (2025) public parking supply. The airport's existing public parking space demands, by parking product type (i.e., LAWA's terminal structured parking versus surface parking, and short-term parking versus long-term parking), were used to estimate the future (2025) public parking demand both on-airport and in remote facilities. The approach used in evaluating the impact of the project on the airport's public parking facilities is different from that described above for addressing the airport's curbsides, intersections, and roadway links. For the parking impacts analysis,[662] the future (2025) public parking space demands were compared to the

[662] A shortfall in parking spaces is not considered an environmental impact for the purposes of CEQA, nevertheless this Draft EIR addresses this issue. In *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 697, the Court of Appeal stated that "parking deficits are an inconvenience to drivers, but not a significant *physical impact on the environment*." (Emphasis in original.) The State CEQA Guidelines Appendix G has also recently been revised to remove parking from the Initial Study Checklist. As noted in the Final Statement of Reasons for Regulatory Action ("Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97") which amended the State CEQA Guidelines in 2009, pages 96-97. Available at http://ceres.ca.gov/ceqa/guidelines/. As described in greater detail in the methodology discussion below, the traffic counts (which are also used in the air quality analysis) were calibrated to match existing conditions, which therefore captures any trip generation and air quality/GHG emissions associated with vehicle trips associated with parking facilities-related vehicle trips.

future (2025) parking supply expected to be provided under each SPAS alternative to determine whether there would be sufficient public parking at the airport in the future or if additional capacity would be required.

For purposes of quantifying levels of service and potential impacts associated with curbsides, intersections, and roadway links, this study uses the impact thresholds used for the LAX Master Plan Final EIR surface transportation analysis[663] which is also consistent with the thresholds defined in the City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures. The quantification of impacts to on-airport parking is based on projected supply and demand, and whether the amount of on-airport parking associated with each alternative would be sufficient to meet the projected demand.

4.12.1.2.1 Delineation of Baseline (2009) Traffic Conditions

The delineation of baseline (2009) on-airport traffic conditions was based in part upon data collected to support the Bradley West Project EIR[664] and was supplemented with updated intersection turning movement inventories, Automatic Vehicle Identification (AVI) counts and in-pavement vehicle loop counts in 2009.

The following methodology and data were used to determine the baseline (2009) traffic conditions:

Determine Arrivals and Departures Airport Peak Hours - Passenger early arrival and late departure profiles were determined based on historical data from the 2006 air passenger survey[665] and were applied to the airport domestic and international air passenger schedules for August 2009 to predict when passengers arrive on the curbside. This data was reviewed to determine the arrivals and departures peak hours based on air passenger activity. This review also showed that the overall airport peak hour coincided with the departures level peak hour. The peak CTA vehicle traffic hours were assumed to coincide with the peak air passenger activity hours.

On-Airport Traffic Data Collected in 2009 - As noted above, data collected for the Bradley West Project EIR was supplemented with additional data collected in 2009. This included data from the in-pavement vehicle loop detector system which records the volume of all traffic entering and exiting the CTA and the AVI system which uses transponders to record the number and types of AVI equipped commercial vehicles entering and exiting the CTA. These counts representing baseline (2009) conditions were collected for Fridays in August 2009. Since August is considered to be the peak month for airport-related passenger and traffic activity at LAX, and Fridays are typically the busiest day of the week for the airport roadway system, the new intersection turning movement counts were collected for the departures level on Friday, August 14th and for the arrivals level on Friday, August 21st and 28th during the a.m., mid-day, and p.m. commuter peak periods. Video from August 2008 obtained at the entrance to the CTA and at the departures level roadway in front of the Tom Bradley International Terminal (TBIT) from the airport's Closed Circuit Television (CCTV) system was also used to serve as a source for traffic counts and vehicle classification.

To further supplement the existing data sets, additional data were collected during field surveys conducted on Friday, October 2nd, 2009, and Friday, October 9th, 2009 between 10:30 a.m. and 12:30

663 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.3, April 2004.

664 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Bradley West Project, September 2009.

665 Applied Management & Planning Group, 2006 Air Passenger Survey Final Report Los Angeles International Airport, December 2011. The 2006 survey is the most recent complete published passenger survey for LAX. Although an updated passenger survey was undertaken in 2011, the survey results are still in the process of being compiled and reviewed. Preliminary results of the 2011 survey data, subject to further review and confirmation, show an increase in connecting passenger percentages, suggesting that LAX is becoming less of an "Origin and Destination" (O&D) airport, which, in turn, reduces vehicle trips to and from the airport. For the purposes of this EIR analysis, the information contained in the 2006 survey is still considered to be reasonably representative of the existing airport traffic conditions and trip generation, which provides a more conservative impacts analysis than if airport trips were reduced based on lower proportions of O&D activity.

p.m. on the departures level, and between 8:30 p.m. and 10:30 p.m. on the arrivals level. Specifically, the following surveys were conducted:

- Intersection turning movement counts - for intersections along Center Way
- Vehicle classification survey - at lower level entrance to the airport
- Vehicle dwell time survey - at Terminals 1, 4, and 7
- Vehicle license plate survey - at Terminal 1 and Terminal 7 lower level curbsides
- Public parking garage entry counts - Parking Garages 1, 3, and 7

The survey data represents activity on a typical busy day on the CTA roadways and curbsides at LAX. Survey times were established based on the peak passenger activity in the CTA which was determined from the 2008 (design day) gated passenger schedule.

After reviewing and compiling the field data, the results were adjusted from October 2009 conditions to August 2009 conditions using multiple control data sources including passenger schedules, AVI, and in-pavement loop detector data as well as turning movement volumes.

Determine Baseline (2009) Balanced Roadway Traffic Volumes - Traffic volumes for the peak hours identified from the air passenger activity data were reviewed for this study. To estimate the balanced CTA roadway traffic for a typical Friday in August 2009, the intersection turning movement, loop detector, and AVI counts provided by LAWA were adjusted such that traffic volumes using all roadway sections within the CTA roadway network were in balance with the volumes entering from "upstream" of the section and exiting "downstream" from the section. The balanced roadway network includes estimated vehicle volumes for all individual roadway links as well as each intersection within the CTA. The network of balanced roadway traffic volumes represent a "snapshot" of peak hour traffic activity within the CTA that is used as a basis for calibrating the baseline conditions Trip Distribution model. For a more detailed discussion of the balanced roadway traffic volumes, see Section 4.12.1.3.10 below.

Prepare Trip Generation and Distribution Model for CTA Roadways and Intersections - The traffic model of CTA roadways and intersections developed as part of the Bradley West Project EIR were used as the baseline (2009) condition to assign routes for each vehicle type operating in the CTA. Vehicle volume inputs for this model were estimated using the baseline conditions Trip Generation Model, which uses the airline passenger flight schedule (adjusted for passenger lead and lag times), vehicle classification data, and other data to estimate vehicle trips by vehicle type. The timing of passenger demand from the flight schedule was adjusted to account for the time departing passengers arrive at the airport prior to their flight (i.e., "lead time"), and the time allotted for arriving passengers to travel from their gate to the arrivals level curbside (i.e., "lag time"). These trips were then distributed throughout the CTA roadway network using unique route assignments by vehicle type to produce volumes on a link-by-link basis. These volumes were then compared and calibrated to the actual peak hour volumes from the balanced roadway network.

Prepare Level of Service Analysis - The roadway model provides a quantitative representation of the traffic operations associated with the CTA curbsides, CTA roadways, and CTA intersections as needed to assess the potential effects of project traffic. Model outputs were post-processed to calculate the Level of Service (LOS) for each terminal building curbside and curbside roadway segment during each peak period analyzed. This model uses peak hour vehicle volumes combined with average dwell time by vehicle mode to estimate the demand for curbside frontage on both the departures and arrivals levels. To account for non-uniform arrival rates during the peak-hour, the model applies a statistical "surge" factor based on a Poisson[666] arrivals distribution to obtain an estimate of occupied "spaces" during the peak hour. These estimated space requirements are multiplied by the average length of the vehicle (including a buffer to represent the space between two parked vehicles and lost space due to parking inefficiencies)

[666] In probability theory, a Poisson process is a stochastic process which counts the number of events and the time that these events occur in a given time interval. The time between each pair of consecutive events has an exponential distribution with parameter λ and each of these inter-arrival times is assumed to be independent of other inter-arrival times.

to determine the demand for curbside frontage in linear feet. The linear distance representing these stopped vehicles was then divided by the linear curbside length along the terminal frontages to calculate a ratio that is used to define curbside LOS which is further discussed in Section 4.12.1.3.13 below.

The CTA intersections were analyzed using TRAFFIX,[667] a commercially available traffic analysis program designed for preparing traffic forecasts and analyzing intersection and roadway capacity. The model uses widely accepted traffic engineering methodologies and procedures, including the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,[668] to calculate intersection LOS which is the required intersection analysis methodology for traffic impact studies conducted within the City of Los Angeles.

The LOS analysis of the CTA roadway sections used outputs from the curbside spreadsheet model to evaluate the throughput performance of the roadway lanes adjacent to the curbside. The estimated throughput capacities for each of the travel lanes accounted for vehicle congestion created by stopped vehicles at the adjacent curbside loading and unloading lanes. The curbside model estimates the volume of traffic bypassing each terminal and divides it by the total summed capacity of the throughput lanes to calculate a ratio used to define the roadway LOS.

As further described below in Section 4.12.1.2.3, the impacts analysis relative to baseline (2009) conditions addresses the changes in on-airport traffic characteristics that would result from the physical improvements proposed under Alternatives 1, 4, 8, and 9.

4.12.1.2.2 Delineation of Future (2025) Traffic Conditions

For this study, Future (2025) With Alternative and Future (2025) Without Alternative conditions were analyzed to assess the impact of the ground access system improvements associated with each of the SPAS alternatives in conjunction with additional future traffic in the CTA. Traffic volumes for the Future (2025) With Alternative conditions consist of: (a) the 2009 baseline traffic volumes combined with natural growth in on-airport traffic predicted to occur by 2025; and (b) the future traffic volumes and associated traffic patterns resulting from the implementation of the non-SPAS improvements; and (c) the improvements associated with each of the SPAS alternatives[669] in 2025. Traffic volumes for the Future (2025) Without Alternative condition consist of: (a) the baseline traffic volumes with airport passenger activity held, for analytical purposes, at the 2009 level of 56.5 million annual passengers (MAP); and (b) changes in traffic patterns resulting from the implementation of any non-SPAS improvements planned by the airport. Since the Without Alternative condition assumptions hold traffic activity at 2009 levels, comparisons to the With Alternative condition include the conservative assumption that growth in aviation activity from the 2009 level 56.5 MAP to a future (2025) level of 78.9 MAP[670] is included in the With Alternative condition, even though such future growth would occur naturally even if the alternative is not implemented (i.e., not caused by the alternatives).

In light of essentially all on-airport traffic being associated with the terminals in the CTA, the delineation of Future (2025) Traffic Conditions not only provides a basis for comparison of future conditions with and without each of the proposed alternatives, but also represents future cumulative traffic impacts. The physical improvements and passenger activity levels assumed for future conditions account for all reasonably foreseeable projects projected to occur by 2025 that relate to the on-airport ground access

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667 Dowling Associates, TRAFFIX Version 7.7. Based on information provided by Dowling Associates in May 2, 2008, over 425 site TRAFFIX licenses are owned by public and private entities, including licenses owned by 44 cities, 5 countries, and Caltrans within the state of California.

668 Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

669 The on-airport transportation analysis includes Alternatives 1, 4, 8, and 9. The on-airport transportation analysis results for Alternative 1 are identical to those for Alternatives 2, 5, 6, and 7, and any reference to results from Alternative 1 can be consider valid for Alternatives 2, 5, 6, and 7. Alternative 3 was not considered for the on-airport transportation analyses.

670 As discussed in Section 5.2, these projections are based upon the SCAG 2012 RTP-SCS available online at: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.

system. This includes the projected growth in passenger activity at LAX by 2025 (i.e., increase in passenger activity from 56.5 MAP in 2009 to 78.9 MAP in 2025). For the on-airport transportation analysis, future conditions at the CTA curbsides, roadways, and intersections relative to departures and arrivals level peak hours were addressed as follows:

- **Future (2025) With Alternative - Traffic During the CTA Departures Peak** - This scenario represents the anticipated Future (2025) With Alternative traffic activity during the peak period for CTA passenger departures. It includes baseline CTA traffic, ambient growth in CTA traffic as a result of increased passenger activity based on the future airline passenger schedule (78.9 MAP), and future CTA traffic characteristics associated with each of the alternatives considered.
- **Future (2025) With Alternative - Traffic During the CTA Arrivals Peak** - This scenario represents the anticipated Future (2025) With Alternative traffic activity during the peak period for CTA passenger arrivals. It includes baseline CTA traffic, ambient growth in CTA traffic as a result of increased passenger activity based on the future airline passenger schedule (78.9 MAP), and future CTA traffic characteristics associated with each of the alternatives considered.
- **Future (2025) Without Alternative - Traffic During the CTA Departures Peak** - This scenario represents the anticipated Future (2025) Without Alternative traffic activity during the peak period for CTA passenger departures. It includes baseline CTA traffic volumes redistributed to account for the non-SPAS improvements planned by the airport. It does not include the projected growth in passenger activity at LAX between baseline (2009) conditions (i.e., 56.5 MAP) and future (2025) conditions (78.9 MAP).
- **Future (2025) Without Alternative - Traffic During the CTA Arrivals Peak** - This scenario represents the anticipated Future (2025) Without Alternative traffic activity during the peak period for CTA passenger arrivals. It includes baseline CTA traffic volumes redistributed to account for the non-SPAS improvements planned by the airport. It does not include the projected growth in passenger activity at LAX between baseline (2009) conditions (i.e., 56.5 MAP) and future (2025) conditions (78.9 MAP).

The Future (2025) With Alternative and Future (2025) Without Alternative scenarios use the same departures and arrivals peak hours. The analysis of alternative-related traffic impacts in 2025 addresses impacts associated with each alternative, based on the increase in passenger activity between the 2009 baseline and future passenger activity levels, and increased CTA trips.

4.12.1.2.3 Delineation of Impacts and Mitigation Measures

The following steps were conducted to calculate curbside, intersection, and roadway levels of service for baseline (2009) and future (2025) conditions, and identify impacts, as well as identify potential mitigation measures, if necessary:

Prepare CTA Curbside Level of Service Analysis - LOS analyses for the CTA curbsides were prepared using spreadsheet curbside model to calculate a curbside utilization factor. Curbside utilization factor is the calculated ratio of curbside demand in linear feet divided by the existing curbside length. The utilization factor provides an indication of the amount of double and triple parking that would result for a given space demand, and the LOS associated with a given utilization rate recognizes that drivers do not park vehicles uniformly along the curbside. Curbside LOS was analyzed for the following conditions:

- Baseline (2009) - CTA Departures Peak Hour
- Baseline (2009) - CTA Arrivals Peak Hour
- Baseline (2009) With Alternative - CTA Departures Peak Hour: Alternatives 1-2, 4, 8, and 9
- Baseline (2009) With Alternative - CTA Arrivals Peak Hour: Alternatives 1-2, 4, 8, and 9
- 2025 Without Alternative - CTA Departures Peak Hour
- 2025 Without Alternative - CTA Arrivals Peak Hour
- 2025 With Alternative - CTA Departures Peak Hour: Alternatives 1-2, 4, 8, and 9
- 2025 With Alternative - CTA Arrivals Peak Hour: Alternatives 1-2, 4, 8, and 9

Prepare CTA Intersection Level of Service Analysis - LOS analyses for the CTA intersections were prepared using TRAFFIX. Intersection LOS was estimated using the CMA planning level methodology as defined in Transportation Research Board Circular 212, in accordance with LADOT Traffic Studies Policies and Procedures guidelines, and the L.A. CEQA Thresholds Guide.[671] The intersection at the exit point in the CTA adjacent to Terminal 8 on the lower level is a five legged intersection with Center Way and World Way South distributing traffic to the CTA Return Road, Sepulveda Boulevard, and Century Boulevard. The Circular 212 method does not provide for the analysis of five legged intersections. Therefore, the LOS for this intersection was determined using Synchro 7, commercially available intersection analysis and traffic signal timing software. This program calculates the LOS at the intersections by measuring the control delay at each leg of the intersection, and calculates the volume to capacity (V/C) ratio and corresponding LOS. The Intersection LOS analyses were conducted for the same conditions described above in the CTA Curbside LOS Analysis section.

Prepare CTA Roadway Link Level of Service Analysis - LOS analyses for the key roadway links within the CTA were prepared by calculating the ratio of roadway volume to capacity. Traffic volumes and roadway capacities were determined from the roadway model described previously. Roadway links were analyzed for the same conditions described above in the CTA Curbside LOS Analysis section.

Identify Project Impacts - Project-related impacts associated with each of the SPAS improvements were identified. Project-related impacts were based upon a comparison of Baseline (2009) With Alternative conditions compared to Baseline (2009) conditions. Intersections that were anticipated to be significantly impacted by the improvements were identified according to the criteria established in Section 4.12.1.4. The alternatives' contributions to cumulative impacts were also determined based on a comparison between Future (2025) With Alternative conditions and Future (2025) Without Alternative conditions.

Identify Potential Mitigation Measures - For impacts determined to be significant, mitigation measures to avoid or reduce such impacts were considered, including measures that may call for operational and physical modifications to the on-airport roadway network.

4.12.1.3 Existing Conditions

The baseline (2009) conditions are characterized by the facilities and general conditions that existed at the time of the Notice of Preparation. As described above in Section 4.12.1.1, the baseline (2009) conditions are considered to be representative of existing conditions in 2012.

4.12.1.3.1 Traffic Analysis Study Area

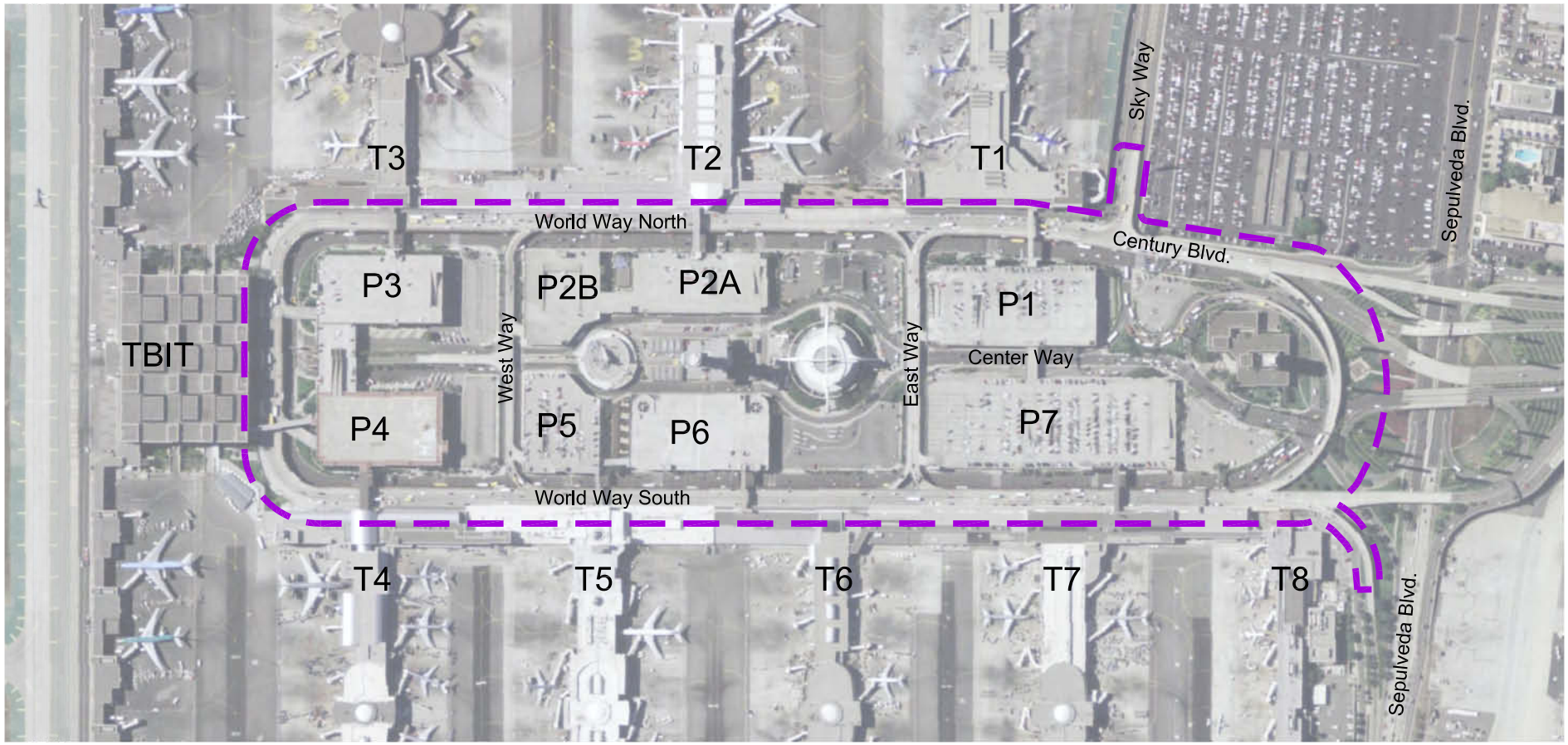
The on-airport traffic analysis study area is depicted in **Figure 4.12.1-1**. The CTA curbside and roadway system consists of a two-level roadway; the upper level is dedicated to departing passenger activities, and the lower level is primarily dedicated to arriving passenger activities. The CTA roadway network provides access to the airport's CTA public parking garages, which are intended to accommodate the short-term and daily parking customers and employees.

4.12.1.3.2 On-Airport Landside Facilities

The on-airport landside facilities are comprised of the CTA curbsides, roadways, and public parking facilities. The two-level on-airport curbside and roadway network is accessed from the following three off-airport roadways:

- Century Boulevard
- Sepulveda Boulevard
- 96th Street Bridge/Sky Way

671 City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.



0 500 ft
Scale north

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

Legend

Study Boundary	
Passenger Terminal	T1
Parking Garage	P1

LAX Specific Plan Amendment Study Draft EIR	**On-Airport Traffic Analysis Study Area Overview**	Figure **4.12.1-1**

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Each of these roadways provides vehicular access to both the departures (upper) level or the arrivals (lower) level curbsides and roadways. On-airport access from the departures level to the arrivals level is provided via a recirculation ramp located at the eastern end of the CTA and a ramp at the western end of Center Way, connecting to West Way. Access from the arrivals level to the departures level is provided via the ramp at the western end of Center Way, connecting to West Way (upper level). The departures level and arrivals level outer roadways are both signed for a speed limit of 25 miles per hour.

4.12.1.3.3 Departures Level Curbsides and Roadways

The departures level roadway curbside consists predominantly of a striped 22-foot-wide stopping lane for vehicles dropping off passengers, and three 10- to 12-foot-wide travel lanes for bypass vehicles. There are five traffic signals on the departures level roadways; the first is at the intersection of World Way North and Sky Way, the second is on World Way North between TBIT and CTA public parking structure 3 (P3), the third is on World Way South between TBIT and parking structure 4 (P4), and the fourth and fifth signals are at the intersections of World Way South with West Way and East Way, respectively. The second and third traffic signals are pedestrian signals used to control vehicular traffic in front of TBIT and allow pedestrians to cross between TBIT and the public parking structures. TBIT is the only terminal at LAX where pedestrians are allowed to walk between the terminal building and the public parking facilities on the upper level roadway. At all other airport terminals, overhead walkways provide a grade-separated travel path between the terminals and the respective parking structures.

Direct access to the departures level of the CTA roadway network from the off-airport roadway network is provided by northbound Sepulveda Boulevard, southbound Sepulveda Boulevard (via Sky Way), and Century Boulevard. Direct access from the departures level roadway to southbound Sepulveda Boulevard and eastbound Century Boulevard is available, but northbound Sepulveda Boulevard traffic must use the ramp to Center Way and exit the airport with arrivals level traffic to access the northbound Sepulveda Boulevard ramp.

4.12.1.3.4 Arrivals Level Curbsides and Roadways

The arrivals level is served by two curbside and roadway systems, separated by a 10-foot-wide concrete pedestrian median. The inner curbside and roadway are reserved for private vehicle and taxicab pick up, with the exception of Terminal 1 where shared ride vans are also assigned to the inner curbside and roadway, while the outer curbside and roadway are reserved for commercial vehicle passenger pick up and for use by other vehicles bypassing a terminal. Starting in 2010, LAWA moved the shared ride van stops at the remaining terminals to the inner curbside and reassigned the former shared ride van stops on the outer roadway to other commercial uses. The inner curbside roadway consists of a single 10-foot-wide loading lane and two 10-foot-wide travel lanes. The outer roadway consists of a 20-foot-wide lane adjacent to the commercial loading median and three to five additional travel lanes. There are five traffic signals and 16 pedestrian crossing signals on the outer roadway connecting the terminal buildings with the parking facilities.

Direct access to the arrivals level of the CTA roadway network from the off-airport roadway network is provided by northbound and southbound Sepulveda Boulevard, and westbound Century Boulevard. Direct access from the arrivals level roadway to northbound and southbound Sepulveda Boulevard, as well as eastbound Century Boulevard, is also provided.

4.12.1.3.5 Curbside Allocation

While the departures level curbside is signed with the names of the airlines located in each of the respective terminals, vehicles are permitted to drop off passengers at any point along the curbside. There are six designated employee bus stop locations on the departures level.

On the arrivals level, space along the inner or outer curbside is allocated by vehicle mode. In 2009, the inner curbside was allocated to private vehicles and taxicabs picking up passengers, while the outer curbside was allocated to commercial vehicles (e.g., parking shuttles, hotel and rental car shuttles, shared ride vans, LAX shuttles, and FlyAway and long-distance buses). **Figure 4.12.1-2** illustrates the

vehicle mode allocations along both the inner and outer arrivals level curbsides at LAX in 2009. Subsequently, the shared ride van stops at each of the terminals were moved to the inner roadway on the arrivals level with the former shared ride van stops reallocated as other commercial zones. The linear footage vacated by the shared ride vans were reallocated as follows:

- At Terminal 1 and TBIT there were no changes to the curbside allocation for commercial vehicles resulting from the relocation of shared ride vans to the inner curbside.
- At Terminal 2, 80 feet of space was allocated to purple (RAC shuttle) zone resulting in an increase of total purple shuttle zone from 90 feet to 180 feet.
- At Terminal 3, the shared ride linear footage was reallocated to Hotel/Courtesy Shuttles zone (red zone) resulting in an increase in allocation for the red zone from 45 feet to 118 feet.
- At Terminal 4, the shared ride zone linear footage was reallocated among RAC shuttles, FlyAway/long distance vans (green zone) and Hotel/courtesy shuttles resulting in 226 feet for the green zone, 138 feet for the purple zone and 100 feet for the red zone.
- At Terminal 5, the shared ride van reallocation resulted in 155 feet for the green zone, 100 feet for blue zone (LAX Shuttles), and 95 feet for red zone. The purple zone was decreased from 144 feet to 115 feet.
- At Terminal 6, purple zone allocation lengths increased from 126 feet to 155 feet and red zone increased from 92 feet to 137 feet.
- At Terminal 7, green zone allocation resulted in an increase from 144 feet to 164 feet.

4.12.1.3.6 Public Parking Facilities

The airport currently provides a total of 18,605 public parking spaces. Eight parking structures are located within the CTA, providing a total of 8,577 spaces. Outside the CTA, Lot C and Park One provide approximately 10,028 parking spaces. **Table 4.12.1-1** presents the number of public parking spaces in each facility with the current daily public parking space demands and requirements for both the CTA and the remote parking facilities. The requirements for the airport's public parking spaces were assumed to be 15 percent greater than the daily space demand accounting for fluctuations in arriving vehicles in the lots.

Table 4.12.1-1

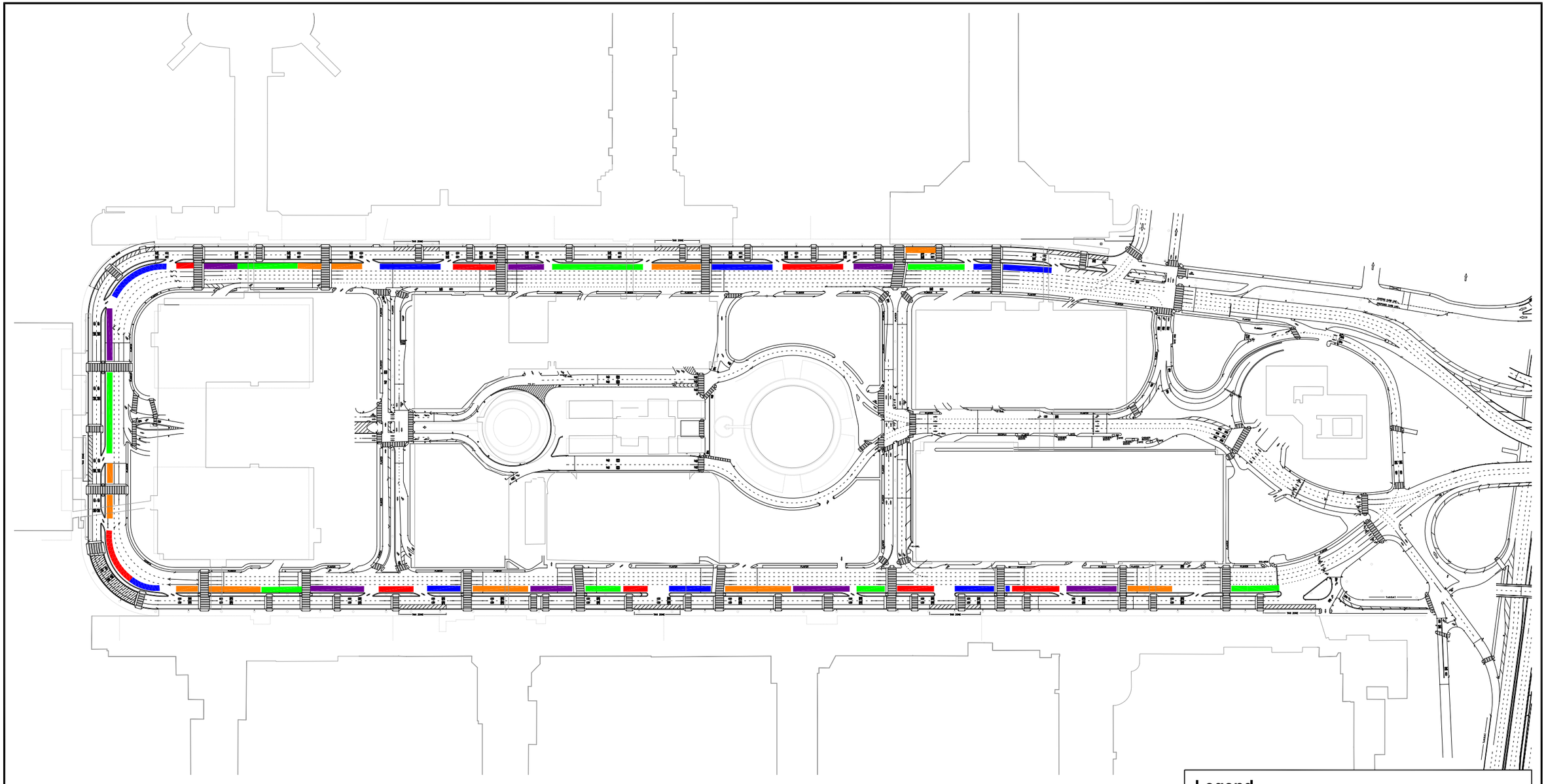
Existing LAX Public Parking Space Demands, Requirements, and Capacities

Facility	Supply	Demand[1]	Requirements[1]
CTA Parking Structure			
P1	1,491	-	-
P2A[2]	790	-	-
P2B	658	-	-
P3	1,170	-	-
P4	1,057	-	-
P5	878	-	-
P6	746	-	-
P7	1,787	-	-
CTA Total	**8,577**	**5,268**	**6,184**
Park One	2,728		
Lot C	7,300		
	10,028	**10,251**	**11,390**
Grand Total	**18,605**	**15,519**	**17,574**

1 Public parking demands and requirements by individual CTA parking structure or lot were not available.

2 While parking structure P2A was used as public parking in 2009, it is currently used as construction parking for the Central Utility Plant Replacement Project.

Source: LAWA, 2011.



Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

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Curbside Vehicle Allocation
Arrivals Level (2009 Base Year)

Figure
4.12.1-2

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Vehicular access from the departures level roadways to six of the eight CTA public parking structures is provided from either East Way or West Way. Access to parking structures P3 and P4 is provided from World Way, across from TBIT. Vehicular access from the arrivals level roadways to the CTA public parking structures is provided from World Way North, World Way South, East Way, and West Way. Egress from the CTA public parking structures is provided via Center Way. An unused public exit is also located from parking structure P2A onto West Way.

4.12.1.3.7 Peak Month Activity

Monthly traffic data in the vicinity of LAX over the past eight years were reviewed to identify the typical peak month of traffic activity associated with airport operations. The average daily traffic (ADT) volumes accessing the CTA by month for January 2003 through December 2010 are provided in **Table 4.12.1-2**. As shown in bold within **Table 4.12.1-2**, CTA traffic reached peak activity during the summer months of July and August. August is typically the peak month for airport roadway traffic followed closely by July. For the purpose of this analysis, August 2009 was used as the peak month for traffic data.

Table 4.12.1-2

CTA Average Daily Traffic Volumes

Monthly Traffic	2003	2004	2005	2006	2007	2008	2009	2010
January	66,039	61,775	69,554	67,727	66,999	67,483	63,012	64,431
February	60,808	59,802	60,930	63,715	65,339	64,924	61,899	60,857
March	59,921	64,431	63,748	69,034	68,380	69,819	64,504	65,057
April	60,434	68,164	64,771	69,230	70,268	69,184	67,410	65,825
May	64,306	68,155	68,982	70,303	71,599	72,022	68,964	67,787
June	65,903	74,650	75,699	72,647	73,669	75,118	73,221	74,578
July	74,047	**78,674**	75,635	75,895	78,342	75,640	74,975	**75,881**
August	**76,556**	77,986	**79,046**	**78,236**	**82,193**	**76,434**	**77,062**	74,758
September	60,762	66,276	68,151	67,171	68,316	65,227	66,106	67,354
October	59,904	66,395	66,607	66,981	68,152	64,260	66,173	66,674
November	59,944	65,525	68,200	70,326	72,098	64,128	66,116	66,805
December	68,666	73,107	70,700	71,978	71,900	70,972	71,006	69,205
Total Annual	**777,290**	**824,940**	**832,023**	**843,243**	**857,255**	**835,211**	**820,448**	**819,212**
Average Daily Traffic	64,774	68,901	69,335	70,270	71,438	69,601	68,371	68,268
% Annual Change	-5.80%	6.40%	0.60%	1.30%	1.70%	-2.60%	-1.77%	-0.15%
Million Annual Passengers	55	60.7	61.5	61	62.4	59.8	56.5	59.1
% Annual Change	-2.10%	10.40%	1.30%	-0.80%	1.50%	-3.40%	-5.52%	4.60%

Source: City of Los Angeles, Los Angeles World Airports, Ground Transportation Report, Ground Transportation Planning and Design, 2011.

4.12.1.3.8 Data Collection and Data Sources

LAWA records were the primary source of the traffic data, facility drawings, and traffic signal timing plans for this study. To supplement this data, detailed field surveys of both the departures and arrivals level curbsides and roadway systems were conducted to ensure a clear understanding of the baseline (2009) conditions and commercial vehicle, private vehicle, and passenger operations. The data provided by LAWA staff were used to create a snapshot of vehicle and passenger activity for a typical Friday in August 2009. LAWA provided the following data:

- August 2009 Airline Passenger Schedule
- Passenger Load Factors
- 2006 Air Passenger Survey
- CTA Vehicle Counts

- CTA Vehicle Classification which includes other category counts comprised of private vehicles, rental cars, service vehicles, and any other vehicle not equipped with an AVI transmitter.
- Parking Structure Vehicle Count Data

Figures 4.12.1-3 and **4.12.1-4** identify the locations where the traffic data were collected within the CTA.

4.12.1.3.9 Determination of Traffic Analysis Peak Hours

The August 2009 airline schedule was used to estimate a rolling hour[672] of departing (i.e., outbound flight) and arriving (i.e., inbound flight with LAX as the final destination) passenger volumes for each terminal. Departing passenger volumes throughout each hour of the day were adjusted to account for the time passengers arrived at the curbside prior to the departure time of their flight. These adjustments were made based on "early arrivals curves" used in airport facilities planning. These curves took into account the differences in domestic and international passenger early arrival characteristics. Similarly, arriving passenger volumes from the airline schedule were adjusted to represent the time passengers arrived at the curbside following the arrival of their flight. Terminating passenger arrivals curves were used to reflect domestic passenger arrivals characteristics at LAX. The international arriving passenger arrival data used for this analysis for both the baseline and future scenarios was generated based on: (a) the geometric configuration and operational conditions in place in 2009; and (b) future configurations, aircraft fleet mixes, and operational conditions. Departing and arriving passenger volumes at the curbside were calculated for domestic and international passengers for a 24-hour period in 1-minute increments. Each sixty successive 1-minute passenger counts were added to generate a rolling hourly passenger count total. From these data, the departures and arrivals peak hour passenger volumes by time of day were determined. **Figure 4.12.1-5** depicts the rolling hourly departing and arriving passenger flows in baseline (2009) for the CTA curbside. **Table 4.12.1-3** summarizes the 2009 peak hour passenger arrivals and departures data presented in **Figure 4.12.1-5**.

Table 4.12.1-3

Summary of Baseline (2009) Roadway and Curbside Peak Hour

	Total Airport	
Baseline (2009)	**Peak Hour**	**Total Passengers**
Arrivals	10:59 a.m. - 11:59 a.m.	4,918
Departures	9:59 a.m. - 10:59 a.m.	4,878
Overall Airport	10:01 a.m. - 11:01 a.m.	9,314

Sources: Ricondo & Associates, Inc., Passenger Schedule Analysis for SPAS EIR, October 2011.

4.12.1.3.10 Determination of Baseline (2009) Traffic Volumes

Data collected and discussed in the previous section were compiled, reviewed, and analyzed. Given the multiple sources of data, it was necessary to compile these sources and conduct detailed analysis in order to prepare a "balanced" network of traffic activity during the baseline (2009) peak hours. A balanced network is simply a composite snapshot view of traffic activity throughout the CTA such that the addition or subtraction of traffic volumes remains in balance throughout the roadway system as lanes merge or diverge. In other words, there is an accounting and reconciliation of vehicles turning onto different routes within the CTA and arriving at and departing from the various curbside areas within the

672 A "rolling hour" is a 60-minute duration that is not based on a specific start or end time such as at the top of the hour (12:00).

CTA. To estimate the balanced baseline (2009) CTA roadway traffic for a typical Friday during August 2009, the intersection turning movement, loop detector, and AVI counts provided by LAWA were compiled and analyzed to create the balanced traffic volumes for the CTA roadway network.

To estimate balanced baseline (2009) traffic volumes for the CTA roadway network on a typical Friday in August 2009, the peak hours for traffic using the CTA departures level curbside and arrivals level curbsides were identified in order to represent the peak period for curbside activity in the CTA. For purposes of summarizing these data for analysis, both the departures and arrivals level roadways were subdivided and defined by individual links as depicted in **Figures 4.12.1-6** and **4.12.1-7**. The peak hour departures and arrivals baseline (2009) traffic volumes for each roadway link are presented in **Table 4.12.1-4**. The traffic volumes for roadway links on the upper level represent activity during the departures peak hour (9:59 a.m. - 10:59 a.m.) and the traffic volumes for roadway links on the lower level represent activity during the arrivals peak hour (10:59 a.m. - 11:59 a.m.). The overall airport peak departures period coincides with the CTA peak departures period.

Table 4.12.1-4

Existing (2009) Peak CTA Traffic Volumes During Departures and Arrivals Level - Peak Hours

Roadway Link[1]	Description	Volumes[2] (number of vehicles)
Departures Level		
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	2550
UB	Southbound East Way, south of World Way North	251
UC	Southbound East Way, south of P1 entrance	228
UD	Southbound East Way, south of P7 entrance	207
UE	Westbound World Way North, west of East Way intersection	2366
UF	Southbound West Way, south of World Way North	696
UG	Southbound West Way, south of P2 entrance	685
UH	Westbound ramp from West Way to Center Way (lower level)	25
UI	Eastbound ramp from Center Way (lower level) to West Way	89
UJ	Southbound West Way, south of Center Way ramp	749
UK	Southbound West Way, south of P5 entrance - entering World Way South	727
UL	Westbound World Way North, west of West Way	1669
UM	Southbound World Way, south of P3 entrance	1622
UN	Southbound World Way, south of P4 entrance	1590
UO	Eastbound World Way South, east of West Way	2318
UP	Northbound East Way north of World Way South	71
UQ	Eastbound World Way South, east of East Way	2454
UR	Upper level exit (south and east)	1499
US	Upper level recirculation/exit (north)	955
UT	Transfer to lower level and exit (north)	832
UU	Upper level recirculation	40
UV	Upper level recirculation and entrance	1771
UW	Entrance from Sky Way	779
UX	Entrance from east/south	1731
EP1	Upper level entrance to P1	46
EP2	Upper level entrance to P2A/P2B	11
EP3	Upper level entrance to P3	47
EP4	Upper level entrance to P4	32
EP5	Upper level entrance to P5/P6	22
EP7	Upper level entrance to P7	21
Arrivals Level		
CA	Center Way North eastbound east of World Way	68
CB	Westbound ramp from upper level	0
CC	Eastbound ramp to upper level	0
CD	Eastbound Center Way South east of World Way	0
CE	Eastbound Center Way North east of P3 exit	322
CF	Eastbound Center Way South east of P4 exit	280

Table 4.12.1-4

Existing (2009) Peak CTA Traffic Volumes During Departures and Arrivals Level - Peak Hours

Roadway Link[1]	Description	Volumes[2] (number of vehicles)
CG	Northbound West Way, south of Center Way	73
CH	Northbound West Way, north of Center Way	73
CI	Southbound West Way, south of World Way North	401
CJ	Southbound West Way, south of P2B exit	401
CK	Southbound West Way, south of Center Way	340
CL	Southbound West Way, south of P5 entrance	261
CM	Eastbound Center Way North, east of West Way intersection	384
CN	Eastbound Center Way South, east of West Way intersection	280
CO	Eastbound Center Way North, east of P2B exit	705
CP	Eastbound Center Way South, east of P5 exit	0
CQ	Eastbound Center Way North, east of P2A exit	705
CR	Southbound Theme Way, south of World Way North	0
CS	Southbound Theme Way to service road west of Theme Building	0
CT	Southbound Theme Way, left turn to Center Way North	0
CU	Eastbound Center Way North, east of Theme Way	747
CV	Eastbound Center Way South, east of P5/6 exit	184
CW	Northbound East Way, north of Center Way	144
CX	Northbound East Way, south of Center Way	144
CY	Southbound East Way, north of Center Way	218
CZ	Southbound East Way, south of Center Way	218
CAA	Southbound East Way, south of P19 exit	218
CAB	Eastbound Center Way, east of East Way	931
CAC	Eastbound Center Way, east of P1 exit	1072
CAD	Center Way, east of P1 exit	1072
CAE	Northbound Return/exit roadway, north of Center Way	32
CAF	Eastbound Center Way, east of Return/exit roadway	1039
CAG	Eastbound Center Way, east of P7 exit	1180
CAH	Eastbound Center Way, east of LAWA employee surface public parking lot entrance	1180
CAI	Eastbound Center Way, east ramp from upper level	1474
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	1474
CAK	Return roadway, north of Center Way	467
CAL	Return roadway, west of Century Boulevard slip ramp	153
CAM	Ramp from upper level to eastbound Center Way	294
CAN	Ramp from upper level to northbound return/exit	423
CAO	Return/exit roadway, south of World Way North	495
CAP	Northbound Sky Way, north of World Way North	185
EP8	Lower level entrance to P1 (entrance 1)	30
EP9	Lower level entrance to P1 (entrance 2)	57
EP10	Lower level entrance to P2A	26
EP11	Lower level entrance to P2B	49
EP12	Lower level entrance to surface lot and P3 (entrance 1)	n/a
EP13	Lower level entrance to P3 (entrance 2)	213
EP14	Lower level entrance to P4	201
EP15	Lower level entrance to surface lot	n/a
EP16	Lower level entrance to P5	78
EP17	Lower level entrance to P6	162
EP18	Lower level entrance to surface lot	n/a
EP19	Lower level entrance to P7 (entrance 1)	n/a
EP20	Lower level entrance to P7 (entrance 2)	34
EP21	Lower level entrance to P7 (entrance 3)	65
EP22	Lower level entrance to LAWA employee surface parking lot	n/a
XP1	Exit from P1 to Center Way	140
XP2	Exit from P2A to Center Way	41
XP3	Exit from P2B to Center Way	41
XP4	Exit from P2B to southbound West Way	n/a
XP5	Exit from P3 to Center Way	254
XP6	Exit from P4 to Center Way	280
XP7	Exit from P5 to Center Way South	n/a

Table 4.12.1-4

Existing (2009) Peak CTA Traffic Volumes During Departures and Arrivals Level - Peak Hours

Roadway Link[1]	Description	Volumes[2] (number of vehicles)
XP8	Exit from P5 and P6 to Center Way South	184
XP9	Exit from surface lot to World Way South	n/a
XP10	Exit from P7 to Center Way (exit 1)	n/a
XP11	Exit from P7 to Center Way (exit 2)	141
XP12	Exit from LAWA employee surface parking lot to Center Way	n/a
LA	Westbound World Way North at Sky Way	2253
LB	Terminal 1 outer curb, west of P8 exit	2709
LC	Terminal 1 outer curb, west of inner curb exit 1	2517
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	2487
LE	Terminal 1 outer curb, west of East Way	2412
LF	Outer curb, west of inner curb entrance from Terminal 1	2736
LG	Terminal 2 outer curb, west of exit to inner curb	2654
LH	Terminal 2 outer curb, west of Theme Way	2654
LI	Terminal 2 outer curb, west of P10 exit	2628
LJ	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	2643
LK	Terminal 2 outer curb, west of exit to inner curb	2630
LL	Terminal 2 outer curb, west of P11 exit	2581
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	2635
LO	Terminal 2 outer curb, west of West Way	2308
LP	Terminal 2 outer curb, west of exit to inner curb	2243
LQ	Terminal 3 outer curb, west of P12 exit	2243
LR	Terminal 3 outer curb, west of P13 exit	2030
LS	Terminal 3 outer curb, west of entrance from inner curb	2108
LT	TBIT outer curb, south of exit to inner curb	1780
LU	TBIT outer curb, south of Center Way	1712
LV	TBIT outer curb, south of exit to inner curb	1666
LW	TBIT outer curb, south of entrance from inner curb	2005
LX	Terminal 4 outer curb, east of exit to inner curb	1722
LY	Terminal 4 outer curb, east of P14 exit	1521
LAA	Terminal 4 outer curb, east of P15 exit	1521
LAB	Terminal 4 outer curb, after entrance from inner curb	1746
LAC	Outer curb, east of West Way	1878
LAD	Terminal 5 outer curb, after exit to inner curb	1878
LAE	Terminal 5 outer curb, east of P17 exit	1878
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	1641
LAG	Terminal 6 outer curb, east of P18 exit	1641
LAH	Terminal 6 outer curb, east of P9 exit	1641
LAI	Terminal 6 outer curb, east of exit to inner curb	1465
LAJ	Outer curb, east of East Way	1683
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	1601
LAL	Terminal 7 outer curb, east of P20 exit	1567
LAM	Terminal 7 outer curb, east of exit to inner curb	1531
LAN	Terminal 7 outer curb, after P21 exit	1465
LAO	Terminal 7 outer curb, after entrance from inner curb	1497
LAP	Terminal 7 outer curb, after P13 exit	1815
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	1815
LAR	Terminal 8 outer curb, after inner curb entrance	1851
LAS	Lower level exit 1 (south)	1054
LAT	Lower level exit 2 (east)	1803
LAU	Entrance from Sky Way	589
IA	Terminal 1 inner curb, east	188
IB	Terminal 1 inner curb, center	323
IC	Terminal 1 inner curb, west	323
ID	Inner curb between Terminal 1 and Terminal 2	n/a
IE	Terminal 2 inner curb, east	80
IF	Terminal 2 inner curb, center	65
IG	Terminal 2 inner curb, center west	80
IH	Terminal 2 inner curb, west	25

Table 4.12.1-4

Existing (2009) Peak CTA Traffic Volumes During Departures and Arrivals Level - Peak Hours

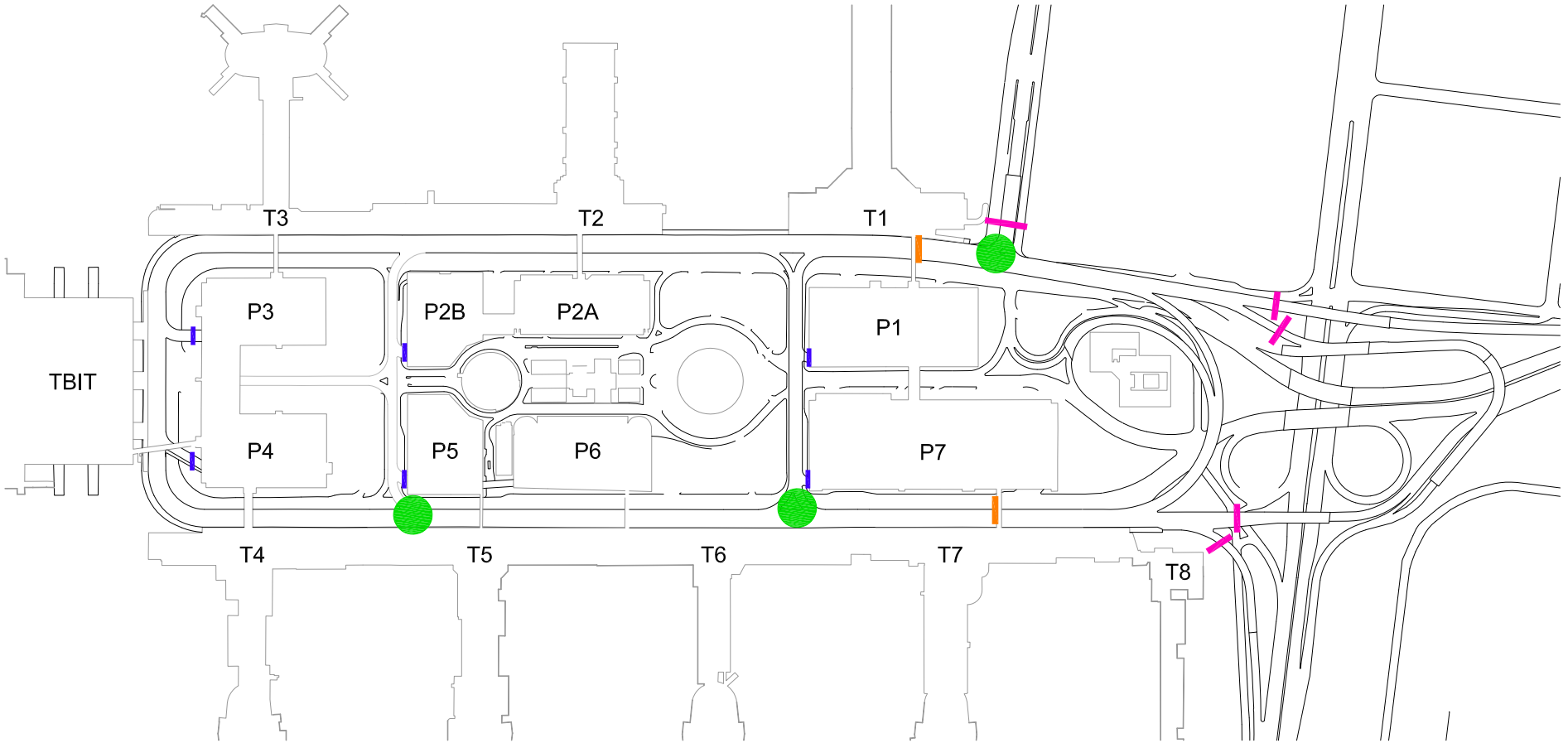
Roadway Link[1]	Description	Volumes[2] (number of vehicles)
II	Terminal 3 inner curb, center	90
IJ	Terminal 3 inner curb, west	12
IK	TBIT inner curb, center	340
IL	TBIT inner curb, south	386
IM	Inner curb between TBIT and Terminal 4	46
IN	Terminal 4 inner curb	330
IO	Terminal 5 inner curb, west	31
IP	Terminal 5 inner curb, center	160
IQ	Terminal 6 inner curb, center	235
IR	Terminal 6 inner curb, east	267
IS	Terminal 7 inner curb, west	349
IT	Terminal 7 inner curb, center	385
IU	Terminal 8 inner curb	353
IV	Connection to outer curb, east of Terminal 8	36
IW	Connection to outer curb, east of exit to parking	n/a
IX	Connection to outer curb, east of entrance from service road	n/a

1 As identified in Figures 4.12.1-6 and 4.12.1-7.
2 Traffic volumes on the upper level links represent activity during the TBIT departures peak hour (11:00 to 12:00) and volumes on the lower level links represent activity during the TBIT arrivals peak hour (17:00 to 18:00); both periods represent activity during a typical busy Friday in August 2008.

Source: Ricondo & Associates, Inc., 2009.

4.12.1.3.11 Vehicle Trip Generation and Distribution Model

A vehicle trip generation and distribution model was developed to project future (2025) traffic volumes on the airport's roadway system based on future passenger activities. The model was calibrated to the balanced baseline (2009) CTA roadway vehicle volumes to ensure the model was accurately replicating the baseline (2009) conditions. The trip generation model outputs were compared to baseline (2009) values to determine if the model-generated values are within an acceptable range. The trip generation model uses factors such as passenger arrival characteristics, vehicle volumes, passenger mode split (i.e., the proportion of traffic volume comprised of various modes including private vehicles, taxicabs, limousines, etc.), and vehicle occupancy characteristics to develop relationships between each of these factors to project vehicle volumes from a passenger volume input. The estimated mode choice percentages and vehicle occupancies used in the vehicle trip generation model for both the passenger arrivals and departures peak periods were updated from the Bradley West Project EIR using data collected as part of this project, the 2006 Air Passenger Survey, and recent LAWA data collection efforts. The estimated baseline (2009) mode choice percentages and vehicle occupancies are provided in **Table 4.12.1-5**.



Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

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Data Collection Locations
Departures Level

Figure
4.12.1-3

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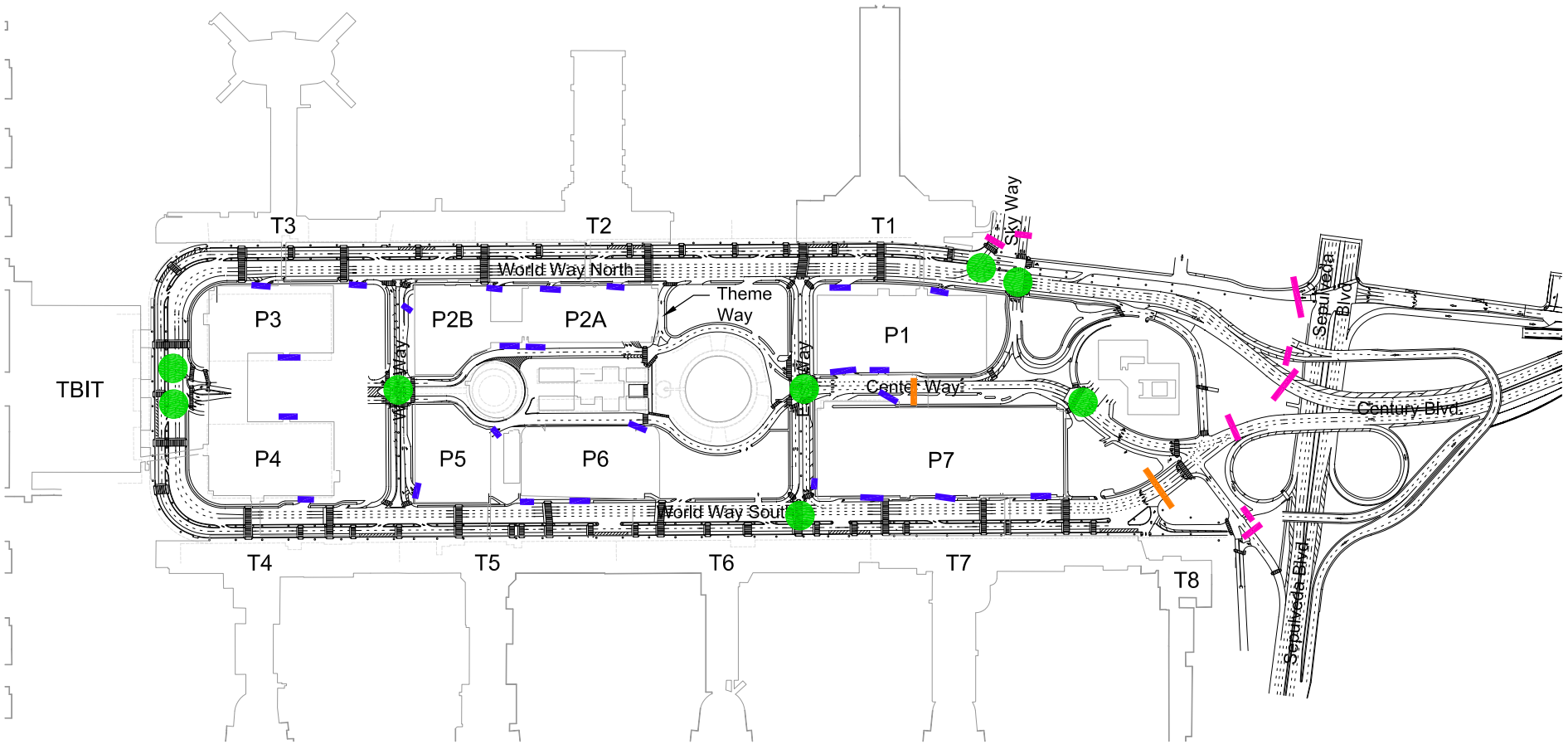

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**Data Collection Locations Arrivals Level**	Figure **4.12.1-4**

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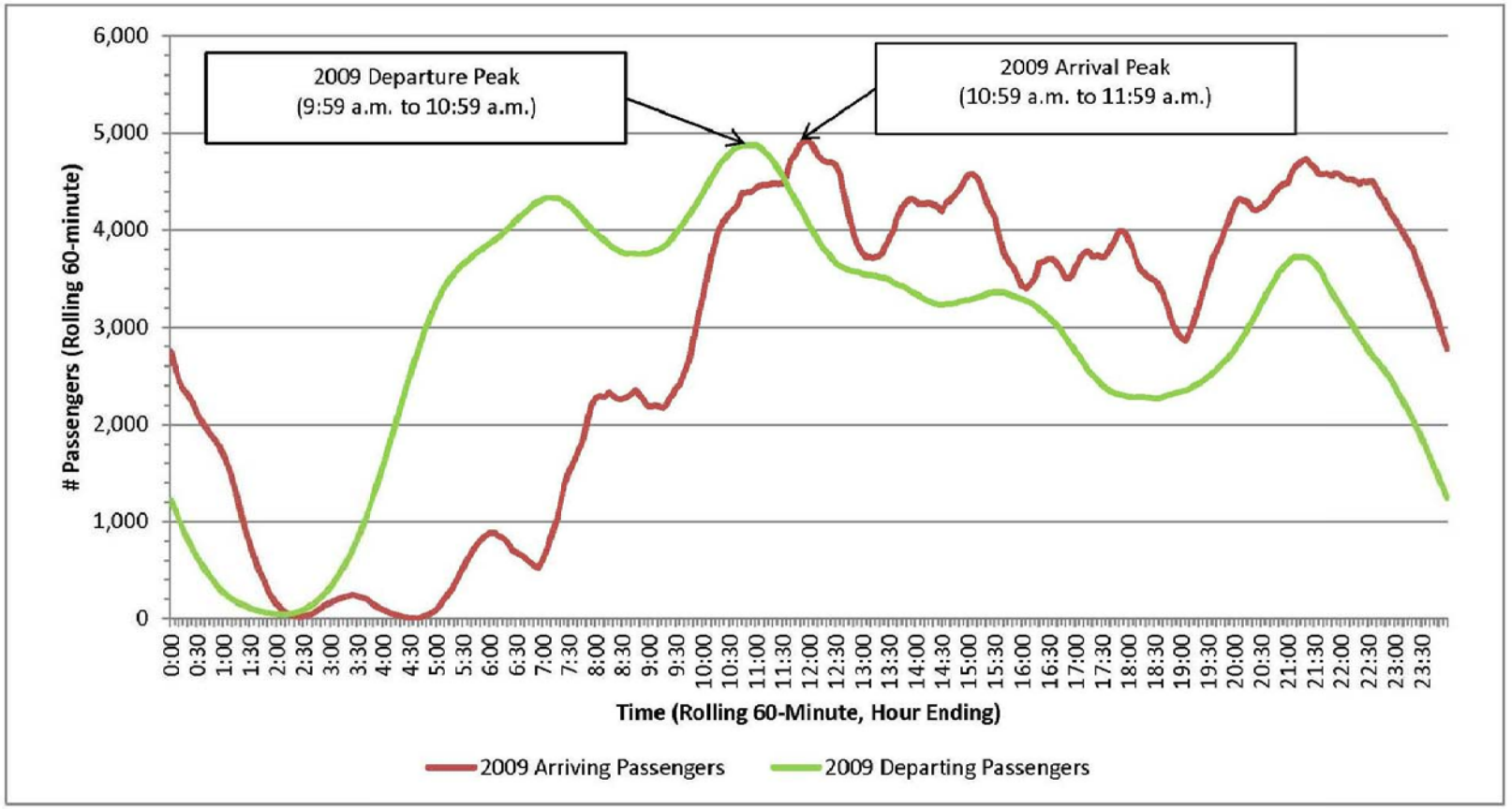

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**Arriving and Departing Passenger Flow at Curbside Baseline (2009)**	Figure **4.12.1-5**

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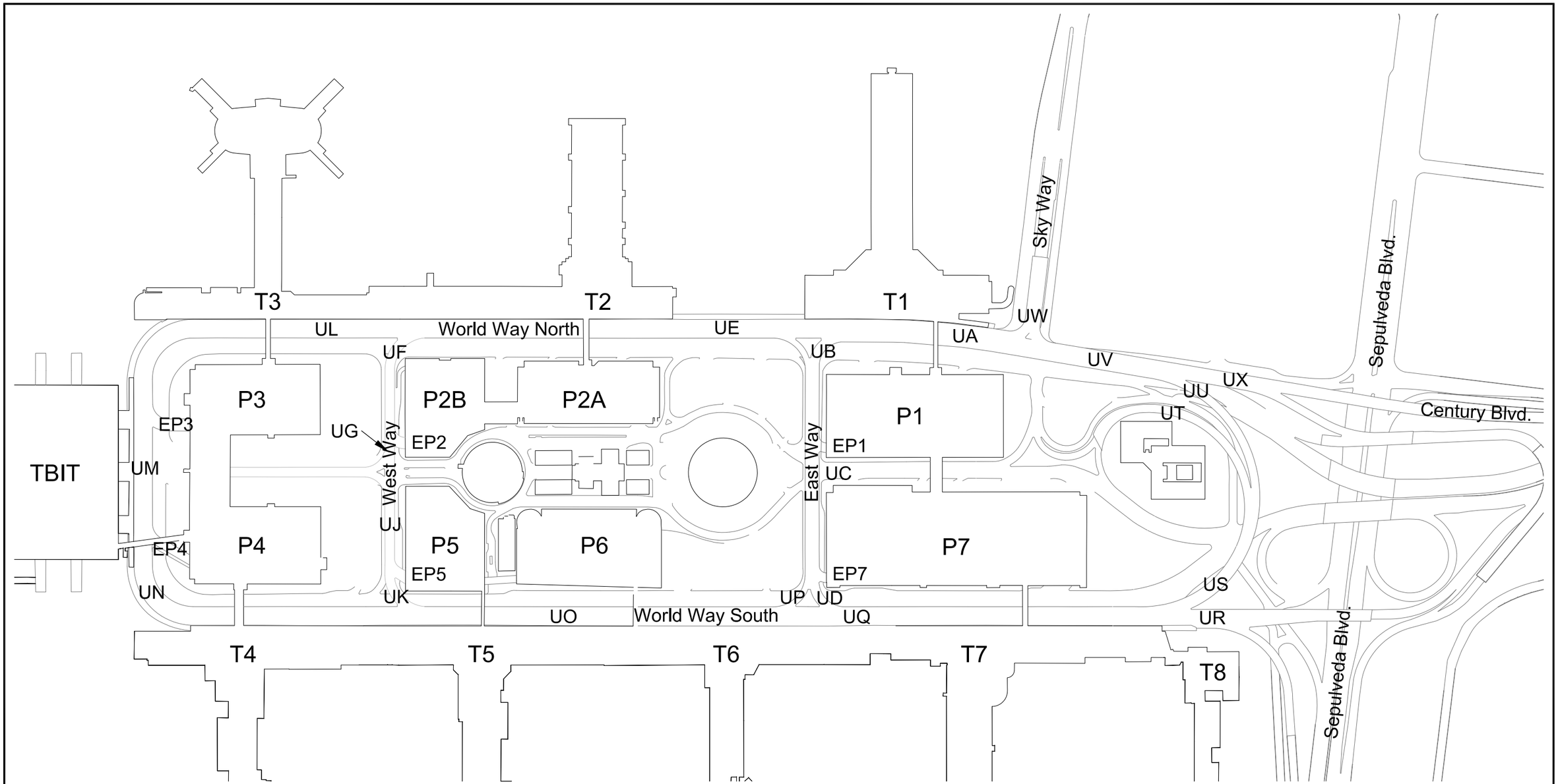

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**CTA Roadway Links and Key Intersections Departures Level**	Figure **4.12.1-6**

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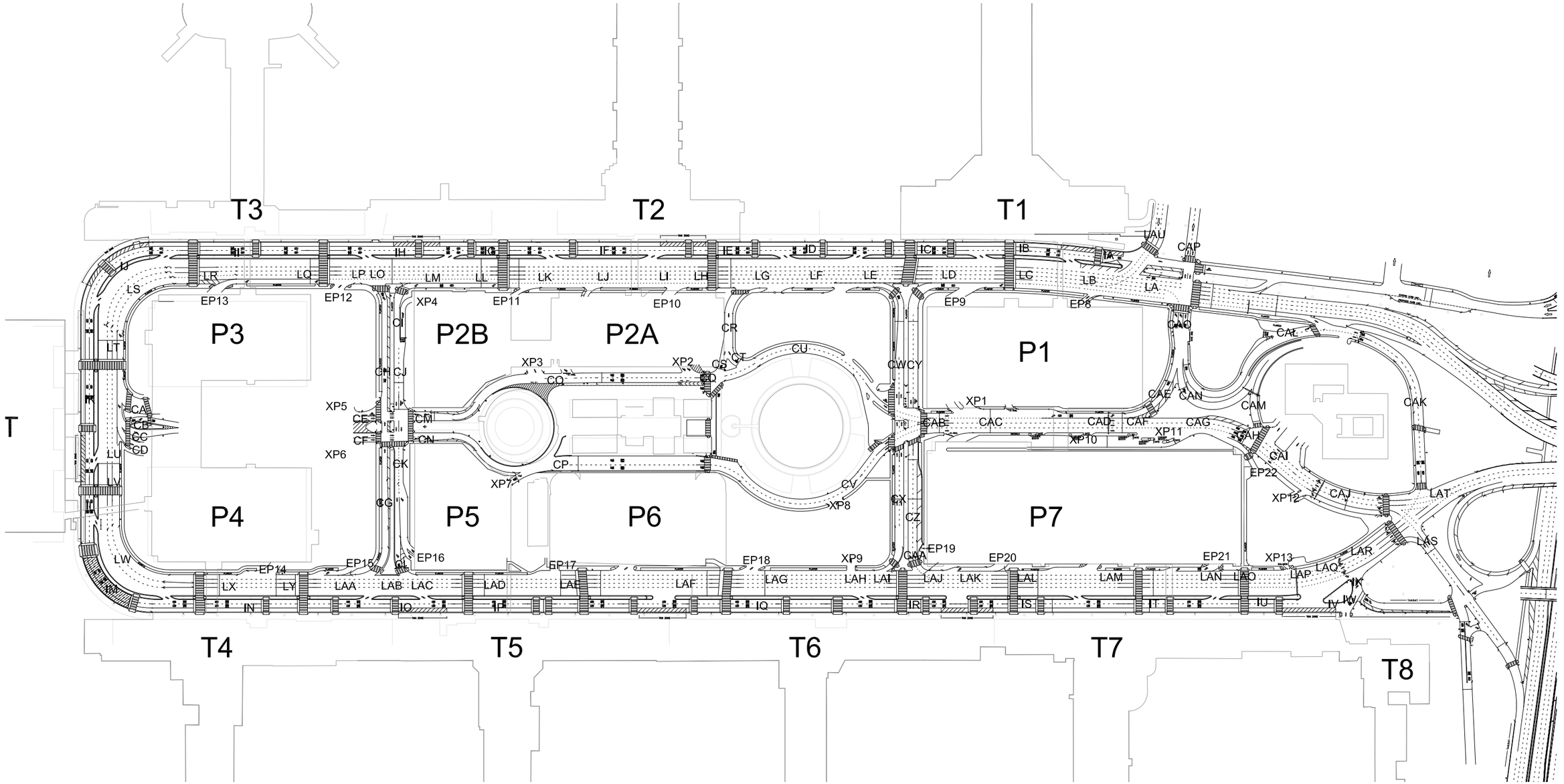

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**CTA Roadway Links and Key Intersections Arrivals Level**	Figure **4.12.1-7**

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Table 4.12.1-5

Baseline (2009) Conditions Mode Share

Passenger Transportation Mode	Arrivals Level[1]		Departures Level[2]	
	Passenger Mode Split	Vehicle Occupancy (no. of people)	Passenger Mode Split	Vehicle Occupancy (no. of people)
Charter Bus	1.83%	22.5	5.66%	23
FlyAway	1.90%	11.7	1.49%	14.5
Hotel Shuttles	6.00%	7.2	4.96%	7.8
LAX Shuttles	2.73%	3.4	2.48%	2.7
Limousines	2.50%	1.3	3.81%	1.1
Privately-Owned Vehicle (POV)	51.96%	1.5	46.03%	1.5
POV Parking	5.86%	1.5	7.80%	1.5
Private Parking Shuttles	8.60%	3.2	8.93%	3.8
Rental Car Shuttles	8.32%	4.5	10.91%	5.3
Shared Ride Vans	4.95%	3.4	3.37%	4
Taxi	4.76%	1.1	3.97%	1.2
Transit Bus	0.59%	2.9	0.59%	7.1
Total	**100%**		**100%**	

[1] Represents the assumed passenger mode split and vehicle occupancy during the arrivals peak period.
[2] Represents the assumed passenger mode split and vehicle occupancy during the departures peak period.

Source: Ricondo & Associates based on information obtained from the (1) AVI data and (2) Applied Management & Planning Group, 2006 Air Passenger Survey Final Report Los Angeles International Airport, December 2007.

The model assigns each vehicle an origin, a route through the CTA, and a destination. The model estimates vehicle volumes on each roadway link within the CTA to allow spot checks, which ensure that the appropriate volume and type of vehicles are assigned to each link. Once the model is calibrated to baseline (2009) conditions for the CTA's departures and arrivals peak hours, future passenger mode splits (if different) and passenger activity levels can be input into the model to project traffic volumes and vehicle composition on each link of the CTA roadway network.

4.12.1.3.12 Vehicle Trip Generation and Distribution Model Calibration

The purpose of developing the vehicle trip generation and distribution model is to have a tool that accurately projects future vehicle volumes based on a future passenger volume. Before the model could be used to project future peak hour traffic volumes, it was necessary to calibrate the model to ensure that the results would reliably predict actual observed baseline traffic conditions as represented by the balanced roadway volumes. This process involved comparing model output for the CTA's departures and arrivals peak hours with roadway and curbside traffic data from the balanced roadway network. A review of the passenger data for August 2009 indicated that, for model validation purposes, the departures peak hour occurred between 9:59 a.m. - 10:59 a.m., and the arrivals peak hour occurred between 10:59 a.m. - 11:59 a.m.

Mode split data and drop off/parking information for the departures and arrivals peak hours were developed using data from both the 2006 Air Passenger Survey and data collected as part of this analysis. Both models also included departing/arriving passenger splits by arrival mode based on the estimated percentages of vehicles entering/exiting the airport via the upper level and lower level roadways.

The CTA roadway links used to compare the model results to the balanced roadway volumes are as follows:

- Gateway links (model entrance and exit links)
- Parking facility entry links
- Entrance and exit volumes to both departures and arrivals levels
- Multiple locations around the CTA based on balanced CTA roadway volumes

The calibration process required a series of iterative adjustments to mode splits, passenger drop off versus direct to parking percentages, departing-arriving passenger splits, and passenger occupancies to further refine the model output relative to the actual counts and to improve the calibration. Upon satisfactory calibration of the model, it was determined that the model had been validated for use in developing future year analyses.

4.12.1.3.13 Characterization of Baseline Conditions

This section describes how the results from the vehicle trip generation models were used in characterizing the performance of the on-airport roadway system for baseline (2009) traffic conditions. Analysis of the on-airport roadway system can be summarized into three functional areas consisting of an evaluation of: (a) curbside capacity; (b) intersection capacity of the key CTA intersections; and (c) roadway link capacity at key locations within the CTA.

Central Terminal Area Curbside Baseline Conditions

Airport curbside facilities serve as the primary destination for vehicular traffic accessing the CTA departures (upper) and arrivals (lower) level roadways. As such, the linear length of these curbside facilities to accommodate stopped vehicles and provide adequate room to maneuver into and out of a stopping position is a critical measure in assessing the capacity of the airport roadway system. The CTA curbside analysis is a measure of vehicle demand at the curbside compared to available curbside frontage. Curbside frontage demand is a theoretical measurement of the peak accumulation of vehicles waiting at the curbside if they were aligned nose-to-tail in a single queue. For baseline (2009) conditions, a "utilization" factor can be derived, which is the calculated ratio of curbside demand in linear feet divided by the existing curbside length. The utilization factor provides an indication of the amount of double and triple parking that would result for a given space demand, and the LOS associated with a given utilization rate recognizes that drivers do not park vehicles uniformly along the curbside.

The curbside utilization factor is an indicator of the amount of congestion at the curbside, as well as the resulting LOS provided. This study analyses included curbsides where passenger pick up and drop off activity is discouraged but occurs in multiple lanes (arrivals inner curbside) and curbsides which restrict vehicle activity to a single lane (commercial vehicle zones using the arrivals outer curbside). Multi-lane activity typically occurs along curbsides accommodating private vehicle passenger loading/unloading, while curbsides accommodating commercial vehicle passenger loading/unloading is frequently restricted to allowing passenger pick up and drop off only at the curbside sidewalk. Assumed utilization ranges for each type of curbside facility are different based on the number of functional curbside loading/unloading lanes. **Tables 4.12.1-6** and **4.12.1-7** provide the utilization ranges and levels of service for curbsides where passengers load/unload from multiple lanes and curbsides where passenger loading/unloading is restricted to a single lane. In the case of curbsides where multiple lane loading/unloading occurs, a very low utilization indicates that vehicles are easily accommodated along the inner curbside lane without the need to double park. This level of utilization would equate to an excellent LOS (e.g., LOS A). Conversely, very high utilization equates to double and triple parking along the entire curbside, restricting vehicle movements and resulting in a poor LOS (e.g., LOS E). The same is true for curbsides with single lane passenger loading/unloading where a very low utilization indicates vehicles can easily access and depart a curbside equating to an excellent LOS (e.g., LOS A). Curbsides with single lane loading/unloading are not considered to be operating at a poor LOS when all of their available curbside length is being used (100 percent utilization) which equates to LOS C. This is because when a single

lane curbside is 100 percent utilized, parked vehicles may still depart and access the curbside, and are not blocked by vehicles stopped in a second parking lane. For curbsides with single lane passenger loading/unloading, double parking or queuing along 30 percent of the adjacent travel lane constitutes a failing LOS (e.g., LOS F). Curbside LOS is a qualitative measure describing traffic operating conditions along a curbside (e.g., delay, curbside utilization, congestion).

Table 4.12.1-6

Curbside Demand Levels of Service and Utilization Ranges for Curbsides with Dual Lane Passenger Loading/Unloading

Level of Service (LOS)	Utilization Range[1]	Equivalent Volume/ Capacity Ratio[2]	Description
A	0% - 90%	0.000 - 0.450	EXCELLENT: Drivers experience no interference from pedestrians or other motorists
B	91% - 110%	0.451 - 0.550	VERY GOOD: Relatively free flow conditions with limited double parking
C	111% - 130%	0.551 - 0.650	GOOD: Double parking near doors is common with some intermittent triple parking
D	131% - 170%	0.651 - 0.850	FAIR: Vehicle maneuverability restricted due to frequent double/triple parking
E	171% - 200%	0.851 - 1.000	POOR: Significant delays and queues; double/triple parking throughout curbside
F	> 200%	1.001 or greater	FAILURE: Motorists unable to access/depart curbside; significant queuing along entry road

[1] Utilization is the ratio of curbside space demand in linear feet divided by available curbside length.
[2] The equivalent V/C ratio is calculated as the utilization for a given LOS range divided by the maximum utilization at capacity, or LOS E. The equivalent V/C ratio is calculated for purposes of providing a compatible threshold measure for determining potential project impacts in accordance with LADOT significance thresholds.

Source: Ricondo & Associates, Inc., based on information published by the Transportation Research Board, Airport Cooperative Research Program (ACRP) Report 40, 2010, and Federal Aviation Administration Advisory Circular 150/5360-13, Planning and Design Guidelines, January 19, 1994.

Table 4.12.1-7

Curbside Demand Levels of Service and Utilization Ranges for Curbsides with Single Lane Passenger Loading/Unloading

Level of Service (LOS)	Utilization Range[1]	Equivalent Volume/ Capacity Ratio[2]	Description
A	0% - 70%	0.000 - 0.540	EXCELLENT: Drivers experience no interference from pedestrians or other motorists
B	71% - 85%	0.541 - 0.650	VERY GOOD: Relatively free flow conditions with limited double parking
C	86% - 100%	0.651 - 0.770	GOOD: Double parking near doors is common with some intermittent triple parking
D	101% - 115%	0.771 - 0.880	FAIR: Vehicle maneuverability restricted due to frequent double/triple parking
E	116% - 130%	0.881 - 1.000	POOR: Significant delays and queues; double/triple parking throughout curbside
F	> 130%	1.001 or greater	FAILURE: Motorists unable to access/depart curbside; significant queuing along entry road

[1] Utilization is the ratio of curbside space demand in linear feet divided by available curbside length.
[2] The equivalent V/C ratio is calculated as the utilization for a given LOS range divided by the maximum utilization at capacity, or LOS E. The equivalent V/C ratio is calculated for purposes of providing a compatible threshold measure for determining potential project impacts in accordance with LADOT significance thresholds.

Source: Ricondo & Associates, Inc., based on information published by the Transportation Research Board, Airport Cooperative Research Program (ACRP) Report 40, 2010, and Federal Aviation Administration Advisory Circular 150/5360-13, Planning and Design Guidelines, January 19, 1994.

The curbside and roadway demand/capacity model provides an evaluation of each terminal's curbsides and adjacent through lanes performance based on the anticipated traffic volumes accessing the curbside and the effects of the interaction of vehicles stopping and maneuvering within the terminal area curbside pick up and drop off zones during the peak hour conditions analyzed. The model evaluates the

anticipated congestion and traffic operations that would be expected considering the effects of peaking around terminal building doorways and curbside check-in counters.

Curbside operations were assessed to quantify the baseline curbside levels of service. The curbside model used peak hour vehicle volumes combined with average dwell time by vehicle mode to estimate the demand for curbside frontage on both the departures and arrivals levels. To account for non-uniform arrival rates during the peak-hour, the model applies a statistical "surge" factor based on a Poisson arrivals distribution to obtain an estimate of occupied "spaces" during the peak hour. These estimated space requirements are multiplied by the average length of the vehicle (including an allowance of space to account for normal separation of vehicles stopped at the curbside and parking inefficiencies observed at curbsides which will tend to provide a conservative assessment of total linear demand.) to determine the demand for curbside frontage in linear feet. As discussed previously, the curbside "utilization" factor, expressed as a ratio of the curbside frontage demand to the actual curbside length, was calculated to provide an evaluation of each curbside's performance. The utilization factor provides an indication of the amount of double and triple parking that would result for a given space demand, and the LOS associated with a given utilization rate recognizes that vehicles do not park uniformly along the curbside frontage.

Table 4.12.1-8 summarizes the analyses results for the baseline (2009) conditions for the CTA curbsides. **Figure 4.12.1-2**, presented earlier, provides a detailed allocation of commercial vehicle parking locations along the arrivals level outer curbside. The CTA departures level curbsides were analyzed using the departures level peak hour volumes, while the CTA arrivals level curbsides were analyzed using the arrivals level peak hour volumes. Since the CTA departures level curbside does not provide dedicated curbside for specific vehicle types, the LOS calculation for each terminal's overall departures level curbside is presented. The CTA arrivals level curbside, however, is comprised of dedicated zones serving specific vehicle modes. Therefore, the results are reported both on an overall average basis and for specific commercial vehicle zones at each terminal to provide a more thorough assessment of the operations along this curbside. The taxi passenger loading zones along the arrivals level inner curbside have not been included in this analysis because they are considered to be a managed operation which limits the curbside utilization to 100 percent or less (i.e., the curbside will continue to operate at LOS B or better). However, the trip generation associated with changes in taxi use was included in the analysis for the curbsides CTA intersections, and CTA roadway links, as discussed in Section 4.12.1.3.10. A more detailed discussion of this operation is included below in this section. This curbside analysis is conservative for the following reasons:

1. Commercial vehicle shuttle buses, (i.e., hotel, rental car, parking, inter-terminal circulation bus, shared ride vans) were assumed to stop at each terminal on both the departures and arrivals levels. In particular, this is a conservative approach as commercial vehicles typically will not stop at a given terminal on the departures level if no passengers are destined for that terminal.
2. The demand/capacity model is conservative as it assumes, regardless of congestion at a curbside, drivers will load/unload passengers in their assigned areas where in reality, drivers may choose to drop off or pick up their party farther down the curbside or in a lane farther from the curbside but adjacent to their desired terminal access location.
3. The curbside utilization calculation provides a conservative assessment of linear demand given that the assumed vehicle length includes a large proportion of distance that represents gaps between vehicles and non-uniform parking at the curbside. For example, passenger cars are typically on the order of 16.5 feet in length. However, to provide an additional level of conservatism and to address additional operational inefficiencies that occur in the curbside environment, the assumed equivalent vehicle length used to calculate the curbside utilization factor and equivalent volume/capacity ratio is based on an assumed 25 feet per vehicle.
4. The vehicle trip generation and assignment process assumes an unconstrained environment such that all future (2025) demand desiring access to the CTA roadway system will be able to access the CTA when in reality certain access constraints (e.g., traffic signals, off-airport congestion, access ramp deficiencies) could in fact limit the ability for vehicles to access the CTA roadways resulting in a

metering effect that could result in improved operations within the CTA as compared to the more conservative unconstrained approach used in this EIR.

Table 4.12.1-8

Baseline (2009) Peak Period Curbside Analysis

Roadway Level	Peak Period	Curb-side	Zone[1]	Volumes	Utilization Rate	Equivalent Volume to Capacity	LOS
Departures	Terminal 1	-	Common	603	148%	0.739	D
	Terminal 2	-	Common	448	79%	0.397	A
9:59 a.m.	Terminal 3	-	Common	508	134%	0.670	D
to	TBIT	-	Common	732	166%	0.828	D
10:59 a.m.	Terminal 4	-	Common	558	143%	0.713	D
	Terminal 5	-	Common	529	140%	0.698	D
	Terminal 6	-	Common	588	145%	0.724	D
	Terminal 7	-	Common	671	90%	0.452	B
Arrivals	Terminal 1	Inner	Passenger Cars/Limo (335 feet)	192	52%	0.261	A
	Terminal 1		Overall Average		113%	0.868	D
10:59 a.m.		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	103%	0.790	D
to		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	72%	0.553	B
11:59 a.m.		Outer	Red Zone (Hotel/Courtesy)	172	179%	1.374	F
		Outer	Purple Zone (RAC Shuttles)	90	98%	0.754	C
		Inner	Orange Zone (Shared Ride Vans)	71	103%	0.796	D
	Terminal 2	Inner	Passenger Cars/Limo (400 feet)	73	24%	0.121	A
	Terminal 2		Overall Average		113%	0.873	D
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	84%	0.645	B
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	68%	0.523	A
		Outer	Red Zone (Hotel/Courtesy)	172	182%	1.399	F
		Outer	Purple Zone (RAC Shuttles)	90	114%	0.874	D
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E
	Terminal 3	Inner	Passenger Cars/Limousines (380 feet)	49	16%	0.080	A
	Terminal 3		Overall Average		170%	1.311	F
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	115%	0.888	E
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	76%	0.583	B
		Outer	Red Zone (Hotel/Courtesy)	172	444%	3.419	F
		Outer	Purple Zone (Rental Car Shuttles)	90	83%	0.641	B
		Outer	Orange Zone (Shared Ride Vans)	71	133%	1.026	F
	TBIT	Inner	Passenger Cars/Limousines (385 feet)	285	65%	0.325	A
	TBIT		Overall Average		98%	0.753	C
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	83%	0.641	B
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	70%	0.542	B
		Outer	Red Zone (Hotel/Courtesy)	172	138%	1.061	F
		Outer	Purple Zone (Rental Car Shuttles)	90	78%	0.596	B
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E
	Terminal 4	Inner	Passenger Cars/Limousines (423 feet)	216	33%	0.167	A
	Terminal 4		Overall Average		148%	1.137	F
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	110%	0.848	D
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	122%	0.938	E
		Outer	Red Zone (Hotel/Courtesy)	172	294%	2.262	F
		Outer	Purple Zone (Rental Car Shuttles)	90	93%	0.712	C
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E
	Terminal 5	Inner	Passenger Cars/Limousines (204 feet)	99	61%	0.306	A
	Terminal 5		Overall Average		162%	1.244	F
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	167%	1.282	F
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	135%	1.040	F
		Outer	Red Zone (Hotel/Courtesy)	172	317%	2.442	F
		Outer	Purple Zone (Rental Car Shuttles)	90	69%	0.534	A
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E
	Terminal 6	Inner	Passenger Cars/Limousines (338 feet)	192	52%	0.259	A
	Terminal 6		Overall Average		146%	1.120	F
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	211%	1.625	F

Table 4.12.1-8

Baseline (2009) Peak Period Curbside Analysis

Roadway Level	Peak Period	Curb-side	Zone[1]	Volumes	Utilization Rate	Equivalent Volume to Capacity	LOS
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	100%	0.769	C
		Outer	Red Zone (Hotel/Courtesy)	172	217%	1.672	F
		Outer	Purple Zone (Rental Car Shuttles)	90	79%	0.611	B
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E
	Terminal 7	Inner	Passenger Cars/Limousines (407 feet)	269	55%	0.276	A
	Terminal 7		Overall Average		119%	0.914	E
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	104%	0.801	D
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	103%	0.793	D
		Outer	Red Zone (Hotel/Courtesy)	172	189%	1.451	F
		Outer	Purple Zone (Rental Car Shuttles)	90	78%	0.601	B
		Outer	Orange Zone (Shared Ride Vans)	71	120%	0.923	E

[1] Curbside Zones defined in Figure 4.12.1-2.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-8 provides the results of the curbside analysis for the baseline (2009) condition during the departures level peak hour (9:59 a.m. to 10:59 a.m.). **Table 4.12.1-8** provides the curbside utilization rates for the departures and arrivals level curbsides for each of the terminals. On the departures level, the curbside utilization rate is determined by estimating the required curbside lengths for each vehicle mode and then comparing the total required curbside for all modes to the total available curbside lengths at each individual terminal. At Terminals 2 and 7, the curbsides are underutilized during the departures peak hour. Overall LOS at all the terminals on the departures level was found to operate at LOS D or better.

The arrivals level curbside analysis for baseline (2009) conditions presented in **Table 4.12.1-8** shows the curbside utilization rates for various curbsides in the airport during the arrivals level peak hour (10:59 a.m. to 11:59 a.m.). As discussed earlier, the arrivals level outer curbsides, defined by colored zones are allocated by commercial mode(s) at each terminal. The curbside utilization rate was estimated by comparing the required curbside lengths for each of the modes or a group of modes within each zone to the available curbside lengths at each zone. The results of the analysis provided in **Table 4.12.1-8** show that the outer curbsides operated at an overall LOS E or better with some zones performing better than others. Based on the curbside utilization rates for the hotel and the private parking courtesy shuttles picking up passengers in the red zone, and the shared ride vans which in 2009 were picking up passengers at the orange zone, these shuttles and vans appear to double-park frequently in the second lane from the curbsides. The results from the baseline (2009) curbside analysis showed that the hotel/parking courtesy (red zone) shuttles performed at a LOS F at each of the terminals on the arrivals level. Additionally, the shared ride (orange zone) vans which pick up passengers on the inner curbside of Terminal 1, but on the outer curbsides at all other terminals in 2009, performed at LOS F at Terminal 3 and at LOS E for the remaining Terminals except for Terminal 1, where the shared ride vans operate at LOS D. However it should be noted that the analysis conservatively assumes that all commercial shuttles stop to pick up passengers at each terminal on the arrivals level.

The curbside utilization rates on the inner curbsides for private vehicles (i.e., privately-owned vehicles and limousines) on the arrivals level show that the curbsides are operating with little congestion and at LOS A for the CTA peak period analyzed. This analysis assumes that these curb fronts are fully available for private vehicle and limousine use, and are not used for temporary parking by public safety, LAWA, or government vehicles. Individual terminals may experience spikes in arriving passenger traffic during other periods of the day which do not coincide with either the arrivals, departures or overall airport peak

periods which could result in a lower LOS; however, these time periods were not included in this analysis. Since taxis are called to each terminal on an as-needed basis by dispatch personnel, a curbside LOS was not developed for this mode. On the arrivals level, taxis operate as managed mode where they are called to each terminal's taxi loading zone as needed based on customer demand and are not permitted to double park. Taxis stage outside the CTA in the Commercial Vehicle Staging Lot. Since the number of taxis arriving (supply) at the curbside is managed to limit the queue to the length of curb frontage available in each taxi loading zone, the curbside LOS at each taxi loading zones will be limited to a curbside utilization of less than 100 percent.

CTA Intersection Baseline Conditions

The key on-airport roadway intersections were assessed to measure the effects that changes in traffic volumes resulting from the implementation of the various SPAS alternatives would have on intersection traffic operations within the CTA.

This section describes the operating conditions of key CTA intersections using the baseline (2009) traffic volumes collected by LAWA as defined in Section 4.12.1.2.1. As indicated in Section 4.12.1.2.3 above, the on-airport intersections were analyzed using TRAFFIX, a widely accepted traffic analysis model that employs the use of the Transportation Research Board's Circular 212 CMA planning method. All of the study area intersections were analyzed with TRAFFIX, except for the five legged intersection of World Way South and Center Way which was analyzed using Synchro 7, another widely accepted transportation analysis model.

Intersection LOS is a qualitative measure that describes traffic operating conditions at an intersection (e.g., delay, queue lengths, congestion). Intersection levels of service range from A (i.e., excellent conditions with little or no vehicle delay) to F (i.e., excessive vehicle delays and queue lengths). Levels of service definitions for the CMA methodology are presented in **Table 4.12.1-9**.

Table 4.12.1-9

Level of Service Definitions for Signalized Intersections and Roadway Links

Level of Service (LOS)	Volume/Capacity Ratio Threshold	Definition
A	0 - 0.600	EXCELLENT: No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD: An occasional approach phase is fully used; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD: Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR: Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR: Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	greater then 1.000	FAILURE: Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

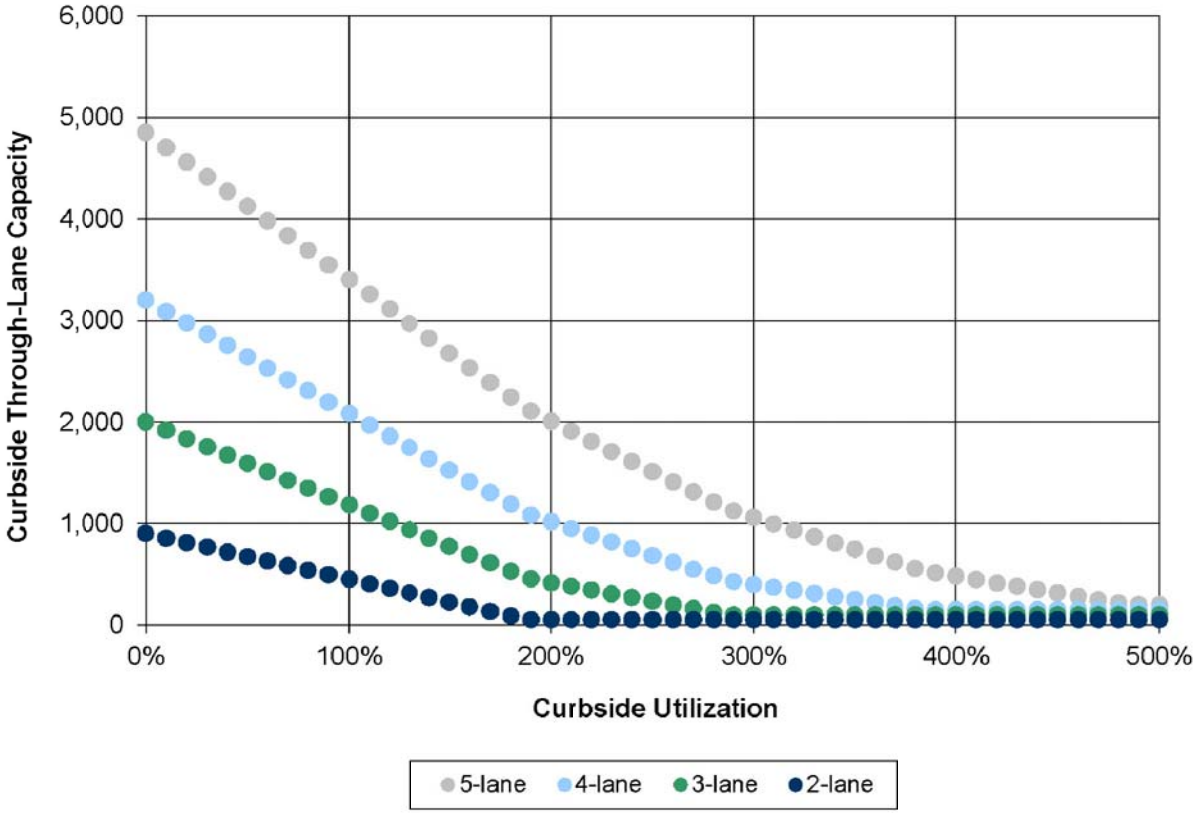
The LOS analysis of the key study area intersections for the baseline (2009) traffic conditions is summarized in **Table 4.12.1-10**.

CTA Roadway Baseline Conditions

In addition to the curbside and intersection analyses described above, characterization of the capacity of the airport roadway system was conducted to provide a basis for measuring the effect that changes in traffic volume and composition generated by each of the proposed SPAS alternatives would have on the CTA roadway system. In order to analyze the operating conditions along the airport roadway system, the calculated volume of traffic using each roadway link was compared to the capacity of the roadway at that particular location. The capacities of the roadway links were determined based on the characteristics of the roadway link, the number of travel lanes provided, and the effects of curbside congestion.

Based on the Highway Capacity Manual, Special Report 209,[673] the theoretical capacity of a roadway is the maximum hourly flow rate per lane under "ideal" conditions comprised of: (a) uninterrupted flow; (b) all passenger cars comprised of drivers that are frequent users of the roadway; (c) 12-foot minimum lane width; (d) relatively flat grades with minor curvature; and (e) optimal lateral clearance between the edge of lane and from nearby obstacles and walls. For airport roadways, however, capacities are substantially lower, as many of the "ideal" conditions listed above cannot be attained. For example, drivers are often unfamiliar with the roadway system. Also, increased interaction and impedances between vehicles usually results in drivers slowing to change lanes or maneuver in response to signage describing multiple on-airport destinations occurring over relatively short distances. Since airport curbsides accommodate relatively intense activity occurring over a relatively compact area, curbside roadway throughput capacities are much lower than provided on non-airport roadway systems. The throughput capacity of roadways adjacent to a curbside is a function of the number of lanes, effects of friction from stopped and maneuvering vehicles, pedestrian crossing activity, and other characteristics. Consequently, curbside roadway throughput capacity decreases as curbside utilization increases (i.e., double and triple parking increases which slows vehicles trying to pass.) Therefore, the throughput capacity for each lane is related to the level of congestion at the adjacent curbside. **Figure 4.12.1-8** illustrates the relationship of curbside roadway throughput capacity as a function of curbside utilization.

673 Transportation Research Board, Highway Capacity Manual, Special Report 209, 2000.



Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	Example of Curbside Roadway Capacity Curve	Figure 4.12.1-8

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Table 4.12.1-10

Peak Hour CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Baseline (2009) Conditions

		Baseline (2009)													
		Northbound			Southbound			Eastbound			Westbound				
Intersection	Peak Hour[1]	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	V/C[2]	LOS[3]
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						779					1771		0.530	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				749				1590					0.589	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				207			71	2247					0.134	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	310	185				589		1943					0.517	A
5. East Way and World Way South (Lower Level)	Arrival Peak Hour				218			144	1465					0.192	A
6. World Way South and Center Way (Exit) (Lower Level)[4]	Arrival Peak Hour	467	899	484					904	570				0.650	B

[1] The Departures Peak hour occurred from 10:00 a.m. to 11:00 a.m. Arrivals Peak hour occurred from 11:00 a.m. to 12:00 p.m.
[2] Volume to capacity ratio.
[3] Level of Service range: A (excellent) to F (failure).
[4] For World Way South and Center Way Intersection, World Way South volumes are noted in the Northbound column and Center Way volumes are noted in the Eastbound column of the table.

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

To assess the ability of the airport roadway system to accommodate future (2025) traffic volumes, the LOS of each roadway section was determined. **Table 4.12.1-11** shows the ratio of roadway V/C used to determine a roadway link's LOS. The LOS describes the operating performance of a roadway, measured quantitatively and reported on a scale of "A" to "F." LOS A represents the optimal operating condition, characterized by uninterrupted free flow operations. At the other end of the scale, LOS F represents the worst operating condition, characterized by severe roadway congestion and delay.

Table 4.12.1-11

Roadway Level of Service and Volume to Capacity (V/C) Ratio Ranges

LOS	V/C Ratio	Conditions	Description
A	0.000 - 0.600	EXCELLENT	Traffic is free flow, with low volumes and high speeds
B	0.601 - 0.700	VERY GOOD	Drivers have reasonable freedom to select their speed and lane of operation
C	0.701 - 0.800	GOOD	Drivers are becoming restricted in their ability to select their speed or to change lanes
D	0.801 - 0.900	FAIR	Drivers have little freedom to maneuver and driving comfort levels are low
E	0.901 - 1.000	POOR	Roadway is operating at or near capacity
F	> 1.000	FAILURE	Forced flow operation where excessive roadway queuing develops

Source: Transportation Research Board, Highway Capacity Manual 2000, 2000, as modified by Ricondo & Associates to the nearest one-thousandths.

The LOS estimates for key CTA roadway links during the baseline (2009) peak periods are summarized in **Table 4.12.1-12**. The table shows the link V/C ratios and their corresponding LOS. The link capacities were calculated by multiplying the number of lanes with their estimated per lane capacities. For all on-airport roadways that are not adjacent to the curbsides, a capacity of 1,000 vehicles per hour per-lane (veh/hr/ln) was assumed, while for inbound roadways a capacity of 1,400 veh/hr/ln was used. As discussed previously, the capacities of all travel lanes adjacent to a curbside, are dependent on the adjacent curbside's utilization rate or level of congestion.

Table 4.12.1-12

CTA Roadway Link Analysis - Baseline (2009) Conditions

		Baseline (2009)			
Link ID	Level/Link Location	Capacity[1]	Volume	V/C	LOS
	Departures				
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	3,600	2,550	0.708	C
UB	Southbound East Way, south of World Way North	2,000	251	0.125	A
UC	Southbound East Way, south of EP1	2,000	228	0.114	A
UD	Southbound East Way, south of EP7	2,000	207	0.103	A
UE	Westbound World Way North, west of East Way intersection	3,840	2,366	0.616	B
UF	Southbound West Way, south of World Way North	2,000	696	0.348	A
UG	Southbound West Way, south of P2 entrance	2,000	685	0.343	A
UH	Westbound ramp from West Way to Center Way	1,000	25	0.025	A
UI	Eastbound ramp from Center Way to West Way	1,000	89	0.089	A
UJ	Southbound West Way, south of Center Way ramp	2,000	749	0.375	A
UK	Southbound West Way, south of EP5 - entering World Way South	2,000	727	0.364	A
UL	Westbound World Way, west of West Way	2,970	1,669	0.562	A
UM	Southbound World Way, south of EP3	2,540	1,622	0.639	B
UN	Southbound World Way, south of EP4	2,820	1,590	0.564	A
UO	Eastbound World Way South, east of West Way	2,970	2,318	0.780	C
UP	Northbound East Way - north of World Way South	1,000	71	0.071	A

Table 4.12.1-12

CTA Roadway Link Analysis - Baseline (2009) Conditions

		Baseline (2009)			
Link ID	**Level/Link Location**	**Capacity[1]**	**Volume**	**V/C**	**LOS**
UQ	Eastbound World Way South, east of East Way	3,550	2,454	0.691	B
UR	Upper level Exit (south and east)	4,200	1,499	0.357	A
US	Upper level recirculation/exit (north)	2,800	955	0.341	A
UT	Transfer to lower level & exit (north)	1,400	832	0.594	A
UU	Upper level recirculation	1,400	40	0.028	A
UV	Upper level recirculation & entrance	5,600	1,771	0.316	A
UW	Entrance from Sky Way	4,200	779	0.185	A
UX	Entrance from east/south	4,000	1,731	0.433	A
	Arrivals				
CA	Center Way North eastbound east of World Way	1,000	68	0.068	A
CE	Center Way North, east of P3 exit	2,000	322	0.161	A
CF	Center Way South, east of P4 exit	2,000	280	0.140	A
CG	Northbound West Way, south of Center Way	1,000	73	0.073	A
CH	Northbound West Way, north of Center Way	1,000	73	0.073	A
CI	Southbound West Way, south of World Way North	1,000	401	0.401	A
CJ	Southbound West Way, south of P2B exit	2,000	401	0.201	A
CK	Southbound West Way, south of Center Way	2,000	340	0.170	A
CL	Southbound West Way, south of P5 entrance	1,000	261	0.261	A
CM	Eastbound Center Way North, east of West Way intersection	2,000	384	0.192	A
CN	Eastbound Center Way South, east of West Way intersection	2,000	280	0.140	A
CO	Eastbound Center Way North, east of P2B exit	3,000	705	0.235	A
CQ	Eastbound Center Way North, east of P2A exit	3,000	705	0.235	A
CU	Eastbound Center Way North, east of Theme Way	3,000	747	0.249	A
CW	Northbound East Way north of Center Way	2,000	144	0.072	A
CX	Northbound East Way, south of Center Way	2,000	144	0.072	A
CY	Southbound East Way, north of Center Way	2,000	218	0.109	A
CZ	Southbound East Way, south of Center Way	2,000	218	0.109	A
CAA	Southbound East Way, south of P19 exit	2,000	218	0.109	A
CAB	Eastbound Center Way, east of East Way	4,000	931	0.233	A
CAC	Eastbound Center Way, east of P1 exit	4,000	1,072	0.268	A
CAD	Center Way, east of P1 exit	4,000	1,072	0.268	A
CAE	Northbound Return/exit roadway, north of Center Way	4,000	32	0.008	A
CAF	Eastbound Center Way, east of Return/exit roadway	3,000	1,039	0.346	A
CAG	Eastbound Center Way, east of P7 exit	3,000	1,180	0.393	A
CAH	Eastbound Center Way, east of LAWA surface public parking lot entrance	3,000	1,180	0.393	A
CAI	Eastbound Center Way, east ramp from upper level	4,000	1,474	0.368	A
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	4,000	1,474	0.368	A
CAK	Return roadway, north of Center Way	2,000	467	0.234	A
CAL	Return roadway, west of Century Boulevard slip ramp	1,000	153	0.153	A
CAM	Ramp from upper level to eastbound Center Way	1,000	294	0.294	A
CAN	Ramp from upper level to return/exit	1,000	423	0.423	A
CAO	Return/exit roadway, south of World Way North	3,000	495	0.165	A
CAP	Northbound Sky Way, north of World Way North	1,000	185	0.185	A
LA	Westbound World Way North at Sky Way	6,000	2,253	0.375	A
LB	Terminal 1 outer curb, west of P8 exit	6,000	2,709	0.452	A
LC	Terminal 1 outer curb, west of inner curb exit 1	4,830	2,517	0.521	A
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	4,300	2,487	0.578	A
LE	Terminal 1 outer curb, west of East Way	4,480	2,412	0.538	A
LF	Outer curb, west of inner curb entrance from Terminal 1	3,080	2,736	0.888	D
LG	Terminal 2 outer curb, west of exit to inner curb	5,000	2,654	0.531	A
LH	Terminal 2 outer curb, west of Theme Way	2,910	2,654	0.912	E
LI	Terminal 2 outer curb, west of P10 exit	2,910	2,628	0.903	E
LJ	Terminal 2 outer curb, west of P10 exit	4,130	2,643	0.640	B
LK	Terminal 2 outer curb, west of exit to inner curb	3,690	2,630	0.713	C
LL	Terminal 2 outer curb, west of P11 exit	3,690	2,581	0.699	B
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	3,840	2,635	0.686	B
LO	Terminal 2 outer curb, west of West Way	3,840	2,308	0.601	B

Table 4.12.1-12

CTA Roadway Link Analysis - Baseline (2009) Conditions

Link ID	Level/Link Location	Baseline (2009) Capacity[1]	Volume	V/C	LOS
LP	Terminal 2 outer curb, west of exit to inner curb	350	2,243	6.409	F
LQ	Terminal 3 outer curb, west of P12 exit	3,260	2,243	0.688	B
LR	Terminal 3 outer curb, west of P13 exit	2,310	2,030	0.879	D
LS	Terminal 3 outer curb, west of entrance from inner curb	2,420	2,108	0.871	D
LT	TBIT outer curb, south of exit to inner curb	2,420	1,780	0.735	C
LU	TBIT outer curb, south of Center Way	2,420	1,712	0.707	C
LV	TBIT outer curb, south of exit to inner curb	2,310	1,666	0.721	C
LW	TBIT outer curb, south of entrance from inner curb	1,750	2,005	1.146	F
LX	Terminal 4 outer curb, east of exit to inner curb	1,970	1,722	0.874	D
LY	Terminal 4 outer curb, east of P14 exit	2,200	1,521	0.691	B
LAA	Terminal 4 outer curb, east of P15 exit	2,200	1,521	0.691	B
LAB	Terminal 4 outer curb, after entrance from inner curb	430	1,746	4.061	F
LAC	Outer curb, east of West Way	2,970	1,878	0.632	B
LAD	Terminal 5 outer curb, after exit to inner curb	3,980	1,878	0.472	A
LAE	Terminal 5 outer curb, east of P17 exit	2,540	1,878	0.739	C
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	3,400	1,641	0.483	A
LAG	Terminal 6 outer curb, east of P18 exit	1,910	1,641	0.859	D
LAH	Terminal 6 outer curb, east of P9 exit	3,840	1,641	0.427	A
LAI	Terminal 6 outer curb, east of exit to inner curb	1,910	1,465	0.767	C
LAJ	Outer curb, east of East Way	3,400	1,683	0.495	A
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	3,400	1,601	0.471	A
LAL	Terminal 7 outer curb, east of P20 exit	2,250	1,567	0.696	B
LAM	Terminal 7 outer curb, east of exit to inner curb	3,840	1,531	0.399	A
LAN	Terminal 7 outer curb, after P21 exit	3,400	1,465	0.431	A
LAO	Terminal 7 outer curb, after entrance from inner curb	5,000	1,497	0.299	A
LAP	Terminal 7 outer curb, after P13 exit	5,000	1,815	0.363	A
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5,000	1,815	0.363	A
LAR	Terminal 8 outer curb, after inner curb entrance	5,000	1,851	0.370	A
LAS	Lower level exit 1 (south)	2,000	1,054	0.527	A
LAT	Lower level exit 2 (east)	3,000	1,803	0.601	B
LAU	Entrance from Sky Way	3,000	589	0.196	A
IA	Terminal 1 inner curb, east	3,000	188	0.063	A
IB	Terminal 1 inner curb, center	1,590	323	0.203	A
IC	Terminal 1 inner curb, west	1,180	323	0.274	A
ID	Inner curb between Terminal 1 and Terminal 2	1,180	0	0.000	A
IE	Terminal 2 inner curb, east	1,840	80	0.044	A
IF	Terminal 2 inner curb, center	1,920	65	0.034	A
IG	Terminal 2 inner curb, center west	1,920	80	0.042	A
IH	Terminal 2 inner curb, west	1,920	25	0.013	A
II	Terminal 3 inner curb, center	1,920	90	0.047	A
IJ	Terminal 3 inner curb, west	1,020	12	0.012	A
IK	TBIT inner curb, center	1,590	340	0.214	A
IL	TBIT inner curb, south	1,590	386	0.243	A
IM	Inner curb between TBIT and Terminal 4	3,000	46	0.015	A
IN	Terminal 4 inner curb	1,760	330	0.187	A
IO	Terminal 5 inner curb, west	1,760	31	0.018	A
IP	Terminal 5 inner curb, center	1,760	160	0.091	A
IQ	Terminal 6 inner curb, center	1,760	235	0.133	A
IR	Terminal 6 inner curb, east	1,020	267	0.262	A
IS	Terminal 7 inner curb, west	1,760	349	0.199	A
IT	Terminal 7 inner curb, center	1,760	385	0.219	A
IU	Terminal 8 inner curb	3,000	353	0.118	A
IV	Connection to outer curb, east of Terminal 8	1,000	36	0.036	A
IW	Connection to outer curb, east of exit to parking	1,000	36	0.036	A
IX	Connection to outer curb, east of entrance from service road	1,000	36	0.036	A

Table 4.12.1-12

CTA Roadway Link Analysis - Baseline (2009) Conditions

Link ID	Level/Link Location	Baseline (2009) Capacity[1]	Volume	V/C	LOS

[1] Capacity based on curbside utilization for lanes adjacent to terminal curbsides, all other roadway lane capacities based on static values for non-curbside roadways.

Source: Ricondo & Associates, Inc., 2012.

4.12.1.4 Thresholds of Significance

A significant on-airport transportation impact would occur if the direct and indirect changes in the environment that may be caused by the particular SPAS alternative would result in one or more of the conditions described below.

Curbsides, Intersections, and Roadways

In assessing impacts at the CTA curbsides, CTA intersections, and CTA roadways, LOS thresholds defined within the LADOT Traffic Study Policy and Procedures[674] provided the basis for determining whether an impact was significant. Based on the LADOT definition,[675] an impact to signalized intersections and roadway links is considered to be significant if one of the following thresholds is met or exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.800, and the project-related increase in V/C is 0.040 or greater, or
- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater, or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

The LADOT thresholds listed above are designed for assessing impacts associated with intersections and roadways where the V/C ranges are based on an established scale between 0.000 and 1.000 (i.e., capacity), with the interim LOS ranges (e.g., LOS B to C, LOS C to D) increasing in increments of 0.1.

LADOT does not have defined thresholds for analyzing airport curbsides. In addition, curbside LOS ranges are based on utilization factors (not V/C ranges) that do not increase at the same incremental rates as V/C rates for roadways and intersections. However, to maintain consistency with the LADOT impact criteria described above, a scale was developed to convert the curbside utilization factor to a V/C and LOS equivalent. **Table 4.12.1-13** provides this curbside utilization conversion factor and the comparison to the V/C ranges and LOS values for intersections and roadway links. As shown in **Table 4.12.1-13**, the V/C for curbside operations within a specific LOS range is lower than the V/C for intersections and roadway links. This is a conservative measure in that potential curbside impacts would be realized at a lower V/C level as compared with intersections and roadway links.

674 Los Angeles Department of Transportation, Traffic Study Policy and Procedures, revised August 2011.

675 Los Angeles Department of Transportation, Traffic Study Policy and Procedures, revised August 2011.

Table 4.12.1-13

Level of Service Conversion Factor for On-Airport Curbside Operations

LOS	Intersection and Roadway Link V/C		Multi-Lane Passenger Loading/Unloading Allowed		Single Lane Passenger Loading/Unloading	
Curbside Utilization (Linear curbside demand/available length)						
A			0%	90%	0%	70%
B			91%	110%	71%	85%
C			111%	130%	86%	100%
D			131%	170%	101%	115%
E			171%	200%	116%	130%
F			201%	or greater	131%	or greater
Curbside Equivalent V/C Ratios						
A	0.000	0.600	0.000	0.450	0.000	0.540
B	0.601	0.700	0.451	0.550	0.541	0.650
C	0.701	0.800	0.551	0.650	0.651	0.770
D	0.801	0.900	0.651	0.850	0.771	0.880
E	0.901	1.000	0.851	1.000	0.881	1.000
F	1.001	or greater	1.001	or greater	1.001	or greater

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980; Ricondo & Associates, Inc. developed based on information published by the Transportation Research Board and Federal Aviation Administration Advisory Circular 150/5360-13, Planning and Design Guidelines, January 19, 1994.

The criteria presented above were applied in the two types of comparisons described previously in Section 4.12.1.2, including in the evaluation of Baseline (2009) With Alternative conditions compared to baseline (2009) conditions, and in the evaluation of Future (2025) With Alternative conditions compared to Future (2025) Without Alternative conditions to determine the project's contribution to cumulative impacts.

Parking

For this analysis, the thresholds of significance for the airport's public parking facilities is defined as whether the airport's future (2025) parking supply under each SPAS alternative would be sufficient to accommodate the airport's estimated future (2025) public parking demand for each SPAS alternative.

Construction

With regard to construction-related traffic impacts, a significant on-airport surface transportation impact would occur during construction if the direct and indirect changes in the environment by an alternative would cause substantial congestion or substantial inconvenience to motorists on a regular or frequent basis.

4.12.1.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan and Bradley West Project, three commitments and three mitigation measures that were designed to address on-airport surface transportation impacts were adopted in the Alternative D Mitigation Monitoring and Reporting Program (MMRP). Additionally, over 20 LAX Master Plan commitments and mitigation measures were adopted relative to addressing off-airport surface transportation impacts, several of which would also serve to address on-airport impacts. Five of those

commitments and three of the mitigation measures are applicable to the SPAS alternatives and were considered in the on-airport transportation analysis herein.

- **ST-2. Non-Peak CTA Deliveries.**

  Deliveries to the CTA terminal reconstruction projects will be limited to non-peak traffic hours whenever possible.

- **ST-8. Limited Short-Term Lane Closures.**

  When construction of any new ramps at the Century Boulevard/Sepulveda Boulevard interchange or construction for the GTC, ITC, or APM elevated structures require short-term lane closures, the lane closures will be for as brief a period as practical, with a goal that closures would principally be scheduled for non-peak periods.

- **ST-9. Construction Deliveries.**

  Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.

- **ST-18. Construction Traffic Management Plan.**

  A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.

- **ST-19. Closure Restrictions of Existing Roadways.**

  Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.

- **MM-ST-1. Require CTA Construction Vehicles to Use Designated Lanes.**

  Whenever feasible, construction vehicles shall be restricted to designated roadways or lanes of traffic on CTA roadways adjacent to the existing close-in parking, thus limiting the mix of construction vehicles and airport traffic.

- **MM-ST-2. Modify CTA Signage.**

  During construction, additional signage will be installed, as required, to separate construction traffic from non-construction traffic to the extent feasible.

- **MM-ST-3. Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses.**

  Develop shuttle stops for labor buses (i.e., buses carrying construction workers) and the ITC-CTA shuttle buses at the CTA arrivals level. All ITC-CTA shuttle buses will be routed to these lower level (arrivals) curb areas. These buses will not circulate through the upper level (departures) curbfront.

In addition to the LAX Master Plan commitments and mitigation measures listed above, listed below are two mitigation measures adopted in conjunction with approval of the Bradley West Project, subsequent to approval of the LAX Master Plan, which also pertain to, and have been considered within, the on-airport transportation analysis completed for the SPAS EIR.

- **MM-ST (BWP)-2. Improve the Intersection of Center Way and World Way South.**[676]

  Widen World Way South approach on the east side of the roadway to provide an additional right turn lane. The resulting configuration would be a single left turn lane, one through-left turn lane, two through lanes, and two right turn lanes.

  During the Future (2013) Without Project overall airport peak hour the intersection of Center Way and World Way South operates at a V/C of 0.978 which is LOS E. With an intersection operating at a LOS E condition, the V/C ratio can be increased by 0.01 without generating an impact. This equates to an increase in the intersection's V/C ratio from 0.978 to 0.988, or approximately 1.1 percent (i.e., 0.988/0.978) in the critical movement traffic volume without triggering an impact. LAWA will monitor traffic conditions at this intersection to determine when an estimated impact has been "triggered" in accordance with the LOS thresholds described above. Specifically, LAWA will monitor future CTA ADT volumes in August to determine when CTA ADT volumes have increased by more than 1.1 percent relative to the Future (2013) Without Project ADT volumes. In addition, LAWA will record turning movement volumes at this intersection annually during the airport's peak month (August). When the August average daily CTA volumes have increased by 1.1 percent as compared to the Future (2013) Without Project estimated volume, LAWA will complete a V/C analysis using the same intersection methodology described in the Bradley West Draft EIR (Section 4.1.3.7) to determine if an impact has occurred. The mitigation measure would be constructed once both (a) the CTA ADT volumes are 1.1 percent greater than the Future (2013) Without Project and (b) the V/C for the intersection meets or exceeds 0.988. The intersection analysis would be subject to approval by LADOT regarding timing of the mitigation measure.

- **MM-ST (BWP)-3. Widen World Way Across from TBIT.**[677]

  Widen the arrivals level outer roadway across from TBIT by changing the left-most lane that currently terminates at Center Way to a through/left lane and extending this lane to World Way South.

4.12.1.6 On-Airport Transportation System Improvements

The following describes the on-airport transportation system improvements included in the impacts analysis, and how such improvements would affect passenger flow and vehicle operations. The improvements described include those associated with each relevant SPAS alternative (i.e., Alternatives 1-2, 4, 8, and 9) as well as future improvements anticipated to occur separate from SPAS (i.e., "non-SPAS improvements"). These non-SPAS improvements are not included in the baseline or the baseline with alternative scenarios.

4.12.1.6.1 Key Elements of the SPAS Alternatives

The following identifies the key elements of each SPAS alternative related to on-airport transportation and briefly describes how they were taken into account in the impacts analysis. As noted earlier in Section 4.12.1.1, Alternatives 1-2, 4, 8, and 9 are considered most relevant to the on-airport transportation analysis; hence, the key elements of only those four alternatives are described below.

676 This improvement is currently in the design stage.

677 This improvement is scheduled for construction as part of the utility work associated with the Central Utility Plant Replacement project underway at the time this document was prepared.

Alternative 1-2

Alternative 1 is illustrated in Figure 2-1, and Alternative 2 is illustrated in Figure 2-2, both presented in Chapter 2, *Project Description*. Key terminal and ground access components of these alternatives include:

- Terminal Improvements
  - Construction of new Terminal 0
  - The demolition of 177 feet of the Terminal 1 concourse
  - Construction of a new Terminal 3 concourse
  - The replacement of the north end of the TBIT concourse and associated gates
  - The extension of the north end of the Midfield Satellite Concourse (MSC)

  These terminal improvements required the development of separate aircraft gating schedules to account for differences in the north terminal concourse configurations assumed for the alternatives. The differences between the aircraft gating schedule for the north terminals did not alter the number of flights or passengers assigned to these terminals but did impact the distribution of flights and passengers between the terminals. See discussion in Section 4.12.1.7.1, for how the SPAS alternative improvements would affect passenger lead time and lag time.
- Ground Transportation
  - Private vehicle access within the CTA maintained.
  - Relocation of Sky Way (the primary access roadway connecting southbound Sepulveda Boulevard and the 96th Street Bridge to the CTA).
  - Addition of new curbside at Terminal 0.
  - Relocation of the commercial vehicle holding lot to the south, between Sepulveda Boulevard and the relocated Sky Way.
  - Construct new ITF between 96th and 98th Streets and between Vicksburg Avenue and Airport Boulevard. The ITF will include space for public parking and a remote passenger pick up/drop off or "kiss-and-ride" area to provide drivers the option of not entering the CTA. Arriving passengers would travel to the ITF to board door-to-door shuttles or scheduled buses. See Section 4.12.1.7.2 for how improvements such as this would affect mode splits under the proposed scenarios.
  - Construct a dedicated busway between Manchester Square and the CTA, primarily along the 98th Street corridor bridging over Sepulveda Boulevard to enter the CTA. Stops along the busway would include the future Metro Crenshaw/LAX Light Rail Transit Station at/near Century and Aviation Boulevards and the new ITF. The busway would be grade-separated into the CTA, where it would merge with mixed-flow traffic on the upper level roadway; exiting the CTA, buses would be in mixed-flow, re-entering the elevated busway east of Vicksburg Avenue. Passengers using the ITF would be transported to and from the CTA via an airport operated shuttle using the elevated busway to access the CTA and then use northbound Sepulveda Boulevard to 98th Street when returning to the ITF.
  - Provide connectivity to public transit via the LAX dedicated busway, with a stop/connection at the new Metro transit station at Aviation/Century. The LAX shuttle bus serving the Metro Green Line Station at Aviation Boulevard and Imperial Highway would be discontinued.

- Parking
  - No changes to CTA parking conditions would occur as a result of this SPAS alternative; however, the non-SPAS MSC Passenger Processor project, described later in this section, is expected to result in the demolition of parking structures 2B and 5.
  - No specific changes would occur in regards to employee parking Lot E, although the property could be used for other airport purposes in the future.
  - No changes are proposed to Parking Lot C.
  - Parking Lot D would provide 1,944 employee parking spaces. The nearby "Jenny Lot" would provide 1,940 employee parking spaces. These parking areas were not in use in the 2009 baseline year; however, their use for parking is occurring independently from SPAS.
  - Development of the ITF would include short-term public parking (approximately 4,900) to facilitate passenger drop off and pick up outside of CTA.
  - Construct parking within Manchester Square, including 4,200 long-term spaces and 3,500 employee parking spaces.
  - No public or employee parking is proposed for Continental City which is a LAWA-owned property located on the east side of Aviation Boulevard between 111th Street and Imperial Highway.
  - The existing Park One parking would be eliminated to accommodate a new Terminal 0.
  - The West Employee Parking facility would not be constructed.

Alternative 4

Under this alternative, as illustrated in Figure 2-4, presented earlier in Chapter 2, *Project Description*, none of the Yellow Light Projects would be implemented, nor would alternatives to these projects be identified. Only ongoing or reasonably foreseeable non-Yellow Light Projects would be developed, such as an extension to Runway 6R/24L for Runway Safety Area (RSA) improvements, a CONRAC at Lot C, and a new parking structure built at the Continental City site to accommodate the public parking displaced by the CONRAC. The transportation system elements of this alternative include:

- Ground Transportation
  - Private vehicle access within the CTA maintained
  - Construct CONRAC in Lot C
- Operational Improvements
  - None
- Parking
  - Public parking within Parking Lot C would be displaced by the CONRAC
  - Employee parking within Parking Lot D and the proposed Jenny Lot would be displaced by the CONRAC
  - Construct new public parking structure in Continental City
  - Maintain employee parking in Lot E

Alternative 8

Alternative 8 is illustrated in Figure 2-8, presented earlier in Chapter 2, *Project Description*, and focuses on ground access improvements. These ground access improvements would be compatible with the airfield and terminal improvements associated with Alternatives 1, 2, 5, 6, and 7. The ground access components in Alternative 8 are comparable to those of Alternatives 1 and 2, with the exception of a proposed CONRAC in a portion of Manchester Square and the development of a parking facility at the site of the current Avis facility (east of Lot C). The components of this alternative include:

- Ground Transportation
  - Construct a CONRAC in a portion of Manchester Square, including a customer service area and approximately 8,271 spaces for ready/return vehicles
  - All other ground transportation improvements identified in Alternative 1-2 also apply to this alternative
- Operational Improvements
  - Consolidated rental car shuttles from the CONRAC would arrive to the CTA via the elevated busway. The shuttles would exit the CTA in mixed-flow traffic, entering the busway on 96th Street east of Vicksburg Avenue.
- Parking
  - Construct approximately 2,750 employee parking spaces in the existing Avis rental car lot
  - Construct 4,200 long-term parking spaces within Manchester Square
  - All other parking improvements identified in Alternative 1-2 also apply to this alternative

Alternative 9

Alternative 9 is illustrated in Figure 2-9, presented earlier in Chapter 2, *Project Description*. This alternative is comparable to Alternative 8 described above, except that an APM system is proposed to transport passengers and employees between Manchester Square and the CTA, with an intermediate stop at the ITF. The components of this alternative include:

- Ground Transportation
  - Construct a CONRAC in a portion of Manchester Square, including a customer service area and approximately 8,271 spaces for ready/return vehicles
  - The APM system guideway would be located within an elevated/dedicated corridor on the same alignment as the busway under the other alternatives. See Section 4.12.1.7.2 for how improvements such as this would affect mode splits under the proposed scenarios.
  - Within the CTA, the APM would be located on a new elevated guideway
  - An APM maintenance facility would be constructed, likely in Manchester Square
  - All other ground transportation improvements identified in Alternative 1-2 also apply to this alternative
- Operational Improvements
  - Under this alternative, rental car passengers would travel between the CTA and the CONRAC at Manchester Square via the APM

In terms of the trip generation associated with each alternative, trip generation for the on-airport roadway system is inherently different than trip generation for most off-airport developments where the development of new facilities directly equates to the generation of new vehicle trips. In those cases, the traffic volumes generated by the "project" serve as inputs that are directly added to the external roadway network to estimate future traffic volumes and assess impacts. For purposes of estimating project traffic impacts associated with each SPAS alternative, it is necessary to calculate the Future (2025) With Alternative volumes accessing the CTA roadways. The Future (2025) With Alternative traffic volumes for each of the SPAS alternatives considered for this analysis were generated using a future (2025) passenger schedule and the trip generation model presented in Section 4.12.1.3-11. A detailed discussion on the development of the future (2025) traffic volumes for each of the alternatives considered is presented later in this section.

4.12.1.6.2 Non-SPAS Improvements

Improvements to the Center Way roadway between West Way and East Way will be made as part of the Central Utility Plant (CUP) upgrade, which is currently under construction. Center Way North between West Way and East Way will be widened to three lanes in the eastbound direction, while Center Way South will serve maintenance and employee trips to the CUP as well as provide an exit route for drivers leaving parking structures P-5 and P-6. It will no longer serve as the exit route for drivers leaving parking structure P-4. For the cumulative on-airport transportation scenarios and analysis, three additional non-SPAS improvements were assumed to be in place and operational relative to the EIR analyses of the future condition in 2025. These improvements include: (1) the MSC Passenger Processor; (2) the "Terminal 1.5" Passenger Processing Improvements; and (3) the "Terminal 2.5" Passenger Processing Improvements.

In addition, Bradley West Project Specific Mitigation Measures MM-ST (BWP)-2, Improve the Intersection of Center Way and World Way South, and MM-ST (BWP)-3, Widen World Way Across from TBIT, discussed in Section 4.12.1.5, are both assumed to be in place in the future condition in 2025 (i.e., Future (2025) With Alternative and the Future (2025) Without Alternative).

Midfield Satellite Concourse Passenger Processor

To support the processing requirements of passengers using the future MSC located west of the TBIT west gates (i.e., the Bradley West Project), LAWA plans to construct a new dual level passenger processing facility in the CTA. At the time of preparation of this document, facility design requirements and layouts were not finalized for the MSC Passenger Processor. However for the purpose of this EIR, the following assumptions based on LAWA's current planning efforts related to the location and operations of the MSC Passenger Processor were used:

- The MSC Passenger Processor will be a dual level facility constructed in the area immediately east of parking structures P3 and P4 and extend between World Way North and World Way South (see **Figure 4.12.1-1**).
- Construction of the MSC Passenger Processor will require the demolition of both levels of West Way (which will be re-constructed as discussed in bullet point 8 below), the ramp connecting Center Way to West Way on the departures level, and parking structures P2B and P5. Since the MSC Passenger Processor and accompanying roadways are not expected to require all of the space cleared by the demolition of parking structures P2B and P5, replacement parking may be constructed as part of that project.
- The existing dual level, two-directional West Way will be replaced with two new roadways and curbsides constructed on both the east and west sides of the MSC Passenger Processor, connecting World Way North and World Way South. Traffic on the new roadway to be constructed on the eastern side of the MSC Passenger Processor will be one-way southbound. This new roadway will include a passenger pick up curbside for private vehicles sufficiently wide to permit dual lane loading operations plus two adjacent travel lanes for bypass and circulating traffic. At this new roadway's intersection with World Way South, a traffic signal will be constructed to permit dual southbound left turn movements onto eastbound World Way South. The existing pedestrian traffic signal on World Way South will be relocated to the west and incorporated as part of this new traffic signal.
- The second new roadway on the arrivals level associated with the MSC Passenger Processor will be constructed on the western side of the facility between the Processor and existing parking structures P3 and P4. This roadway will be signed for commercial vehicles only and will consist of two southbound travel lanes with passenger loading curbsides on both the east and west sides of the southbound roadway. Vehicles capable of left side loading such as taxis and limousines will load on the left side (closest to the processor) curbside while all other commercial vehicle loading operations will take place on the curbside located on the west side of the roadway. Similar to the new private vehicle roadway to the east, a new traffic signal will be constructed at the intersection of this commercial vehicle roadway and World Way South to permit dual southbound left turn movements.

The existing pedestrian traffic signal on World Way South located west of the new intersection will be relocated to the east and incorporated as part of this new traffic signal.

- The existing vehicle access on the east side of parking structure P3 will be closed and all vehicle access to this parking structure from the arrivals level will be from World Way North via the existing access located on the north side of parking structure P3.
- With the construction of the MSC Passenger Processor, the primary route for vehicles exiting parking structures P3 and P4 will be eliminated with the closure of Center Way at the west end of the new processor. A new tunnel will be constructed beneath the MSC Passenger Processor connecting exiting vehicles from parking structures P3 and P4 to Center Way east of the Processor.
- With the replacement of the existing dual-directional West Way with two new southbound roadways serving the MSC Passenger Processor, traffic recirculating from the west end of World Way South to World Way North will use northbound East Way.
- As noted previously, the existing Center Way ramps between parking structures P3 and P4 connecting the arrivals and departures level roadways will be removed. Since this is the only on-airport means for vehicles to travel from the arrivals level roadways to the departures level roadways, vehicles on the arrivals level roadways in the future will be required to exit the CTA and return to access the departures level roadways. Under existing conditions there are very few vehicles which use this route and this is not expected to change in the future.
- On the departures level, the MSC Passenger Processor would require West Way to be relocated to the east. The reconstructed West Way will operate in the southbound direction only and serve as a curbside roadway for the Processor and a bypass roadway for drivers avoiding World Way at Terminals 3, 4, 5 and TBIT. This new West Way will include a curbside area sufficiently wide to accommodate dual lane passenger unloading activities at the Processor and two travel lanes for circulation and bypass traffic. Similar to the current condition, the intersection of this new West Way and World Way South will include a traffic signal to allow three lanes of southbound traffic to turn onto eastbound World Way South.
- The new MSC Passenger Processor curbside will no longer permit commercial vehicles to pick up or drop off passengers at both the Processor and TBIT in a single orbit of the CTA. As a result, for the purpose of this analysis it is assumed that commercial vehicles that pick up passengers on the arrivals level or drop off passengers on the departures level will operate at least two routes. Depending on the passenger demand and factors such as vehicle size, maximum assumed occupancy and minimum headways, there is a possibility some commercial vehicle modes may require three routes to service their customers. The number of vehicles and terminals served on these routes will be dependent on changes in passenger demand throughout the day.
- For the analysis, it was assumed the LAX Lot C Shuttle would continue to operate on a single route but make two orbits within the CTA.
- The LAX A Shuttle, which provides transportation for passengers between terminals, will continue to operate a single route on the arrivals level. Passengers from the MSC Passenger Processor wishing to use LAX Shuttle A will be directed to stops along World Way North or World Way South.

Terminal 1.5 Passenger Processing Improvements

This future project is planned to improve existing passenger screening and processing areas at Terminals 1 and 2, and will reconfigure portions of the existing linear terminals and construct a new multi-level facility linking Terminals 1 and 2 (i.e., "Terminal 1.5"). In the baseline (2009) condition, the existing curbside between Terminal 1 and Terminal 2 is underutilized and therefore the majority of the curb length between these two terminals was not used in the curb utilization analysis. The Terminal 1.5 project will, in effect, create additional curbside frontage along both the arrivals and departures level roadways with access to the new terminal facility. Within the reconfigured and new terminal space, the primary passenger check-in facilities on the departures level, which includes ticketing counters and bag check, and the passenger baggage claim devices on the arrivals level, will remain primarily in their current locations in Terminals 1 and 2. Additional passenger check-in and baggage claim capacity will be

provided within Terminal 1.5. The new building connecting the existing terminals will also include a properly sized Security Screening Check Point (SSCP) to accommodate passengers from Terminals 1 and 2, a Checked Baggage Inspection System (CBIS) and modified elements for the Federal Inspection Services (FIS) facility for Terminal 2, additional airline lounges, increased concession areas, and both a secure and non-secure connector between Terminals 1 and 2. For the purpose of this EIR, the following assumptions based on LAWA's current planning efforts related to the planned improvements associated with the Terminal 1.5 Passenger Processing facility were used:

- Since ticketing counters and baggage check locations will continue to be focused in their current locations at Terminal 1 and Terminal 2, the analysis assumed passengers requiring those functions will continue to favor the existing Terminal 1 and Terminal 2 entry and exit locations. Passenger with pre-printed boarding passes and carry-on baggage only are assumed to favor the curbside in front of Terminal 1.5, as this allows them to bypass the congestion at the passenger check-in areas in Terminal 1 and Terminal 2 and access the new SSCP area. Assuming curbside or self-baggage check facilities are added, some passengers with pre-printed boarding passes and checked baggage will also use the curbside at the new building.
- Since arriving passengers will tend to exit the terminal building through a doorway close to their assigned baggage claim device, they will continue to favor the sections of arrivals level curbside closest to the existing Terminal 1 and Terminal 2 baggage claim devices. As additional baggage claim devices are added towards the center of the new terminal area passengers will be expected to spread along the curbside.
- As congestion increases along both the arrivals and departures levels curbside, passengers and vehicles will spread along the curbsides to areas of less congestion to allow passenger loading and unloading to occur in the lanes closest to the curb sidewalk.

Terminal 2.5 Passenger Processing Improvements

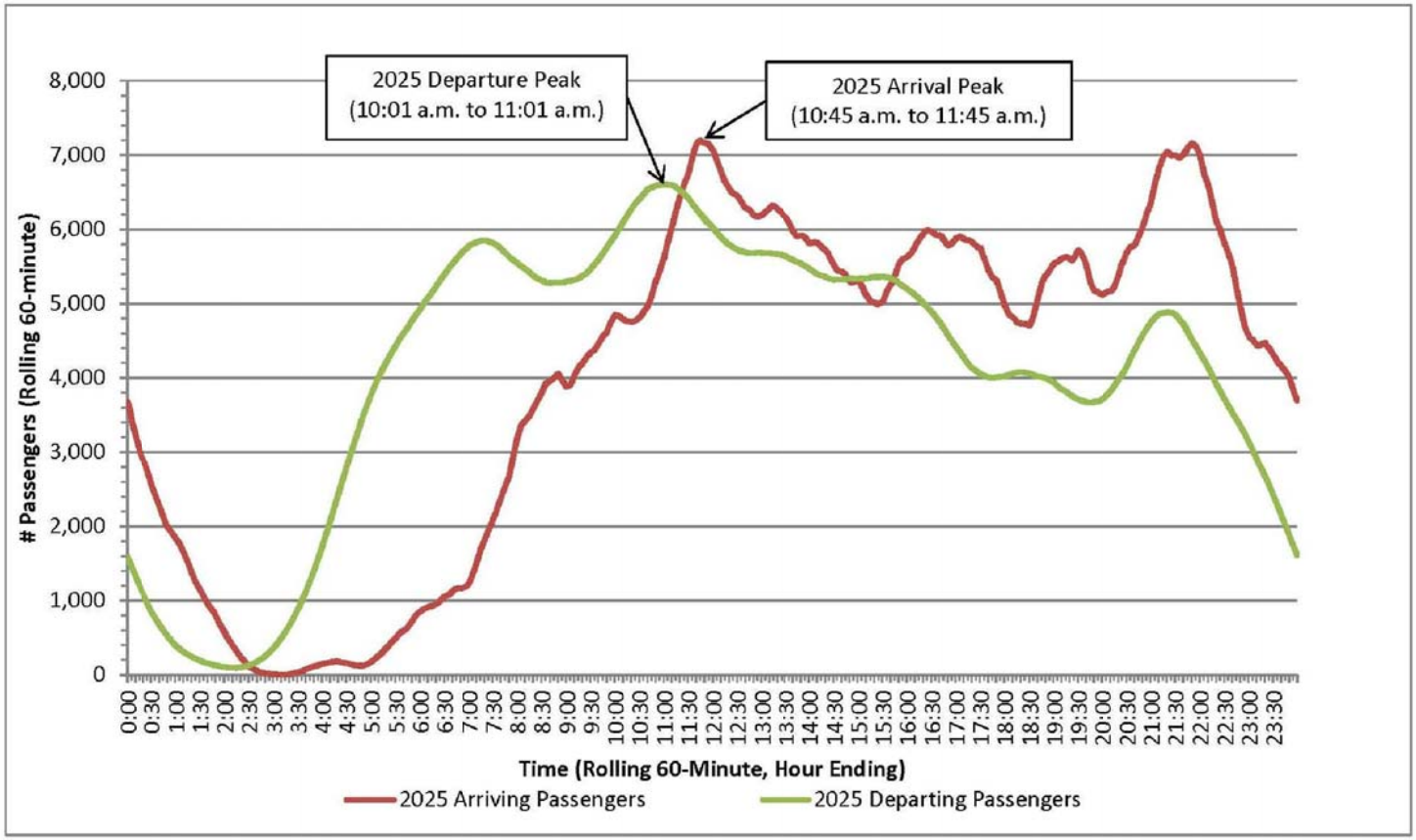
Similar to above, passenger security screening and processing area improvements are planned for the areas between Terminals 2 and 3 (i.e., "Terminal 2.5"). Detailed planning information was not available for this proposed project at the time this report was prepared. For the purpose of this analysis, the improvements associated with the Terminal 2.5 Passenger Processing Improvement Project and the assumptions used were similar to those identified for the Terminal 1.5 Passenger Processing Improvements project described previously.

4.12.1.7 Future (2025) Traffic Conditions

4.12.1.7.1 Determination of Analysis Peak Hours

To determine the peak hours for the Future (2025) With Alternative and the Future (2025) Without Alternative scenarios for each of the SPAS alternatives, the 2025 design day passenger schedule for LAX was developed. The 2025 LAX planning forecasts were converted to peak month average day (PMAD) levels to determine activity that could be reasonably expected at the airport for a typical Friday in August.

Figure 4.12.1-9 depicts the rolling hourly arriving and departing passenger flows at the CTA curbsides for the 2025 SPAS alternatives conditions. The passenger flows show that the 2025 SPAS alternatives would produce two pronounced peaks in passenger activity on the arrivals level curbsides with the peak hour occurring from 10:45 a.m. to 11:45 a.m. resulting in a total of 7,197 passengers on the curbside. Similarly, departing passenger flows show the 2025 SPAS alternatives would result in the peak hour occurring between 10:01 a.m. to 11:01 a.m. with a total of 6,610 passengers on the curbside.



Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	2025 Arriving and Departing Passenger Flows at Curbside for SPAS Alternatives	Figure 4.12.1-9

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Two 2025 design day flight schedules were developed based on different gate availability assumptions for the SPAS alternatives. For Alternative 4, the analysis assumed that the 2025 terminal configurations at LAX would remain in their current configuration except for the terminal improvements associated with non-SPAS projects discussed in Section 4.12.1.6.1. For the on-airport transportation analysis, the only difference in the terminal configurations between the Future (2025) With Alternative 4 and Future (2025) With Alternatives 1, 8, and 9 scenarios was the addition of Terminal 0 to be constructed east of the existing Terminal 1 building. While it is presently assumed that all Terminal 0 passengers would be processed at Terminal 1 or Terminal 1.5, changes in security processing or other processing requirements may necessitate those functions be incorporated into Terminal 0. Terminal 1 would be connected to Terminal 0 via a new secure connector. Construction of Terminal 0 would include an extension of the existing Terminal 1 curbside eastward for a portion of the length of the connector; however, no additional access points from either the departures or arrivals level curbside to the new terminal would be included in this project.

This new Terminal 0 facility would replace aircraft gate locations along the northern side of the CTA caused by the loss or modification of the current concourse areas or gates at Terminals 1, 2, and 3. This resulted in some redistribution of aircraft gating in the Future (2025) Alternative 4 design day flight schedule among the north terminals which created some minor differences in the distribution of gated passengers at Terminals 1, 2, and 3. These differences in the gated passenger distributions were the result of minor changes in the aircraft gating schedules used for the Future (2025) Alternative 4 (no Terminal 0) and the Future (2025) Alternatives 1, 8, and 9 (with Terminal 0). While slightly different aircraft gating schedules for the north terminals resulted in minor differences in the distribution of gated passengers at Terminals 1, 2, and 3, the gated flight schedules used for the future (2025) SPAS alternatives all assumed the same number of flights would be gated at the north terminals, with or without the construction of a new Terminal 0.

When assessing passenger demand on the arrivals and departures levels, the two 2025 design day flight schedules were adjusted for departing passenger's earliness arrival time and the time arriving passenger require to travel from their gate to the terminal curbside (see discussion of "lag time" in Section 4.12.1.2.1). When the passenger volumes for the total arrivals and total departures levels for any hour throughout the day were compared, it showed that the arriving and departing passenger flow profiles for Alternatives 1-2, 4, 8, and 9, would be the same. However, differences discussed above in aircraft gating capacities between the two 2025 design day flight schedules resulted in slight differences in the distribution of passengers at the curbsides between Terminals 1, 2, and 3 when comparing Alternative 4 to the Future (2025) With Alternatives 1, 8, and 9 conditions. **Table 4.12.1-14** provides the arrivals and departures level peak hour passengers on the curbside and illustrates the differences in the distribution of passengers by terminal during the peak hour.

Table 4.12.1-14

Baseline (2009) and Future (2025) With Alternative Peak Hour Passengers on the Curbside

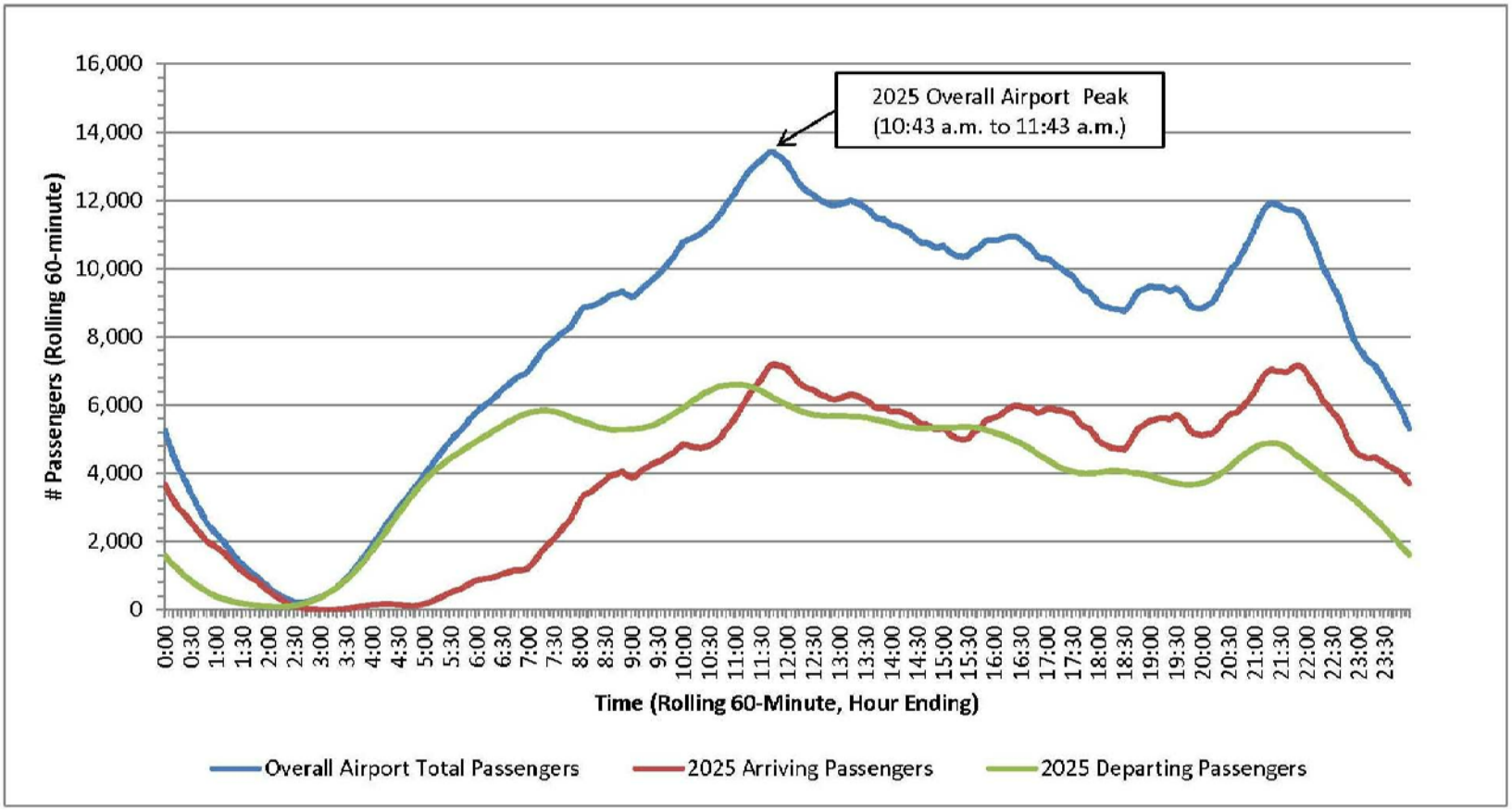
		Peak Hour		Terminal									
Passengers/Year	Alternative	Beginning	Ending	Central Processor	1	2	3	4	5	6	7	TBIT	Total
Arriving Passengers													
2009	1, 2, 4, 8, and 9	10:59 a.m.	11:59 a.m.	N/A	621	303	272	717	374	742	830	1,060	4,918
2025	1, 2, 8, and 9	10:45 a.m.	11:45 a.m.	673	864	365	548	775	717	475	705	2,074	7,197
2025	4	10:45 a.m.	11:45 a.m.	673	716	570	492	775	717	475	705	2,074	7,197
Departing Passengers													
2009	1, 2, 4, 8, and 9	10:59 a.m.	11:59 a.m.	N/A	726	257	420	555	453	603	832	1,031	4,878
2025	1, 2, 8, and 9	10:01 a.m.	11:01 a.m.	940	865	422	554	833	655	383	670	1,290	6,610
2025	4	10:01 a.m.	11:01 a.m.	940	680	508	652	833	655	383	670	1,290	6,610

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-14 also shows that the arriving and departing level peak hours occur approximately 44 minutes apart. Under Baseline (2009) With Alternatives 1-2, 4, 8, and 9, the arrivals level peak hour occurs from 10:45 a.m. to 11:45 a.m. while the departures level peak hour occurs from 10:01 a.m. to 11:01 a.m. Combining the total rolling hourly passenger flows for the departures and arrivals levels shows that overall airport peak passenger flow on the curbsides occurs from 10:43 a.m. to 11:43 a.m., which is two minutes prior to the arrivals level peak hour. **Figure 4.12.1-10** illustrates the departures, arrivals, and overall airport rolling hourly passenger flows for the 2025 SPAS alternatives. Given that the arrivals level and the overall airport peak hours occur at essentially the same time during the day, for the purpose of this study, the overall airport peak hour was assumed to be the same as the arrivals peak hour.

4.12.1.7.2 Determination of Future (2025) Traffic Volumes

The calibrated trip generation and trip distribution models for the baseline (2009) departures and arrivals peak hours were used as a basis for estimating the peak hour CTA vehicle volumes for each of the future (2025) SPAS alternatives scenarios. As part of this process, minor adjustments were made to the baseline (2009) passenger mode splits to reflect how anticipated changes to the regional transportation network would affect passenger mode choice and resultant vehicle activity at the airport. **Table 4.12.1-15** presents the passenger mode splits used to estimate the CTA traffic volumes for the future (2025) SPAS alternatives scenarios. The passenger mode splits represent the proportion of total airline passengers using each vehicle mode during the peak hours analyzed. The information presented at the bottom of **Table 4.12.1-15** summarizes how passengers would use specific sub-modes for transport between airport facilities (i.e., APM and LAX Shuttle).



Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**2025 Comparison of Arrivals, Departures, and Overall Airport Passenger Flows at Curbside**	Figure **4.12.1-10**

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Table 4.12.1-15

Future (2025) Passengers Mode Splits In the LAX CTA

	Arriving Peak Hour				Departing Peak Hour			
		Future				Future		
Mode	**Baseline**	**Alts. 1, 8**	**Alt. 4**	**Alt. 9**	**Baseline**	**Alts. 1, 8**	**Alt. 4**	**Alt. 9**
Charter Bus	1.83%	1.80%	1.80%	1.80%	5.66%	5.70%	5.70%	5.70%
FlyAway	1.90%	0.00%	3.10%	0.00%	1.49%	2.70%	2.70%	2.70%
Hotel Shuttles	6.00%	5.00%	5.00%	5.00%	4.96%	4.50%	4.50%	4.50%
LAX Shuttles	2.73%	14.95%	2.80%	1.78%	2.48%	9.89%	5.20%	3.30%
Limousines	2.50%	2.50%	2.50%	2.50%	3.81%	2.80%	2.80%	2.80%
POV	51.96%	48.54%	51.09%	48.54%	46.03%	41.52%	43.70%	41.52%
POV Parking	5.86%	5.10%	5.10%	5.10%	7.80%	6.30%	6.30%	6.30%
Private Parking Shuttles	8.60%	8.30%	8.30%	8.30%	8.93%	8.70%	8.70%	8.70%
Rental Car Shuttles	8.32%	9.50%	9.50%	0.00%	10.91%	10.80%	10.80%	0.00%
Shared Ride Vans	4.95%	0.00%	4.00%	0.00%	3.37%	2.90%	2.90%	2.90%
Taxi	4.76%	4.30%	4.30%	4.30%	3.97%	4.20%	4.20%	4.20%
Transit Bus	0.59%	0.00%	2.50%	0.00%	0.59%	0.00%	2.50%	0.00%
APM	-	-	-	22.68%	-	-	-	17.38%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**
LAX Shuttle								
POV (Kiss-and-Ride)	-	2.55%	-	-	-	2.19%	-	3.30%
Transit	-	2.50%	-	-	-	2.50%	-	-
POV Parking (Long-Term)	-	2.80%	-	1.78%	-	5.20%	-	-
FlyAway	-	3.10%	-	-	-	-	-	-
Shared Ride Vans	-	4.00%	-	-	-	-	-	-
Rental Car	-	0.00%	-	-	-	-	-	-
Total	**-**	**14.95%**	**-**	**1.78%**	**-**	**9.89%**	**-**	**3.30%**
APM								
POV (Kiss-and-Ride)	-	-	-	2.55%	-	-	-	2.19%
Transit	-	-	-	2.50%	-	-	-	2.50%
POV Parking (Long-Term)	-	-	-	1.03%	-	-	-	1.90%
FlyAway	-	-	-	3.10%	-	-	-	-
Shared Ride Vans	-	-	-	4.00%	-	-	-	-
Rental Car	-	-	-	9.5%	-	-	-	10.80%
Total	**-**	**-**	**-**	**22.68%**	**-**	**-**	**-**	**17.38%**

Note:

Totals may not add due to rounding.

Source: Ricondo & Associates, Inc., 2012.

Perhaps the most significant regional transportation network modification affecting mode split under cumulative conditions is the planned construction of the light rail system along the Crenshaw/LAX Transit Corridor. This new transit line will connect Metro's Green and Expo Lines and include a station at/near the Aviation Boulevard/Century Boulevard intersection. The new Metro station will provide passengers a direct connection between the Metro system and the elevated busway or APM connecting Manchester Square and the CTA under Alternatives 1, 2, 8, and 9. This new Metro link will provide LAX passengers a more time certain travel alternative between their trip origin/destination and the airport. With this new Crenshaw/LAX Transit Corridor providing a direct connection between the region's transit system and LAX, the percentage of passengers using transit to travel to or from the airport was assumed to increase from 0.59 percent to 2.5 percent. To account for the anticipated higher percentage of passengers using rail transit to travel to and from the airport, mode split decreases were assumed for parking, shared ride

vans, taxicabs and POVs. This was primarily based on the assumption that as regional traffic congestion increases, the more time-certain travel offered by the improved Metro connection to the airport will come primarily from passengers who rely either on POVs or other forms of high occupancy vehicle travel to access the airport. While some estimates may predict a higher percentage of LAX passenger will use Metro transit services to access or depart LAX in the future, especially with the opening of the Crenshaw/LAX Transit Corridor, for the purpose of this analysis under all future alternatives, the assumption of 2.5 percent of LAX passengers using Metro transit is considered conservative.

Generating future vehicle volumes using passenger schedules accounts only for passenger-related vehicle trips. Although passenger-related trips account for the overwhelming majority of vehicle trips on the CTA roadway network, other trips also occur during peak periods. These "other" trips include employee vehicles, public safety vehicles, and other not specified vehicle categories that are not directly attributed to airline passenger activity. These non-airline passenger trips, which are estimated to comprise a minor component of the overall CTA traffic activity (approximately 1.4 percent of vehicles on the arrivals level and 4.3 percent of vehicles on the departures level) during the arrivals and departures peak hours, were accounted for and included as part of the calibrated roadway traffic models for airport's departures and arrivals peak hours. As traffic associated with these non-airline passenger components would not be expected to increase at the same rate as passenger trips, it was assumed that these "other" vehicle trips would remain constant through 2025.

Estimated traffic volumes for each CTA roadway link for the airport's departures and arrivals peak hours were generated for each of the Future (2025) With Alternative and Future (2025) Without Alternative conditions and are included in Appendix K1, *On-Airport Transportation*. It should be noted that, in addition to using the future (2025) conditions passenger volumes in the roadway models, the terminal and parking distributions were also updated in the model to reflect the new passenger distributions based on the Future (2025) With Alternative and Future (2025) Without Alternative passenger schedules as discussed in Section 4.12.1.7.1.

Future traffic volumes developed for the analysis scenarios are presented in Section 4.12.1.8.

4.12.1.8 Evaluation of Traffic Conditions for Analyses Scenarios

The trip generation and distribution models described previously were used to estimate the Future (2025) With Alternative and Future (2025) Without Alternative traffic volumes required to evaluate curbside, intersection, and roadway operations. This section describes how the traffic volumes derived from the vehicle trip generation and distribution models were used to assess traffic conditions at each of the CTA curbsides and roadways and the key CTA intersections. Traffic analyses representing the Baseline (2009) With Alternative and Future (2025) With Alternative scenarios were prepared for the SPAS alternatives. Specifically, the following analyses scenarios were evaluated for the CTA's curbside, intersection, and roadway facilities:

- Baseline (2009)
- Baseline (2009) With Alternative, including the following four separate alternatives:
  - Baseline (2009) With Alternative 1-2
  - Baseline (2009) With Alternative 4
  - Baseline (2009) With Alternative 8
  - Baseline (2009) With Alternative 9
- Future (2025) Without Alternative
- Future (2025) With Alternative, including the following four separate alternatives:
  - Future (2025) With Alternative 1-2
  - Future (2025) With Alternative 4

- Future (2025) With Alternative 8
- Future (2025) With Alternative 9

The traffic volumes developed for each of these analysis scenarios are included with the analysis results in the following sections for the CTA's curbside, intersection, and roadway facilities.

4.12.1.8.1 Curbside Analysis

As discussed in Section 4.12.1.3.13, the curbside demand/capacity model provides an evaluation of the linear capacity of the CTA curbsides to accommodate the demand for stopped vehicles. The model evaluates the anticipated curbside congestion and resulting LOS that would be expected considering the effects of peaking around terminal building doorways and curbside check-in counters.

Curbside operations were assessed to quantify the With Alternative curbside levels of service at each terminal for each SPAS alternative. The curbside model was also used to estimate the curbside LOS for each terminal for the Future (2025) Without Alternative condition. The average curbside utilization rates and corresponding LOS calculations for the Baseline (2009) With Alternative described above are summarized in **Table 4.12.1-16** for the airport's peak departures and arrivals hours.

In the Baseline (2009) With Alternative 1-2 scenario, it is estimated that the curbsides for all terminals on the upper level would operate at a LOS ranging between LOS A to LOS D. On the arrivals level, under this alternative the inner curbsides would also operate at a LOS A at all terminals. However, on the outer curbsides, the overall average curbside LOS was determined to be LOS C or better at all terminals except at Terminal 4, which would operate at an average curbside LOS D and Terminal 3, Terminal 5 and Terminal 6, which would operate at a LOS E.

In the Baseline (2009) With Alternative 4 scenario, it is estimated that the curbsides for all terminals on the upper level would operate at a LOS ranging between LOS A to LOS C. On the arrivals level, under this alternative the inner curbsides would also operate at a LOS A at all terminals. However, on the outer curbsides, the overall average curbside LOS was determined to be LOS F at Terminal 3, Terminal 4, and Terminal 5 and Terminal 6. Terminal 7 operates at an overall LOS E while other terminals operate at LOS D or better.

In the Baseline (2009) With Alternative 8 scenario, all curbsides are expected to operate between LOS A to LOS D As explained in Section 4.12.1.7.1, some traffic would use the various off-airport facilities proposed as a part of the SPAS improvements rather than entering the CTA. On the arrivals level, under this alternative the inner curbsides would also operate at a LOS A at all terminals. However, on the outer curbsides, the overall average curbside LOS was determined to be LOS E at Terminal 3. Terminal 6 operates at an overall LOS D while other terminals operate at LOS C or better.

In the Baseline (2009) With Alternative 9 scenario, all curbsides are expected to operate between LOS A to LOS C. On the arrivals level, under this alternative the inner curbsides would also operate at a LOS A at all terminals. However, on the outer curbsides, the overall average curbside LOS was determined to be LOS C or better at all terminals.

As explained in Section 4.12.1.7.1, some traffic would use the various off-airport facilities proposed as a part of the SPAS improvements rather than entering the CTA. In Alternative 9, the addition of an APM connecting the facilities at Manchester Square and ITF with the CTA would allow for the elimination of a large number of commercial vehicles such as CONRAC shuttles, parking shuttles, and ITF shuttles from the CTA roadways.

Table 4.12.1-17 summarizes the Future (2025) With Alternative and the Future (2025) Without Alternative conditions.

In the Future (2025) Without Alternative scenario, the curbside utilization rates were developed based on the assumption that all of the non-SPAS related improvements are in place, but that traffic volumes remain at baseline (2009) activity levels. Based on these conditions, the overall curbside LOS at all

terminals on both arrivals and departures levels would range from LOS A to LOS B with arrival level outer curbside red zones at Terminal 4 and Terminal 5 operating at LOS E.

In the Future (2025) With Alternative 1-2, Alternative 4, Alternative 8, and Alternative 9 scenarios, all departures and arrivals level curbsides are expected to operate at LOS C or better. The FlyAway buses and shared ride vans would no longer pick up passengers on the arrivals level curbsides but would meet their passengers at the ITF for Alternative 1-2, Alternative 8, and Alternative 9. In Alternative 9, the APM would eliminate the need for rental car and some other commercial and airport shuttles. It is anticipated that these and other improvements associated with Alternative 1-2 and 8 would lead to an improvement in curbside LOS throughout the CTA.

4.12.1.8.2 CTA Roadway Link Analysis

The key CTA roadway links for the analyses scenarios listed above were analyzed to identify potential points of congestion along the CTA roadway network.

CTA roadway links were analyzed for the Baseline (2009) With Alternative scenario and the results are summarized in **Table 4.12.1-18**. The roadway link analyses for the Future (2025) With Alternative and the Future (2025) Without Alternative scenarios are summarized in **Table 4.12.1-19**. **Figure 4.12.1-11** and **Figure 4.12.1-12** provide an illustration defining the departures and arrivals level roadway links which correspond to the Future (2025) With Alternatives 1, 8, and 9 scenarios, while **Figure 4.12.1-13** and **Figure 4.12.1-14** illustrate the departures and arrivals level roadway links which correspond to the Future (2025) With Alternative 4 scenario.

Table 4.12.1-18 shows that all the links in the Baseline (2009) Alternative 4 scenario would operate between LOS A and LOS C on the upper level. On the lower level, the roadways would experience severe congestion operating at a LOS F in front of Terminal 2 and Terminal 4. This is a result of the friction caused by very high rate of curbside utilization at the red (Hotel and Courtesy shuttle) zone.

For the Baseline (2009) With Alternative Alternatives 1, 8, and 9 scenarios, it is anticipated that the departures level roadways would operate between LOS A and LOS C, while the arrivals level roadways would experience severe congestion operating at a LOS F in front of Terminal 2 and Terminal 4. This is a result of the friction caused by very high rate of curbside utilization at the red (Hotel and Courtesy shuttle) zone.

Table 4.12.1-19 shows that the roadway links analyzed for the Future (2025) With Alternative and the Future (2025) Without Alternative scenarios are expected to operate at LOS C or better on the departures level roadways and at LOS C or better on the arrivals level roadways.

4.12.1.8.3 CTA Intersection Analysis

As discussed in the Section 4.12.1.3.13, key CTA roadway intersections were analyzed using the Circular 212 CMA methodology. The analysis evaluated each of the study intersection's projected operating conditions using the CTA roadway traffic volumes for the Baseline (2009) With Alternative, the Future (2025) With Alternative and the Future (2025) Without Alternative conditions. The results of the Baseline (2009) With Alternative analyses are presented in **Table 4.12.1-20** for the airport's peak departures and arrivals hours. The results of the Future (2025) With Alternative and the Future (2025) Without Alternative conditions are presented in **Table 4.12.1-21** for the airport's peak departures and arrivals hours.

Table 4.12.1-20 shows that all intersections analyzed in the Baseline (2009) conditions would operate at LOS of B or better.

The results presented in **Table 4.12.1-21** show that the intersections analyzed for the Future (2025) With Alternative conditions and the Future (2025) Without Alternative conditions would operate with levels of service ranging from LOS A to LOS B, with the exception of the Center Way and World Way South intersection which is a primary exit for airport traffic. As shown in **Table 4.12.1-21**, it is estimated that this intersection would operate at LOS C for all Future (2025) With Alternative scenarios.

Table 4.12.1-16

Baseline (2009) with Alternative Peak Period Curbside Analysis Results

				Baseline (2009)																			
				Baseline (2009)				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Roadway Level	Peak Period	Curb-side	Zone[1]	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS
Departures	Terminal 1	-	Drop off	603	148%	0.739	D	567	148%	0.739	D	514	104%	0.522	B	500	137%	0.686	D	445	116%	0.580	C
	Terminal 2	-	Drop off	448	79%	0.397	A	420	79%	0.397	A	359	59%	0.295	A	353	73%	0.365	A	298	60%	0.301	A
	Terminal 3	-	Drop off	508	134%	0.670	D	478	129%	0.645	C	419	95%	0.475	B	411	119%	0.595	C	356	99%	0.495	B
	TBIT	-	Drop off	732	166%	0.828	D	690	108%	0.538	B	643	119%	0.593	C	623	101%	0.503	B	568	87%	0.434	A
	Terminal 4	-	Drop off	558	143%	0.713	D	524	94%	0.469	B	469	100%	0.500	B	457	87%	0.434	A	402	73%	0.364	A
	Terminal 5	-	Drop off	529	140%	0.698	D	497	134%	0.670	D	440	98%	0.491	B	430	124%	0.620	C	375	104%	0.520	B
	Terminal 6	-	Drop off	588	145%	0.724	D	553	126%	0.632	C	499	103%	0.513	B	486	117%	0.585	C	431	98%	0.491	B
	Terminal 7	-	Drop off	671	90%	0.452	B	633	90%	0.452	B	582	70%	0.349	A	566	84%	0.421	A	511	72%	0.361	A
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	192	52%	0.261	A	180	45%	0.224	A	192	52%	0.261	A	180	45%	0.224	A	180	45%	0.224	A
	Terminal 1		Overall Average		113%	0.868	D		77%	0.589	B		111%	0.853	D		67%	0.514	A		43%	0.327	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	103%	0.790	D	4	34%	0.263	A	22	103%	0.790	D	4	34%	0.263	A	4	34%	0.263	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	72%	0.553	B	43	72%	0.553	B	40	72%	0.553	B	43	72%	0.553	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	179%	1.374	F	172	179%	1.374	F	172	179%	1.374	F	172	179%	1.374	F	172	179%	1.374	F
		Outer	Purple Zone (RAC Shuttles)	90	98%	0.754	C	90	98%	0.754	C	27	98%	0.754	C	23	49%	0.377	A	0	0%	0.000	A
		Inner	Orange Zone (Shared Ride Vans)	71	103%	0.796	D	0	0%	0.000	A	71	103%	0.796	D	0	0%	0.000	A	0	0%	0.000	A
	Terminal 2	Inner	Passenger Cars/Limo	73	24%	0.121	A	67	24%	0.121	A	73	24%	0.121	A	67	24%	0.121	A	67	24%	0.121	A
	Terminal 2		Overall Average		113%	0.873	D		78%	0.602	B		113%	0.873	D		67%	0.515	A		42%	0.323	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	84%	0.645	B	4	28%	0.215	A	22	84%	0.645	B	4	28%	0.215	A	4	28%	0.215	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	68%	0.523	A	43	68%	0.523	A	40	68%	0.523	A	43	68%	0.523	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	182%	1.399	F	172	182%	1.399	F	172	182%	1.399	F	172	182%	1.399	F	172	182%	1.399	F
		Outer	Purple Zone (RAC Shuttles)	90	114%	0.874	D	90	114%	0.874	D	27	114%	0.874	D	23	57%	0.437	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A
	Terminal 3	Inner	Passenger Cars/Limo	49	16%	0.080	A	43	16%	0.080	A	49	16%	0.080	A	43	16%	0.080	A	43	16%	0.080	A
	Terminal 3		Overall Average		170%	1.311	F		128%	0.988	E		170%	1.311	F		120%	0.924	E		97%	0.743	C
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	115%	0.888	E	4	38%	0.296	A	22	115%	0.888	E	4	38%	0.296	A	4	38%	0.296	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	76%	0.583	B	43	76%	0.583	B	40	76%	0.583	B	43	76%	0.583	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	444%	3.419	F	172	444%	3.419	F	172	444%	3.419	F	172	444%	3.419	F	172	444%	3.419	F
		Outer	Purple Zone (RAC Shuttles)	90	83%	0.641	B	90	83%	0.641	B	27	83%	0.641	B	23	42%	0.321	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	133%	1.026	F	0	0%	0.000	A	71	133%	1.026	F	0	0%	0.000	A	0	0%	0.000	A
	TBIT	Inner	Passenger Cars/Limo	285	65%	0.325	A	265	58%	0.292	A	285	65%	0.325	A	265	58%	0.292	A	265	58%	0.292	A
	TBIT		Overall Average		98%	0.753	C		63%	0.483	A		98%	0.753	C		55%	0.423	A		33%	0.255	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	83%	0.641	B	4	28%	0.214	A	22	83%	0.641	B	4	28%	0.214	A	4	28%	0.214	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	70%	0.542	B	43	70%	0.542	B	40	70%	0.542	B	43	70%	0.542	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	138%	1.061	F	172	138%	1.061	F	172	138%	1.061	F	172	138%	1.061	F	172	138%	1.061	F
		Outer	Purple Zone (RAC Shuttles)	90	78%	0.596	B	90	78%	0.596	B	27	78%	0.596	B	23	39%	0.298	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A
	Terminal 4	Inner	Passenger Cars/Limo	216	33%	0.167	A	202	33%	0.167	A	216	33%	0.167	A	202	33%	0.167	A	202	33%	0.167	A
	Terminal 4		Overall Average		148%	1.137	F		109%	0.839	D		148%	1.137	F		100%	0.768	C		66%	0.509	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	110%	0.848	D	4	37%	0.283	A	22	110%	0.848	D	4	37%	0.283	A	4	37%	0.283	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	122%	0.938	E	43	122%	0.938	E	40	122%	0.938	E	43	122%	0.938	E	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	294%	2.262	F	172	294%	2.262	F	172	294%	2.262	F	172	294%	2.262	F	172	294%	2.262	F
		Outer	Purple Zone (RAC Shuttles)	90	93%	0.712	C	90	93%	0.712	C	27	93%	0.712	C	23	46%	0.356	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A
	Terminal 5	Inner	Passenger Cars/Limo	99	61%	0.306	A	92	61%	0.306	A	99	61%	0.306	A	92	61%	0.306	A	92	61%	0.306	A
	Terminal 5		Overall Average		162%	1.244	F		116%	0.889	E		162%	1.244	F		109%	0.835	D		75%	0.574	B
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	167%	1.282	F	4	56%	0.427	A	22	167%	1.282	F	4	56%	0.427	A	4	56%	0.427	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	135%	1.040	F	43	135%	1.040	F	40	135%	1.040	F	43	135%	1.040	F	0	0%	0.000	A

Table 4.12.1-16

Baseline (2009) with Alternative Peak Period Curbside Analysis Results

				Baseline (2009)																			
				Baseline (2009)				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Roadway Level	Peak Period	Curb-side	Zone[1]	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS
		Outer	Red Zone (Hotel/Courtesy)	172	317%	2.442	F	172	317%	2.442	F	172	317%	2.442	F	172	317%	2.442	F	172	317%	2.442	F
		Outer	Purple Zone (RAC Shuttles)	90	69%	0.534	A	90	69%	0.534	A	27	69%	0.534	A	23	35%	0.267	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A
	Terminal 6	Inner	Passenger Cars/Limo	192	52%	0.259	A	178	44%	0.222	A	192	52%	0.259	A	178	44%	0.222	A	178	44%	0.222	A
	Terminal 6		Overall Average		146%	1.120	F		93%	0.719	C		146%	1.120	F		85%	0.658	C		58%	0.443	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	211%	1.625	F	4	70%	0.542	B	22	211%	1.625	F	4	70%	0.542	B	4	70%	0.542	B
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	100%	0.769	C	43	100%	0.769	C	40	100%	0.769	C	43	100%	0.769	C	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	217%	1.672	F	172	217%	1.672	F	172	217%	1.672	F	172	217%	1.672	F	172	217%	1.672	F
		Outer	Purple Zone (RAC Shuttles)	90	79%	0.611	B	90	79%	0.611	B	27	79%	0.611	B	23	40%	0.305	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A
	Terminal 7	Inner	Passenger Cars/Limo	269	55%	0.276	A	253	55%	0.276	A	269	55%	0.276	A	253	55%	0.276	A	253	55%	0.276	A
	Terminal 7		Overall Average		119%	0.914	E		81%	0.622	B		119%	0.914	E		73%	0.562	B		45%	0.344	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	22	104%	0.801	D	4	35%	0.267	A	22	104%	0.801	D	4	35%	0.267	A	4	35%	0.267	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	40	103%	0.793	D	43	103%	0.793	D	40	103%	0.793	D	43	103%	0.793	D	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	172	189%	1.451	F	172	189%	1.451	F	172	189%	1.451	F	172	189%	1.451	F	172	189%	1.451	F
		Outer	Purple Zone (RAC Shuttles)	90	78%	0.601	B	90	78%	0.601	B	27	78%	0.601	B	23	39%	0.300	A	0	0%	0.000	A
		Outer/Inner	Orange Zone (Shared Ride Vans)	71	120%	0.923	E	0	0%	0.000	A	71	120%	0.923	E	0	0%	0.000	A	0	0%	0.000	A

[1] Curbside Zones defined in Figure 4.12.1-2.

Source: Ricondo & Associates, Inc., 2011.

Table 4.12.1-17

Future (2025) With Alternative Peak Period Curbside Analysis Results

				Future Without Alternative				Future (2025)															
								With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Roadway Level	Peak Period	Curb-side	Zone[1]	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS
Departures	Terminal 1	-	Drop off	337	71%	0.354	A	421	67%	0.337	A	352	64%	0.319	A	421	67%	0.337	A	352	53%	0.267	A
	Terminal 2	-	Drop off	310	67%	0.337	A	325	67%	0.337	A	318	64%	0.321	A	325	67%	0.337	A	249	48%	0.240	A
	Terminal 3	-	Drop off	339	110%	0.550	B	360	110%	0.550	B	354	100%	0.500	B	360	110%	0.550	B	284	80%	0.400	A
	TBIT	-	Drop off	508	87%	0.437	A	591	94%	0.472	B	568	87%	0.437	A	591	94%	0.472	B	514	73%	0.367	A
	Terminal 4	-	Drop off	385	77%	0.385	A	442	80%	0.402	A	412	73%	0.367	A	442	80%	0.402	A	366	59%	0.297	A
	Terminal 5	-	Drop off	344	102%	0.510	B	377	92%	0.460	B	363	92%	0.460	B	377	92%	0.460	B	308	72%	0.360	A
	Terminal 6	-	Drop off	266	96%	0.479	B	283	91%	0.453	B	264	91%	0.453	B	283	91%	0.453	B	214	70%	0.349	A
	Terminal 7	-	Drop off	350	62%	0.309	A	384	56%	0.279	A	369	59%	0.294	A	384	56%	0.279	A	315	44%	0.218	A
	Central Processor	-	Drop off	415	96%	0.479	B	461	96%	0.479	B	452	96%	0.479	B	461	96%	0.479	B	392	79%	0.396	A
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	164	30%	0.148	A	231	44%	0.222	A	242	44%	0.222	A	231	44%	0.222	A	231	44%	0.222	A
	Terminal 1		Overall Average		73%	0.563	B		39%	0.303	A		63%	0.488	A		46%	0.355	A		28%	0.218	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	68%	0.527	A	2	0%	0.000	A	13	68%	0.527	A	2	34%	0.263	A	2	34%	0.263	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	41%	0.313	A	30	41%	0.313	A	22	41%	0.313	A	30	41%	0.313	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	107%	0.824	D	79	107%	0.824	D	95	107%	0.824	D	79	107%	0.824	D	79	107%	0.824	D
		Outer	Purple Zone (RAC Shuttles)	56	98%	0.754	C	50	49%	0.377	A	21	49%	0.377	A	50	49%	0.377	A	50	0%	0.000	A
		Inner	Orange Zone (Shared Ride Vans)	32	52%	0.398	A	0	0%	0.000	A	39	52%	0.398	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 2	Inner	Passenger Cars/Limo	127	36%	0.182	A	179	49%	0.243	A	188	61%	0.303	A	179	49%	0.243	A	179	49%	0.243	A

Table 4.12.1-17

Future (2025) With Alternative Peak Period Curbside Analysis Results

Roadway Level	Peak Period	Curb-side	Zone[1]	Future Without Alternative				Future (2025) With Alternative 1-2				Future (2025) With Alternative 4				Future (2025) With Alternative 8				Future (2025) With Alternative 9			
				Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS	Vol.	Util. Rate	Equiv. V/C	LOS
	Terminal 2		Overall Average		60%	0.462	A		50%	0.383	A		60%	0.458	A		44%	0.340	A		25%	0.193	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	51%	0.389	A	3	25%	0.194	A	14	76%	0.583	B	3	25%	0.194	A	3	25%	0.194	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	34%	0.262	A	33	68%	0.523	A	22	34%	0.262	A	33	68%	0.523	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	100%	0.769	C	95	100%	0.769	C	95	100%	0.769	C	95	100%	0.769	C	95	100%	0.769	C
		Outer	Purple Zone (RAC Shuttles)	56	56%	0.430	A	49	56%	0.430	A	21	28%	0.215	A	25	28%	0.215	A	0	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 3	Inner	Passenger Cars/Limo	95	33%	0.164	A	132	39%	0.197	A	138	39%	0.197	A	132	39%	0.197	A	132	39%	0.197	A
	Terminal 3		Overall Average		80%	0.614	B		59%	0.451	A		72%	0.554	B		51%	0.392	A		28%	0.216	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	115%	0.888	E	3	38%	0.296	A	14	115%	0.888	E	3	38%	0.296	A	3	38%	0.296	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	38%	0.291	A	33	76%	0.583	B	22	38%	0.291	A	33	76%	0.583	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	102%	0.782	D	95	102%	0.782	D	95	102%	0.782	D	95	102%	0.782	D	95	102%	0.782	D
		Outer	Purple Zone (RAC Shuttles)	56	78%	0.596	B	49	78%	0.596	B	21	39%	0.298	A	25	39%	0.298	A	0	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	67%	0.513	A	0	0%	0.000	A	39	67%	0.513	A	0	0%	0.000	A	0	0%	0.000	A
	TBIT	Inner	Passenger Cars/Limo	397	84%	0.422	A	557	117%	0.584	C	585	117%	0.584	C	557	117%	0.584	C	557	117%	0.584	C
	TBIT		Overall Average		63%	0.484	A		53%	0.408	A		61%	0.468	A		45%	0.348	A		22%	0.172	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	56%	0.427	A	3	28%	0.214	A	14	83%	0.641	B	3	28%	0.214	A	3	28%	0.214	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	38%	0.291	A	33	76%	0.583	B	22	38%	0.291	A	33	76%	0.583	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	84%	0.646	B	95	84%	0.646	B	95	84%	0.646	B	95	84%	0.646	B	95	84%	0.646	B
		Outer	Purple Zone (RAC Shuttles)	56	78%	0.596	B	49	78%	0.596	B	21	39%	0.298	A	25	39%	0.298	A	0	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 4	Inner	Passenger Cars/Limo	148	35%	0.177	A	209	41%	0.207	A	218	41%	0.207	A	209	41%	0.207	A	209	41%	0.207	A
	Terminal 4		Overall Average		72%	0.550	B		60%	0.464	A		68%	0.520	A		53%	0.408	A		29%	0.226	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	44%	0.340	A	3	27%	0.207	A	14	81%	0.620	B	3	27%	0.207	A	3	27%	0.207	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	61%	0.469	A	33	82%	0.631	B	22	41%	0.315	A	33	82%	0.631	B	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	120%	0.923	E	95	120%	0.923	E	95	120%	0.923	E	95	120%	0.923	E	95	120%	0.923	E
		Outer	Purple Zone (RAC Shuttles)	56	72%	0.557	B	49	72%	0.557	B	21	36%	0.279	A	25	36%	0.279	A	0	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 5	Inner	Passenger Cars/Limo	123	61%	0.306	A	172	74%	0.368	A	180	74%	0.368	A	172	74%	0.368	A	172	74%	0.368	A
	Terminal 5		Overall Average		76%	0.587	B		43%	0.328	A		68%	0.520	A		49%	0.378	A		30%	0.234	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	65%	0.496	A	2	0%	0.000	A	13	65%	0.496	A	2	32%	0.248	A	2	32%	0.248	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	50%	0.385	A	30	50%	0.385	A	22	50%	0.385	A	30	50%	0.385	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	120%	0.923	E	79	120%	0.923	E	95	120%	0.923	E	79	120%	0.923	E	79	120%	0.923	E
		Outer	Purple Zone (RAC Shuttles)	56	87%	0.669	C	50	43%	0.334	A	21	43%	0.334	A	50	43%	0.334	A	50	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 6	Inner	Passenger Cars/Limo	82	30%	0.148	A	116	37%	0.185	A	121	37%	0.185	A	116	37%	0.185	A	116	37%	0.185	A
	Terminal 6		Overall Average		65%	0.498	A		34%	0.261	A		58%	0.448	A		40%	0.308	A		24%	0.182	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	61%	0.472	A	2	0%	0.000	A	13	61%	0.472	A	2	31%	0.236	A	2	31%	0.236	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	50%	0.385	A	30	50%	0.385	A	22	50%	0.385	A	30	50%	0.385	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	88%	0.674	C	79	88%	0.674	C	95	88%	0.674	C	79	88%	0.674	C	79	88%	0.674	C
		Outer	Purple Zone (RAC Shuttles)	56	65%	0.496	A	50	32%	0.248	A	21	32%	0.248	A	50	32%	0.248	A	50	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A
	Terminal 7	Inner	Passenger Cars/Limo	165	37%	0.184	A	232	55%	0.276	A	243	55%	0.276	A	232	55%	0.276	A	232	55%	0.276	A
	Terminal 7		Overall Average		73%	0.560	B		41%	0.314	A		65%	0.500	A		47%	0.360	A		29%	0.221	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	61%	0.469	A	2	0%	0.000	A	13	61%	0.469	A	2	30%	0.235	A	2	30%	0.235	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	52%	0.397	A	30	52%	0.397	A	22	52%	0.397	A	30	52%	0.397	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	113%	0.871	D	79	113%	0.871	D	95	113%	0.871	D	79	113%	0.871	D	79	113%	0.871	D
		Outer	Purple Zone (RAC Shuttles)	56	78%	0.601	B	50	39%	0.300	A	21	39%	0.300	A	50	39%	0.300	A	50	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A

Table 4.12.1-17

Future (2025) With Alternative Peak Period Curbside Analysis Results

Roadway Level	Peak Period	Curb-side	Zone[1]	Future (2025) Future Without Alternative Vol.	Util. Rate	Equiv. V/C	LOS	With Alternative 1-2 Vol.	Util. Rate	Equiv. V/C	LOS	With Alternative 4 Vol.	Util. Rate	Equiv. V/C	LOS	With Alternative 8 Vol.	Util. Rate	Equiv. V/C	LOS	With Alternative 9 Vol.	Util. Rate	Equiv. V/C	LOS
	Central Processor	Inner	Passenger Cars/Limo	129	30%	0.150	A	181	30%	0.150	A	190	35%	0.175	A	181	30%	0.150	A	168	30%	0.150	A
	Central Processor		Overall Average		78%	0.600	B		36%	0.277	A		68%	0.523	A		46%	0.354	A		26%	0.200	A
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	12	100%	0.769	C	2	0%	0.000	A	13	100%	0.769	C	2	50%	0.385	A	2	50%	0.385	A
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	22	50%	0.385	A	30	50%	0.385	A	22	50%	0.385	A	30	50%	0.385	A	0	0%	0.000	A
		Outer	Red Zone (Hotel/Courtesy)	88	80%	0.615	B	79	80%	0.615	B	95	80%	0.615	B	79	80%	0.615	B	79	80%	0.615	B
		Outer	Purple Zone (RAC Shuttles)	56	100%	0.769	C	50	50%	0.385	A	21	50%	0.385	A	50	50%	0.385	A	50	0%	0.000	A
		Outer	Orange Zone (Shared Ride Vans)	32	60%	0.462	A	0	0%	0.000	A	39	60%	0.462	A	0	0%	0.000	A	0	0%	0.000	A

[1] Curbside Zones defined in Figure 4.12.1-2.

Source: Ricondo & Associates, Inc., 2012

Table 4.12.1-18

CTA Roadway Link Analysis - Baseline (2009) Conditions

Link ID	Level/Link Location	Baseline (2009) Baseline (2009) Capacity	Volume	V/C	LOS	With Alternative 1-2 Capacity	Volume	V/C	LOS	With Alternative 4 Capacity	Volume	V/C	LOS	With Alternative 8 Capacity	Volume	V/C	LOS	With Alternative 9 Capacity	Volume	V/C	LOS
	Departures																				
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	3,600	2,550	0.708	C	3,600	2,452	0.681	B	3,780	2,477	0.655	B	3,780	2,384	0.631	B	4,130	2,314	0.560	A
UB	Southbound East Way, south of World Way North	2,000	251	0.125	A	2,000	243	0.121	A	2,000	251	0.125	A	2,000	243	0.121	A	2,000	243	0.121	A
UC	Southbound East Way, south of EP1	2,000	228	0.114	A	2,000	220	0.110	A	2,000	228	0.114	A	2,000	220	0.110	A	2,000	220	0.110	A
UD	Southbound East Way, south of EP7	2,000	207	0.103	A	2,000	199	0.099	A	2,000	207	0.103	A	2,000	199	0.099	A	2,000	199	0.099	A
UE	Westbound World Way North, west of East Way intersection	3,840	2,366	0.616	B	3,840	2,276	0.593	A	3,840	2,293	0.597	A	3,840	2,208	0.575	A	3,980	2,138	0.537	A
UF	Southbound West Way, south of World Way North	2,000	696	0.348	A	2,000	671	0.335	A	2,000	696	0.348	A	2,000	671	0.335	A	2,000	671	0.335	A
UG	Southbound West Way, south of EP2	2,000	685	0.343	A	2,000	660	0.330	A	2,000	685	0.343	A	2,000	660	0.330	A	2,000	660	0.330	A
UH	Westbound ramp from West Way to Center Way (lower level)	1,000	25	0.025	A	1,000	25	0.025	A	1,000	25	0.025	A	1,000	25	0.025	A	1,000	25	0.025	A
UI	Eastbound ramp from Center Way (lower level) to West Way	1,000	89	0.089	A	1,000	89	0.089	A	1,000	89	0.089	A	1,000	89	0.089	A	1,000	89	0.089	A
UJ	Southbound West Way, south of Center Way ramp	2,000	749	0.375	A	2,000	724	0.362	A	2,000	749	0.375	A	2,000	724	0.362	A	2,000	724	0.362	A
UK	Southbound West Way, south of EP5 - entering World Way South	2,000	727	0.364	A	2,000	702	0.351	A	2,000	727	0.364	A	2,000	702	0.351	A	2,000	702	0.351	A
UL	Westbound World Way North, west of West Way	2,970	1,669	0.562	A	3,110	1,605	0.516	A	3,110	1,596	0.513	A	3,260	1,538	0.472	A	3,550	1,467	0.413	A
UM	Southbound World Way, south of EP3	2,540	1,622	0.639	B	3,400	1,558	0.458	A	3,400	1,550	0.456	A	3,400	1,491	0.438	A	3,690	1,420	0.385	A
UN	Southbound World Way, south of EP4	2,820	1,590	0.564	A	3,550	1,526	0.430	A	3,690	1,517	0.411	A	3,690	1,459	0.395	A	3,840	1,388	0.361	A
UO	Eastbound World Way South, east of West Way	2,970	2,318	0.780	C	2,970	2,228	0.750	C	3,110	2,245	0.722	C	3,110	2,160	0.695	B	3,400	2,090	0.615	B
UP	Northbound East Way - north of World Way South	1,000	71	0.071	A	1,000	71	0.071	A	1,000	71	0.071	A	1,000	71	0.071	A	1,000	71	0.071	A
UQ	Eastbound World Way South, east of East Way	3,550	2,454	0.691	B	3,550	2,356	0.664	B	3,690	2,381	0.645	B	3,690	2,288	0.620	B	3,840	2,218	0.577	A
UR	Upper level Exit (south and east)	4,200	1,499	0.357	A	4,200	1,434	0.342	A	4,200	1,499	0.357	A	4,200	1,434	0.342	A	4,200	1,434	0.342	A
US	Upper level recirculation/exit (north)	2,800	955	0.341	A	2,800	921	0.329	A	2,800	882	0.315	A	2,800	854	0.305	A	2,800	783	0.280	A
UT	Transfer to lower level & exit (north)	1,400	832	0.594	A	1,400	799	0.570	A	1,400	759	0.542	A	1,400	731	0.522	A	1,400	661	0.472	A
UU	Upper level recirculation	1,400	40	0.028	A	1,400	40	0.028	A	1,400	40	0.028	A	1,400	40	0.028	A	1,400	40	0.028	A
UV	Upper level recirculation & entrance	5,600	1,771	0.316	A	5,600	2,452	0.438	A	5,600	1,719	0.307	A	5,600	2,384	0.426	A	5,600	2,314	0.413	A
UW	Entrance from Sky Way	4,200	779	0.185	A	4,200	747	0.178	A	4,200	758	0.180	A	4,200	728	0.173	A	4,200	707	0.168	A
UX	Entrance from east/south	4,000	1,731	0.433	A	4,000	1,665	0.416	A	4,000	1,680	0.420	A	4,000	1,617	0.404	A	4,000	1,567	0.392	A
	Arrivals																				
CA	Center Way North eastbound east of World Way	1,000	68	0.068	A	1,000	63	0.063	A	1,000	68	0.068	A	1,000	63	0.063	A	1,000	63	0.063	A
CE	Eastbound Center Way North, east of P3 exit	2,000	322	0.161	A	2,000	317	0.158	A	2,000	322	0.161	A	2,000	317	0.158	A	2,000	317	0.158	A
CF	Eastbound Center Way South, east of P4 exit	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A

Table 4.12.1-18

CTA Roadway Link Analysis - Baseline (2009) Conditions

		Baseline (2009)																			
		Baseline (2009)				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Link ID	Level/Link Location	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
CG	Northbound West Way, south of Center Way	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A
CH	Northbound West Way, north of Center Way	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A	1,000	73	0.073	A
CI	Southbound West Way, south of World Way North	1,000	401	0.401	A	1,000	380	0.380	A	1,000	401	0.401	A	1,000	380	0.380	A	1,000	380	0.380	A
CJ	Southbound West Way, south of P2B exit	2,000	401	0.201	A	2,000	380	0.190	A	2,000	401	0.201	A	2,000	380	0.190	A	2,000	380	0.190	A
CK	Southbound West Way, south of Center Way	2,000	340	0.170	A	2,000	323	0.162	A	2,000	340	0.170	A	2,000	323	0.162	A	2,000	323	0.162	A
CL	Southbound West Way, south of P5 entrance	1,000	261	0.261	A	1,000	245	0.245	A	1,000	261	0.261	A	1,000	245	0.245	A	1,000	245	0.245	A
CM	Eastbound Center Way North, east of West Way	2,000	384	0.192	A	2,000	374	0.187	A	2,000	384	0.192	A	2,000	374	0.187	A	2,000	374	0.187	A
CN	Eastbound Center Way South, east of West Way	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A	2,000	280	0.140	A
CO	Eastbound Center Way North, east of P2B exit	3,000	705	0.235	A	3,000	695	0.232	A	3,000	705	0.235	A	3,000	695	0.232	A	3,000	695	0.232	A
CQ	Eastbound Center Way North, east of P2A exit	3,000	705	0.235	A	3,000	695	0.232	A	3,000	705	0.235	A	3,000	695	0.232	A	3,000	695	0.232	A
CU	Eastbound Center Way North, east of Theme Way	3,000	747	0.249	A	3,000	737	0.246	A	3,000	747	0.249	A	3,000	737	0.246	A	3,000	737	0.246	A
CW	Northbound East Way, north of Center Way	2,000	144	0.072	A	2,000	138	0.069	A	2,000	144	0.072	A	2,000	138	0.069	A	2,000	138	0.069	A
CX	Northbound East Way south of Center Way	2,000	144	0.072	A	2,000	138	0.069	A	2,000	144	0.072	A	2,000	138	0.069	A	2,000	138	0.069	A
CY	Southbound East Way, north of Center Way	2,000	218	0.109	A	2,000	212	0.106	A	2,000	218	0.109	A	2,000	212	0.106	A	2,000	212	0.106	A
CZ	Southbound East Way, south of Center Way	2,000	218	0.109	A	2,000	212	0.106	A	2,000	218	0.109	A	2,000	212	0.106	A	2,000	212	0.106	A
CAA	Southbound East Way, south of P19 exit	2,000	218	0.109	A	2,000	212	0.106	A	2,000	218	0.109	A	2,000	212	0.106	A	2,000	212	0.106	A
CAB	Eastbound Center Way, east of East Way	4,000	931	0.233	A	4,000	921	0.230	A	4,000	931	0.233	A	4,000	921	0.230	A	4,000	921	0.230	A
CAC	Eastbound Center Way, east of P1 exit	4,000	1,072	0.268	A	4,000	1,061	0.265	A	4,000	1,072	0.268	A	4,000	1,061	0.265	A	4,000	1,061	0.265	A
CAD	Eastbound Center Way, east of P1 exit	4,000	1,072	0.268	A	4,000	1,061	0.265	A	4,000	1,072	0.268	A	4,000	1,061	0.265	A	4,000	1,061	0.265	A
CAE	Northbound Return/exit roadway, north of Center Way	4,000	32	0.008	A	4,000	29	0.007	A	4,000	32	0.008	A	4,000	29	0.007	A	4,000	29	0.007	A
CAF	Eastbound Center Way, east of Return/exit roadway	3,000	1,039	0.346	A	3,000	1,032	0.344	A	3,000	1,039	0.346	A	3,000	1,032	0.344	A	3,000	1,032	0.344	A
CAG	Eastbound Center Way, east of P7 exit	3,000	1,180	0.393	A	3,000	1,173	0.391	A	3,000	1,180	0.393	A	3,000	1,173	0.391	A	3,000	1,173	0.391	A
CAH	Eastbound Center Way, east of LAWA employee surface public parking lot	3,000	1,180	0.393	A	3,000	1,173	0.391	A	3,000	1,180	0.393	A	3,000	1,173	0.391	A	3,000	1,173	0.391	A
CAI	Eastbound Center Way, east of ramp from upper level	4,000	1,474	0.368	A	4,000	1,467	0.367	A	4,000	1,474	0.368	A	4,000	1,467	0.367	A	4,000	1,467	0.367	A
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	4,000	1,474	0.368	A	4,000	1,467	0.367	A	4,000	1,474	0.368	A	4,000	1,467	0.367	A	4,000	1,467	0.367	A
CAK	Return roadway, north of Center Way	2,000	467	0.234	A	2,000	444	0.222	A	2,000	467	0.234	A	2,000	444	0.222	A	2,000	401	0.200	A
CAL	Return roadway, west of Century Boulevard slip ramp	1,000	153	0.153	A	1,000	145	0.145	A	1,000	153	0.153	A	1,000	145	0.145	A	1,000	102	0.102	A
CAM	Ramp from upper level to eastbound Center Way	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A
CAN	Ramp from upper level to northbound return/exit	1,000	423	0.423	A	1,000	407	0.407	A	1,000	360	0.360	A	1,000	340	0.340	A	1,000	274	0.274	A
CAO	Return/exit roadway, south of World Way North	3,000	495	0.165	A	3,000	479	0.160	A	3,000	433	0.144	A	3,000	412	0.137	A	3,000	303	0.101	A
CAP	Northbound Sky Way, north of World Way North	1,000	185	0.185	A	1,000	0	0.000	A	1,000	185	0.185	A	1,000	0	0.000	A	1,000	0	0.000	A
LA	Westbound World Way North at Sky Way	6,000	2,253	0.375	A	6,000	2,156	0.359	A	6,000	2,190	0.365	A	6,000	2,088	0.348	A	6,000	2,023	0.337	A
LB	Terminal 1 outer curb, west of P8 exit	6,000	2,709	0.452	A	6,000	2,590	0.432	A	6,000	2,647	0.441	A	6,000	2,523	0.421	A	6,000	2,457	0.410	A
LC	Terminal 1 outer curb, west of inner curb exit 1	4,830	2,517	0.521	A	4,830	2,406	0.498	A	4,830	2,454	0.508	A	4,830	2,339	0.484	A	6,050	2,273	0.376	A
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	4,300	2,487	0.578	A	5,530	2,376	0.430	A	4,300	2,424	0.564	A	5,530	2,309	0.417	A	5,530	2,243	0.406	A
LE	Terminal 1 outer curb, west of East Way	4,480	2,412	0.538	A	4,480	2,302	0.514	A	4,480	2,350	0.524	A	5,350	2,235	0.418	A	6,050	2,169	0.358	A
LF	Outer curb, west of inner curb entrance from Terminal 1	3,080	2,736	0.888	D	3,080	2,540	0.825	D	3,080	2,602	0.845	D	3,080	2,472	0.803	D	3,080	2,407	0.781	C
LG	Terminal 2 outer curb, west of exit to inner curb	5,000	2,654	0.531	A	5,000	2,465	0.493	A	5,000	2,520	0.504	A	5,000	2,398	0.480	A	6,050	2,332	0.385	A
LH	Terminal 2 outer curb, west of Theme Way	2,910	2,654	0.912	E	2,910	2,465	0.847	D	2,910	2,520	0.866	D	2,910	2,398	0.824	D	2,910	2,332	0.801	D
LI	Terminal 2 outer curb, west of P10 exit	2,910	2,628	0.903	E	2,910	2,439	0.838	D	2,910	2,494	0.857	D	2,910	2,372	0.815	D	2,910	2,306	0.792	C
LJ	Terminal 2 outer curb, west of P10 exit	4,130	2,643	0.640	B	4,130	2,452	0.594	A	4,130	2,509	0.608	B	5,180	2,385	0.460	A	6,050	2,319	0.383	A
LK	Terminal 2 outer curb, west of exit to inner curb	3,690	2,630	0.713	C	4,560	2,439	0.535	A	3,690	2,496	0.676	B	4,560	2,372	0.520	A	4,560	2,306	0.506	A
LL	Terminal 2 outer curb, west of P11 exit	3,690	2,581	0.699	B	4,560	2,390	0.524	A	3,690	2,447	0.663	B	4,560	2,323	0.509	A	4,560	2,257	0.495	A
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	3,840	2,635	0.686	B	3,840	2,441	0.636	B	3,840	2,502	0.651	B	3,840	2,374	0.618	B	4,850	2,308	0.476	A
LO	Terminal 2 outer curb, west of West Way	3,840	2,308	0.601	B	3,840	2,135	0.556	A	3,840	2,174	0.566	A	3,840	2,067	0.538	A	4,850	2,002	0.413	A
LP	Terminal 2 outer curb, west of exit to inner curb	350	2,243	6.409	F	350	2,078	5.936	F	350	2,110	6.027	F	350	2,010	5.744	F	350	1,945	5.556	F
LQ	Terminal 3 outer curb, west of P12 exit	3,260	2,243	0.688	B	4,420	2,078	0.470	A	3,260	2,110	0.647	B	4,420	2,010	0.455	A	4,420	1,945	0.440	A
LR	Terminal 3 outer curb, west of P13 exit	2,310	2,030	0.879	D	3,690	1,864	0.505	A	3,690	1,896	0.514	A	4,270	1,797	0.421	A	4,850	1,731	0.357	A
LS	Terminal 3 outer curb, west of entrance from inner curb	2,420	2,108	0.871	D	3,840	1,933	0.503	A	3,840	1,974	0.514	A	3,840	1,866	0.486	A	4,850	1,800	0.371	A
LT	TBIT outer curb, south of exit to inner curb	2,420	1,780	0.735	C	3,840	1,629	0.424	A	3,840	1,646	0.429	A	4,420	1,562	0.353	A	4,850	1,496	0.309	A
LU	TBIT outer curb, south of Center Way	2,420	1,712	0.707	C	3,840	1,566	0.408	A	3,840	1,578	0.411	A	4,420	1,499	0.339	A	4,850	1,433	0.296	A
LV	TBIT outer curb, south of exit to inner curb	2,310	1,666	0.721	C	4,560	1,520	0.333	A	3,690	1,532	0.415	A	4,560	1,453	0.319	A	4,560	1,387	0.304	A
LW	TBIT outer curb, south of entrance from inner curb	1,750	2,005	1.146	F	2,970	1,836	0.618	B	2,970	1,872	0.630	B	2,970	1,768	0.595	A	2,970	1,703	0.573	A
LX	Terminal 4 outer curb, east of exit to inner curb	1,970	1,722	0.874	D	4,420	1,569	0.355	A	3,260	1,588	0.487	A	4,420	1,502	0.340	A	4,420	1,436	0.325	A
LY	Terminal 4 outer curb, east of P14 exit	2,200	1,521	0.691	B	3,550	1,368	0.385	A	3,550	1,387	0.391	A	4,270	1,301	0.305	A	4,850	1,235	0.255	A

Table 4.12.1-18

CTA Roadway Link Analysis - Baseline (2009) Conditions

		Baseline (2009)																			
		Baseline (2009)				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Link ID	Level/Link Location	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
LAA	Terminal 4 outer curb, east of P15 exit	2,200	1,521	0.691	B	3,550	1,368	0.385	A	3,550	1,387	0.391	A	4,270	1,301	0.305	A	4,850	1,235	0.255	A
LAB	Terminal 4 outer curb, after entrance from inner curb	430	1,746	4.061	F	1,120	1,576	1.407	F	1,120	1,612	1.440	F	1,120	1,509	1.347	F	1,120	1,443	1.289	F
LAC	Outer curb, east of West Way	2,970	1,878	0.632	B	2,970	1,701	0.573	A	2,970	1,744	0.587	A	2,970	1,633	0.550	A	4,850	1,568	0.323	A
LAD	Terminal 5 outer curb, after exit to inner curb	3,980	1,878	0.472	A	3,980	1,701	0.427	A	3,980	1,744	0.438	A	4,420	1,633	0.370	A	4,850	1,568	0.323	A
LAE	Terminal 5 outer curb, east of P17 exit	2,540	1,878	0.739	C	4,130	1,701	0.412	A	2,540	1,744	0.687	B	4,130	1,633	0.395	A	4,130	1,568	0.380	A
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	3,400	1,641	0.483	A	3,400	1,472	0.433	A	3,400	1,507	0.443	A	3,400	1,405	0.413	A	4,850	1,339	0.276	A
LAG	Terminal 6 outer curb, east of P18 exit	1,910	1,641	0.859	D	1,910	1,472	0.771	C	1,910	1,507	0.789	C	1,910	1,405	0.736	C	1,910	1,339	0.701	C
LAH	Terminal 6 outer curb, east of P9 exit	3,840	1,641	0.427	A	3,840	1,472	0.383	A	3,840	1,507	0.393	A	4,420	1,405	0.318	A	4,850	1,339	0.276	A
LAI	Terminal 6 outer curb, east of exit to inner curb	1,910	1,465	0.767	C	3,840	1,302	0.339	A	1,910	1,331	0.697	B	3,840	1,235	0.322	A	3,840	1,169	0.304	A
LAJ	Outer curb, east of East Way	3,400	1,683	0.495	A	3,400	1,514	0.445	A	3,400	1,550	0.456	A	3,400	1,447	0.426	A	4,850	1,381	0.285	A
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	3,400	1,601	0.471	A	3,400	1,434	0.422	A	3,400	1,467	0.432	A	3,400	1,367	0.402	A	4,850	1,301	0.268	A
LAL	Terminal 7 outer curb, east of P20 exit	2,250	1,567	0.696	B	2,250	1,400	0.622	B	2,250	1,433	0.637	B	2,250	1,332	0.592	A	2,250	1,267	0.563	A
LAM	Terminal 7 outer curb, east of exit to inner curb	3,840	1,531	0.399	A	3,840	1,364	0.355	A	3,840	1,397	0.364	A	4,420	1,296	0.293	A	4,850	1,231	0.254	A
LAN	Terminal 7 outer curb, after P21 exit	3,400	1,465	0.431	A	4,420	1,298	0.294	A	3,400	1,331	0.392	A	4,420	1,231	0.279	A	4,420	1,165	0.264	A
LAO	Terminal 7 outer curb, after entrance from inner curb	5,000	1,497	0.299	A	5,000	1,330	0.266	A	5,000	1,434	0.287	A	5,000	1,263	0.253	A	5,000	1,197	0.239	A
LAP	Terminal 7 outer curb, after P13 exit	5,000	1,815	0.363	A	5,000	1,628	0.326	A	5,000	1,752	0.350	A	5,000	1,561	0.312	A	5,000	1,495	0.299	A
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5,000	1,815	0.363	A	5,000	1,628	0.326	A	5,000	1,752	0.350	A	5,000	1,561	0.312	A	5,000	1,495	0.299	A
LAR	Terminal 8 outer curb, after inner curb entrance	5,000	1,851	0.370	A	5,000	1,664	0.333	A	5,000	1,788	0.358	A	5,000	1,597	0.319	A	5,000	1,531	0.306	A
LAS	Lower level exit 1 (south)	2,000	1,054	0.527	A	2,000	967	0.484	A	2,000	1,000	0.500	A	2,000	944	0.472	A	2,000	936	0.468	A
LAT	Lower level exit 2 (east)	3,000	1,803	0.601	B	3,000	1,639	0.546	A	3,000	1,703	0.568	A	3,000	1,595	0.532	A	3,000	1,580	0.527	A
LAU	Entrance from Sky Way	3,000	589	0.196	A	3,000	0	0.000	A	3,000	589	0.196	A	3,000	0	0.000	A	3,000	0	0.000	A
IA	Terminal 1 inner curb, east	3,000	188	0.063	A	3,000	110	0.037	A	3,000	188	0.063	A	3,000	110	0.037	A	3,000	110	0.037	A
IB	Terminal 1 inner curb, center	1,590	323	0.203	A	1,670	238	0.142	A	1,590	323	0.203	A	1,670	238	0.142	A	1,670	238	0.142	A
IC	Terminal 1 inner curb, west	1,180	323	0.274	A	2,000	238	0.119	A	1,180	323	0.274	A	2,000	238	0.119	A	2,000	238	0.119	A
ID	Inner curb between Terminal 1 and Terminal 2	1,180	0	0.000	A	2,000	0	0.000	A	1,180	71	0.060	A	2,000	0	0.000	A	2,000	0	0.000	A
IE	Terminal 2 inner curb, east	1,840	80	0.044	A	1,840	73	0.040	A	1,840	151	0.082	A	1,840	73	0.040	A	1,840	73	0.040	A
IF	Terminal 2 inner curb, center	1,920	65	0.034	A	1,920	60	0.031	A	1,920	136	0.071	A	1,920	60	0.031	A	1,920	60	0.031	A
IG	Terminal 2 inner curb, center west	1,920	80	0.042	A	1,920	75	0.039	A	1,920	151	0.079	A	1,920	75	0.039	A	1,920	75	0.039	A
IH	Terminal 2 inner curb, west	1,920	25	0.013	A	1,920	24	0.012	A	1,920	96	0.050	A	1,920	24	0.012	A	1,920	24	0.012	A
II	Terminal 3 inner curb, center	1,920	90	0.047	A	1,920	81	0.042	A	1,920	161	0.084	A	1,920	81	0.042	A	1,920	81	0.042	A
IJ	Terminal 3 inner curb, west	1,020	12	0.012	A	2,000	12	0.006	A	1,020	83	0.081	A	2,000	12	0.006	A	2,000	12	0.006	A
IK	TBIT inner curb, center	1,590	340	0.214	A	1,670	315	0.189	A	1,590	411	0.258	A	1,670	315	0.189	A	1,670	315	0.189	A
IL	TBIT inner curb, south	1,590	386	0.243	A	1,670	361	0.216	A	1,590	457	0.287	A	1,670	361	0.216	A	1,670	361	0.216	A
IM	Inner curb between TBIT and Terminal 4	3,000	46	0.015	A	3,000	46	0.015	A	3,000	117	0.039	A	3,000	46	0.015	A	3,000	46	0.015	A
IN	Terminal 4 inner curb	1,760	330	0.187	A	1,760	313	0.178	A	1,760	401	0.228	A	1,760	313	0.178	A	1,760	313	0.178	A
IO	Terminal 5 inner curb, west	1,760	31	0.018	A	1,760	31	0.018	A	1,760	102	0.058	A	1,760	31	0.018	A	1,760	31	0.018	A
IP	Terminal 5 inner curb, center	1,760	160	0.091	A	1,760	151	0.086	A	1,760	231	0.131	A	1,760	151	0.086	A	1,760	151	0.086	A
IQ	Terminal 6 inner curb, center	1,760	235	0.133	A	1,840	218	0.118	A	1,760	306	0.174	A	1,840	218	0.118	A	1,840	218	0.118	A
IR	Terminal 6 inner curb, east	1,020	267	0.262	A	2,000	250	0.125	A	1,020	338	0.331	A	2,000	250	0.125	A	2,000	250	0.125	A
IS	Terminal 7 inner curb, west	1,760	349	0.199	A	1,760	330	0.187	A	1,760	420	0.239	A	1,760	330	0.187	A	1,760	330	0.187	A
IT	Terminal 7 inner curb, center	1,760	385	0.219	A	1,760	366	0.208	A	1,760	456	0.259	A	1,760	366	0.208	A	1,760	366	0.208	A
IU	Terminal 8 inner curb	3,000	353	0.118	A	3,000	334	0.111	A	3,000	353	0.118	A	3,000	334	0.111	A	3,000	334	0.111	A
IV	Connection to outer curb, east of Terminal 8	1,000	36	0.036	A	1,000	36	0.036	A	1,000	36	0.036	A	1,000	36	0.036	A	1,000	36	0.036	A
IW	Connection to outer curb, east of exit to parking	1,000	36	0.036	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
IX	Connection to outer curb, east of entrance from service road	1,000	36	0.036	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-19

CTA Roadway Link Analysis - Future (2025) Conditions

		Future (2025)																			
		Future Without Alternative				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Link ID	Level/Link Location	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
	Departures																				
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	5,180	2,453	0.474	A	5,000	2,936	0.587	A	5,180	3,022	0.583	A	5,000	2,936	0.587	A	5,180	2,875	0.555	A
UB	Southbound East Way, south of World Way North	2,000	257	0.129	A	2,000	322	0.161	A	2,000	327	0.163	A	2,000	322	0.161	A	2,000	322	0.161	A
UC	Southbound East Way, south of EP1	2,000	230	0.115	A	2,000	280	0.140	A	2,000	292	0.146	A	2,000	280	0.140	A	2,000	280	0.140	A
UD	Southbound East Way, south of EP7	2,000	205	0.103	A	2,000	250	0.125	A	2,000	260	0.130	A	2,000	250	0.125	A	2,000	250	0.125	A
UE	Westbound World Way North, west of East Way intersection	4,130	2,241	0.543	A	4,130	2,684	0.650	B	4,130	2,753	0.667	B	4,130	2,684	0.650	B	4,270	2,623	0.614	B
NA	New Central Processor Road	2,420	709	0.293	A	2,310	890	0.385	A	2,310	862	0.373	A	2,310	890	0.385	A	2,420	859	0.355	A
UF	Southbound West Way, south of World Way North	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
UG	Southbound West Way, south of EP2	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
UH	Westbound ramp from West Way to Center Way (lower level)	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
UI	Eastbound ramp from Center Way (lower level) to West Way	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
UJ	Southbound West Way, south of Center Way ramp	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
UK	Southbound West Way, south of EP5 - entering World Way South	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
UL	Westbound World Way North, west of West Way	3,550	1,532	0.431	A	3,550	1,793	0.505	A	3,550	1,892	0.533	A	3,550	1,793	0.505	A	3,690	1,764	0.478	A
UM	Southbound World Way, south of EP3	3,840	1,472	0.383	A	3,690	1,725	0.467	A	3,690	1,815	0.492	A	3,690	1,725	0.467	A	3,840	1,695	0.441	A
UN	Southbound World Way, south of EP4	3,980	1,435	0.360	A	3,980	1,677	0.421	A	3,980	1,767	0.444	A	3,980	1,677	0.421	A	4,130	1,647	0.399	A
UO	Eastbound World Way South, east of West Way	3,690	2,124	0.576	A	3,690	2,545	0.690	B	3,690	2,603	0.705	C	3,690	2,545	0.690	B	3,840	2,484	0.647	B
UP	Northbound East Way - north of World Way South	1,000	45	0.045	A	1,000	70	0.070	A	1,000	58	0.058	A	1,000	70	0.070	A	1,000	70	0.070	A
UQ	Eastbound World Way South, east of East Way	4,270	2,284	0.535	A	4,270	2,725	0.638	B	4,130	2,805	0.679	B	4,270	2,725	0.638	B	4,270	2,664	0.624	B
UR	Upper level Exit (south and east)	4,200	1,460	0.348	A	4,200	1,765	0.420	A	4,200	1,839	0.438	A	4,200	1,765	0.420	A	4,200	1,765	0.420	A
US	Upper level recirculation/exit (north)	2,800	824	0.294	A	2,800	960	0.343	A	2,800	966	0.345	A	2,800	960	0.343	A	2,800	899	0.321	A
UT	Transfer to lower level & exit (north)	2,800	798	0.285	A	2,800	924	0.330	A	2,800	933	0.333	A	2,800	924	0.330	A	2,800	863	0.308	A
UU	Upper level recirculation	1,400	26	0.018	A	1,400	36	0.026	A	1,400	33	0.024	A	1,400	36	0.026	A	1,400	36	0.026	A
UV	Upper level recirculation & entrance	5,600	1,728	0.309	A	5,600	2,936	0.524	A	5,600	2,125	0.379	A	5,600	2,936	0.524	A	5,600	2,875	0.513	A
UW	Entrance from Sky Way	4,200	724	0.172	A	4,200	945	0.225	A	4,200	897	0.214	A	4,200	945	0.225	A	4,200	884	0.210	A
UX	Entrance from east/south	5,600	1,703	0.304	A	5,600	1,955	0.349	A	5,600	2,092	0.374	A	4,000	1,955	0.489	A	4,000	1,955	0.489	A
	Arrivals																				
CA	Center Way North eastbound east of World Way	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CE	Eastbound Center Way North, east of P3 exit	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CF	Eastbound Center Way South, east of P4 exit	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CG	Northbound West Way, south of Center Way	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CH	Northbound West Way, north of Center Way	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CI	Southbound West Way, south of World Way North	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CJ	Southbound West Way, south of P2B exit	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CK	Southbound West Way, south of Center Way	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CL	Southbound West Way, south of P5 entrance	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CM	Eastbound Center Way North, east of West Way	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CN	Eastbound Center Way South, east of West Way	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
CO	Eastbound Center Way North, east of P2B exit	3,000	675	0.225	A	3,000	982	0.327	A	3,000	982	0.327	A	3,000	982	0.327	A	3,000	982	0.327	A
CQ	Eastbound Center Way North, east of P2A exit	3,000	675	0.225	A	3,000	982	0.327	A	3,000	982	0.327	A	3,000	982	0.327	A	3,000	982	0.327	A
CU	Eastbound Center Way North, east of Theme Way	3,000	716	0.239	A	3,000	1,042	0.347	A	3,000	1,042	0.347	A	3,000	1,042	0.347	A	3,000	1,042	0.347	A
CW	Northbound East Way, north of Center Way	2,000	209	0.105	A	2,000	307	0.153	A	2,000	307	0.153	A	2,000	307	0.153	A	2,000	307	0.153	A
CX	Northbound East Way south of Center Way	2,000	209	0.105	A	2,000	307	0.153	A	2,000	307	0.153	A	2,000	307	0.153	A	2,000	307	0.153	A
CY	Southbound East Way, north of Center Way	2,000	104	0.052	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A
CZ	Southbound East Way, south of Center Way	2,000	104	0.052	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A
CAA	Southbound East Way, south of P19 exit	2,000	104	0.052	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A	2,000	146	0.073	A
CAB	Eastbound Center Way, east of East Way	4,000	900	0.225	A	4,000	1,312	0.328	A	4,000	1,312	0.328	A	4,000	1,312	0.328	A	4,000	1,312	0.328	A
CAC	Eastbound Center Way, east of P1 exit	4,000	1,041	0.260	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A
CAD	Eastbound Center Way, east of P1 exit	4,000	1,041	0.260	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A	4,000	1,517	0.379	A
CAE	Northbound Return/exit roadway, north of Center Way	4,000	26	0.007	A	4,000	0	0.000	A	4,000	0	0.000	A	4,000	0	0.000	A	4,000	0	0.000	A
CAF	Eastbound Center Way, east of Return/exit roadway	3,000	1,014	0.338	A	3,000	1,517	0.506	A	3,000	1,517	0.506	A	3,000	1,517	0.506	A	3,000	1,517	0.506	A
CAG	Eastbound Center Way, east of P7 exit	3,000	1,155	0.385	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A

Table 4.12.1-19

CTA Roadway Link Analysis - Future (2025) Conditions

		Future (2025)																			
		Future Without Alternative				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Link ID	Level/Link Location	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
CAH	Eastbound Center Way, east of LAWA employee surface public parking lot	3,000	1,155	0.385	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A	3,000	1,723	0.574	A
CAI	Eastbound Center Way, east of ramp from upper level	4,000	1,449	0.362	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	4,000	1,449	0.362	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A	4,000	2,017	0.504	A
CAK	Return roadway, north of Center Way	2,000	449	0.225	A	2,000	668	0.334	A	2,000	668	0.334	A	2,000	668	0.334	A	2,000	668	0.334	A
CAL	Return roadway, west of Century Boulevard slip ramp	1,000	109	0.109	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
CAM	Ramp from upper level to eastbound Center Way	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A	1,000	294	0.294	A
CAN	Ramp from upper level to northbound return/exit	1,000	424	0.424	A	1,000	341	0.341	A	1,000	341	0.341	A	1,000	300	0.300	A	1,000	187	0.187	A
CAO	Return/exit roadway, south of World Way North	3,000	461	0.154	A	3,000	341	0.114	A	3,000	341	0.114	A	3,000	300	0.100	A	3,000	187	0.062	A
CAP	Northbound Sky Way, north of World Way North	1,000	146	0.146	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A	1,000	0	0.000	A
LA	Westbound World Way North at Sky Way	6,000	2,127	0.355	A	6,000	3,554	0.592	A	6,000	3,554	0.592	A	6,000	3,512	0.585	A	6,000	3,400	0.567	A
LB	Terminal 1 outer curb, west of P8 exit	6,000	2,632	0.439	A	6,000	3,554	0.592	A	6,000	3,554	0.592	A	6,000	3,512	0.585	A	6,000	3,400	0.567	A
LC	Terminal 1 outer curb, west of inner curb exit 1	6,430	2,493	0.388	A	6,430	3,358	0.522	A	6,430	3,358	0.522	A	6,430	3,316	0.516	A	7,250	3,204	0.442	A
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	6,020	2,479	0.412	A	7,250	3,338	0.460	A	6,020	3,338	0.554	A	6,640	3,296	0.496	A	6,640	3,184	0.479	A
LE	Terminal 1 outer curb, west of East Way	5,410	2,584	0.478	A	6,430	3,499	0.544	A	6,430	3,499	0.544	A	6,430	3,457	0.538	A	7,250	3,345	0.461	A
LF	Outer curb, west of inner curb entrance from Terminal 1	5,200	2,798	0.538	A	5,200	3,802	0.731	C	5,200	3,802	0.731	C	5,200	3,761	0.723	C	5,200	3,648	0.702	C
LG	Terminal 2 outer curb, west of exit to inner curb	6,640	2,647	0.399	A	6,020	3,590	0.596	A	6,640	3,590	0.541	A	6,020	3,548	0.589	A	7,250	3,436	0.474	A
LH	Terminal 2 outer curb, west of Theme Way	5,200	2,647	0.509	A	5,200	3,590	0.690	B	5,200	3,590	0.690	B	5,200	3,548	0.682	B	5,200	3,436	0.661	B
LI	Terminal 2 outer curb, west of P10 exit	5,200	2,609	0.502	A	5,200	3,536	0.680	B	5,200	3,536	0.680	B	5,200	3,495	0.672	B	5,200	3,382	0.650	B
LJ	Terminal 2 outer curb, west of P10 exit	6,230	2,609	0.419	A	6,230	3,536	0.568	A	6,840	3,536	0.517	A	6,840	3,495	0.511	A	7,250	3,382	0.466	A
LK	Terminal 2 outer curb, west of exit to inner curb	5,180	2,594	0.501	A	5,700	3,514	0.617	B	4,830	3,514	0.728	C	5,700	3,473	0.609	B	5,700	3,360	0.589	A
LL	Terminal 2 outer curb, west of P11 exit	5,180	2,594	0.501	A	5,700	3,514	0.617	B	4,830	3,514	0.728	C	5,700	3,473	0.609	B	5,700	3,360	0.589	A
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	5,530	2,358	0.426	A	4,830	3,183	0.659	B	5,530	3,183	0.576	A	4,830	3,141	0.650	B	6,050	3,029	0.501	A
LO	Terminal 2 outer curb, west of West Way	5,530	2,358	0.426	A	4,830	3,183	0.659	B	5,530	3,183	0.576	A	4,830	3,141	0.650	B	6,050	3,029	0.501	A
LP	Terminal 2 outer curb, west of exit to inner curb	4,300	2,236	0.520	A	4,300	3,011	0.700	C	4,300	3,011	0.700	C	4,300	2,969	0.691	B	4,300	2,857	0.664	B
LQ	Terminal 3 outer curb, west of P12 exit	4,130	2,032	0.492	A	5,530	2,806	0.507	A	4,130	2,806	0.679	B	5,530	2,782	0.503	A	5,530	2,724	0.493	A
LR	Terminal 3 outer curb, west of P13 exit	3,840	1,819	0.474	A	3,840	2,508	0.653	B	4,420	2,508	0.567	A	4,420	2,484	0.562	A	4,850	2,426	0.500	A
LS	Terminal 3 outer curb, west of entrance from inner curb	4,420	1,976	0.447	A	3,840	2,728	0.710	C	4,420	2,728	0.617	B	3,840	2,704	0.704	C	4,850	2,646	0.546	A
LT	TBIT outer curb, south of exit to inner curb	3,840	1,515	0.394	A	3,840	2,080	0.542	A	4,420	2,080	0.471	A	4,420	2,056	0.465	A	4,850	1,998	0.412	A
LU	TBIT outer curb, south of Center Way	3,840	1,515	0.394	A	3,840	2,080	0.542	A	4,420	2,080	0.471	A	4,420	2,056	0.465	A	4,850	1,998	0.412	A
LV	TBIT outer curb, south of exit to inner curb	4,130	1,460	0.353	A	4,560	1,999	0.438	A	3,690	1,999	0.542	A	4,560	1,975	0.433	A	4,560	1,917	0.420	A
LW	TBIT outer curb, south of entrance from inner curb	3,690	1,934	0.524	A	3,690	2,666	0.722	C	3,690	2,666	0.722	C	3,690	2,642	0.716	C	3,690	2,584	0.700	B
LX	Terminal 4 outer curb, east of exit to inner curb	4,270	1,740	0.408	A	4,560	2,393	0.525	A	3,690	2,393	0.649	B	4,560	2,369	0.520	A	4,560	2,311	0.507	A
LY	Terminal 4 outer curb, east of P14 exit	3,840	1,516	0.395	A	3,840	2,077	0.541	A	4,420	2,077	0.470	A	4,420	2,053	0.465	A	4,850	1,995	0.411	A
LAA	Terminal 4 outer curb, east of P15 exit	3,840	1,720	0.448	A	3,840	2,282	0.594	A	4,420	2,282	0.516	A	4,420	2,241	0.507	A	4,850	2,128	0.439	A
LAB	Terminal 4 outer curb, after entrance from inner curb	3,110	1,616	0.520	A	3,110	2,140	0.688	B	3,110	2,140	0.688	B	3,110	2,098	0.675	B	3,110	1,986	0.638	B
LAC	Outer curb, east of West Way	4,130	1,616	0.391	A	4,130	2,140	0.518	A	4,130	2,140	0.518	A	4,130	2,098	0.508	A	4,850	1,986	0.409	A
LAD	Terminal 5 outer curb, after exit to inner curb	3,690	1,871	0.507	A	4,270	2,499	0.585	A	4,270	2,499	0.585	A	4,270	2,457	0.575	A	4,850	2,345	0.483	A
LAE	Terminal 5 outer curb, east of P17 exit	5,000	1,671	0.334	A	6,050	2,218	0.367	A	5,000	2,218	0.444	A	5,530	2,176	0.394	A	5,530	2,064	0.373	A
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	5,180	1,911	0.369	A	5,180	2,553	0.493	A	5,180	2,553	0.493	A	5,180	2,512	0.485	A	6,050	2,399	0.397	A
LAG	Terminal 6 outer curb, east of P18 exit	4,650	1,911	0.411	A	4,650	2,553	0.549	A	4,650	2,553	0.549	A	4,650	2,512	0.540	A	4,650	2,399	0.516	A
LAH	Terminal 6 outer curb, east of P9 exit	5,000	1,911	0.382	A	5,530	2,553	0.462	A	5,530	2,553	0.462	A	5,530	2,512	0.454	A	6,050	2,399	0.397	A
LAI	Terminal 6 outer curb, east of exit to inner curb	5,000	1,689	0.338	A	6,050	2,228	0.368	A	5,000	2,228	0.446	A	5,530	2,186	0.395	A	5,530	2,074	0.375	A
LAJ	Outer curb, east of East Way	5,180	1,793	0.346	A	5,180	2,373	0.458	A	5,180	2,373	0.458	A	5,180	2,332	0.450	A	6,050	2,219	0.367	A
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	5,180	1,708	0.330	A	5,180	2,257	0.436	A	5,180	2,257	0.436	A	5,180	2,216	0.428	A	6,050	2,103	0.348	A
LAL	Terminal 7 outer curb, east of P20 exit	4,130	1,695	0.410	A	4,130	2,239	0.542	A	4,130	2,239	0.542	A	4,130	2,198	0.532	A	4,130	2,085	0.505	A
LAM	Terminal 7 outer curb, east of exit to inner curb	6,000	1,676	0.279	A	6,000	2,211	0.369	A	6,000	2,211	0.369	A	6,000	2,170	0.362	A	6,000	2,057	0.343	A
LAN	Terminal 7 outer curb, after P21 exit	5,000	1,653	0.331	A	6,050	2,178	0.360	A	5,000	2,178	0.436	A	5,530	2,137	0.386	A	5,530	2,024	0.366	A
LAO	Terminal 7 outer curb, after entrance from inner curb	5,000	1,698	0.340	A	5,000	2,197	0.439	A	5,000	2,197	0.439	A	5,000	2,156	0.431	A	5,000	2,043	0.409	A
LAP	Terminal 7 outer curb, after P13 exit	5,000	1,895	0.379	A	5,000	2,474	0.495	A	5,000	2,474	0.495	A	5,000	2,432	0.486	A	5,000	2,320	0.464	A
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	5,000	1,895	0.379	A	5,000	2,474	0.495	A	5,000	2,474	0.495	A	5,000	2,432	0.486	A	5,000	2,320	0.464	A
LAR	Terminal 8 outer curb, after inner curb entrance	5,000	1,914	0.383	A	5,000	2,502	0.500	A	5,000	2,502	0.500	A	5,000	2,460	0.492	A	5,000	2,348	0.470	A
LAS	Lower level exit 1 (south)	2,800	1,059	0.378	A	2,800	1,393	0.498	A	2,800	1,393	0.498	A	2,800	1,379	0.492	A	2,800	1,362	0.486	A
LAT	Lower level exit 2 (east)	4,200	1,855	0.442	A	4,200	2,458	0.585	A	4,200	2,458	0.585	A	4,200	2,431	0.579	A	4,200	2,335	0.556	A
LAU	Entrance from Sky Way	4,200	559	0.133	A	4,200	0	0.000	A	4,200	0	0.000	A	4,200	0	0.000	A	4,200	0	0.000	A
IA	Terminal 1 inner curb, east	3,000	134	0.045	A	3,000	145	0.048	A	3,000	145	0.048	A	3,000	145	0.048	A	3,000	145	0.048	A
IB	Terminal 1 inner curb, center	1,840	247	0.134	A	1,670	303	0.182	A	1,670	303	0.182	A	1,670	303	0.182	A	1,670	303	0.182	A

Table 4.12.1-19

CTA Roadway Link Analysis - Future (2025) Conditions

		Future (2025)																			
		Future Without Alternative				With Alternative 1-2				With Alternative 4				With Alternative 8				With Alternative 9			
Link ID	Level/Link Location	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
IC	Terminal 1 inner curb, west	1,590	247	0.155	A	2,000	303	0.152	A	1,590	303	0.191	A	2,000	303	0.152	A	2,000	303	0.152	A
ID	Inner curb between Terminal 1 and Terminal 2	1,590	32	0.020	A	2,000	0	0.000	A	1,590	0	0.000	A	2,000	0	0.000	A	2,000	0	0.000	A
IE	Terminal 2 inner curb, east	1,760	183	0.104	A	1,670	212	0.127	A	1,510	212	0.141	A	1,670	212	0.127	A	1,670	212	0.127	A
IF	Terminal 2 inner curb, center	1,840	183	0.099	A	1,840	212	0.115	A	1,760	212	0.121	A	1,840	212	0.115	A	1,840	212	0.115	A
IG	Terminal 2 inner curb, center west	1,840	198	0.108	A	1,840	234	0.127	A	1,760	234	0.133	A	1,840	234	0.127	A	1,840	234	0.127	A
IH	Terminal 2 inner curb, west	1,760	79	0.045	A	1,760	67	0.038	A	1,760	67	0.038	A	1,760	67	0.038	A	1,760	67	0.038	A
II	Terminal 3 inner curb, center	1,760	202	0.115	A	1,760	239	0.136	A	1,760	239	0.136	A	1,760	239	0.136	A	1,760	239	0.136	A
IJ	Terminal 3 inner curb, west	1,510	45	0.030	A	2,000	19	0.010	A	1,510	19	0.013	A	2,000	19	0.010	A	2,000	19	0.010	A
IK	TBIT inner curb, center	1,430	506	0.354	A	1,270	667	0.525	A	1,270	667	0.525	A	1,270	667	0.525	A	1,270	667	0.525	A
IL	TBIT inner curb, south	1,430	561	0.392	A	1,270	748	0.589	A	1,270	748	0.589	A	1,270	748	0.589	A	1,270	748	0.589	A
IM	Inner curb between TBIT and Terminal 4	3,000	87	0.029	A	3,000	81	0.027	A	3,000	81	0.027	A	3,000	81	0.027	A	3,000	81	0.027	A
IN	Terminal 4 inner curb	1,760	280	0.159	A	1,670	353	0.212	A	1,670	353	0.212	A	1,670	353	0.212	A	1,670	353	0.212	A
IO	Terminal 5 inner curb, west	1,590	384	0.242	A	1,510	496	0.329	A	1,510	496	0.329	A	1,510	496	0.329	A	1,510	496	0.329	A
IP	Terminal 5 inner curb, center	1,590	384	0.242	A	1,510	496	0.329	A	1,510	496	0.329	A	1,510	496	0.329	A	1,510	496	0.329	A
IQ	Terminal 6 inner curb, center	1,840	144	0.079	A	1,760	160	0.091	A	1,760	160	0.091	A	1,760	160	0.091	A	1,760	160	0.091	A
IR	Terminal 6 inner curb, east	1,510	157	0.104	A	2,000	179	0.090	A	1,510	179	0.119	A	2,000	179	0.090	A	2,000	179	0.090	A
IS	Terminal 7 inner curb, west	1,760	242	0.138	A	1,670	296	0.177	A	1,670	296	0.177	A	1,670	296	0.177	A	1,670	296	0.177	A
IT	Terminal 7 inner curb, center	1,760	261	0.149	A	1,670	324	0.194	A	1,670	324	0.194	A	1,670	324	0.194	A	1,670	324	0.194	A
IU	Terminal 8 inner curb	3,000	216	0.072	A	3,000	305	0.102	A	3,000	305	0.102	A	3,000	305	0.102	A	3,000	305	0.102	A
IV	Connection to outer curb, east of Terminal 8	1,000	19	0.019	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A
IW	Connection to outer curb, east of exit to parking	1,000	0	0.000	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A
IX	Connection to outer curb, east of entrance from service road	1,000	0	0.000	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A	1,000	28	0.028	A
NC	Central Processor Curbside East Side	1,840	414	0.225	A	1,840	581	0.316	A	1,760	581	0.330	A	1,840	581	0.316	A	1,840	581	0.316	A
ND	Central Processor Curbside West Side (Commercial Curbside)	1,510	204	0.135	A	2,000	205	0.103	A	1,510	205	0.136	A	2,000	188	0.094	A	2,000	133	0.067	A
NE	Central Processor Curbside West Side South of Center Way	4,000	315	0.079	A	4,000	442	0.110	A	4,000	442	0.110	A	4,000	442	0.110	A	4,000	442	0.110	A
NLAU	Realigned Sky Way	4,200	559	0.133	A	4,200	751	0.179	A	4,200	751	0.179	A	4,200	751	0.179	A	4,200	751	0.179	A
NCAP	Realigned Sky Way Northbound	2,800	146	0.052	A	2,800	297	0.106	A	2,800	297	0.106	A	2,800	297	0.106	A	2,800	297	0.106	A
NF	World North Inner Roadway West of Realigned Sky Way	3,000	134	0.045	A	3,000	145	0.048	A	3,000	145	0.048	A	3,000	145	0.048	A	3,000	145	0.048	A
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	6,000	2,127	0.355	A	6,000	3,213	0.535	A	6,000	3,213	0.535	A	6,000	3,213	0.535	A	6,000	3,213	0.535	A
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	6,000	1,569	0.261	A	6,000	2,842	0.474	A	6,000	2,842	0.474	A	6,000	2,842	0.474	A	6,000	2,842	0.474	A

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-20

CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Baseline (2009) Conditions

		Northbound			Southbound			Eastbound			Westbound				
Intersection	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	V/C[1]	LOS[2]
Baseline (2009)															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						779					1,771		0.530	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				749				1,590					0.589	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				207			71	2,247					0.134	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	310	185				589		1,943					0.517	A
5. East Way and World Way South (Lower Level)	Arrival Peak Hour				218			144	1,465					0.192	A
6. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	467	899	484					904	570				0.650	B
Baseline (2009) With Alternative 1-2															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						747					1,665		0.502	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				724				1,526					0.567	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				199			71	2,157					0.131	A

Table 4.12.1-20

CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Baseline (2009) Conditions

Intersection	Peak Hour	Northbound			Southbound			Eastbound			Westbound			V/C[1]	LOS[2]
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	479							2,285					0.469	A
5. World Way North and Sky Way (Lower Level Relocated)	Arrival Peak Hour		173				494		1,603					0.417	A
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				212			138	1,302					0.185	A
7. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	444	793	427					846	540				0.570	A
Baseline (2009) With Alternative 4															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						758					1,719		0.515	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				749				1,517					0.575	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				207			71	2,174					0.134	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	247	185				589		1,943					0.491	A
5. East Way and World Way South (Lower Level)	Arrival Peak Hour				218			144	1,331					0.192	A
6. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	467	858	462					845	538				0.590	A
Baseline (2009) With Alternative 8															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						728					1,617		0.488	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				724				1,459					0.555	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				199			71	2,089					0.134	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	412							2,285					0.442	A
5. World Way North and Sky Way (Lower Level Relocated)	Arrival Peak Hour		173				494		1,603					0.417	A
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				212			138	1,235					0.185	A
7. World Way South and Center Way (Exit) (Lower Level)3	Arrival Peak Hour	444	750	404					846	540				0.560	A
Baseline (2009) With Alternative 9															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						707					1,567		0.473	A
2. World Way South and West Way (Upper Level)	Departure Peak Hour				724				1,388					0.542	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				199			71	2,019					0.134	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	303							2,285					0.398	A
5. World Way North and Sky Way (Lower Level Relocated)	Arrival Peak Hour		173				494		1,603					0.417	A
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				212			138	1,169					0.185	A
7. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	401	735	396					846	540				0.550	A

[1] Volume to capacity ratio.
[2] Level of Service range: A (excellent) to F (failure).
[3] For World Way South and Center Way Intersection, World Way South volumes are noted in the Northbound column and Center Way volumes are noted in the Eastbound column of the table.

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

Table 4.12.1-21

CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Future (2025) Conditions

Intersection	Peak Hour	Northbound			Southbound			Eastbound			Westbound			V/C[1]	LOS[2]
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Future Without Alternative															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						753					1,799		0.528	A
2. World Way South and Central Processor Curbside Road(Upper Level)	Departure Peak Hour				759				1,484					0.573	A
3. World Way South and East Way (Upper Level)	Departure Peak Hour				205			45	2,179					0.115	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	315	146				559		1,812					0.495	A
5. East Way and World Way South (Lower Level)	Arrival Peak Hour				104			209	1,689					0.194	A
6. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				315				1,616					0.420	A
7. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				204				2,124					0.468	A
8. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	449	952	513					903	546				0.660	B
Future With Alternative 1-2															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						974					2,026		0.628	B

Table 4.12.1-21

CTA Signalized Intersection Turning Movement Volumes and Level of Service Analysis - Future (2025) Conditions

		Northbound			Southbound			Eastbound			Westbound				
Intersection	**Peak Hour**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**V/C[1]**	**LOS[2]**
2. World Way South and Central Processor Curbside Road(Upper Level)	Departure Peak Hour				944				1,724					0.691	B
3. World Way South and East Way (Upper Level)	Departure Peak Hour				250			70	2,575					0.151	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	341							3,213					0.456	A
5. World Way North and Sky Way (Lower Level) Relocated Intersection	Arrival Peak Hour		297				751		2,236					0.623	B
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				146			307	2,228					0.282	A
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				442				2,140					0.501	A
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				205				2,077					0.411	A
9. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	668	1,192	642					1,266	752				0.810	D
Future With Alternative 4															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						909					2,153		0.634	B
2. World Way South and Central Processor Curbside Road(Upper Level)	Departure Peak Hour				882				1,787					0.678	B
3. World Way South and East Way (Upper Level)	Departure Peak Hour				260			58	2,545					0.146	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	264	216				810		2,675					0.646	B
5. East Way and World Way South (Lower Level)	Arrival Peak Hour				153			309	2,276					0.286	A
6. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				465				2,172					0.581	A
7. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				201				2,124					0.467	A
8. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	664	1,259	678					1,233	617				0.820	D
Future With Alternative 8															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						974					2,026		0.628	B
2. World Way South and Central Processor Curbside Road(Upper Level)	Departure Peak Hour				944				1,724					0.691	B
3. World Way South and East Way (Upper Level)	Departure Peak Hour				250			70	2,575					0.151	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	341							3,213					0.509	A
5. World Way North and Sky Way (Lower Level) Relocated Intersection	Arrival Peak Hour		297				751		2,236					0.623	B
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				146			307	2,228					0.282	A
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				442				2,140					0.558	A
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				205				2,077					0.448	A
9. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	668	1,192	642					1,266	752				0.810	D
Future With Alternative 9															
1. World Way North and Sky Way (Upper Level)	Departure Peak Hour						884					1,955		0.591	A
2. World Way South and Central Processor Curbside Road(Upper Level)	Departure Peak Hour				859				1,647					0.643	B
3. World Way South and East Way (Upper Level)	Departure Peak Hour				250			70	2,414					0.151	A
4. World Way North and Sky Way (Lower Level)	Arrival Peak Hour	187							3,213					0.464	A
5. World Way North and Sky Way (Lower Level) Relocated Intersection	Arrival Peak Hour		297				751		2,236					0.623	B
6. East Way and World Way South (Lower Level)	Arrival Peak Hour				146			307	2,074					0.282	A
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				442				1,986					0.538	A
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	Arrival Peak Hour				133				1,995					0.416	A
9. World Way South and Center Way (Exit) (Lower Level)[3]	Arrival Peak Hour	668	1,092	588					1,244	774				0.790	C

[1] Volume to capacity ratio.
[2] Level of Service range: A (excellent) to F (failure).
[3] For World Way South and Center Way Intersection, World Way South volumes are noted in the Northbound Column and Center Way volumes are noted in the Eastbound column of the table.

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

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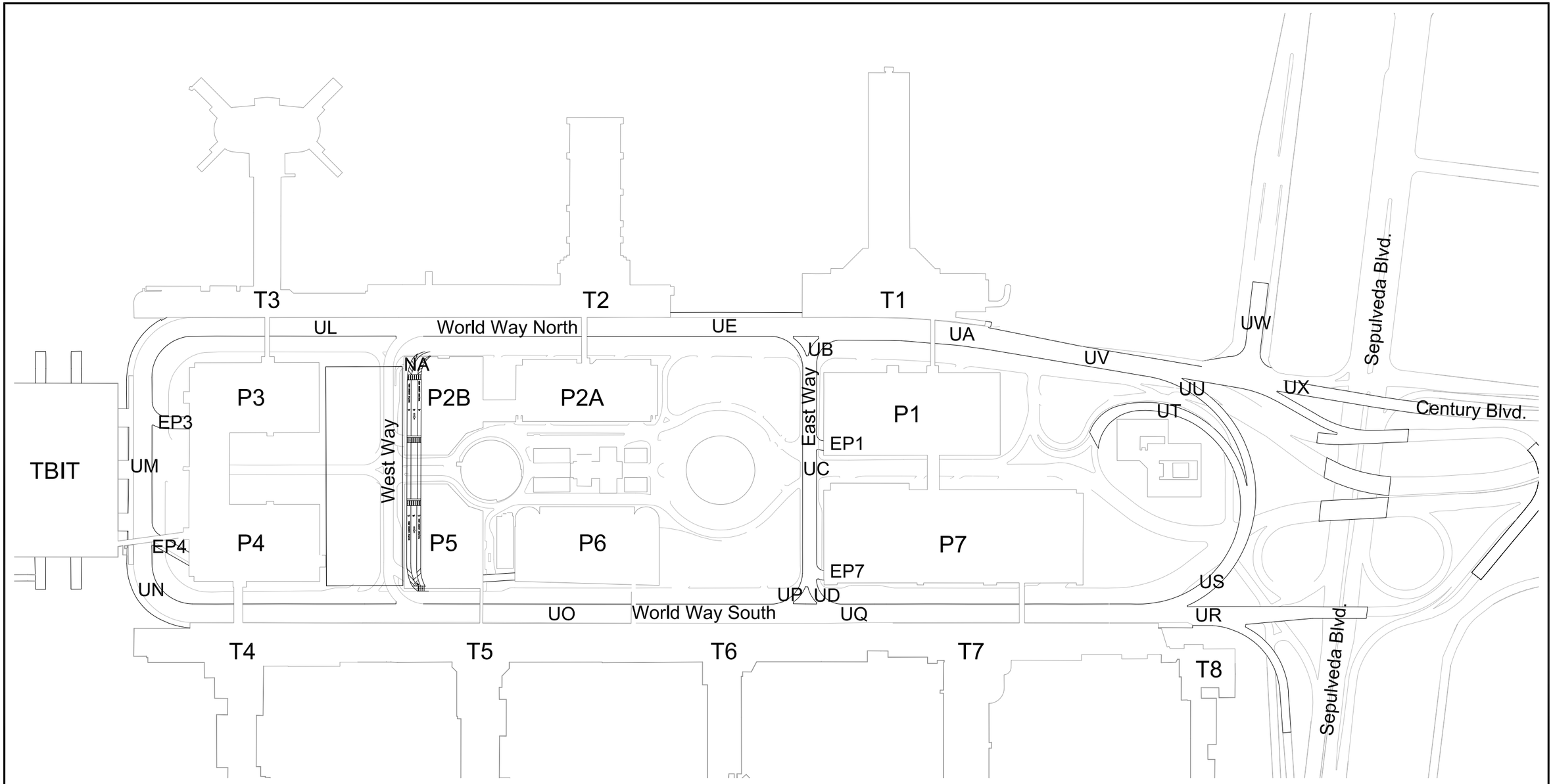

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**Departures Level Roadway Links for Future (2025) Alternatives 1-2, 8, and 9 Scenarios**	Figure **4.12.1-11**

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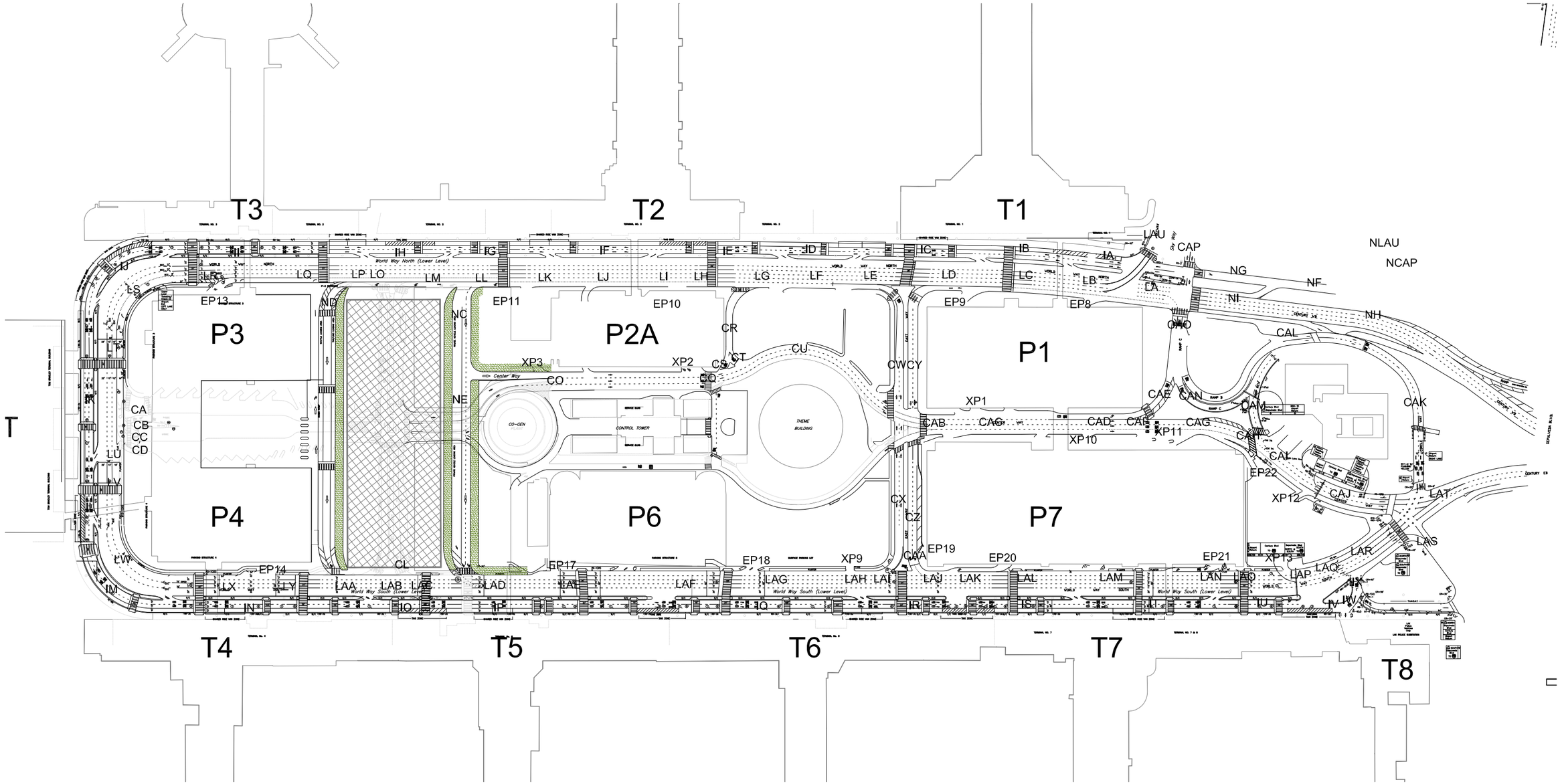

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

Legend

Future Curb Locations

LAX Specific Plan Amendment Study Draft EIR	**Arrivals Level Roadway Links for Future (2025) Alternatives 1-2, 8, and 9 Scenarios**	Figure 4.12.1-12

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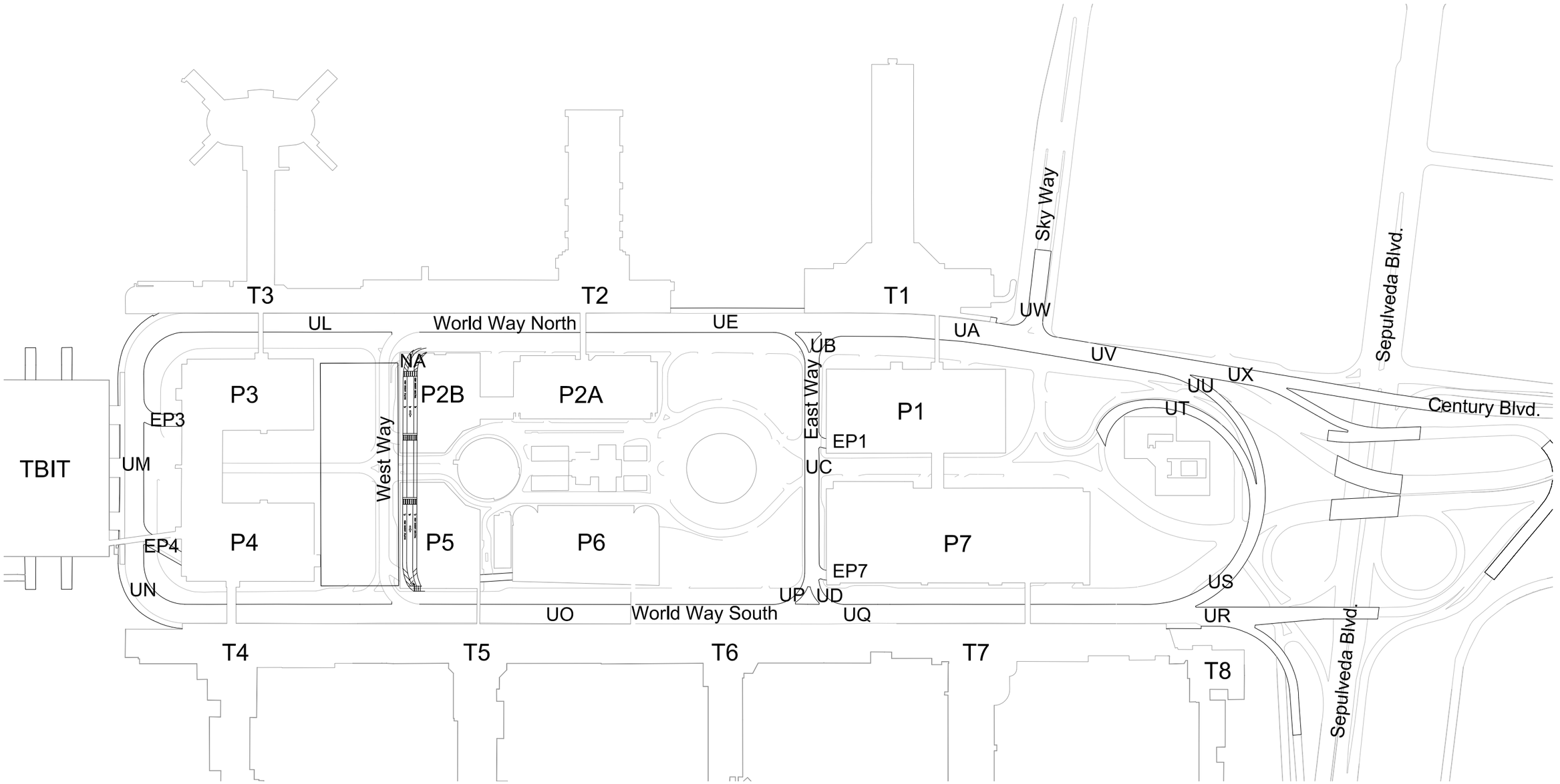

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

LAX Specific Plan Amendment Study Draft EIR	**Departures Level Roadway Links for Future (2025) Alternative 4 Scenario**	Figure **4.12.1-13**

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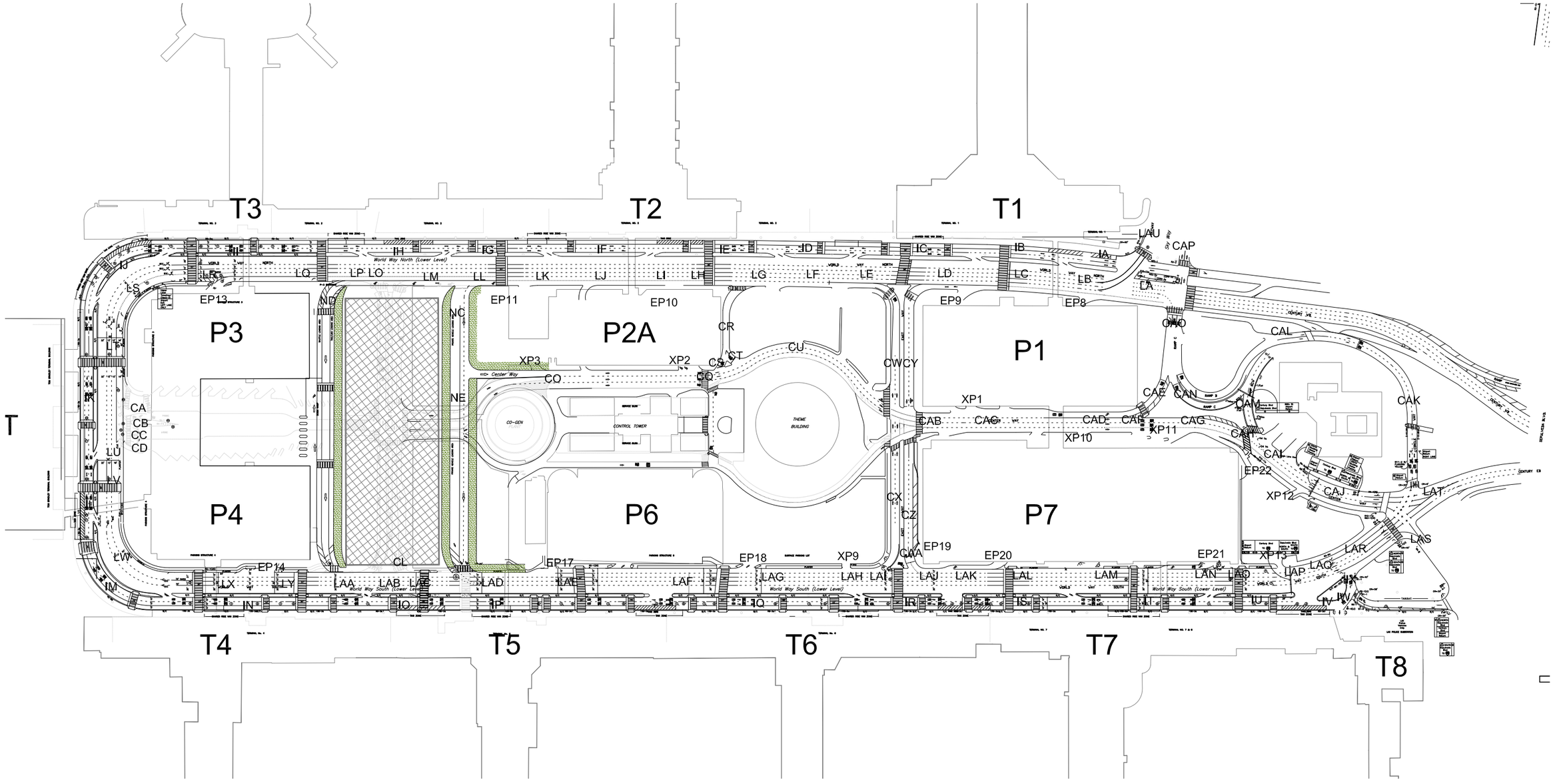

Source: LAWA, 2010; Ricondo & Associates, Inc., 2012.
Prepared by: Ricondo & Associates, Inc., 2012.

Legend

Future Curb Locations

LAX Specific Plan Amendment Study Draft EIR	**Arrivals Level Roadway Links for Future (2025) Alternative 4 Scenario**	Figure **4.12.1-14**

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4.12.1.9 Impacts Analysis

As described previously in Section 4.12.1.2, traffic-related impacts pertaining to SPAS alternatives were assessed by conducting the following comparisons: (1) the baseline (2009) conditions with addition of the SPAS alternative measured against baseline (2009) conditions without the alternative; and (2) future (2025) conditions with addition of the SPAS alternative measured against the future (2025) conditions without the alternative to calculate the SPAS alternatives' contribution to cumulative impacts. The thresholds described in Section 4.12.1.4 were used to determine the significance of impacts. The following presents the results of those comparisons.

4.12.1.9.1 Analysis Relative to Baseline (2009) Conditions

This comparison focuses on the change in traffic conditions in 2009 if the proposed improvements included as part each SPAS alternative were in place in 2009, as measured against the baseline (2009) conditions.

4.12.1.9.1.1 Alternative 1-2

Curbside Impacts

Table 4.12.1-22, provides the impact comparison of the terminal curbside operations for the Baseline (2009) With Alternative 1-2 traffic conditions compared to the baseline (2009) traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*.

As described previously, under the Baseline (2009) traffic condition, 100 feet of curbside linear footage at each terminal on the departures level was allocated for LAX employee shuttle stops.[678] The utilization rates are presented in **Table 4.12.1-6** and **Table 4.12.1-7** and are presented in **Table 4.12.1-22** along with the impact comparison of the terminal curbside operations for the Baseline (2009) With Alternative traffic conditions compared to the baseline (2009) traffic conditions.

As indicated in **Table 4.12.1-22**, implementation of Alternative 1-2 would not result in significant impacts to the airport's arrivals or departures level curbsides.

CTA Intersection Impacts

Table 4.12.1-23 provides the impact comparison of the signalized intersection operations for the Baseline (2009) With Alternative 1-2 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-23**, implementation of Alternative 1-2 would not result in significant impacts to on-airport intersections.

CTA Roadway Link Impacts

Table 4.12.1-24 provides the impact comparison of the roadway link operations for the Baseline (2009) With Alternative 1-2 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-24**, implementation of Alternative 1-2 would not result in significant impacts to on-airport roadway links.

4.12.1.9.1.2 Alternative 4

Curbside Impacts

Table 4.12.1-22 provides the impact comparison of the terminal curbside operations for the Baseline (2009) With Alternative 4 traffic conditions compared to the baseline (2009) traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport*

[678] Terminal 0 was not included in the curbside analysis because it is not designed or intended to provide curbside functions.

Transportation. As indicated in **Table 4.12.1-22**, implementation of Alternative 4 would not result in significant impacts to the airport's arrivals or departures level curbsides.

CTA Intersection Impacts

Table 4.12.1-23 provides the impact comparison of the signalized intersection operations for the Baseline (2009) With Alternative 4 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-23**, implementation of Alternative 4 would not result in significant impacts to on-airport intersections.

CTA Roadway Link Impacts

Table 4.12.1-24 provides the impact comparison of the roadway link operations for the Baseline (2009) With Alternative 4 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-24**, implementation of Alternative 4 would not result in significant impacts to on-airport roadway links.

4.12.1.9.1.3 Alternative 8

Curbside Impacts

Table 4.12.1-25 provides the impact comparison of the terminal curbside operations for the Baseline (2009) With Alternative 8 traffic conditions compared to the Baseline (2009) traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As indicated in **Table 4.12.1-25**, implementation of Alternative 8 would not result in significant impacts to the airport's arrivals or departures level curbsides.

CTA Intersection Impacts

Table 4.12.1-26 provides the impact comparison of the signalized intersection operations for the Baseline (2009) With Alternative 8 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-26**, implementation of Alternative 8 would not result in significant impacts to on-airport intersections.

CTA Roadway Link Impacts

Table 4.12.1-27 provides the impact comparison of the roadway link operations for the Baseline (2009) With Alternative 8 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-27**, implementation of Alternative 8 would not result in significant impacts to on-airport roadway links.

4.12.1.9.1.4 Alternative 9

Curbside Impacts

Table 4.12.1-25 provides the impact comparison of the terminal curbside operations for the Baseline (2009) With Alternative 9 traffic conditions compared to the baseline (2009) traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As indicated in **Table 4.12.1-25**, implementation of Alternative 9 would not result in significant impacts to the airport's arrivals or departures level curbsides.

CTA Intersection Impacts

Table 4.12.1-26, provides the impact comparison of the signalized intersection operations for the Baseline (2009) With Alternative 9 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-26**, implementation of Alternative 9 would not result in significant impacts to on-airport intersections.

Table 4.12.1-22

Baseline (2009) conditions - Peak Period Curbside Impacts - Alternatives 1-2 and 4

				Baseline (2009)		Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
						Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) With Alternative 4		Impact of Alternative 4	
Roadway Level	Peak Period	Curb-side	Zone[1]	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact?	Equiv. V/C	LOS	Change in V/C	Significant Impact?
Departures	Terminal 1	-	Drop off	0.739	D	0.739	D	0.000	No	0.686	D	-0.053	No
	Terminal 2	-	Drop off	0.397	A	0.397	A	0.000	No	0.365	A	-0.032	No
	Terminal 3	-	Drop off	0.670	D	0.645	C	-0.025	No	0.620	C	-0.050	No
	TBIT	-	Drop off	0.828	D	0.538	B	-0.289	No	0.503	B	-0.324	No
	Terminal 4	-	Drop off	0.713	D	0.469	B	-0.244	No	0.434	A	-0.279	No
	Terminal 5	-	Drop off	0.698	D	0.670	D	-0.028	No	0.620	C	-0.078	No
	Terminal 6	-	Drop off	0.724	D	0.632	C	-0.092	No	0.608	C	-0.115	No
	Terminal 7	-	Drop off	0.452	B	0.452	B	0.000	No	0.421	A	-0.030	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.224	A	-0.037	No	0.261	A	0.000	No
	Terminal 1		Overall Average	0.868	D	0.589	B	-0.279	No	0.853	D	-0.014	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.263	A	-0.527	No	0.790	D	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.553	B	0.000	No	0.553	B	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	1.374	F	0.000	No	1.374	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.754	C	0.000	No	0.754	C	0.000	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.000	A	-0.796	No	0.796	D	0.000	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.121	A	0.000	No	0.121	A	0.000	No
	Terminal 2		Overall Average	0.873	D	0.602	B	-0.271	No	0.873	D	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.215	A	-0.430	No	0.645	B	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.523	A	0.000	No	0.523	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	1.399	F	0.000	No	1.399	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.874	D	0.000	No	0.874	D	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.080	A	0.000	No	0.080	A	0.000	No
	Terminal 3		Overall Average	1.311	F	0.988	E	-0.323	No	1.311	F	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.296	A	-0.592	No	0.888	E	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.583	B	0.000	No	0.583	B	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	3.419	F	0.000	No	3.419	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.641	B	0.000	No	0.641	B	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	1.026	F	0.000	A	-1.026	No	1.026	F	0.000	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.292	A	-0.032	No	0.325	A	0.000	No
	TBIT		Overall Average	0.753	C	0.483	A	-0.270	No	0.753	C	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.214	A	-0.427	No	0.641	B	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.542	B	0.000	No	0.542	B	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	1.061	F	0.000	No	1.061	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.596	B	0.000	No	0.596	B	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.167	A	0.000	No	0.167	A	0.000	No
	Terminal 4		Overall Average	1.137	F	0.839	D	-0.298	No	1.137	F	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.283	A	-0.566	No	0.848	D	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.938	E	0.000	No	0.938	E	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	2.262	F	0.000	No	2.262	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.712	C	0.000	No	0.712	C	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.000	No	0.306	A	0.000	No
	Terminal 5		Overall Average	1.244	F	0.889	E	-0.356	No	1.244	F	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.427	A	-0.855	No	1.282	F	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	1.040	F	0.000	No	1.040	F	0.000	No

Table 4.12.1-22

Baseline (2009) conditions - Peak Period Curbside Impacts - Alternatives 1-2 and 4

				Baseline (2009)		Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
						Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) With Alternative 4		Impact of Alternative 4	
Roadway Level	Peak Period	Curb-side	Zone[1]	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact?	Equiv. V/C	LOS	Change in V/C	Significant Impact?
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	2.442	F	0.000	No	2.442	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.534	A	0.000	No	0.534	A	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.222	A	-0.037	No	0.259	A	0.000	No
	Terminal 6		Overall Average	1.120	F	0.719	C	-0.401	No	1.120	F	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.542	B	-1.083	No	1.625	F	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.769	C	0.000	No	0.769	C	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	1.672	F	0.000	No	1.672	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.611	B	0.000	No	0.611	B	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.276	A	0.000	No	0.276	A	0.000	No
	Terminal 7		Overall Average	0.914	E	0.622	B	-0.291	No	0.914	E	0.000	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.267	A	-0.534	No	0.801	D	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.793	D	0.000	No	0.793	D	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	1.451	F	0.000	No	1.451	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.601	B	0.000	No	0.601	B	0.000	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.923	E	0.000	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-23

Baseline (2009) Conditions - Peak Period CTA Signalized Intersection Impact - Alternatives 1-2 and 4

	Baseline (2009)		Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
			Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) Alternative 4		Impact of Alternative 4	
Intersection	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1. World Way North and Sky Way (Upper Level)	0.530	A	0.502	A	-0.03	No	0.515	A	-0.02	No
2. World Way South and West Way (Upper Level)	0.589	A	0.567	A	-0.02	No	0.575	A	-0.01	No
3. World Way South and East Way (Upper Level)	0.134	A	0.131	A	0.00	No	0.134	A	0.00	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.469	A	-0.05	No	0.491	A	-0.03	No
5. World Way North and Sky Way (Lower Level Relocated)	-	-	0.417	A	-	No	-	-	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.185	A	-0.01	No	0.192	A	0.00	No
7. World Way South and Center Way (Exit) (Lower Level)	0.650	B	0.570	A	-0.08	No	0.590	A	-0.06	No

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro 7, January 2012.

Table 4.12.1-24

Baseline (2009) CTA Roadway Link Impact Analysis - Alternatives 1-2 and 4

				Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
		Baseline (2009)		Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) With Alternative 4		Impact of Alternative 4	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
	Departures										
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	0.708	C	0.681	B	-0.03	No	0.655	B	-0.05	No
UB	Southbound East Way, south of World Way North	0.125	A	0.121	A	0.00	No	0.125	A	0.00	No
UC	Southbound East Way, south of EP1	0.114	A	0.110	A	0.00	No	0.114	A	0.00	No
UD	Southbound East Way, south of EP7	0.103	A	0.099	A	0.00	No	0.103	A	0.00	No
UE	Westbound World Way North, west of East Way intersection	0.616	B	0.593	A	-0.02	No	0.597	A	-0.02	No
UF	Southbound West Way, south of World Way North	0.348	A	0.335	A	-0.01	No	0.348	A	0.00	No
UG	Southbound West Way, south of P2 entrance	0.343	A	0.330	A	-0.01	No	0.343	A	0.00	No
UH	Westbound ramp from West Way to Center Way	0.025	A	0.025	A	0.00	No	0.025	A	0.00	No
UI	Eastbound ramp from Center Way to West Way	0.089	A	0.089	A	0.00	No	0.089	A	0.00	No
UJ	Southbound West Way, south of Center Way ramp	0.375	A	0.362	A	-0.01	No	0.375	A	0.00	No
UK	Southbound West Way, south of EP5 - entering World Way South	0.364	A	0.351	A	-0.01	No	0.364	A	0.00	No
UL	Westbound World Way, west of West Way	0.562	A	0.516	A	-0.05	No	0.513	A	-0.05	No
UM	Southbound World Way, south of EP3	0.639	B	0.458	A	-0.18	No	0.456	A	-0.18	No
UN	Southbound World Way, south of EP4	0.564	A	0.430	A	-0.13	No	0.411	A	-0.15	No
UO	Eastbound World Way South, east of West Way	0.780	C	0.750	C	-0.03	No	0.722	C	-0.06	No
UP	Northbound East Way - north of World Way South	0.071	A	0.071	A	0.00	No	0.071	A	0.00	No
UQ	Eastbound World Way South, east of East Way	0.691	B	0.664	B	-0.03	No	0.645	B	-0.05	No
UR	Upper level Exit (south and east)	0.357	A	0.342	A	-0.02	No	0.357	A	0.00	No
US	Upper level recirculation/exit (north)	0.341	A	0.329	A	-0.01	No	0.315	A	-0.03	No
UT	Transfer to lower level & exit (north)	0.594	A	0.570	A	-0.02	No	0.542	A	-0.05	No
UU	Upper level recirculation	0.028	A	0.028	A	0.00	No	0.028	A	0.00	No
UV	Upper level recirculation & entrance	0.316	A	0.438	A	0.12	No	0.307	A	-0.01	No
UW	Entrance from Sky Way	0.185	A	0.178	A	-0.01	No	0.180	A	-0.01	No
UX	Entrance from east/south	0.433	A	0.416	A	-0.02	No	0.420	A	-0.01	No
	Arrivals										
CA	Center Way North eastbound east of World Way	0.068	A	0.063	A	-0.01	No	0.068	A	0.00	No
CE	Center Way North, east of P3 exit	0.161	A	0.158	A	0.00	No	0.161	A	0.00	No
CF	Center Way South, east of P4 exit	0.140	A	0.140	A	0.00	No	0.140	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.073	A	0.00	No	0.073	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.073	A	0.00	No	0.073	A	0.00	No
CI	Southbound West Way, south of World Way North	0.401	A	0.380	A	-0.02	No	0.401	A	0.00	No
CJ	Southbound West Way, south of P2B exit	0.201	A	0.190	A	-0.01	No	0.201	A	0.00	No
CK	Southbound West Way, south of Center Way	0.170	A	0.162	A	-0.01	No	0.170	A	0.00	No
CL	Southbound West Way, south of P5 entrance	0.261	A	0.245	A	-0.02	No	0.261	A	0.00	No
CM	Eastbound Center Way North, east of West Way intersection	0.192	A	0.187	A	-0.01	No	0.192	A	0.00	No
CN	Eastbound Center Way South, east of West Way intersection	0.140	A	0.140	A	0.00	No	0.140	A	0.00	No
CO	Eastbound Center Way North, east of P2B exit	0.235	A	0.232	A	0.00	No	0.235	A	0.00	No
CQ	Eastbound Center Way North, east of P2A exit	0.235	A	0.232	A	0.00	No	0.235	A	0.00	No
CU	Eastbound Center Way North, east of Theme Way	0.249	A	0.246	A	0.00	No	0.249	A	0.00	No
CW	Northbound East Way north of Center Way	0.072	A	0.069	A	0.00	No	0.072	A	0.00	No
CX	Northbound East Way, south of Center Way	0.072	A	0.069	A	0.00	No	0.072	A	0.00	No
CY	Southbound East Way, north of Center Way	0.109	A	0.106	A	0.00	No	0.109	A	0.00	No
CZ	Southbound East Way, south of Center Way	0.109	A	0.106	A	0.00	No	0.109	A	0.00	No
CAA	Southbound East Way, south of P19 exit	0.109	A	0.106	A	0.00	No	0.109	A	0.00	No
CAB	Eastbound Center Way, east of East Way	0.233	A	0.230	A	0.00	No	0.233	A	0.00	No
CAC	Eastbound Center Way, east of P1 exit	0.268	A	0.265	A	0.00	No	0.268	A	0.00	No
CAD	Center Way, east of P1 exit	0.268	A	0.265	A	0.00	No	0.268	A	0.00	No
CAE	Northbound Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.00	No	0.008	A	0.00	No
CAF	Eastbound Center Way, east of Return/exit roadway	0.346	A	0.344	A	0.00	No	0.346	A	0.00	No
CAG	Eastbound Center Way, east of P7 exit	0.393	A	0.391	A	0.00	No	0.393	A	0.00	No
CAH	Eastbound Center Way, east of LAWA surface public parking lot entrance	0.393	A	0.391	A	0.00	No	0.393	A	0.00	No

Table 4.12.1-24

Baseline (2009) CTA Roadway Link Impact Analysis - Alternatives 1-2 and 4

				Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
		Baseline (2009)		Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) With Alternative 4		Impact of Alternative 4	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
CAI	Eastbound Center Way, east ramp from upper level	0.368	A	0.367	A	0.00	No	0.368	A	0.00	No
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	0.368	A	0.367	A	0.00	No	0.368	A	0.00	No
CAK	Return roadway, north of Center Way	0.234	A	0.222	A	-0.01	No	0.234	A	0.00	No
CAL	Return roadway, west of Century Boulevard slip ramp	0.153	A	0.145	A	-0.01	No	0.153	A	0.00	No
CAM	Ramp from upper level to eastbound Center Way	0.294	A	0.294	A	0.00	No	0.294	A	0.00	No
CAN	Ramp from upper level to return/exit	0.423	A	0.407	A	-0.02	No	0.360	A	-0.06	No
CAO	Return/exit roadway, south of World Way North	0.165	A	0.160	A	-0.01	No	0.144	A	-0.02	No
CAP	Northbound Sky Way, north of World Way North	0.185	A	0.000	A	-0.19	No	0.185	A	0.00	No
LA	Westbound World Way North at Sky Way	0.375	A	0.359	A	-0.02	No	0.365	A	-0.01	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.432	A	-0.02	No	0.441	A	-0.01	No
LC	Terminal 1 outer curb, west of inner curb exit 1	0.521	A	0.498	A	-0.02	No	0.508	A	-0.01	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.430	A	-0.15	No	0.564	A	-0.01	No
LE	Terminal 1 outer curb, west of East Way	0.538	A	0.514	A	-0.02	No	0.524	A	-0.01	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.825	D	-0.06	No	0.845	D	-0.04	No
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.493	A	-0.04	No	0.504	A	-0.03	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.847	D	-0.06	No	0.866	D	-0.05	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.838	D	-0.06	No	0.857	D	-0.05	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.594	A	-0.05	No	0.608	B	-0.03	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.535	A	-0.18	No	0.676	B	-0.04	No
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.524	A	-0.18	No	0.663	B	-0.04	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.636	B	-0.05	No	0.651	B	-0.03	No
LO	Terminal 2 outer curb, west of West Way	0.601	B	0.556	A	-0.05	No	0.566	A	-0.03	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	5.936	F	-0.47	No	6.027	F	-0.38	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.470	A	-0.22	No	0.647	B	-0.04	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.505	A	-0.37	No	0.514	A	-0.36	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.503	A	-0.37	No	0.514	A	-0.36	No
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.424	A	-0.31	No	0.429	A	-0.31	No
LU	TBIT outer curb, south of Center Way	0.707	C	0.408	A	-0.30	No	0.411	A	-0.30	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.333	A	-0.39	No	0.415	A	-0.31	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.618	B	-0.53	No	0.630	B	-0.52	No
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.355	A	-0.52	No	0.487	A	-0.39	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.385	A	-0.31	No	0.391	A	-0.30	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.385	A	-0.31	No	0.391	A	-0.30	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	1.407	F	-2.65	No	1.440	F	-2.62	No
LAC	Outer curb, east of West Way	0.632	B	0.573	A	-0.06	No	0.587	A	-0.05	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.427	A	-0.04	No	0.438	A	-0.03	No
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.412	A	-0.33	No	0.687	B	-0.05	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.433	A	-0.05	No	0.443	A	-0.04	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.771	C	-0.09	No	0.789	C	-0.07	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.383	A	-0.04	No	0.393	A	-0.03	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.339	A	-0.43	No	0.697	B	-0.07	No
LAJ	Outer curb, east of East Way	0.495	A	0.445	A	-0.05	No	0.456	A	-0.04	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.422	A	-0.05	No	0.432	A	-0.04	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.622	B	-0.07	No	0.637	B	-0.06	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.355	A	-0.04	No	0.364	A	-0.03	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.294	A	-0.14	No	0.392	A	-0.04	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.266	A	-0.03	No	0.287	A	-0.01	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.326	A	-0.04	No	0.350	A	-0.01	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.326	A	-0.04	No	0.350	A	-0.01	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.333	A	-0.04	No	0.358	A	-0.01	No
LAS	Lower level exit 1 (south)	0.527	A	0.484	A	-0.04	No	0.500	A	-0.03	No
LAT	Lower level exit 2 (east)	0.601	B	0.546	A	-0.05	No	0.568	A	-0.03	No
LAU	Entrance from Sky Way	0.196	A	0.000	A	-0.20	No	0.196	A	0.00	No
IA	Terminal 1 inner curb, east	0.063	A	0.037	A	-0.03	No	0.063	A	0.00	No
IB	Terminal 1 inner curb, center	0.203	A	0.142	A	-0.06	No	0.203	A	0.00	No

Table 4.12.1-24

Baseline (2009) CTA Roadway Link Impact Analysis - Alternatives 1-2 and 4

				Alternative 1-2 Impact Analysis				Alternative 4 Impact Analysis			
		Baseline (2009)		Baseline (2009) With Alternative 1-2		Impact of Alternative 1-2		Baseline (2009) With Alternative 4		Impact of Alternative 4	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
IC	Terminal 1 inner curb, west	0.274	A	0.119	A	-0.16	No	0.274	A	0.00	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.000	A	0.00	No	0.060	A	0.06	No
IE	Terminal 2 inner curb, east	0.044	A	0.040	A	0.00	No	0.082	A	0.04	No
IF	Terminal 2 inner curb, center	0.034	A	0.031	A	0.00	No	0.071	A	0.04	No
IG	Terminal 2 inner curb, center west	0.042	A	0.039	A	0.00	No	0.079	A	0.04	No
IH	Terminal 2 inner curb, west	0.013	A	0.012	A	0.00	No	0.050	A	0.04	No
II	Terminal 3 inner curb, center	0.047	A	0.042	A	0.00	No	0.084	A	0.04	No
IJ	Terminal 3 inner curb, west	0.012	A	0.006	A	-0.01	No	0.081	A	0.07	No
IK	TBIT inner curb, center	0.214	A	0.189	A	-0.02	No	0.258	A	0.04	No
IL	TBIT inner curb, south	0.243	A	0.216	A	-0.03	No	0.287	A	0.04	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.015	A	0.00	No	0.039	A	0.02	No
IN	Terminal 4 inner curb	0.187	A	0.178	A	-0.01	No	0.228	A	0.04	No
IO	Terminal 5 inner curb, west	0.018	A	0.018	A	0.00	No	0.058	A	0.04	No
IP	Terminal 5 inner curb, center	0.091	A	0.086	A	0.00	No	0.131	A	0.04	No
IQ	Terminal 6 inner curb, center	0.133	A	0.118	A	-0.02	No	0.174	A	0.04	No
IR	Terminal 6 inner curb, east	0.262	A	0.125	A	-0.14	No	0.331	A	0.07	No
IS	Terminal 7 inner curb, west	0.199	A	0.187	A	-0.01	No	0.239	A	0.04	No
IT	Terminal 7 inner curb, center	0.219	A	0.208	A	-0.01	No	0.259	A	0.04	No
IU	Terminal 8 inner curb	0.118	A	0.111	A	-0.01	No	0.118	A	0.00	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.036	A	0.00	No	0.036	A	0.00	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	-0.04	No	0.000	A	-0.04	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	-0.04	No	0.000	A	-0.04	No

Source: Ricondo & Associates, Inc., 2012

Table 4.12.1-25

Baseline (2009) Conditions - Peak Period Curbside Impacts - Alternatives 8 and 9

						Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
				Baseline (2009)		Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) With Alternative 9		Impact of Alternative 9	
	Peak Period	Curbside	Zone[1]	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact?	Equiv. V/C	LOS	Change in V/C	Significant Impact?
Departures	Terminal 1	-	Drop off	0.739	D	0.686	D	-0.053	No	0.580	C	-0.160	No
	Terminal 2	-	Drop off	0.397	A	0.365	A	-0.032	No	0.301	A	-0.096	No
	Terminal 3	-	Drop off	0.670	D	0.595	C	-0.075	No	0.495	B	-0.175	No
	TBIT	-	Drop off	0.828	D	0.503	B	-0.324	No	0.434	A	-0.394	No
	Terminal 4	-	Drop off	0.713	D	0.434	A	-0.279	No	0.364	A	-0.349	No
	Terminal 5	-	Drop off	0.698	D	0.620	C	-0.078	No	0.520	B	-0.178	No
	Terminal 6	-	Drop off	0.724	D	0.585	C	-0.139	No	0.491	B	-0.233	No
	Terminal 7	-	Drop off	0.452	B	0.421	A	-0.030	No	0.361	A	-0.091	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.224	A	-0.037	No	0.224	A	-0.037	No
	Terminal 1		Overall Average	0.868	D	0.514	A	-0.354	No	0.327	A	-0.540	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.263	A	-0.527	No	0.263	A	-0.527	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.553	B	0.000	No	0.000	A	-0.553	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	1.374	F	0.000	No	1.374	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.377	A	-0.377	No	0.000	A	-0.754	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.000	A	-0.796	No	0.000	A	-0.796	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.121	A	0.000	No	0.121	A	0.000	No
	Terminal 2		Overall Average	0.873	D	0.515	A	-0.358	No	0.323	A	-0.550	No

Table 4.12.1-25

Baseline (2009) Conditions - Peak Period Curbside Impacts - Alternatives 8 and 9

				Baseline (2009)		Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
						Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) With Alternative 9		Impact of Alternative 9	
	Peak Period	Curbside	Zone[1]	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact?	Equiv. V/C	LOS	Change in V/C	Significant Impact?
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.215	A	-0.430	No	0.215	A	-0.430	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.523	A	0.000	No	0.000	A	-0.523	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	1.399	F	0.000	No	1.399	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.437	A	-0.437	No	0.000	A	-0.874	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.080	A	0.000	No	0.080	A	0.000	No
	Terminal 3		Overall Average	1.311	F	0.924	E	-0.388	No	0.743	C	-0.568	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.296	A	-0.592	No	0.296	A	-0.592	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.583	B	0.000	No	0.000	A	-0.583	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	3.419	F	0.000	No	3.419	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.321	A	-0.321	No	0.000	A	-0.641	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	1.026	F	0.000	A	-1.026	No	0.000	A	-1.026	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.292	A	-0.032	No	0.292	A	-0.032	No
	TBIT		Overall Average	0.753	C	0.423	A	-0.330	No	0.255	A	-0.498	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.214	A	-0.427	No	0.214	A	-0.427	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.542	B	0.000	No	0.000	A	-0.542	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	1.061	F	0.000	No	1.061	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.298	A	-0.298	No	0.000	A	-0.596	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.167	A	0.000	No	0.167	A	0.000	No
	Terminal 4		Overall Average	1.137	F	0.768	C	-0.369	No	0.509	A	-0.628	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.283	A	-0.566	No	0.283	A	-0.566	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.938	E	0.000	No	0.000	A	-0.938	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	2.262	F	0.000	No	2.262	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.356	A	-0.356	No	0.000	A	-0.712	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.000	No	0.306	A	0.000	No
	Terminal 5		Overall Average	1.244	F	0.835	D	-0.409	No	0.574	B	-0.670	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.427	A	-0.855	No	0.427	A	-0.855	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	1.040	F	0.000	No	0.000	A	-1.040	No
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	2.442	F	0.000	No	2.442	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.267	A	-0.267	No	0.000	A	-0.534	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.222	A	-0.037	No	0.222	A	-0.037	No
	Terminal 6		Overall Average	1.120	F	0.658	C	-0.462	No	0.443	A	-0.677	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.542	B	-1.083	No	0.542	B	-1.083	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.769	C	0.000	No	0.000	A	-0.769	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	1.672	F	0.000	No	1.672	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.305	A	-0.305	No	0.000	A	-0.611	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.276	A	0.000	No	0.276	A	0.000	No
	Terminal 7		Overall Average	0.914	E	0.562	B	-0.352	No	0.344	A	-0.570	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.267	A	-0.534	No	0.267	A	-0.534	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.793	D	0.000	No	0.000	A	-0.793	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	1.451	F	0.000	No	1.451	F	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.300	A	-0.300	No	0.000	A	-0.601	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	0.923	E	0.000	A	-0.923	No	0.000	A	-0.923	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-26

Baseline (2009) Conditions -Peak Period CTA Signalized Intersection Impacts - Alternatives 8 and 9

			Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
	Baseline (2009) Without Alternative		Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) Alternative 9		Impact of Alternative 9	
Intersection	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1. World Way North and Sky Way (Upper Level)	0.530	A	0.488	A	-0.04	No	0.473	A	-0.06	No
2. World Way South and West Way (Upper Level)	0.589	A	0.555	A	-0.03	No	0.542	A	-0.05	No
3. World Way South and East Way (Upper Level)	0.134	A	0.134	A	0.00	No	0.134	A	0.00	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.442	A	-0.08	No	0.398	A	-0.12	No
5. World Way North and Sky Way (Lower Level Relocated)	-	-	0.417	A	-	No	0.417	A	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.185	A	-0.01	No	0.185	A	-0.01	No
7. World Way South and Center Way (Exit) (Lower Level)	0.650	B	0.560	A	-0.09	No	0.550	A	-0.10	No

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro 7, January 2012.

Table 4.12.1-27

Baseline (2009) Conditions - Peak Period CTA Roadway Link Impacts - Alternatives 8 and 9

				Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
		Baseline (2009) Without Alternative		Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) With Alternative 9		Impact of Alternative 9	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
	Departures										
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	0.708	C	0.631	B	-0.08	No	0.560	A	-0.15	No
UB	Southbound East Way, south of World Way North	0.125	A	0.121	A	0.00	No	0.121	A	0.00	No
UC	Southbound East Way, south of EP1	0.114	A	0.110	A	0.00	No	0.110	A	0.00	No
UD	Southbound East Way, south of EP7	0.103	A	0.099	A	0.00	No	0.099	A	0.00	No
UE	Westbound World Way North, west of East Way intersection	0.616	B	0.575	A	-0.04	No	0.537	A	-0.08	No
UF	Southbound West Way, south of World Way North	0.348	A	0.335	A	-0.01	No	0.335	A	-0.01	No
UG	Southbound West Way, south of P2 entrance	0.343	A	0.330	A	-0.01	No	0.330	A	-0.01	No
UH	Westbound ramp from West Way to Center Way	0.025	A	0.025	A	0.00	No	0.025	A	0.00	No
UI	Eastbound ramp from Center Way to West Way	0.089	A	0.089	A	0.00	No	0.089	A	0.00	No
UJ	Southbound West Way, south of Center Way ramp	0.375	A	0.362	A	-0.01	No	0.362	A	-0.01	No
UK	Southbound West Way, south of EP5 - entering World Way South	0.364	A	0.351	A	-0.01	No	0.351	A	-0.01	No
UL	Westbound World Way, west of West Way	0.562	A	0.472	A	-0.09	No	0.413	A	-0.15	No
UM	Southbound World Way, south of EP3	0.639	B	0.438	A	-0.20	No	0.385	A	-0.25	No
UN	Southbound World Way, south of EP4	0.564	A	0.395	A	-0.17	No	0.361	A	-0.20	No
UO	Eastbound World Way South, east of West Way	0.780	C	0.695	B	-0.09	No	0.615	B	-0.17	No
UP	Northbound East Way - north of World Way South	0.071	A	0.071	A	0.00	No	0.071	A	0.00	No
UQ	Eastbound World Way South, east of East Way	0.691	B	0.620	B	-0.07	No	0.577	A	-0.11	No
UR	Upper level Exit (south and east)	0.357	A	0.342	A	-0.02	No	0.342	A	-0.02	No
US	Upper level recirculation/exit (north)	0.341	A	0.305	A	-0.04	No	0.280	A	-0.06	No
UT	Transfer to lower level & exit (north)	0.594	A	0.522	A	-0.07	No	0.472	A	-0.12	No
UU	Upper level recirculation	0.028	A	0.028	A	0.00	No	0.028	A	0.00	No
UV	Upper level recirculation & entrance	0.316	A	0.426	A	0.11	No	0.413	A	0.10	No
UW	Entrance from Sky Way	0.185	A	0.173	A	-0.01	No	0.168	A	-0.02	No
UX	Entrance from east/south	0.433	A	0.404	A	-0.03	No	0.392	A	-0.04	No
	Arrivals										
CA	Center Way North eastbound east of World Way	0.068	A	0.063	A	-0.01	No	0.063	A	-0.01	No
CE	Center Way North, east of P3 exit	0.161	A	0.158	A	0.00	No	0.158	A	0.00	No
CF	Center Way South, east of P4 exit	0.140	A	0.140	A	0.00	No	0.140	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.073	A	0.00	No	0.073	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.073	A	0.00	No	0.073	A	0.00	No

Table 4.12.1-27

Baseline (2009) Conditions - Peak Period CTA Roadway Link Impacts - Alternatives 8 and 9

				Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
		Baseline (2009) Without Alternative		Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) With Alternative 9		Impact of Alternative 9	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
CI	Southbound West Way, south of World Way North	0.401	A	0.380	A	-0.02	No	0.380	A	-0.02	No
CJ	Southbound West Way, south of P2B exit	0.201	A	0.190	A	-0.01	No	0.190	A	-0.01	No
CK	Southbound West Way, south of Center Way	0.170	A	0.162	A	-0.01	No	0.162	A	-0.01	No
CL	Southbound West Way, south of P5 entrance	0.261	A	0.245	A	-0.02	No	0.245	A	-0.02	No
CM	Eastbound Center Way North, east of West Way intersection	0.192	A	0.187	A	-0.01	No	0.187	A	-0.01	No
CN	Eastbound Center Way South, east of West Way intersection	0.140	A	0.140	A	0.00	No	0.140	A	0.00	No
CO	Eastbound Center Way North, east of P2B exit	0.235	A	0.232	A	0.00	No	0.232	A	0.00	No
CQ	Eastbound Center Way North, east of P2A exit	0.235	A	0.232	A	0.00	No	0.232	A	0.00	No
CU	Eastbound Center Way North, east of Theme Way	0.249	A	0.246	A	0.00	No	0.246	A	0.00	No
CW	Northbound East Way north of Center Way	0.072	A	0.069	A	0.00	No	0.069	A	0.00	No
CX	Northbound East Way, south of Center Way	0.072	A	0.069	A	0.00	No	0.069	A	0.00	No
CY	Southbound East Way, north of Center Way	0.109	A	0.106	A	0.00	No	0.106	A	0.00	No
CZ	Southbound East Way, south of Center Way	0.109	A	0.106	A	0.00	No	0.106	A	0.00	No
CAA	Southbound East Way, south of P19 exit	0.109	A	0.106	A	0.00	No	0.106	A	0.00	No
CAB	Eastbound Center Way, east of East Way	0.233	A	0.230	A	0.00	No	0.230	A	0.00	No
CAC	Eastbound Center Way, east of P1 exit	0.268	A	0.265	A	0.00	No	0.265	A	0.00	No
CAD	Center Way, east of P1 exit	0.268	A	0.265	A	0.00	No	0.265	A	0.00	No
CAE	Northbound Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.00	No	0.007	A	0.00	No
CAF	Eastbound Center Way, east of Return/exit roadway	0.346	A	0.344	A	0.00	No	0.344	A	0.00	No
CAG	Eastbound Center Way, east of P7 exit	0.393	A	0.391	A	0.00	No	0.391	A	0.00	No
CAH	Eastbound Center Way, east of LAWA surface public parking lot entrance	0.393	A	0.391	A	0.00	No	0.391	A	0.00	No
CAI	Eastbound Center Way, east ramp from upper level	0.368	A	0.367	A	0.00	No	0.367	A	0.00	No
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	0.368	A	0.367	A	0.00	No	0.367	A	0.00	No
CAK	Return roadway, north of Center Way	0.234	A	0.222	A	-0.01	No	0.200	A	-0.03	No
CAL	Return roadway, west of Century Boulevard slip ramp	0.153	A	0.145	A	-0.01	No	0.102	A	-0.05	No
CAM	Ramp from upper level to eastbound Center Way	0.294	A	0.294	A	0.00	No	0.294	A	0.00	No
CAN	Ramp from upper level to return/exit	0.423	A	0.340	A	-0.08	No	0.274	A	-0.15	No
CAO	Return/exit roadway, south of World Way North	0.165	A	0.137	A	-0.03	No	0.101	A	-0.06	No
CAP	Northbound Sky Way, north of World Way North	0.185	A	0.000	A	-0.19	No	0.000	A	-0.19	No
LA	Westbound World Way North at Sky Way	0.375	A	0.348	A	-0.03	No	0.337	A	-0.04	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.421	A	-0.03	No	0.410	A	-0.04	No
LC	Terminal 1 outer curb, west of inner curb exit 1	0.521	A	0.484	A	-0.04	No	0.376	A	-0.15	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.417	A	-0.16	No	0.406	A	-0.17	No
LE	Terminal 1 outer curb, west of East Way	0.538	A	0.418	A	-0.12	No	0.358	A	-0.18	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.803	D	-0.09	No	0.781	C	-0.11	No
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.480	A	-0.05	No	0.385	A	-0.15	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.824	D	-0.09	No	0.801	D	-0.11	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.815	D	-0.09	No	0.792	C	-0.11	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.460	A	-0.18	No	0.383	A	-0.26	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.520	A	-0.19	No	0.506	A	-0.21	No
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.509	A	-0.19	No	0.495	A	-0.20	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.618	B	-0.07	No	0.476	A	-0.21	No
LO	Terminal 2 outer curb, west of West Way	0.601	B	0.538	A	-0.06	No	0.413	A	-0.19	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	5.744	F	-0.67	No	5.556	F	-0.85	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.455	A	-0.23	No	0.440	A	-0.25	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.421	A	-0.46	No	0.357	A	-0.52	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.486	A	-0.39	No	0.371	A	-0.50	No
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.353	A	-0.38	No	0.309	A	-0.43	No
LU	TBIT outer curb, south of Center Way	0.707	C	0.339	A	-0.37	No	0.296	A	-0.41	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.319	A	-0.40	No	0.304	A	-0.42	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.595	A	-0.55	No	0.573	A	-0.57	No
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.340	A	-0.53	No	0.325	A	-0.55	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.305	A	-0.39	No	0.255	A	-0.44	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.305	A	-0.39	No	0.255	A	-0.44	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	1.347	F	-2.71	No	1.289	F	-2.77	No
LAC	Outer curb, east of West Way	0.632	B	0.550	A	-0.08	No	0.323	A	-0.31	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.370	A	-0.10	No	0.323	A	-0.15	No

Table 4.12.1-27

Baseline (2009) Conditions - Peak Period CTA Roadway Link Impacts - Alternatives 8 and 9

				Alternative 8 Impact Analysis				Alternative 9 Impact Analysis			
		Baseline (2009) Without Alternative		Baseline (2009) With Alternative 8		Impact of Alternative 8		Baseline (2009) With Alternative 9		Impact of Alternative 9	
Link ID	Level/Link Location	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.395	A	-0.34	No	0.380	A	-0.36	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.413	A	-0.07	No	0.276	A	-0.21	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.736	C	-0.12	No	0.701	C	-0.16	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.318	A	-0.11	No	0.276	A	-0.15	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.322	A	-0.45	No	0.304	A	-0.46	No
LAJ	Outer curb, east of East Way	0.495	A	0.426	A	-0.07	No	0.285	A	-0.21	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.402	A	-0.07	No	0.268	A	-0.20	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.592	A	-0.10	No	0.563	A	-0.13	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.293	A	-0.11	No	0.254	A	-0.14	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.279	A	-0.15	No	0.264	A	-0.17	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.253	A	-0.05	No	0.239	A	-0.06	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.312	A	-0.05	No	0.299	A	-0.06	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.312	A	-0.05	No	0.299	A	-0.06	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.319	A	-0.05	No	0.306	A	-0.06	No
LAS	Lower level exit 1 (south)	0.527	A	0.472	A	-0.06	No	0.468	A	-0.06	No
LAT	Lower level exit 2 (east)	0.601	B	0.532	A	-0.07	No	0.527	A	-0.07	No
LAU	Entrance from Sky Way	0.196	A	0.000	A	-0.20	No	0.000	A	-0.20	No
IA	Terminal 1 inner curb, east	0.063	A	0.037	A	-0.03	No	0.037	A	-0.03	No
IB	Terminal 1 inner curb, center	0.203	A	0.142	A	-0.06	No	0.142	A	-0.06	No
IC	Terminal 1 inner curb, west	0.274	A	0.119	A	-0.16	No	0.119	A	-0.16	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.000	A	0.00	No	0.000	A	0.00	No
IE	Terminal 2 inner curb, east	0.044	A	0.040	A	0.00	No	0.040	A	0.00	No
IF	Terminal 2 inner curb, center	0.034	A	0.031	A	0.00	No	0.031	A	0.00	No
IG	Terminal 2 inner curb, center west	0.042	A	0.039	A	0.00	No	0.039	A	0.00	No
IH	Terminal 2 inner curb, west	0.013	A	0.012	A	0.00	No	0.012	A	0.00	No
II	Terminal 3 inner curb, center	0.047	A	0.042	A	0.00	No	0.042	A	0.00	No
IJ	Terminal 3 inner curb, west	0.012	A	0.006	A	-0.01	No	0.006	A	-0.01	No
IK	TBIT inner curb, center	0.214	A	0.189	A	-0.02	No	0.189	A	-0.02	No
IL	TBIT inner curb, south	0.243	A	0.216	A	-0.03	No	0.216	A	-0.03	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.015	A	0.00	No	0.015	A	0.00	No
IN	Terminal 4 inner curb	0.187	A	0.178	A	-0.01	No	0.178	A	-0.01	No
IO	Terminal 5 inner curb, west	0.018	A	0.018	A	0.00	No	0.018	A	0.00	No
IP	Terminal 5 inner curb, center	0.091	A	0.086	A	0.00	No	0.086	A	0.00	No
IQ	Terminal 6 inner curb, center	0.133	A	0.118	A	-0.02	No	0.118	A	-0.02	No
IR	Terminal 6 inner curb, east	0.262	A	0.125	A	-0.14	No	0.125	A	-0.14	No
IS	Terminal 7 inner curb, west	0.199	A	0.187	A	-0.01	No	0.187	A	-0.01	No
IT	Terminal 7 inner curb, center	0.219	A	0.208	A	-0.01	No	0.208	A	-0.01	No
IU	Terminal 8 inner curb	0.118	A	0.111	A	-0.01	No	0.111	A	-0.01	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.036	A	0.00	No	0.036	A	0.00	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	-0.04	No	0.000	A	-0.04	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	-0.04	No	0.000	A	-0.04	No

Source: Ricondo & Associates, Inc., 2012.

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CTA Roadway Link Impacts

Table 4.12.1-27 provides the impact comparison of the roadway link operations for the Baseline (2009) With Alternative 9 traffic conditions compared to the baseline (2009) traffic conditions. As shown in **Table 4.12.1-27**, implementation of Alternative 9 would not result in significant impacts to on-airport roadway links.

4.12.1.9.2 Analysis Relative to Future (2025) Conditions (Cumulative Analysis)

This comparison focuses upon the project's contribution to cumulative impacts by calculating the change in traffic for the Future (2025) With Alternative traffic conditions compared to the Future (2025) Without Alternative traffic conditions. This analysis addresses whether the change in future (2025) conditions with implementation of each SPAS alternative would exceed the thresholds defined in Section 4.12.1.4 (i.e., whether the alternatives' contributions would be cumulatively considerable). These cumulative scenarios were also compared against baseline conditions.

4.12.1.9.2.1 Alternative 1-2

Curbside Impacts

Table 4.12.1-28 delineates the contribution of Alternative 1-2 to cumulative impacts by comparing the terminal curbside operations for the Future (2025) With Alternative 1-2 traffic conditions to the Future (2025) Without Alternative traffic conditions. It also delineates curbside operations under Baseline (2009) conditions, for comparison. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As shown in **Table 4.12.1-28**, implementation of Alternative 1-2, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels at the airport's departures or arrivals level curbsides that exceed the aforementioned thresholds, with the exception of TBIT inner curbside. The cumulative impact at the TBIT inner curbside is considered to be significant, and the contribution of Alternative 1-2 to the cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-1, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

CTA Intersection Impacts

Table 4.12.1-29 delineates the contribution of Alternative 1-2 to cumulative impacts by comparing the signalized intersection operations for the Future (2025) With Alternative 1-2 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-29**, implementation of Alternative 1-2, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels of on-airport intersections that exceeds the aforementioned thresholds, with the exception of the World Way South and Center Way intersection (Intersection #9) during the arrivals level peak hour. The cumulative impact to this intersection is considered to be significant, and the contribution of Alternative 1-2 to this cumulative impact would be cumulatively considerable. This impact is unavoidable as potential measures to mitigate this impact are infeasible, as explained in Section 4.12.1.10.2 below.

CTA Roadway Link Impacts

Table 4.12.1-30 delineates the contribution of Alternative 1-2 to cumulative impacts by comparing the CTA roadway link operations for the Future (2025) With Alternative 1-2 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-30**, implementation of Alternative 1-2, in conjunction with other cumulative projects, would result in a change to the volume to capacity levels of on-airport roadway links that exceeds the aforementioned thresholds at the following locations:

- Link "LF" outer curbside roadways on the arrivals level adjacent to Terminal 1
- Link "LS" outer curbside roadways on the arrivals level adjacent to Terminal 3
- Link "LW" outer curbside roadways on the arrivals level adjacent to TBIT

These cumulative impacts are considered to be significant and the contribution of Alternative 1-2 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-2, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

4.12.1.9.2.2 Alternative 4

Curbside Impacts

Table 4.12.1-31 delineates the contribution of Alternative 4 to cumulative impacts by comparing the terminal curbside operations for the Future (2025) With Alternative 4 traffic conditions to the Future (2025) Without Alternative traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As shown in **Table 4.12.1-31**, implementation of Alternative 4, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels at the airport's departures or arrivals level curbsides that exceeds the aforementioned thresholds, with the exception of the TBIT arrival level inner curbsides. The cumulative impact at the TBIT inner curbside is considered to be significant, and the contribution of Alternative 4 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-1, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

CTA Intersection Impacts

Table 4.12.1-32 delineates the contribution of Alternative 4 to cumulative impacts by comparing the signalized intersection operations for the Future (2025) With Alternative 4 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-32**, implementation of Alternative 4, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels of on-airport intersections that exceeds the aforementioned thresholds, with the exception of the World Way South and Center Way intersection (Intersection #9) during the arrivals level peak hour. The cumulative impact to this intersection is considered to be significant, and the contribution of Alternative 4 to this cumulative impact would be cumulatively considerable. This impact is unavoidable as potential measures to mitigate this impact are infeasible, as explained in Section 4.12.1.10.2 below.

Table 4.12.1-28

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 1-2

								Alternative 1-2 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
Departures	Terminal 1	-	Drop off	0.739	D	0.354	A	0.337	A	-0.017	No
	Terminal 2	-	Drop off	0.397	A	0.337	A	0.337	A	0.000	No
	Terminal 3	-	Drop off	0.670	D	0.550	B	0.550	B	0.000	No
	TBIT	-	Drop off	0.828	D	0.437	A	0.472	B	0.035	No
	Terminal 4	-	Drop off	0.713	D	0.385	A	0.402	A	0.017	No
	Terminal 5	-	Drop off	0.698	D	0.510	B	0.460	B	-0.050	No
	Terminal 6	-	Drop off	0.724	D	0.479	B	0.453	B	-0.026	No
	Terminal 7	-	Drop off	0.452	B	0.309	A	0.279	A	-0.030	No
	Central Processor	-	Drop off	-	-	0.479	B	0.479	B	0.000	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.148	A	0.222	A	0.074	No
	Terminal 1		Overall Average	0.868	D	0.563	B	0.303	A	-0.260	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.527	A	0.000	A	-0.527	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.313	A	0.313	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	0.824	D	0.824	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.754	C	0.377	A	-0.377	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.398	A	0.000	A	-0.398	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.182	A	0.243	A	0.061	No
	Terminal 2		Overall Average	0.873	D	0.462	A	0.383	A	-0.079	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.389	A	0.194	A	-0.194	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.262	A	0.523	A	0.262	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	0.769	C	0.769	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.430	A	0.430	A	0.000	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.164	A	0.197	A	0.033	No
	Terminal 3		Overall Average	1.311	F	0.614	B	0.451	A	-0.163	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.888	E	0.296	A	-0.592	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.291	A	0.583	B	0.291	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	0.782	D	0.782	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.596	B	0.596	B	0.000	No
		Outer	Orange Zone (Shared Ride Vans)	1.026	F	0.513	A	0.000	A	-0.513	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.422	A	0.584	C	0.162	**Yes**
	TBIT		Overall Average	0.753	C	0.484	A	0.408	A	-0.077	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.427	A	0.214	A	-0.214	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.291	A	0.583	B	0.291	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	0.646	B	0.646	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.596	B	0.596	B	0.000	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.177	A	0.207	A	0.030	No
	Terminal 4		Overall Average	1.137	F	0.550	B	0.464	A	-0.087	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.340	A	0.207	A	-0.134	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.469	A	0.631	B	0.161	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.557	B	0.557	B	0.000	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.368	A	0.061	No
	Terminal 5		Overall Average	1.244	F	0.587	B	0.328	A	-0.258	No

Table 4.12.1-28

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 1-2

								Alternative 1-2 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.496	A	0.000	A	-0.496	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.669	C	0.334	A	-0.334	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.148	A	0.185	A	0.037	No
	Terminal 6		Overall Average	1.120	F	0.498	A	0.261	A	-0.236	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.472	A	0.000	A	-0.472	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	0.674	C	0.674	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.496	A	0.248	A	-0.248	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.184	A	0.276	A	0.092	No
	Terminal 7		Overall Average	0.914	E	0.560	B	0.314	A	-0.246	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.469	A	0.000	A	-0.469	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.397	A	0.397	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	0.871	D	0.871	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.601	B	0.300	A	-0.300	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Central Processor	Inner	Passenger Cars/Limo	-	-	0.150	A	0.150	A	0.000	No
	Central Processor		Overall Average	-	-	0.600	B	0.277	A	-0.323	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	-	-	0.769	C	0.000	A	-0.769	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	-	-	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	-	-	0.615	B	0.615	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	-	-	0.769	C	0.385	A	-0.385	No
		Outer	Orange Zone (Shared Ride Vans)	-	-	0.462	A	0.000	A	-0.462	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-29

Cumulative Analysis - Future (2025) Conditions - Peak Period CTA Signalized Intersection Impact Analysis - Alternative 1-2

					Alternative 1-2 Impact Analysis			
	Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/Cumulatively Considerable
1. World Way North and Sky Way (Upper Level)	0.530	A	0.528	A	0.628	B	0.10	No
2. World Way South and Central Processor Curbside Road(Upper Level)/West Way	0.589	A	0.573	A	0.691	B	0.12	No
3. World Way South and East Way (Upper Level)	0.134	A	0.115	A	0.151	A	0.04	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.495	A	0.456	A	-0.04	No
5. World Way North and Sky Way (Lower Level) Relocated Intersection	-	-	-	-	0.623	B	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.194	A	0.282	A	0.09	No
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.42	A	0.501	A	0.08	No
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.468	A	0.411	A	-0.06	No
9. World Way South and Center Way (Exit) (Lower Level)[4]	0.650	B	0.66	B	0.81	D	0.15	**Yes**

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

Table 4.12.1-30

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 1-2

						Alternative 1-2 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Departures								
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	0.708	C	0.474	A	0.587	A	0.11	No
UB	Southbound East Way, south of World Way North	0.125	A	0.129	A	0.161	A	0.03	No
UC	Southbound East Way, south of EP1	0.114	A	0.115	A	0.140	A	0.02	No
UD	Southbound East Way, south of EP7	0.103	A	0.103	A	0.125	A	0.02	No
UE	Westbound World Way North, west of East Way intersection	0.616	B	0.543	A	0.650	B	0.11	No
NA	New Central Processor Road	-	-	0.293	A	0.385	A	0.09	No
UF	Southbound West Way, south of World Way North	0.348	A	0.000	A	0.000	A	0.00	No
UG	Southbound West Way, south of EP2	0.343	A	0.000	A	0.000	A	0.00	No
UH	Westbound ramp from West Way to Center Way (lower level)	0.025	A	0.000	A	0.000	A	0.00	No
UI	Eastbound ramp from Center Way (lower level) to West Way	0.089	A	0.000	A	0.000	A	0.00	No
UJ	Southbound West Way, south of Center Way ramp	0.375	A	0.000	A	0.000	A	0.00	No
UK	Southbound West Way, south of EP5 - entering World Way South	0.364	A	0.000	A	0.000	A	0.00	No
UL	Westbound World Way North, west of West Way	0.562	A	0.431	A	0.505	A	0.07	No
UM	Southbound World Way, south of EP3	0.639	B	0.383	A	0.467	A	0.08	No
UN	Southbound World Way, south of EP4	0.564	A	0.360	A	0.421	A	0.06	No
UO	Eastbound World Way South, east of West Way	0.780	C	0.576	A	0.690	B	0.11	No
UP	Northbound East Way - north of World Way South	0.071	A	0.045	A	0.070	A	0.02	No
UQ	Eastbound World Way South, east of East Way	0.691	B	0.535	A	0.638	B	0.10	No
UR	Upper level Exit (south and east)	0.357	A	0.348	A	0.420	A	0.07	No
US	Upper level recirculation/exit (north)	0.341	A	0.294	A	0.343	A	0.05	No
UT	Transfer to lower level & exit (north)	0.594	A	0.285	A	0.330	A	0.04	No
UU	Upper level recirculation	0.028	A	0.018	A	0.026	A	0.01	No
UV	Upper level recirculation & entrance	0.316	A	0.309	A	0.524	A	0.22	No
UW	Entrance from Sky Way	0.185	A	0.172	A	0.225	A	0.05	No
UX	Entrance from east/south	0.433	A	0.304	A	0.349	A	0.05	No
	Arrivals								
CA	Center Way North eastbound east of World Way	0.068	A	0.000	A	0.000	A	0.00	No
CE	Eastbound Center Way North, east of P3 exit	0.161	A	0.000	A	0.000	A	0.00	No
CF	Eastbound Center Way South, east of P4 exit	0.140	A	0.000	A	0.000	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CI	Southbound West Way, south of World Way North	0.401	A	0.000	A	0.000	A	0.00	No
CJ	Southbound West Way, south of P2B exit	0.201	A	0.000	A	0.000	A	0.00	No
CK	Southbound West Way, south of Center Way	0.170	A	0.000	A	0.000	A	0.00	No
CL	Southbound West Way, south of P5 entrance	0.261	A	0.000	A	0.000	A	0.00	No
CM	Eastbound Center Way North, east of West Way	0.192	A	0.000	A	0.000	A	0.00	No
CN	Eastbound Center Way South, east of West Way	0.140	A	0.000	A	0.000	A	0.00	No
CO	Eastbound Center Way North, east of P2B exit	0.235	A	0.225	A	0.327	A	0.10	No
CQ	Eastbound Center Way North, east of P2A exit	0.235	A	0.225	A	0.327	A	0.10	No
CU	Eastbound Center Way North, east of Theme Way	0.249	A	0.239	A	0.347	A	0.11	No
CW	Northbound East Way, north of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CX	Northbound East Way south of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CY	Southbound East Way, north of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CZ	Southbound East Way, south of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CAA	Southbound East Way, south of P19 exit	0.109	A	0.052	A	0.073	A	0.02	No
CAB	Eastbound Center Way, east of East Way	0.233	A	0.225	A	0.328	A	0.10	No
CAC	Eastbound Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAD	Eastbound Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAE	Northbound Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.000	A	-0.01	No

Table 4.12.1-30

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 1-2

		Baseline (2009)		Future Without Alternative		Alternative 1-2 Impact Analysis			
						Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
CAF	Eastbound Center Way, east of Return/exit roadway	0.346	A	0.338	A	0.506	A	0.17	No
CAG	Eastbound Center Way, east of P7 exit	0.393	A	0.385	A	0.574	A	0.19	No
CAH	Eastbound Center Way, east of LAWA employee surface public parking lot	0.393	A	0.385	A	0.574	A	0.19	No
CAI	Eastbound Center Way, east of ramp from upper level	0.368	A	0.362	A	0.504	A	0.14	No
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	0.368	A	0.362	A	0.504	A	0.14	No
CAK	Return roadway, north of Center Way	0.234	A	0.225	A	0.334	A	0.11	No
CAL	Return roadway, west of Century Boulevard slip ramp	0.153	A	0.109	A	0.000	A	-0.11	No
CAM	Ramp from upper level to eastbound Center Way	0.294	A	0.294	A	0.294	A	0.00	No
CAN	Ramp from upper level to northbound return/exit	0.423	A	0.424	A	0.341	A	-0.08	No
CAO	Return/exit roadway, south of World Way North	0.165	A	0.154	A	0.114	A	-0.04	No
CAP	Northbound Sky Way, north of World Way North	0.185	A	0.146	A	0.000	A	-0.15	No
LA	Westbound World Way North at Sky Way	0.375	A	0.355	A	0.592	A	0.24	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.439	A	0.592	A	0.15	No
LC	Terminal 1 outer curb, west of inner curb exit 1	0.521	A	0.388	A	0.522	A	0.13	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.412	A	0.460	A	0.05	No
LE	Terminal 1 outer curb, west of East Way	0.538	A	0.478	A	0.544	A	0.07	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.538	A	0.731	C	0.19	**Yes**
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.399	A	0.596	A	0.20	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.509	A	0.690	B	0.18	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.502	A	0.680	B	0.18	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.419	A	0.568	A	0.15	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.501	A	0.617	B	0.12	No
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.501	A	0.617	B	0.12	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.426	A	0.659	B	0.23	No
LO	Terminal 2 outer curb, west of West Way	0.601	B	0.426	A	0.659	B	0.23	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	0.520	A	0.700	B	0.18	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.492	A	0.507	A	0.02	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.474	A	0.653	B	0.18	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.447	A	0.710	C	0.26	**Yes**
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.394	A	0.542	A	0.15	No
LU	TBIT outer curb, south of Center Way	0.707	C	0.394	A	0.542	A	0.15	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.353	A	0.438	A	0.08	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.524	A	0.722	C	0.20	**Yes**
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.408	A	0.525	A	0.12	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.395	A	0.541	A	0.15	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.448	A	0.594	A	0.15	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	0.520	A	0.688	B	0.17	No
LAC	Outer curb, east of West Way	0.632	B	0.391	A	0.518	A	0.13	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.507	A	0.585	A	0.08	No
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.334	A	0.367	A	0.03	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.369	A	0.493	A	0.12	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.411	A	0.549	A	0.14	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.382	A	0.462	A	0.08	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.338	A	0.368	A	0.03	No
LAJ	Outer curb, east of East Way	0.495	A	0.346	A	0.458	A	0.11	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.330	A	0.436	A	0.11	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.410	A	0.542	A	0.13	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.279	A	0.369	A	0.09	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.331	A	0.360	A	0.03	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.340	A	0.439	A	0.10	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.379	A	0.495	A	0.12	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.379	A	0.495	A	0.12	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.383	A	0.500	A	0.12	No
LAS	Lower level exit 1 (south)	0.527	A	0.378	A	0.498	A	0.12	No
LAT	Lower level exit 2 (east)	0.601	B	0.442	A	0.585	A	0.14	No
LAU	Entrance from Sky Way	0.196	A	0.133	A	0.000	A	-0.13	No

Table 4.12.1-30

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 1-2

		Baseline (2009)		Future Without Alternative		Alternative 1-2 Impact Analysis			
						Future (2025) With Alternative 1-2		Impact of Alternative 1-2 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
IA	Terminal 1 inner curb, east	0.063	A	0.045	A	0.048	A	0.00	No
IB	Terminal 1 inner curb, center	0.203	A	0.134	A	0.182	A	0.05	No
IC	Terminal 1 inner curb, west	0.274	A	0.155	A	0.152	A	0.00	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.020	A	0.000	A	-0.02	No
IE	Terminal 2 inner curb, east	0.044	A	0.104	A	0.127	A	0.02	No
IF	Terminal 2 inner curb, center	0.034	A	0.099	A	0.115	A	0.02	No
IG	Terminal 2 inner curb, center west	0.042	A	0.108	A	0.127	A	0.02	No
IH	Terminal 2 inner curb, west	0.013	A	0.045	A	0.038	A	-0.01	No
II	Terminal 3 inner curb, center	0.047	A	0.115	A	0.136	A	0.02	No
IJ	Terminal 3 inner curb, west	0.012	A	0.030	A	0.010	A	-0.02	No
IK	TBIT inner curb, center	0.214	A	0.354	A	0.525	A	0.17	No
IL	TBIT inner curb, south	0.243	A	0.392	A	0.589	A	0.20	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.029	A	0.027	A	0.00	No
IN	Terminal 4 inner curb	0.187	A	0.159	A	0.212	A	0.05	No
IO	Terminal 5 inner curb, west	0.018	A	0.242	A	0.329	A	0.09	No
IP	Terminal 5 inner curb, center	0.091	A	0.242	A	0.329	A	0.09	No
IQ	Terminal 6 inner curb, center	0.133	A	0.079	A	0.091	A	0.01	No
IR	Terminal 6 inner curb, east	0.262	A	0.104	A	0.090	A	-0.01	No
IS	Terminal 7 inner curb, west	0.199	A	0.138	A	0.177	A	0.04	No
IT	Terminal 7 inner curb, center	0.219	A	0.149	A	0.194	A	0.05	No
IU	Terminal 8 inner curb	0.118	A	0.072	A	0.102	A	0.03	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.019	A	0.028	A	0.01	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	0.028	A	0.03	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	0.028	A	0.03	No
NC	Central Processor Curbside East Side	-	-	0.225	A	0.316	A	0.09	No
ND	Central Processor Curbside West Side (Commercial Curbside)	-	-	0.135	A	0.103	A	-0.03	No
NE	Central Processor Curbside West Side South of Center Way	-	-	0.079	A	0.110	A	0.03	No
NLAU	Realigned Sky Way	-	-	0.133	A	0.179	A	0.05	No
NCAP	Realigned Sky Way Northbound	-	-	0.052	A	0.106	A	0.05	No
NF	World North Inner Roadway West of Realigned Sky Way	-	-	0.045	A	0.048	A	0.00	No
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	-	-	0.355	A	0.535	A	0.18	No
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	-	-	0.261	A	0.474	A	0.21	No

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-31

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 4

				Baseline (2009)		Future Without Alternative		Alternative 4 Impact Analysis			
								Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
Departures	Terminal 1	-	Drop off	0.739	D	0.354	A	0.319	A	-0.035	No
	Terminal 2	-	Drop off	0.397	A	0.337	A	0.321	A	-0.016	No
	Terminal 3	-	Drop off	0.670	D	0.550	B	0.500	B	-0.050	No
	TBIT	-	Drop off	0.828	D	0.437	A	0.437	A	0.000	No
	Terminal 4	-	Drop off	0.713	D	0.385	A	0.367	A	-0.017	No
	Terminal 5	-	Drop off	0.698	D	0.510	B	0.460	B	-0.050	No
	Terminal 6	-	Drop off	0.724	D	0.479	B	0.453	B	-0.026	No
	Terminal 7	-	Drop off	0.452	B	0.309	A	0.294	A	-0.015	No

Table 4.12.1-31

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 4

								Alternative 4 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Central Processor	-	Drop off	-	-	0.479	B	0.479	B	0.000	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.148	A	0.222	A	0.074	No
	Terminal 1		Overall Average	0.868	D	0.563	B	0.488	A	-0.075	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.527	A	0.527	A	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.313	A	0.313	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	0.824	D	0.824	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.754	C	0.377	A	-0.377	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.398	A	0.398	A	0.000	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.182	A	0.303	A	0.121	No
	Terminal 2		Overall Average	0.873	D	0.462	A	0.458	A	-0.004	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.389	A	0.583	B	0.194	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.262	A	0.262	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	0.769	C	0.769	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.430	A	0.215	A	-0.215	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.164	A	0.197	A	0.033	No
	Terminal 3		Overall Average	1.311	F	0.614	B	0.554	B	-0.060	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.888	E	0.888	E	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.291	A	0.291	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	0.782	D	0.782	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.596	B	0.298	A	-0.298	No
		Outer	Orange Zone (Shared Ride Vans)	1.026	F	0.513	A	0.513	A	0.000	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.422	A	0.584	C	0.162	**Yes**
	TBIT		Overall Average	0.753	C	0.484	A	0.468	A	-0.017	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.427	A	0.641	B	0.214	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.291	A	0.291	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	0.646	B	0.646	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.596	B	0.298	A	-0.298	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.177	A	0.207	A	0.030	No
	Terminal 4		Overall Average	1.137	F	0.550	B	0.520	A	-0.031	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.340	A	0.620	B	0.280	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.469	A	0.315	A	-0.154	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.557	B	0.279	A	-0.279	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.368	A	0.061	No
	Terminal 5		Overall Average	1.244	F	0.587	B	0.520	A	-0.067	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.496	A	0.496	A	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.669	C	0.334	A	-0.334	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.148	A	0.185	A	0.037	No
	Terminal 6		Overall Average	1.120	F	0.498	A	0.448	A	-0.050	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.472	A	0.472	A	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	0.674	C	0.674	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.496	A	0.248	A	-0.248	No

Table 4.12.1-31

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 4

								Alternative 4 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.184	A	0.276	A	0.092	No
	Terminal 7		Overall Average	0.914	E	0.560	B	0.500	A	-0.060	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.469	A	0.469	A	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.397	A	0.397	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	0.871	D	0.871	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.601	B	0.300	A	-0.300	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.462	A	0.000	No
	Central Processor	Inner	Passenger Cars/Limo	-	-	0.150	A	0.175	A	0.025	No
	Central Processor		Overall Average	-	-	0.600	B	0.523	A	-0.077	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	-	-	0.769	C	0.769	C	0.000	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	-	-	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	-	-	0.615	B	0.615	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	-	-	0.769	C	0.385	A	-0.385	No
		Outer	Orange Zone (Shared Ride Vans)	-	-	0.462	A	0.462	A	0.000	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-32

Cumulative Analysis - Future (2025) Conditions - Peak Period CTA Signalized Intersection Impact Analysis - Alternative 4

					Alternative 4 Impact Analysis			
	Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
1. World Way North and Sky Way (Upper Level)	0.530	A	0.528	A	0.634	B	0.11	No
2. World Way South and Central Processor Curbside Road(Upper Level)/West Way	0.589	A	0.573	A	0.678	B	0.11	No
3. World Way South and East Way (Upper Level)	0.134	A	0.115	A	0.146	A	0.03	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.495	A	0.646	B	0.15	No
5. World Way North and Sky Way (Lower Level) Relocated Intersection	-	-	-	-		-	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.194	A	0.286	A	0.09	No
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.42	A	0.581	A	0.16	No
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.468	A	0.467	A	0.00	No
9. World Way South and Center Way (Exit) (Lower Level)[4]	0.650	B	0.66	B	0.82	D	0.16	**Yes**

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

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CTA Roadway Link Impacts

Table 4.12.1-33 delineates the contribution of Alternative 4 to cumulative impacts by comparing the CTA roadway link operations for the Future (2025) With Alternative 4 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-33**, implementation of Alternative 4, in conjunction with other cumulative projects, would result in a change to the volume to capacity levels of on-airport roadway links that exceeds the aforementioned thresholds at the following locations:

- Link "UO" on the departures level adjacent to Terminal 7
- Link "LF" outer curbside roadways on the arrivals level adjacent to Terminal 1
- Link "LK" outer curbside roadways on the arrivals level adjacent to Terminal 2
- Link "LL" outer curbside roadways on the arrivals level adjacent to Terminal 2
- Link "LW" outer curbside roadways on the arrivals level adjacent to TBIT

These cumulative impacts are considered to be significant and the contribution of Alternative 4 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-2, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

4.12.1.9.2.3 Alternative 8

Curbside Impacts

Table 4.12.1-34 delineates the contribution of Alternative 8 to cumulative impacts by comparing the terminal curbside operations for the Future (2025) With Alternative 8 traffic conditions to the Future (2025) Without Alternative traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As shown in **Table 4.12.1-34**, implementation of Alternative 8, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels at the airport's departures or arrivals level curbsides that exceeds the aforementioned thresholds, with the exception of the TBIT arrivals level inner curbsides. The cumulative impact at the TBIT inner curbside is considered to be significant, and the contribution of Alternative 8 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-1, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

CTA Intersection Impacts

Table 4.12.1-35 delineates the contribution of Alternative 8 to cumulative impacts by comparing the Future (2025) With Alternative 8 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-35**, implementation of Alternative 8, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels of on-airport intersections that exceeds the aforementioned thresholds, with the exception of the World Way South and Center Way intersection (Intersection #9) during the arrivals level peak hour. The cumulative impact to this intersection is considered to be significant, and the contribution of Alternative 8 to this cumulative impact would be cumulatively considerable. This impact is unavoidable as potential measures to mitigate this impact are infeasible, as explained in Section 4.12.1.10.2 below.

CTA Roadway Link Impacts

Table 4.12.1-36 delineates the contribution of Alternative 8 to cumulative impacts by comparing the CTA roadway link operations for the Future (2025) With Alternative 8 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-36**, implementation of Alternative 8, in conjunction with other cumulative projects, would result in a change to the volume to capacity levels of on-airport roadway links that exceeds the aforementioned thresholds at the following locations:

- Link "LF" outer curbside roadways on the arrivals level adjacent to Terminal 1
- Link "LS" outer curbside roadways on the arrivals level adjacent to Terminal 3
- Link "LW" outer curbside roadways on the arrivals level adjacent to TBIT

These cumulative impacts are considered to be significant and the contribution of Alternative 8 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-2, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

4.12.1.9.2.4 Alternative 9

Curbside Impacts

Table 4.12.1-37 delineates the contribution of Alternative 9 to cumulative impacts by comparing the terminal curbside operations for the Future (2025) With Alternative 9 traffic conditions to the Future (2025) Without Alternative traffic conditions. The associated LOS worksheets for the curbside analyses are provided in Appendix K1, *On-Airport Transportation*. As shown in **Table 4.12.1-37**, implementation of Alternative 9, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels at the airport's departures or arrivals level curbsides that exceeds the aforementioned thresholds, with the exception of the TBIT arrivals level inner curbsides. The cumulative impact at the TBIT inner curbside is considered to be significant, and the contribution of Alternative 9 would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-1, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

CTA Intersection Impacts

Table 4.12.1-38 delineates the contribution of Alternative 9 to cumulative impacts by comparing the Future (2025) With Alternative 9 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-38**, implementation of Alternative 9, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels of on-airport intersections that exceeds the aforementioned thresholds, with the exception of the World Way South and Center Way intersection (Intersection #9) during the arrivals level peak hour. The cumulative impact to this intersection is considered to be significant, and the contribution of Alternative 9 to this cumulative impact would be cumulatively considerable. This impact is unavoidable as potential measures to mitigate this impact are infeasible, as explained in Section 4.12.1.10.2 below.

CTA Roadway Link Impacts

Table 4.12.1-39 delineates the contribution of Alternative 9 to cumulative impacts by comparing the CTA roadway link operations for the Future (2025) With Alternative 9 traffic conditions measured against the Future (2025) Without Alternative traffic conditions. As shown in **Table 4.12.1-39**, implementation of Alternative 9, in conjunction with other cumulative projects, would not result in a change to the volume to capacity levels of on-airport roadway links that exceeds the aforementioned thresholds, with the exception of Link "LF" on the arrivals level outer curbside adjacent to Terminal 1. The cumulative impact to this roadway link is considered to be significant and the contribution of Alternative 9 to this cumulative impact would be cumulatively considerable. Mitigation Measure MM-ST (SPAS)-2, defined in Section 4.12.1.10.2, is proposed to mitigate this impact.

Table 4.12.1-33

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 4

						Alternative 4 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Departures								
UA	Westbound World Way North, east of East Way (upper level roadway entrance)	0.708	C	0.474	A	0.583	A	0.11	No
UB	Southbound East Way, south of World Way North	0.125	A	0.129	A	0.163	A	0.03	No
UC	Southbound East Way, south of EP1	0.114	A	0.115	A	0.146	A	0.03	No
UD	Southbound East Way, south of EP7	0.103	A	0.103	A	0.130	A	0.03	No
UE	Westbound World Way North, west of East Way intersection	0.616	B	0.543	A	0.667	B	0.12	No
NA	New Central Processor Road	-	-	0.293	A	0.373	A	0.08	No
UF	Southbound West Way, south of World Way North	0.348	A	0.000	A	0.000	A	0.00	No
UG	Southbound West Way, south of EP2	0.343	A	0.000	A	0.000	A	0.00	No
UH	Westbound ramp from West Way to Center Way (lower level)	0.025	A	0.000	A	0.000	A	0.00	No
UI	Eastbound ramp from Center Way (lower level) to West Way	0.089	A	0.000	A	0.000	A	0.00	No
UJ	Southbound West Way, south of Center Way ramp	0.375	A	0.000	A	0.000	A	0.00	No
UK	Southbound West Way, south of EP5 - entering World Way South	0.364	A	0.000	A	0.000	A	0.00	No
UL	Westbound World Way North, west of West Way	0.562	A	0.431	A	0.533	A	0.10	No
UM	Southbound World Way, south of EP3	0.639	B	0.383	A	0.492	A	0.11	No
UN	Southbound World Way, south of EP4	0.564	A	0.360	A	0.444	A	0.08	No
UO	Eastbound World Way South, east of West Way	0.780	C	0.576	A	0.705	C	0.13	**Yes**
UP	Northbound East Way - north of World Way South	0.071	A	0.045	A	0.058	A	0.01	No
UQ	Eastbound World Way South, east of East Way	0.691	B	0.535	A	0.679	B	0.14	No
UR	Upper level Exit (south and east)	0.357	A	0.348	A	0.438	A	0.09	No
US	Upper level recirculation/exit (north)	0.341	A	0.294	A	0.345	A	0.05	No
UT	Transfer to lower level & exit (north)	0.594	A	0.285	A	0.333	A	0.05	No
UU	Upper level recirculation	0.028	A	0.018	A	0.024	A	0.01	No
UV	Upper level recirculation & entrance	0.316	A	0.309	A	0.379	A	0.07	No
UW	Entrance from Sky Way	0.185	A	0.172	A	0.214	A	0.04	No
UX	Entrance from east/south	0.433	A	0.304	A	0.374	A	0.07	No
	Arrivals								
CA	Center Way North eastbound east of World Way	0.068	A	0.000	A	0.000	A	0.00	No
CE	Eastbound Center Way North, east of P3 exit	0.161	A	0.000	A	0.000	A	0.00	No
CF	Eastbound Center Way South, east of P4 exit	0.140	A	0.000	A	0.000	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CI	Southbound West Way, south of World Way North	0.401	A	0.000	A	0.000	A	0.00	No
CJ	Southbound West Way, south of P2B exit	0.201	A	0.000	A	0.000	A	0.00	No
CK	Southbound West Way, south of Center Way	0.170	A	0.000	A	0.000	A	0.00	No
CL	Southbound West Way, south of P5 entrance	0.261	A	0.000	A	0.000	A	0.00	No
CM	Eastbound Center Way North, east of West Way	0.192	A	0.000	A	0.000	A	0.00	No
CN	Eastbound Center Way South, east of West Way	0.140	A	0.000	A	0.000	A	0.00	No
CO	Eastbound Center Way North, east of P2B exit	0.235	A	0.225	A	0.327	A	0.10	No
CQ	Eastbound Center Way North, east of P2A exit	0.235	A	0.225	A	0.327	A	0.10	No
CU	Eastbound Center Way North, east of Theme Way	0.249	A	0.239	A	0.347	A	0.11	No
CW	Northbound East Way, north of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CX	Northbound East Way south of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CY	Southbound East Way, north of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CZ	Southbound East Way, south of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CAA	Southbound East Way, south of P19 exit	0.109	A	0.052	A	0.073	A	0.02	No
CAB	Eastbound Center Way, east of East Way	0.233	A	0.225	A	0.328	A	0.10	No
CAC	Eastbound Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAD	Eastbound Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAE	Northbound Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.000	A	-0.01	No
CAF	Eastbound Center Way, east of Return/exit roadway	0.346	A	0.338	A	0.506	A	0.17	No
CAG	Eastbound Center Way, east of P7 exit	0.393	A	0.385	A	0.574	A	0.19	No

Table 4.12.1-33

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 4

						Alternative 4 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
CAH	Eastbound Center Way, east of LAWA employee surface public parking lot	0.393	A	0.385	A	0.574	A	0.19	No
CAI	Eastbound Center Way, east of ramp from upper level	0.368	A	0.362	A	0.504	A	0.14	No
CAJ	Eastbound Center Way, east of LAWA employee parking lot exit	0.368	A	0.362	A	0.504	A	0.14	No
CAK	Return roadway, north of Center Way	0.234	A	0.225	A	0.334	A	0.11	No
CAL	Return roadway, west of Century Boulevard slip ramp	0.153	A	0.109	A	0.000	A	-0.11	No
CAM	Ramp from upper level to eastbound Center Way	0.294	A	0.294	A	0.294	A	0.00	No
CAN	Ramp from upper level to northbound return/exit	0.423	A	0.424	A	0.341	A	-0.08	No
CAO	Return/exit roadway, south of World Way North	0.165	A	0.154	A	0.114	A	-0.04	No
CAP	Northbound Sky Way, north of World Way North	0.185	A	0.146	A	0.000	A	-0.15	No
LA	Westbound World Way North at Sky Way	0.375	A	0.355	A	0.592	A	0.24	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.439	A	0.592	A	0.15	No
LC	Terminal 1 outer curb, west of inner curb exit 1	0.521	A	0.388	A	0.522	A	0.13	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.412	A	0.554	A	0.14	No
LE	Terminal 1 outer curb, west of East Way	0.538	A	0.478	A	0.544	A	0.07	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.538	A	0.731	C	0.19	**Yes**
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.399	A	0.541	A	0.14	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.509	A	0.690	B	0.18	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.502	A	0.680	B	0.18	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.419	A	0.517	A	0.10	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.501	A	0.728	C	0.23	**Yes**
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.501	A	0.728	C	0.23	**Yes**
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.426	A	0.576	A	0.15	No
LO	Terminal 2 outer curb, west of West Way	0.601	B	0.426	A	0.576	A	0.15	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	0.520	A	0.700	B	0.18	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.492	A	0.679	B	0.19	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.474	A	0.567	A	0.09	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.447	A	0.617	B	0.17	No
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.394	A	0.471	A	0.08	No
LU	TBIT outer curb, south of Center Way	0.707	C	0.394	A	0.471	A	0.08	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.353	A	0.542	A	0.19	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.524	A	0.722	C	0.20	**Yes**
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.408	A	0.649	B	0.24	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.395	A	0.470	A	0.08	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.448	A	0.516	A	0.07	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	0.520	A	0.688	B	0.17	No
LAC	Outer curb, east of West Way	0.632	B	0.391	A	0.518	A	0.13	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.507	A	0.585	A	0.08	No
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.334	A	0.444	A	0.11	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.369	A	0.493	A	0.12	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.411	A	0.549	A	0.14	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.382	A	0.462	A	0.08	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.338	A	0.446	A	0.11	No
LAJ	Outer curb, east of East Way	0.495	A	0.346	A	0.458	A	0.11	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.330	A	0.436	A	0.11	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.410	A	0.542	A	0.13	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.279	A	0.369	A	0.09	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.331	A	0.436	A	0.11	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.340	A	0.439	A	0.10	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.379	A	0.495	A	0.12	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.379	A	0.495	A	0.12	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.383	A	0.500	A	0.12	No
LAS	Lower level exit 1 (south)	0.527	A	0.378	A	0.498	A	0.12	No
LAT	Lower level exit 2 (east)	0.601	B	0.442	A	0.585	A	0.14	No
LAU	Entrance from Sky Way	0.196	A	0.133	A	0.000	A	-0.13	No
IA	Terminal 1 inner curb, east	0.063	A	0.045	A	0.048	A	0.00	No
IB	Terminal 1 inner curb, center	0.203	A	0.134	A	0.182	A	0.05	No

Table 4.12.1-33

Cumulative Analysis - Future (2025) Conditions - Peak Period - CTA Roadway Link Impact Analysis - Alternative 4

						Alternative 4 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 4		Impact of Alternative 4 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
IC	Terminal 1 inner curb, west	0.274	A	0.155	A	0.191	A	0.04	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.020	A	0.000	A	-0.02	No
IE	Terminal 2 inner curb, east	0.044	A	0.104	A	0.141	A	0.04	No
IF	Terminal 2 inner curb, center	0.034	A	0.099	A	0.121	A	0.02	No
IG	Terminal 2 inner curb, center west	0.042	A	0.108	A	0.133	A	0.03	No
IH	Terminal 2 inner curb, west	0.013	A	0.045	A	0.038	A	-0.01	No
II	Terminal 3 inner curb, center	0.047	A	0.115	A	0.136	A	0.02	No
IJ	Terminal 3 inner curb, west	0.012	A	0.030	A	0.013	A	-0.02	No
IK	TBIT inner curb, center	0.214	A	0.354	A	0.525	A	0.17	No
IL	TBIT inner curb, south	0.243	A	0.392	A	0.589	A	0.20	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.029	A	0.027	A	0.00	No
IN	Terminal 4 inner curb	0.187	A	0.159	A	0.212	A	0.05	No
IO	Terminal 5 inner curb, west	0.018	A	0.242	A	0.329	A	0.09	No
IP	Terminal 5 inner curb, center	0.091	A	0.242	A	0.329	A	0.09	No
IQ	Terminal 6 inner curb, center	0.133	A	0.079	A	0.091	A	0.01	No
IR	Terminal 6 inner curb, east	0.262	A	0.104	A	0.119	A	0.01	No
IS	Terminal 7 inner curb, west	0.199	A	0.138	A	0.177	A	0.04	No
IT	Terminal 7 inner curb, center	0.219	A	0.149	A	0.194	A	0.05	No
IU	Terminal 8 inner curb	0.118	A	0.072	A	0.102	A	0.03	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.019	A	0.028	A	0.01	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	0.028	A	0.03	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	0.028	A	0.03	No
NC	Central Processor Curbside East Side	-	-	0.225	A	0.330	A	0.11	No
ND	Central Processor Curbside West Side (Commercial Curbside)	-	-	0.135	A	0.136	A	0.00	No
NE	Central Processor Curbside West Side South of Center Way	-	-	0.079	A	0.110	A	0.03	No
NLAU	Realigned Sky Way	-	-	0.133	A	0.179	A	0.05	No
NCAP	Realigned Sky Way Northbound	-	-	0.052	A	0.106	A	0.05	No
NF	World North Inner Roadway West of Realigned Sky Way	-	-	0.045	A	0.048	A	0.00	No
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	-	-	0.355	A	0.535	A	0.18	No
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	-	-	0.261	A	0.474	A	0.21	No

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-34

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 8

								Alternative 8 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C[1]	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
Departures	Terminal 1	-	Drop off	0.739	D	0.354	A	0.337	A	-0.017	No
	Terminal 2	-	Drop off	0.397	A	0.337	A	0.337	A	0.000	No
	Terminal 3	-	Drop off	0.670	D	0.550	B	0.550	B	0.000	No
	TBIT	-	Drop off	0.828	D	0.437	A	0.472	B	0.035	No
	Terminal 4	-	Drop off	0.713	D	0.385	A	0.402	A	0.017	No
	Terminal 5	-	Drop off	0.698	D	0.510	B	0.460	B	-0.050	No
	Terminal 6	-	Drop off	0.724	D	0.479	B	0.453	B	-0.026	No
	Terminal 7	-	Drop off	0.452	B	0.309	A	0.279	A	-0.030	No
	Central Processor	-	Drop off	-	-	0.479	B	0.479	B	0.000	No

Table 4.12.1-34

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 8

				Baseline (2009)		Future Without Alternative		Alternative 8 Impact Analysis			
								Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C[1]	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.148	A	0.222	A	0.074	No
	Terminal 1		Overall Average	0.868	D	0.563	B	0.355	A	-0.208	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.527	A	0.263	A	-0.263	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.313	A	0.313	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	0.824	D	0.824	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.754	C	0.377	A	-0.377	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.398	A	0.000	A	-0.398	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.182	A	0.243	A	0.061	No
	Terminal 2		Overall Average	0.873	D	0.462	A	0.340	A	-0.122	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.389	A	0.194	A	-0.194	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.262	A	0.523	A	0.262	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	0.769	C	0.769	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.430	A	0.215	A	-0.215	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.164	A	0.197	A	0.033	No
	Terminal 3		Overall Average	1.311	F	0.614	B	0.392	A	-0.222	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.888	E	0.296	A	-0.592	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.291	A	0.583	B	0.291	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	0.782	D	0.782	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.596	B	0.298	A	-0.298	No
		Outer	Orange Zone (Shared Ride Vans)	1.026	F	0.513	A	0.000	A	-0.513	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.422	A	0.584	C	0.162	**Yes**
	TBIT		Overall Average	0.753	C	0.484	A	0.348	A	-0.136	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.427	A	0.214	A	-0.214	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.291	A	0.583	B	0.291	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	0.646	B	0.646	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.596	B	0.298	A	-0.298	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.177	A	0.207	A	0.030	No
	Terminal 4		Overall Average	1.137	F	0.550	B	0.408	A	-0.142	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.340	A	0.207	A	-0.134	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.469	A	0.631	B	0.161	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.557	B	0.279	A	-0.279	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.368	A	0.061	No
	Terminal 5		Overall Average	1.244	F	0.587	B	0.378	A	-0.209	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.496	A	0.248	A	-0.248	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.669	C	0.334	A	-0.334	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.148	A	0.185	A	0.037	No
	Terminal 6		Overall Average	1.120	F	0.498	A	0.308	A	-0.189	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.472	A	0.236	A	-0.236	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	0.674	C	0.674	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.496	A	0.248	A	-0.248	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No

Table 4.12.1-34

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 8

								Alternative 8 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
Roadway Level	Location	Curb-side	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C[1]	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.184	A	0.276	A	0.092	No
	Terminal 7		Overall Average	0.914	E	0.560	B	0.360	A	-0.199	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.469	A	0.235	A	-0.235	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.397	A	0.397	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	0.871	D	0.871	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.601	B	0.300	A	-0.300	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Central Processor	Inner	Passenger Cars/Limo	-	-	0.150	A	0.150	A	0.000	No
	Central Processor		Overall Average	-	-	0.600	B	0.354	A	-0.246	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	-	-	0.769	C	0.385	A	-0.385	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	-	-	0.385	A	0.385	A	0.000	No
		Outer	Red Zone (Hotel/Courtesy)	-	-	0.615	B	0.615	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	-	-	0.769	C	0.385	A	-0.385	No
		Outer	Orange Zone (Shared Ride Vans)	-	-	0.462	A	0.000	A	-0.462	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-35

Cumulative Analysis - Future (2025) Conditions - Peak Period Signalized Intersection Impacts - Alternative 8

					Alternative 8 Impact Analysis			
	Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
1. World Way North and Sky Way (Upper Level)	0.530	A	0.528	A	0.628	B	0.10	No
2. World Way South and Central Processor Curbside Road(Upper Level)	0.589	A	0.573	A	0.691	B	0.12	No
3. World Way South and East Way (Upper Level)	0.134	A	0.115	A	0.151	A	0.04	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.495	A	0.509	A	0.01	No
5. World Way North and Sky Way (Lower Level) Relocated Intersection	-	-	-	-	0.623	B	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.194	A	0.282	A	0.09	No
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.42	A	0.558	A	0.14	No
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.468	A	0.448	A	-0.02	No
9. World Way South and Center Way (Exit) (Lower Level)[4]	0.650	B	0.66	B	0.81	D	0.15	**Yes**

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

Table 4.12.1-36

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 8

		Baseline (2009)		Future Without Alternative		Alternative 8 Impact Analysis			
						Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Departures								
UA	WB World Way N, east of East Way (upper level roadway entrance)	0.708	C	0.474	A	0.587	A	0.11	No
UB	SB East Way, exiting from World Way	0.125	A	0.129	A	0.161	A	0.03	No
UC	SB East Way, south of EP1	0.114	A	0.115	A	0.140	A	0.02	No
UD	SB East Way, south of EP7	0.103	A	0.103	A	0.125	A	0.02	No
UE	WB World Way N, west of East Way intersection	0.616	B	0.543	A	0.650	B	0.11	No
NA	New Central Processor Road	-	-	0.293	A	0.385	A	0.09	No
UF	SB West Way, exiting from World Way	0.348	A	0.000	A	0.000	A	0.00	No
UG	SB West Way, south of EP2	0.343	A	0.000	A	0.000	A	0.00	No
UH	WB Exit ramp from West Way to Center Way	0.025	A	0.000	A	0.000	A	0.00	No
UI	EB Entrance ramp from Center Way to West Way	0.089	A	0.000	A	0.000	A	0.00	No
UJ	SB West Way, south of Center Way ramp	0.375	A	0.000	A	0.000	A	0.00	No
UK	SB West Way, south of EP5 - entering World Way S	0.364	A	0.000	A	0.000	A	0.00	No
UL	WB World Way, west of SB West Way exit	0.562	A	0.431	A	0.505	A	0.07	No
UM	SB World Way, south of EP3	0.639	B	0.383	A	0.467	A	0.08	No
UN	SB World Way, south of EP4	0.564	A	0.360	A	0.421	A	0.06	No
UO	EB World Way S, east of West Way	0.780	C	0.576	A	0.690	B	0.11	No
UP	NB East Way - exit from World Way S, entrance to World Way N	0.071	A	0.045	A	0.070	A	0.02	No
UQ	EB World Way S, east of East Way	0.691	B	0.535	A	0.638	B	0.10	No
UR	Upper level Exit (south and east)	0.357	A	0.348	A	0.420	A	0.07	No
US	Upper level recirculation/exit (north)	0.341	A	0.294	A	0.343	A	0.05	No
UT	Transfer to lower level & exit (north)	0.594	A	0.285	A	0.330	A	0.04	No
UU	Upper level recirculation	0.028	A	0.018	A	0.026	A	0.01	No
UV	Upper level recirculation & entrance	0.316	A	0.309	A	0.524	A	0.22	No
UW	Entrance from Sky Way	0.185	A	0.172	A	0.225	A	0.05	No
UX	Entrance from east/south	0.433	A	0.304	A	0.489	A	0.18	No
	Arrivals								
CA	Entrance from lower level north	0.068	A	0.000	A	0.000	A	0.00	No
CE	Center Way North, east of P4 exit	0.161	A	0.000	A	0.000	A	0.00	No
CF	Center Way South, east of P6 exit	0.140	A	0.000	A	0.000	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CI	Southbound West Way, south of lower level roadway	0.401	A	0.000	A	0.000	A	0.00	No
CJ	Southbound West Way, south of P4 exit	0.201	A	0.000	A	0.000	A	0.00	No
CK	Southbound West Way, south of Center Way	0.170	A	0.000	A	0.000	A	0.00	No
CL	Southbound West Way, south of P16 exit	0.261	A	0.000	A	0.000	A	0.00	No
CM	Center Way North, east of West Way intersection	0.192	A	0.000	A	0.000	A	0.00	No
CN	Center Way South, east of West Way intersection	0.140	A	0.000	A	0.000	A	0.00	No
CO	Center Way North, east of P3 exit	0.235	A	0.225	A	0.327	A	0.10	No
CQ	Center Way North, east of P2 exit	0.235	A	0.225	A	0.327	A	0.10	No
CU	Center Way North, east of Theme Way intersection	0.249	A	0.239	A	0.347	A	0.11	No
CW	East Way northbound, north of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CX	East Way northbound, south of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CY	East Way southbound, north of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CZ	East Way southbound, south of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CAA	East Way southbound, south of P19 exit	0.109	A	0.052	A	0.073	A	0.02	No
CAB	Center Way, east of East Way intersection	0.233	A	0.225	A	0.328	A	0.10	No
CAC	Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAD	Center Way, east of P10 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAE	Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.000	A	-0.01	No
CAF	Center Way, east of exit to return/exit	0.346	A	0.338	A	0.506	A	0.17	No

Table 4.12.1-36

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 8

		Baseline (2009)		Future Without Alternative		Alternative 8 Impact Analysis			
						Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
CAG	Center Way, east of P11 exit	0.393	A	0.385	A	0.574	A	0.19	No
CAH	Center Way, east surface public parking lot P22 exit	0.393	A	0.385	A	0.574	A	0.19	No
CAI	Center Way, east of upper level ramp	0.368	A	0.362	A	0.504	A	0.14	No
CAJ	Center Way, east P12 exit	0.368	A	0.362	A	0.504	A	0.14	No
CAK	Return/exit roadway, north of Center Way	0.234	A	0.225	A	0.334	A	0.11	No
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	0.153	A	0.109	A	0.000	A	-0.11	No
CAM	Upper level ramp to eastbound Center Way	0.294	A	0.294	A	0.294	A	0.00	No
CAN	Upper level ramp to return/exit	0.423	A	0.424	A	0.300	A	-0.12	No
CAO	Return/exit roadway, south of lower level roadway	0.165	A	0.154	A	0.100	A	-0.05	No
CAP	Exit to Sky Way	0.185	A	0.146	A	0.000	A	-0.15	No
LA	Lower level roadway entrance	0.375	A	0.355	A	0.585	A	0.23	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.439	A	0.585	A	0.15	No
LC	Terminal 1 outer curb, after inner curb exit 1	0.521	A	0.388	A	0.516	A	0.13	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.412	A	0.496	A	0.08	No
LE	Terminal 1 outer curb, west of East Way intersection	0.538	A	0.478	A	0.538	A	0.06	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.538	A	0.723	C	0.19	**Yes**
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.399	A	0.589	A	0.19	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.509	A	0.682	B	0.17	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.502	A	0.672	B	0.17	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.419	A	0.511	A	0.09	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.501	A	0.609	B	0.11	No
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.501	A	0.609	B	0.11	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.426	A	0.650	B	0.22	No
LO	Terminal 2 outer curb, west of West Way intersection	0.601	B	0.426	A	0.650	B	0.22	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	0.520	A	0.691	B	0.17	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.492	A	0.503	A	0.01	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.474	A	0.562	A	0.09	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.447	A	0.704	C	0.26	**Yes**
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.394	A	0.465	A	0.07	No
LU	TBIT outer curb, south of Center Way intersection	0.707	C	0.394	A	0.465	A	0.07	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.353	A	0.433	A	0.08	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.524	A	0.716	C	0.19	**Yes**
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.408	A	0.520	A	0.11	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.395	A	0.465	A	0.07	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.448	A	0.507	A	0.06	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	0.520	A	0.675	B	0.16	No
LAC	Outer curb, east of West Way intersection	0.632	B	0.391	A	0.508	A	0.12	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.507	A	0.575	A	0.07	No
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.334	A	0.394	A	0.06	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.369	A	0.485	A	0.12	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.411	A	0.540	A	0.13	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.382	A	0.454	A	0.07	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.338	A	0.395	A	0.06	No
LAJ	Outer curb, east of East Way intersection	0.495	A	0.346	A	0.450	A	0.10	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.330	A	0.428	A	0.10	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.410	A	0.532	A	0.12	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.279	A	0.362	A	0.08	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.331	A	0.386	A	0.06	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.340	A	0.431	A	0.09	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.379	A	0.486	A	0.11	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.379	A	0.486	A	0.11	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.383	A	0.492	A	0.11	No
LAS	Lower level exit 1 (south)	0.527	A	0.378	A	0.492	A	0.11	No
LAT	Lower level exit 2 (east)	0.601	B	0.442	A	0.579	A	0.14	No

Table 4.12.1-36

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 8

		Baseline (2009)		Future Without Alternative		Alternative 8 Impact Analysis			
						Future (2025) With Alternative 8		Impact of Alternative 8 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
LAU	Entrance from Sky Way	0.196	A	0.133	A	0.000	A	-0.13	No
IA	Terminal 1 inner curb, east	0.063	A	0.045	A	0.048	A	0.00	No
IB	Terminal 1 inner curb, center	0.203	A	0.134	A	0.182	A	0.05	No
IC	Terminal 1 inner curb, west	0.274	A	0.155	A	0.152	A	0.00	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.020	A	0.000	A	-0.02	No
IE	Terminal 2 inner curb, east	0.044	A	0.104	A	0.127	A	0.02	No
IF	Terminal 2 inner curb, center	0.034	A	0.099	A	0.115	A	0.02	No
IG	Terminal 2 inner curb, center west	0.042	A	0.108	A	0.127	A	0.02	No
IH	Terminal 2 inner curb, west	0.013	A	0.045	A	0.038	A	-0.01	No
II	Terminal 3 inner curb, center	0.047	A	0.115	A	0.136	A	0.02	No
IJ	Terminal 3 inner curb, west	0.012	A	0.030	A	0.010	A	-0.02	No
IK	TBIT inner curb, center	0.214	A	0.354	A	0.525	A	0.17	No
IL	TBIT inner curb, south	0.243	A	0.392	A	0.589	A	0.20	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.029	A	0.027	A	0.00	No
IN	Terminal 4 inner curb	0.187	A	0.159	A	0.212	A	0.05	No
IO	Terminal 5 inner curb, west	0.018	A	0.242	A	0.329	A	0.09	No
IP	Terminal 5 inner curb, center	0.091	A	0.242	A	0.329	A	0.09	No
IQ	Terminal 6 inner curb, center	0.133	A	0.079	A	0.091	A	0.01	No
IR	Terminal 6 inner curb, east	0.262	A	0.104	A	0.090	A	-0.01	No
IS	Terminal 7 inner curb, west	0.199	A	0.138	A	0.177	A	0.04	No
IT	Terminal 7 inner curb, center	0.219	A	0.149	A	0.194	A	0.05	No
IU	Terminal 8 inner curb	0.118	A	0.072	A	0.102	A	0.03	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.019	A	0.028	A	0.01	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	0.028	A	0.03	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	0.028	A	0.03	No
NC	Central Processor Curbside East Side	-	-	0.225	A	0.316	A	0.09	No
ND	Central Processor Curbside West Side (Commercial Curbside)	-	-	0.135	A	0.094	A	-0.04	No
NE	Central Processor Curbside West Side South of Center Way	-	-	0.079	A	0.110	A	0.03	No
NLAU	Realigned Sky Way	-	-	0.133	A	0.179	A	0.05	No
NCAP	Realigned Sky Way Northbound	-	-	0.052	A	0.106	A	0.05	No
NF	World North Inner Roadway West of Realigned Sky Way	-	-	0.045	A	0.048	A	0.00	No
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	-	-	0.355	A	0.535	A	0.18	No
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	-	-	0.261	A	0.474	A	0.21	No

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-37

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 9

				Baseline (2009)		Future Without Alternative		Alternative 9 Impact Analysis			
								Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
Roadway Level	Location	Curbside	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
Departures	Terminal 1	-	Drop off	0.739	D	0.354	A	0.267	A	-0.087	No
	Terminal 2	-	Drop off	0.397	A	0.337	A	0.240	A	-0.096	No
	Terminal 3	-	Drop off	0.670	D	0.550	B	0.400	A	-0.150	No
	TBIT	-	Drop off	0.828	D	0.437	A	0.367	A	-0.070	No
	Terminal 4	-	Drop off	0.713	D	0.385	A	0.297	A	-0.087	No

Table 4.12.1-37

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 9

								Alternative 9 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
Roadway Level	Location	Curbside	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Terminal 5	-	Drop off	0.698	D	0.510	B	0.360	A	-0.150	No
	Terminal 6	-	Drop off	0.724	D	0.479	B	0.349	A	-0.130	No
	Terminal 7	-	Drop off	0.452	B	0.309	A	0.218	A	-0.091	No
	Central Processor	-	Drop off	-	-	0.479	B	0.396	A	-0.083	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	0.261	A	0.148	A	0.222	A	0.074	No
	Terminal 1		Overall Average	0.868	D	0.563	B	0.218	A	-0.346	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.790	D	0.527	A	0.263	A	-0.263	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.553	B	0.313	A	0.000	A	-0.313	No
		Outer	Red Zone (Hotel/Courtesy)	1.374	F	0.824	D	0.824	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.754	C	0.754	C	0.000	A	-0.754	No
		Inner	Orange Zone (Shared Ride Vans)	0.796	D	0.398	A	0.000	A	-0.398	No
	Terminal 2	Inner	Passenger Cars/Limo	0.121	A	0.182	A	0.243	A	0.061	No
	Terminal 2		Overall Average	0.873	D	0.462	A	0.193	A	-0.269	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.645	B	0.389	A	0.194	A	-0.194	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.523	A	0.262	A	0.000	A	-0.262	No
		Outer	Red Zone (Hotel/Courtesy)	1.399	F	0.769	C	0.769	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.874	D	0.430	A	0.000	A	-0.430	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 3	Inner	Passenger Cars/Limo	0.080	A	0.164	A	0.197	A	0.033	No
	Terminal 3		Overall Average	1.311	F	0.614	B	0.216	A	-0.398	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.888	E	0.888	E	0.296	A	-0.592	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.583	B	0.291	A	0.000	A	-0.291	No
		Outer	Red Zone (Hotel/Courtesy)	3.419	F	0.782	D	0.782	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.641	B	0.596	B	0.000	A	-0.596	No
		Outer	Orange Zone (Shared Ride Vans)	1.026	F	0.513	A	0.000	A	-0.513	No
	TBIT	Inner	Passenger Cars/Limo	0.325	A	0.422	A	0.584	C	0.162	**Yes**
	TBIT		Overall Average	0.753	C	0.484	A	0.172	A	-0.313	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.641	B	0.427	A	0.214	A	-0.214	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.542	B	0.291	A	0.000	A	-0.291	No
		Outer	Red Zone (Hotel/Courtesy)	1.061	F	0.646	B	0.646	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.596	B	0.596	B	0.000	A	-0.596	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 4	Inner	Passenger Cars/Limo	0.167	A	0.177	A	0.207	A	0.030	No
	Terminal 4		Overall Average	1.137	F	0.550	B	0.226	A	-0.324	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.848	D	0.340	A	0.207	A	-0.134	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.938	E	0.469	A	0.000	A	-0.469	No
		Outer	Red Zone (Hotel/Courtesy)	2.262	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.712	C	0.557	B	0.000	A	-0.557	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 5	Inner	Passenger Cars/Limo	0.306	A	0.306	A	0.368	A	0.061	No
	Terminal 5		Overall Average	1.244	F	0.587	B	0.234	A	-0.353	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.282	F	0.496	A	0.248	A	-0.248	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	1.040	F	0.385	A	0.000	A	-0.385	No
		Outer	Red Zone (Hotel/Courtesy)	2.442	F	0.923	E	0.923	E	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.534	A	0.669	C	0.000	A	-0.669	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 6	Inner	Passenger Cars/Limo	0.259	A	0.148	A	0.185	A	0.037	No
	Terminal 6		Overall Average	1.120	F	0.498	A	0.182	A	-0.316	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	1.625	F	0.472	A	0.236	A	-0.236	No

Table 4.12.1-37

Cumulative Analysis - Future (2025) Conditions - Peak Period Curbside Impact Analysis - Alternative 9

								Alternative 9 Impact Analysis			
				Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
Roadway Level	Location	Curbside	Zone	Equiv. V/C	LOS	Equiv. V/C	LOS	Equiv. V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.769	C	0.385	A	0.000	A	-0.385	No
		Outer	Red Zone (Hotel/Courtesy)	1.672	F	0.674	C	0.674	C	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.611	B	0.496	A	0.000	A	-0.496	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Terminal 7	Inner	Passenger Cars/Limo	0.276	A	0.184	A	0.276	A	0.092	No
	Terminal 7		Overall Average	0.914	E	0.560	B	0.221	A	-0.339	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	0.801	D	0.469	A	0.235	A	-0.235	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	0.793	D	0.397	A	0.000	A	-0.397	No
		Outer	Red Zone (Hotel/Courtesy)	1.451	F	0.871	D	0.871	D	0.000	No
		Outer	Purple Zone (RAC Shuttles)	0.601	B	0.601	B	0.000	A	-0.601	No
		Outer	Orange Zone (Shared Ride Vans)	0.923	E	0.462	A	0.000	A	-0.462	No
	Central Processor	Inner	Passenger Cars/Limo	-	-	0.150	A	0.150	A	0.000	No
	Central Processor		Overall Average	-	-	0.600	B	0.200	A	-0.400	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	-	-	0.769	C	0.385	A	-0.385	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	-	-	0.385	A	0.000	A	-0.385	No
		Outer	Red Zone (Hotel/Courtesy)	-	-	0.615	B	0.615	B	0.000	No
		Outer	Purple Zone (RAC Shuttles)	-	-	0.769	C	0.000	A	-0.769	No
		Outer	Orange Zone (Shared Ride Vans)	-	-	0.462	A	0.000	A	-0.462	No

[1] Weighted Average of Drop off only Common Zone and Drop off and Pick Up Allocated Zone.

Source: Ricondo & Associates, Inc., 2012.

Table 4.12.1-38

Cumulative Analysis - Future (2025) Conditions - Peak Period Signalized Intersection Impacts - Alternative 9

					Alternative 9 Impact Analysis			
	Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
1. World Way North and Sky Way (Upper Level)	0.530	A	0.528	A	0.591	A	0.06	No
2. World Way South and Central Processor Curbside Road(Upper Level)	0.589	A	0.573	A	0.643	B	0.07	No
3. World Way South and East Way (Upper Level)	0.134	A	0.115	A	0.151	A	0.04	No
4. World Way North and Sky Way (Lower Level)	0.517	A	0.495	A	0.464	A	-0.03	No
5. World Way North and Sky Way (Lower Level) Relocated Intersection	-	-	-	-	0.623	B	-	No
6. East Way and World Way South (Lower Level)	0.192	A	0.194	A	0.282	A	0.09	No
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.42	A	0.538	A	0.12	No
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	-	-	0.468	A	0.416	A	-0.05	No
9. World Way South and Center Way (Exit) (Lower Level)[4]	0.650	B	0.66	B	0.79	C	0.13	**Yes**

Source: Ricondo & Associates, Inc., using TRAFFIX and Synchro, January 2012.

Table 4.12.1-39

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 9

						Alternative 9 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
	Departures								
UA	WB World Way N, east of East Way (upper level roadway entrance)	0.708	C	0.474	A	0.555	A	0.08	No
UB	SB East Way, exiting from World Way	0.125	A	0.129	A	0.161	A	0.03	No
UC	SB East Way, south of EP1	0.114	A	0.115	A	0.140	A	0.02	No
UD	SB East Way, south of EP7	0.103	A	0.103	A	0.125	A	0.02	No
UE	WB World Way N, west of East Way intersection	0.616	B	0.543	A	0.614	B	0.07	No
NA	New Central Processor Road	-	-	0.293	A	0.355	A	0.06	No
UF	SB West Way, exiting from World Way	0.348	A	0.000	A	0.000	A	0.00	No
UG	SB West Way, south of EP2	0.343	A	0.000	A	0.000	A	0.00	No
UH	WB Exit ramp from West Way to Center Way	0.025	A	0.000	A	0.000	A	0.00	No
UI	EB Entrance ramp from Center Way to West Way	0.089	A	0.000	A	0.000	A	0.00	No
UJ	SB West Way, south of Center Way ramp	0.375	A	0.000	A	0.000	A	0.00	No
UK	SB West Way, south of EP5 - entering World Way S	0.364	A	0.000	A	0.000	A	0.00	No
UL	WB World Way, west of SB West Way exit	0.562	A	0.431	A	0.478	A	0.05	No
UM	SB World Way, south of EP3	0.639	B	0.383	A	0.441	A	0.06	No
UN	SB World Way, south of EP4	0.564	A	0.360	A	0.399	A	0.04	No
UO	EB World Way S, east of West Way	0.780	C	0.576	A	0.647	B	0.07	No
UP	NB East Way - exit from World Way S, entrance to World Way N	0.071	A	0.045	A	0.070	A	0.02	No
UQ	EB World Way S, east of East Way	0.691	B	0.535	A	0.624	B	0.09	No
UR	Upper level Exit (south and east)	0.357	A	0.348	A	0.420	A	0.07	No
US	Upper level recirculation/exit (north)	0.341	A	0.294	A	0.321	A	0.03	No
UT	Transfer to lower level & exit (north)	0.594	A	0.285	A	0.308	A	0.02	No
UU	Upper level recirculation	0.028	A	0.018	A	0.026	A	0.01	No
UV	Upper level recirculation & entrance	0.316	A	0.309	A	0.513	A	0.20	No
UW	Entrance from Sky Way	0.185	A	0.172	A	0.210	A	0.04	No
UX	Entrance from east/south	0.433	A	0.304	A	0.489	A	0.18	No
	Arrivals								
CA	Entrance from lower level north	0.068	A	0.000	A	0.000	A	0.00	No
CE	Center Way North, east of P4 exit	0.161	A	0.000	A	0.000	A	0.00	No
CF	Center Way South, east of P6 exit	0.140	A	0.000	A	0.000	A	0.00	No
CG	Northbound West Way, south of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CH	Northbound West Way, north of Center Way	0.073	A	0.000	A	0.000	A	0.00	No
CI	Southbound West Way, south of lower level roadway	0.401	A	0.000	A	0.000	A	0.00	No
CJ	Southbound West Way, south of P4 exit	0.201	A	0.000	A	0.000	A	0.00	No
CK	Southbound West Way, south of Center Way	0.170	A	0.000	A	0.000	A	0.00	No
CL	Southbound West Way, south of P16 exit	0.261	A	0.000	A	0.000	A	0.00	No
CM	Center Way North, east of West Way intersection	0.192	A	0.000	A	0.000	A	0.00	No
CN	Center Way South, east of West Way intersection	0.140	A	0.000	A	0.000	A	0.00	No
CO	Center Way North, east of P3 exit	0.235	A	0.225	A	0.327	A	0.10	No
CQ	Center Way North, east of P2 exit	0.235	A	0.225	A	0.327	A	0.10	No
CU	Center Way North, east of Theme Way intersection	0.249	A	0.239	A	0.347	A	0.11	No
CW	East Way northbound, north of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CX	East Way northbound, south of Center Way	0.072	A	0.105	A	0.153	A	0.05	No
CY	East Way southbound, north of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CZ	East Way southbound, south of Center Way	0.109	A	0.052	A	0.073	A	0.02	No
CAA	East Way southbound, south of P19 exit	0.109	A	0.052	A	0.073	A	0.02	No
CAB	Center Way, east of East Way intersection	0.233	A	0.225	A	0.328	A	0.10	No
CAC	Center Way, east of P1 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAD	Center Way, east of P10 exit	0.268	A	0.260	A	0.379	A	0.12	No
CAE	Return/exit roadway, north of Center Way	0.008	A	0.007	A	0.000	A	-0.01	No
CAF	Center Way, east of exit to return/exit	0.346	A	0.338	A	0.506	A	0.17	No
CAG	Center Way, east of P11 exit	0.393	A	0.385	A	0.574	A	0.19	No

Table 4.12.1-39

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 9

						Alternative 9 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
CAH	Center Way, east surface public parking lot P22 exit	0.393	A	0.385	A	0.574	A	0.19	No
CAI	Center Way, east of upper level ramp	0.368	A	0.362	A	0.504	A	0.14	No
CAJ	Center Way, east P12 exit	0.368	A	0.362	A	0.504	A	0.14	No
CAK	Return/exit roadway, north of Center Way	0.234	A	0.225	A	0.334	A	0.11	No
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	0.153	A	0.109	A	0.000	A	-0.11	No
CAM	Upper level ramp to eastbound Center Way	0.294	A	0.294	A	0.294	A	0.00	No
CAN	Upper level ramp to return/exit	0.423	A	0.424	A	0.187	A	-0.24	No
CAO	Return/exit roadway, south of lower level roadway	0.165	A	0.154	A	0.062	A	-0.09	No
CAP	Exit to Sky Way	0.185	A	0.146	A	0.000	A	-0.15	No
LA	Lower level roadway entrance	0.375	A	0.355	A	0.567	A	0.21	No
LB	Terminal 1 outer curb, west of P8 exit	0.452	A	0.439	A	0.567	A	0.13	No
LC	Terminal 1 outer curb, after inner curb exit 1	0.521	A	0.388	A	0.442	A	0.05	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	0.578	A	0.412	A	0.479	A	0.07	No
LE	Terminal 1 outer curb, west of East Way intersection	0.538	A	0.478	A	0.461	A	-0.02	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.888	D	0.538	A	0.702	C	0.16	**Yes**
LG	Terminal 2 outer curb, west of exit to inner curb	0.531	A	0.399	A	0.474	A	0.08	No
LH	Terminal 2 outer curb, west of Theme Way	0.912	E	0.509	A	0.661	B	0.15	No
LI	Terminal 2 outer curb, west of P10 exit	0.903	E	0.502	A	0.650	B	0.15	No
LJ	Terminal 2 outer curb, west of P10 exit	0.640	B	0.419	A	0.466	A	0.05	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.713	C	0.501	A	0.589	A	0.09	No
LL	Terminal 2 outer curb, west of P11 exit	0.699	B	0.501	A	0.589	A	0.09	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	0.686	B	0.426	A	0.501	A	0.07	No
LO	Terminal 2 outer curb, west of West Way intersection	0.601	B	0.426	A	0.501	A	0.07	No
LP	Terminal 2 outer curb, west of exit to inner curb	6.409	F	0.520	A	0.664	B	0.14	No
LQ	Terminal 3 outer curb, west of P12 exit	0.688	B	0.492	A	0.493	A	0.00	No
LR	Terminal 3 outer curb, west of P13 exit	0.879	D	0.474	A	0.500	A	0.03	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.871	D	0.447	A	0.546	A	0.10	No
LT	TBIT outer curb, south of exit to inner curb	0.735	C	0.394	A	0.412	A	0.02	No
LU	TBIT outer curb, south of Center Way intersection	0.707	C	0.394	A	0.412	A	0.02	No
LV	TBIT outer curb, south of exit to inner curb	0.721	C	0.353	A	0.420	A	0.07	No
LW	TBIT outer curb, south of entrance from inner curb	1.146	F	0.524	A	0.700	B	0.18	No
LX	Terminal 4 outer curb, east of exit to inner curb	0.874	D	0.408	A	0.507	A	0.10	No
LY	Terminal 4 outer curb, east of P14 exit	0.691	B	0.395	A	0.411	A	0.02	No
LAA	Terminal 4 outer curb, east of P15 exit	0.691	B	0.448	A	0.439	A	-0.01	No
LAB	Terminal 4 outer curb, after entrance from inner curb	4.061	F	0.520	A	0.638	B	0.12	No
LAC	Outer curb, east of West Way intersection	0.632	B	0.391	A	0.409	A	0.02	No
LAD	Terminal 5 outer curb, after exit to inner curb	0.472	A	0.507	A	0.483	A	-0.02	No
LAE	Terminal 5 outer curb, east of P17 exit	0.739	C	0.334	A	0.373	A	0.04	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	0.483	A	0.369	A	0.397	A	0.03	No
LAG	Terminal 6 outer curb, east of P18 exit	0.859	D	0.411	A	0.516	A	0.11	No
LAH	Terminal 6 outer curb, east of P9 exit	0.427	A	0.382	A	0.397	A	0.01	No
LAI	Terminal 6 outer curb, east of exit to inner curb	0.767	C	0.338	A	0.375	A	0.04	No
LAJ	Outer curb, east of East Way intersection	0.495	A	0.346	A	0.367	A	0.02	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	0.471	A	0.330	A	0.348	A	0.02	No
LAL	Terminal 7 outer curb, east of P20 exit	0.696	B	0.410	A	0.505	A	0.09	No
LAM	Terminal 7 outer curb, east of exit to inner curb	0.399	A	0.279	A	0.343	A	0.06	No
LAN	Terminal 7 outer curb, after P21 exit	0.431	A	0.331	A	0.366	A	0.04	No
LAO	Terminal 7 outer curb, after entrance from inner curb	0.299	A	0.340	A	0.409	A	0.07	No
LAP	Terminal 7 outer curb, after P13 exit	0.363	A	0.379	A	0.464	A	0.08	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	0.363	A	0.379	A	0.464	A	0.08	No
LAR	Terminal 8 outer curb, after inner curb entrance	0.370	A	0.383	A	0.470	A	0.09	No
LAS	Lower level exit 1 (south)	0.527	A	0.378	A	0.486	A	0.11	No
LAT	Lower level exit 2 (east)	0.601	B	0.442	A	0.556	A	0.11	No
LAU	Entrance from Sky Way	0.196	A	0.133	A	0.000	A	-0.13	No
IA	Terminal 1 inner curb, east	0.063	A	0.045	A	0.048	A	0.00	No

Table 4.12.1-39

Cumulative Analysis - Future (2025) Conditions - Peak Period Roadway Link Impacts - Alternative 9

						Alternative 9 Impact Analysis			
		Baseline (2009)		Future Without Alternative		Future (2025) With Alternative 9		Impact of Alternative 9 (Cumulative Contribution)	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact/ Cumulatively Considerable
IB	Terminal 1 inner curb, center	0.203	A	0.134	A	0.182	A	0.05	No
IC	Terminal 1 inner curb, west	0.274	A	0.155	A	0.152	A	0.00	No
ID	Inner curb between Terminal 1 and Terminal 2	0.000	A	0.020	A	0.000	A	-0.02	No
IE	Terminal 2 inner curb, east	0.044	A	0.104	A	0.127	A	0.02	No
IF	Terminal 2 inner curb, center	0.034	A	0.099	A	0.115	A	0.02	No
IG	Terminal 2 inner curb, center west	0.042	A	0.108	A	0.127	A	0.02	No
IH	Terminal 2 inner curb, west	0.013	A	0.045	A	0.038	A	-0.01	No
II	Terminal 3 inner curb, center	0.047	A	0.115	A	0.136	A	0.02	No
IJ	Terminal 3 inner curb, west	0.012	A	0.030	A	0.010	A	-0.02	No
IK	TBIT inner curb, center	0.214	A	0.354	A	0.525	A	0.17	No
IL	TBIT inner curb, south	0.243	A	0.392	A	0.589	A	0.20	No
IM	Inner curb between TBIT and Terminal 4	0.015	A	0.029	A	0.027	A	0.00	No
IN	Terminal 4 inner curb	0.187	A	0.159	A	0.212	A	0.05	No
IO	Terminal 5 inner curb, west	0.018	A	0.242	A	0.329	A	0.09	No
IP	Terminal 5 inner curb, center	0.091	A	0.242	A	0.329	A	0.09	No
IQ	Terminal 6 inner curb, center	0.133	A	0.079	A	0.091	A	0.01	No
IR	Terminal 6 inner curb, east	0.262	A	0.104	A	0.090	A	-0.01	No
IS	Terminal 7 inner curb, west	0.199	A	0.138	A	0.177	A	0.04	No
IT	Terminal 7 inner curb, center	0.219	A	0.149	A	0.194	A	0.05	No
IU	Terminal 8 inner curb	0.118	A	0.072	A	0.102	A	0.03	No
IV	Connection to outer curb, east of Terminal 8	0.036	A	0.019	A	0.028	A	0.01	No
IW	Connection to outer curb, east of exit to parking	0.036	A	0.000	A	0.028	A	0.03	No
IX	Connection to outer curb, east of entrance from service road	0.036	A	0.000	A	0.028	A	0.03	No
NC	Central Processor Curbside East Side	-	-	0.225	A	0.316	A	0.09	No
ND	Central Processor Curbside West Side (Commercial Curbside)	-	-	0.135	A	0.067	A	-0.07	No
NE	Central Processor Curbside West Side South of Center Way	-	-	0.079	A	0.110	A	0.03	No
NLAU	Realigned Sky Way	-	-	0.133	A	0.179	A	0.05	No
NCAP	Realigned Sky Way Northbound	-	-	0.052	A	0.106	A	0.05	No
NF	World North Inner Roadway West of Realigned Sky Way	-	-	0.045	A	0.048	A	0.00	No
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	-	-	0.355	A	0.535	A	0.18	No
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	-	-	0.261	A	0.474	A	0.21	No

Source: Ricondo & Associates, Inc., 2012.

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4.12.1.9.3 Analysis of Public Parking Impacts

As discussed in the Section 4.12.1.3.6, the airport offers public parking in both the CTA and remotely. To estimate the airport's future (2025) public parking demands for spaces in both the CTA parking structures and in the airport's remote lots, the baseline daily public parking demands for both types of facilities were used. These baseline (2009) daily parking space demands were converted to Future (2025) conditions based on the change in the baseline (2009) and future (2025) peak month originating and terminating passengers at the airport. **Table 4.12.1-40** shows that the airport's public parking supply in each of the Future (2025) alternative scenarios is sufficient to accommodate the airport's estimated future (2025) public parking demand for all the alternatives, which are assumed to be 15 percent greater than the space demand to account for fluctuations in vehicle arrivals in the facilities. Therefore, impacts associated with parking are considered less than significant.

4.12.1.9.4 Analysis of Construction Impacts

4.12.1.9.4.1 Project Impacts

Construction activities and related construction vehicle trips associated with Alternatives 1-2, 8, and 9 would impact on-airport traffic conditions including those related to existing curbside, intersection, and roadway link operations. Alternatives 5, 6, and 7 focus on airfield and terminal improvements only, which would not, in themselves, affect on-airport transportation. However, as each of these alternatives would be paired with the ground access improvements proposed in Alternatives 1-2, 8, or 9, the construction-related impacts would occur with implementation of Alternatives 5, 6, and 7 as well. Construction activities and related vehicle trips associated with Alternative 4, which includes limited airfield improvements (i.e., easterly extension of Runway 6R/24L) and development of a CONRAC and parking structure, would occur outside of the CTA and construction-related traffic impacts would not affect the on-airport transportation system.

At this programmatic level of planning and analysis, there are not yet any particular construction plans or construction schedules for any of the SPAS alternatives. It would be speculative at this time to estimate the numbers, locations, and timing of construction-related trips for the alternatives and quantify the on-airport transportation system impacts. In general terms, it is anticipated that construction-related traffic generated within the CTA, such as that associated with terminal modifications, realignment of Sky Way, construction of the west end of the elevated/dedicated busway or the APM segment within the CTA, would add to existing traffic volumes within the CTA, which, in turn, could adversely affect curbside operations, intersection movements, and roadway link flows. To the extent that alternatives-related construction within the CTA requires temporary lane closures and detours, on-airport traffic conditions could be impacted. The above types of construction-related impacts to the on-airport surface transportation system could result in substantial congestion and substantial inconvenience to motorists on a regular or frequent basis.

Similar to projects currently under construction within the CTA, such as the replacement of the CUP, any SPAS alternatives-related project that affects the normal operation of ground transportation in the CTA would be required, pursuant to LAX Master Plan Commitment ST-18, to submit a Construction Traffic Management Plan (CTMP) for review and approval by LAWA staff prior to starting work. Depending on the extent and duration of construction, the CTMP may be in multiple phases. To maintain appropriate traffic flow at all times within the CTA, project construction may be limited by LAWA to certain hours of the day, days of the week, and/or times of year. CTMPs may include but not be limited to changeable message signs, arrow boards, temporary striping, detours, signal timing and phasing changes, pedestrian re-routing, temporary relocation of commercial curb zones and construction, and regulatory and wayfinding signs. In addition, LAWA would alert passengers of more extensive construction activity on its website and through other social media. Other LAX Master Plan commitments and mitigation measures described above in Section 4.12.1.5 would also serve to avoid or reduce construction-related impacts to the on-airport transportation system. In the current absence of specific construction plans, schedules, and approaches for the SPAS alternatives, which would be determined during more detailed planning and

design stages in the future, it is not possible to conclude whether the on-airport transportation system construction impacts would be fully mitigated by the aforementioned measures. As such, construction impacts to the on-airport transportation system are considered at this time to be significant.

4.12.1.9.4.2 Cumulative Impacts

Construction activities associated with past, present, and reasonably foreseeable future projects within the CTA, along with the improvements proposed under Alternatives 1, 2, 8, and 9, pose the potential for cumulative impacts to the on-airport transportation system. Alternatives 5, 6, and 7 focus on airfield and terminal improvements only, which would not, in themselves, affect on-airport surface transportation. However, as each of these alternatives would be paired with the ground access improvements associated with one of the aforementioned alternatives, the cumulative construction-related impacts would occur with implementation of Alternatives 5, 6, and 7 as well. No construction-related cumulative impacts within the CTA would occur under Alternative 3 because under that alternative the CTA would be closed to private vehicles. No cumulative impacts would occur under Alternative 4 because no improvements would be constructed within the CTA under this alternative.

Projects, in conjunction with the improvements associated with the SPAS alternatives, that pose the potential for cumulative on-airport transportation system impacts include the Bradley West Project, the Midfield Satellite Concourse new passenger processor, the North Terminals Improvements, the South Terminals Improvements, Miscellaneous Terminal Improvements, the Central Utility Plant Replacement Project, the "New Face" of the Central Terminal Area Improvements/Enhancements, Replacement of Elevators and Escalators, the CTA Second Level Roadway Expansion Joint and Deck Repairs, the LAX Sign District, and, depending upon the alternative selected, the Airport Metro Connector Project. To the extent that construction activities within the CTA overlap between these projects, both in terms of timing and location, significant impacts related to traffic congestion and delays within the CTA roadway system could occur. All of these projects would require the preparation of traffic control plans and implementation of other measures to reduce construction traffic impacts, as described in Section 4.12.1.5. In the current absence of detailed construction plans for most of these projects, many of which are still in the conceptual stages of planning such as the SPAS alternatives, it is not possible to conclude that cumulative construction-related impacts to the on-airport surface transportation system would be reduced to a level that is less than significant with implementation of such measures. Therefore, cumulative impacts to the on-airport transportation system associated with construction would be significant. Based on the anticipated schedules for the above projects, implementation of the improvements associated with Alternatives 1, 2, 8, and 9 would result in a cumulatively considerable contribution to those impacts.

4.12.1.9.5 Summary of Impacts

The analysis of on-airport transportation addresses traffic impacts within the CTA as related to curbside operations, intersections, and roadway links. The analysis focuses on SPAS alternatives that propose ground access improvements, including Alternatives 1, 2, 4, 8, and 9. On-airport transportation impacts were not addressed for the other alternatives because under Alternative 3, the CTA would be closed to private vehicles, and Alternatives 5 through 7 focus on airfield improvements only.

Curbside Operations

As shown in **Table 4.12.1-41**, no significant impacts to curbside operations would occur under any of the alternatives addressed (Alternatives 1, 2, 4, 8, and 9) relative to Baseline (2009) versus Baseline (2009) With Alternative impact analyses. For Future (2025) versus Future (2025) With Alternative conditions, all of the alternatives would have a significant cumulative impact at the inner curbside at TBIT on the arrivals level.

Table 4.12.1-40

Public Parking Demand - Capacity

Airport Public Parking Lot	Facility	Baseline (2009) Spaces			Future (2025) Spaces		Future (2025) Airport Parking Space Supply			
		Supply	Demand	Requirements	Demand	Requirements	Alts. 1-2	Alt. 4	Alt. 8	Alt. 9
Airport (CTA)[1,2]	Parking Structures P-1 to P-7	8,577	5,268	6,184	5,268	6,184	7,041	7,041	7,041	7,41
	Percent Occupied (CTA Spaces)						87.8%	87.8%	87.8%	87.8%
Airport (Remote)[3]										
	Park One							2,728	7,300	7,300
	Lot C						7,300	-	4,200	4,200
	Manchester Square						4,200		4,900	4,900
	ITF						4,900			
	ITC							9,127		
	Sub-Total	**10,028**	**10,251**	**11,390**	**10,251**	**11,390**	**16,400**	**11,855**	**16,400**	**16,400**
	Percent Occupied (Remote Spaces)						69.5%	96.1%	69.5%	69.5%
All Airport Parking Facilities	**TOTAL**	**18,605**	**15,519**	**17,574**	**15,519**	**17,574**	**23,441**	**18,896**	**23,441**	**23,441**
	Percent Occupied (Total Spaces)						75.0%	93.0%	75.0%	75.0%

1 On-airport parking demand is assumed to be 85 percent of the parking requirements.
2 Assumes 2% of on-airport parkers are long-term.
3 Off-airport parking demand is assumed to be 90 percent of the parking requirements.

Source: LAWA, 2011.

Table 4.12.1-41

Summary of Curbside Impacts

Roadway Level	Location	Curbside	Zone	Baseline (2009) Impacts				Future (2025) Cumulative			
				Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
Departures	Terminal 1	-	Drop off	No	No	No	No	No	No	No	No
	Terminal 2	-	Drop off	No	No	No	No	No	No	No	No
	Terminal 3	-	Drop off	No	No	No	No	No	No	No	No
	TBIT	-	Drop off	No	No	No	No	No	No	No	No
	CP	-	Drop off								
	Terminal 4	-	Drop off	No	No	No	No	No	No	No	No

Table 4.12.1-41

Summary of Curbside Impacts

Roadway Level	Location	Curbside	Zone	Baseline (2009) Impacts				Future (2025) Cumulative			
				Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
	Terminal 5	-	Drop off	No	No	No	No	No	No	No	No
	Terminal 6	-	Drop off	No	No	No	No	No	No	No	No
	Terminal 7	-	Drop off	No	No	No	No	No	No	No	No
Arrivals	Terminal 1	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 1		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 2	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 2		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 3	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 3		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	TBIT	Inner	Passenger Cars/Limo	No	No	No	No	Yes	Yes	Yes	Yes
	TBIT		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 4	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 4		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No

Table 4.12.1-41

Summary of Curbside Impacts

Roadway Level	Location	Curbside	Zone	Baseline (2009) Impacts				Future (2025) Cumulative			
				Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 5	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 5		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 6	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 6		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Terminal 7	Inner	Passenger Cars/Limo	No	No	No	No	No	No	No	No
	Terminal 7		Overall Average	No	No	No	No	No	No	No	No
		Outer	Green Zone (FlyAway, Buses, Long Distance Vans)	No	No	No	No	No	No	No	No
		Outer	Blue Zone (LAX Shuttle, Airline Connections)	No	No	No	No	No	No	No	No
		Outer	Red Zone (Hotel/Courtesy)	No	No	No	No	No	No	No	No
		Outer	Purple Zone (RAC Shuttles)	No	No	No	No	No	No	No	No
		Outer/Inner	Orange Zone (Shared Ride Vans)	No	No	No	No	No	No	No	No
	Central Processor	n.a.	Passenger Cars/Limo	NA	NA	NA	NA	NA	NA	NA	NA
	Central Processor		Overall Average	NA	NA	NA	NA	NA	NA	NA	NA
		n.a.	Green Zone (FlyAway, Buses, Long Distance Vans)	NA	NA	NA	NA	NA	NA	NA	NA
		n.a.	Blue Zone (LAX Shuttle, Airline Connections)	NA	NA	NA	NA	NA	NA	NA	NA
		n.a.	Red Zone (Hotel/Courtesy)	NA	NA	NA	NA	NA	NA	NA	NA
		n.a.	Purple Zone (RAC Shuttles)	NA	NA	NA	NA	NA	NA	NA	NA
		n.a.	Orange Zone (Shared Ride Vans)	NA	NA	NA	NA	NA	NA	NA	NA

Source: CDM Smith, 2012.

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Intersections

As shown in **Table 4.12.1-42**, no significant impacts to on-airport intersections would occur under any of the alternatives addressed (Alternatives 1, 2, 4, 8, and 9) relative to Baseline (2009) versus Baseline (2009) With Alternative impact analyses. For Future (2025) versus Future (2025) With Alternative conditions, all of the alternatives would have a significant cumulative impact at the intersection of World Way South and Center Way (Airport exit on lower level).

Roadway Links

As shown in **Table 4.12.1-43**, no significant impacts to on-airport roadway links would occur under any of the alternatives addressed (Alternatives 1, 2, 4, 8, and 9) relative to the Baseline (2009) versus Baseline (2009) With Alternative analyses. For Future (2025) versus Future (2025) With Alternative conditions, Alternatives 1 and 2 would have significant cumulative impacts at three roadway links, all on the arrivals level; Alternative 4 would have significant cumulative impacts at five roadway links, all on the arrivals level; Alternative 8 would have significant cumulative impacts at three roadway links, all on the arrivals level; and Alternative 9 would have significant cumulative impacts at one roadway link, located on the arrivals level.

Public Parking Impacts

The airport's public parking supply in each of the Future (2025) alternative scenarios is sufficient to accommodate the airport's estimated future (2025) public parking demand for all the alternatives; supplies which are assumed to be 15 percent greater than the space demand to account for fluctuations in vehicles arrivals in the facilities. Therefore, impacts associated with parking are considered less than significant.

Construction Impacts

With the exception of Alternative 4, which does not propose improvements in or near the on-airport transportation system, all of the alternatives would result in significant construction-related impacts to the on-airport transportation system.

4.12.1.10 Mitigation Measures

4.12.1.10.1 Mitigation Measures for Project Impacts (2009)

As indicated above, no significant impacts to curbside operations, intersections, or roadway links would occur under any of the alternatives addressed (Alternatives 1-2, 4, 8, and 9) relative to the Baseline (2009) versus Baseline (2009) With Alternative analyses; therefore, no mitigation is required.

Relative to construction-related traffic impacts, implementation of the LAX Master Plan commitments and mitigation measures described above in Section 4.12.1.5 would reduce such impacts; however, in the absence of specific project construction details at this conceptual level of planning, it cannot be concluded whether those commitments and measures would fully mitigate the impacts under Alternatives 1, 2, 8, and 9 or whether additional project-specific construction traffic mitigation measures are needed to reduce impacts to the on-airport transportation system a level that is less than significant. It would be speculative at this level of planning to formulate additional mitigation measures for improvement-specific construction traffic impacts.

Table 4.12.1-42

Intersection Impact Summary

Intersection	Baseline (2009) Impacts				Future (2025) Cumulative			
	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
1. World Way North and Sky Way (Upper Level)	No	No	No	No	No	No	No	No
2. World Way South and West Way (Upper Level)	No	No	No	No	No	No	No	No
3. World Way South and East Way (Upper Level)	No	No	No	No	No	No	No	No
4. World Way North and Sky Way (Lower Level)	No	No	No	No	No	No	No	No
5. World Way North and Sky Way (Lower Level) Relocated Intersection	-	-	-	-	-	-	-	-
6. East Way and World Way South (Lower Level)	No	No	No	No	No	No	No	No
7. Central Processor Private Vehicle Curbside Road and World Way South (Lower Level)	-	-	-	-	-	-	-	-
8. Central Processor Commercial Vehicle Curbside Road and World Way South (Lower Level)	-	-	-	-	-	-	-	-
9. World Way South and Center Way (Exit) (Lower Level)	No	No	No	No	Yes	Yes	Yes	Yes

Source: CDM Smith, 2012.

Table 4.12.1-43

Roadway Link Impact Summary

Link ID	Level/Link Location	Baseline (2009) Impacts				Future (2025) Cumulative			
		Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
	Departures								
UA	WB World Way N, east of East Way (upper level roadway entrance)	No	No	No	No	No	No	No	No
UB	SB East Way, exiting from World Way	No	No	No	No	No	No	No	No
UC	SB East Way, south of EP1	No	No	No	No	No	No	No	No
UD	SB East Way, south of EP7	No	No	No	No	No	No	No	No
UE	WB World Way N, west of East Way intersection	No	No	No	No	No	No	No	No
NA	New Central Processor Road								
UF	SB West Way, exiting from World Way	No	No	No	No	No	No	No	No
UG	SB West Way, south of EP2	No	No	No	No	No	No	No	No
UH	WB Exit ramp from West Way to Center Way	No	No	No	No	No	No	No	No

Table 4.12.1-43

Roadway Link Impact Summary

Link ID	Level/Link Location	Baseline (2009) Impacts				Future (2025) Cumulative			
		Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
UI	EB Entrance ramp from Center Way to West Way	No	No	No	No	No	No	No	No
UJ	SB West Way, south of Center Way ramp	No	No	No	No	No	No	No	No
UK	SB West Way, south of EP5 - entering World Way S	No	No	No	No	No	No	No	No
UL	WB World Way, west of SB West Way exit	No	No	No	No	No	No	No	No
UM	SB World Way, south of EP3	No	No	No	No	No	No	No	No
UN	SB World Way, south of EP4	No	No	No	No	No	No	No	No
UO	EB World Way S, east of West Way	No	No	No	No	No	Yes	No	No
UP	NB East Way - exit from World Way S, entrance to World Way N	No	No	No	No	No	No	No	No
UQ	EB World Way S, east of East Way	No	No	No	No	No	No	No	No
UR	Upper level Exit (south and east)	No	No	No	No	No	No	No	No
US	Upper level recirculation/exit (north)	No	No	No	No	No	No	No	No
UT	Transfer to lower level & exit (north)	No	No	No	No	No	No	No	No
UU	Upper level recirculation	No	No	No	No	No	No	No	No
UV	Upper level recirculation & entrance	No	No	No	No	No	No	No	No
UW	Entrance from Sky Way	No	No	No	No	No	No	No	No
UX	Entrance from east/south	No	No	No	No	No	No	No	No
	Arrivals								
CA	Entrance from lower level north	No	No	No	No	No	No	No	No
CE	Center Way North, east of P4 exit	No	No	No	No	No	No	No	No
CF	Center Way South, east of P6 exit	No	No	No	No	No	No	No	No
CG	Northbound West Way, south of Center Way	No	No	No	No	No	No	No	No
CH	Northbound West Way, north of Center Way	No	No	No	No	No	No	No	No
CI	Southbound West Way, south of lower level roadway	No	No	No	No	No	No	No	No
CJ	Southbound West Way, south of P4 exit	No	No	No	No	No	No	No	No
CK	Southbound West Way, south of Center Way	No	No	No	No	No	No	No	No
CL	Southbound West Way, south of P16 exit	No	No	No	No	No	No	No	No
CM	Center Way North, east of West Way intersection	No	No	No	No	No	No	No	No
CN	Center Way South, east of West Way intersection	No	No	No	No	No	No	No	No
CO	Center Way North, east of P3 exit	No	No	No	No	No	No	No	No
CQ	Center Way North, east of P2 exit	No	No	No	No	No	No	No	No
CU	Center Way North, east of Theme Way intersection	No	No	No	No	No	No	No	No
CW	East Way northbound, north of Center Way	No	No	No	No	No	No	No	No
CX	East Way northbound, south of Center Way	No	No	No	No	No	No	No	No
CY	East Way southbound, north of Center Way	No	No	No	No	No	No	No	No
CZ	East Way southbound, south of Center Way	No	No	No	No	No	No	No	No
CAA	East Way southbound, south of P19 exit	No	No	No	No	No	No	No	No

Table 4.12.1-43

Roadway Link Impact Summary

Link ID	Level/Link Location	Baseline (2009) Impacts				Future (2025) Cumulative			
		Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
CAB	Center Way, east of East Way intersection	No	No	No	No	No	No	No	No
CAC	Center Way, east of P1 exit	No	No	No	No	No	No	No	No
CAD	Center Way, east of P10 exit	No	No	No	No	No	No	No	No
CAE	Return/exit roadway, north of Center Way	No	No	No	No	No	No	No	No
CAF	Center Way, east of exit to return/exit	No	No	No	No	No	No	No	No
CAG	Center Way, east of P11 exit	No	No	No	No	No	No	No	No
CAH	Center Way, east surface public parking lot P22 exit	No	No	No	No	No	No	No	No
CAI	Center Way, east of upper level ramp	No	No	No	No	No	No	No	No
CAJ	Center Way, east P12 exit	No	No	No	No	No	No	No	No
CAK	Return/exit roadway, north of Center Way	No	No	No	No	No	No	No	No
CAL	Return/exit roadway, west of Century Boulevard entrance/exit	No	No	No	No	No	No	No	No
CAM	Upper level ramp to eastbound Center Way	No	No	No	No	No	No	No	No
CAN	Upper level ramp to return/exit	No	No	No	No	No	No	No	No
CAO	Return/exit roadway, south of lower level roadway	No	No	No	No	No	No	No	No
CAP	Exit to Sky Way	No	No	No	No	No	No	No	No
LA	Lower level roadway entrance	No	No	No	No	No	No	No	No
LB	Terminal 1 outer curb, west of P8 exit	No	No	No	No	No	No	No	No
LC	Terminal 1 outer curb, after inner curb exit 1	No	No	No	No	No	No	No	No
LD	Terminal 1 outer curb, west of P9 exit and inner curb exit 2	No	No	No	No	No	No	No	No
LE	Terminal 1 outer curb, west of East Way intersection	No	No	No	No	No	No	No	No
LF	Outer curb, west of inner curb entrance from Terminal 1	No	No	No	No	Yes	Yes	Yes	Yes
LG	Terminal 2 outer curb, west of exit to inner curb	No	No	No	No	No	No	No	No
LH	Terminal 2 outer curb, west of Theme Way	No	No	No	No	No	No	No	No
LI	Terminal 2 outer curb, west of P10 exit	No	No	No	No	No	No	No	No
LJ	Terminal 2 outer curb, west of P10 exit	No	No	No	No	No	No	No	No
LK	Terminal 2 outer curb, west of exit to inner curb	No	No	No	No	No	Yes	No	No
LL	Terminal 2 outer curb, west of P11 exit	No	No	No	No	No	Yes	No	No
LM	Terminal 2 outer curb, west of inner curb entrance from Terminal 2	No	No	No	No	No	No	No	No
LO	Terminal 2 outer curb, west of West Way intersection	No	No	No	No	No	No	No	No
LP	Terminal 2 outer curb, west of exit to inner curb	No	No	No	No	No	No	No	No
LQ	Terminal 3 outer curb, west of P12 exit	No	No	No	No	No	No	No	No
LR	Terminal 3 outer curb, west of P13 exit	No	No	No	No	No	No	No	No
LS	Terminal 3 outer curb, west of entrance from inner curb	No	No	No	No	Yes	No	Yes	No
LT	TBIT outer curb, south of exit to inner curb	No	No	No	No	No	No	No	No
LU	TBIT outer curb, south of Center Way intersection	No	No	No	No	No	No	No	No
LV	TBIT outer curb, south of exit to inner curb	No	No	No	No	No	No	No	No
LW	TBIT outer curb, south of entrance from inner curb	No	No	No	No	Yes	Yes	Yes	No

Table 4.12.1-43

Roadway Link Impact Summary

Link ID	Level/Link Location	Baseline (2009) Impacts				Future (2025) Cumulative			
		Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
LX	Terminal 4 outer curb, east of exit to inner curb	No	No	No	No	No	No	No	No
LY	Terminal 4 outer curb, east of P14 exit	No	No	No	No	No	No	No	No
LAA	Terminal 4 outer curb, east of P15 exit	No	No	No	No	No	No	No	No
LAB	Terminal 4 outer curb, after entrance from inner curb	No	No	No	No	No	No	No	No
LAC	Outer curb, east of West Way intersection	No	No	No	No	No	No	No	No
LAD	Terminal 5 outer curb, after exit to inner curb	No	No	No	No	No	No	No	No
LAE	Terminal 5 outer curb, east of P17 exit	No	No	No	No	No	No	No	No
LAF	Terminal 5 outer curb, east of inner curb entrance/exit	No	No	No	No	No	No	No	No
LAG	Terminal 6 outer curb, east of P18 exit	No	No	No	No	No	No	No	No
LAH	Terminal 6 outer curb, east of P9 exit	No	No	No	No	No	No	No	No
LAI	Terminal 6 outer curb, east of exit to inner curb	No	No	No	No	No	No	No	No
LAJ	Outer curb, east of East Way intersection	No	No	No	No	No	No	No	No
LAK	Terminal 7 outer curb, east of inner curb entrance/exit	No	No	No	No	No	No	No	No
LAL	Terminal 7 outer curb, east of P20 exit	No	No	No	No	No	No	No	No
LAM	Terminal 7 outer curb, east of exit to inner curb	No	No	No	No	No	No	No	No
LAN	Terminal 7 outer curb, after P21 exit	No	No	No	No	No	No	No	No
LAO	Terminal 7 outer curb, after entrance from inner curb	No	No	No	No	No	No	No	No
LAP	Terminal 7 outer curb, after P13 exit	No	No	No	No	No	No	No	No
LAQ	Terminal 8 outer curb, east of inner curb entrance/exit	No	No	No	No	No	No	No	No
LAR	Terminal 8 outer curb, after inner curb entrance	No	No	No	No	No	No	No	No
LAS	Lower level exit 1 (south)	No	No	No	No	No	No	No	No
LAT	Lower level exit 2 (east)	No	No	No	No	No	No	No	No
LAU	Entrance from Sky Way	No	No	No	No	No	No	No	No
IA	Terminal 1 inner curb, east	No	No	No	No	No	No	No	No
IB	Terminal 1 inner curb, center	No	No	No	No	No	No	No	No
IC	Terminal 1 inner curb, west	No	No	No	No	No	No	No	No
ID	Inner curb between Terminal 1 and Terminal 2	No	No	No	No	No	No	No	No
IE	Terminal 2 inner curb, east	No	No	No	No	No	No	No	No
IF	Terminal 2 inner curb, center	No	No	No	No	No	No	No	No
IG	Terminal 2 inner curb, center west	No	No	No	No	No	No	No	No
IH	Terminal 2 inner curb, west	No	No	No	No	No	No	No	No
II	Terminal 3 inner curb, center	No	No	No	No	No	No	No	No
IJ	Terminal 3 inner curb, west	No	No	No	No	No	No	No	No
IK	TBIT inner curb, center	No	No	No	No	No	No	No	No
IL	TBIT inner curb, south	No	No	No	No	No	No	No	No
IM	Inner curb between TBIT and Terminal 4	No	No	No	No	No	No	No	No
IN	Terminal 4 inner curb	No	No	No	No	No	No	No	No

Table 4.12.1-43

Roadway Link Impact Summary

Link ID	Level/Link Location	Baseline (2009) Impacts				Future (2025) Cumulative			
		Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9	Alts. 1,2,5,6,7	Alt. 4	Alt. 8	Alt. 9
IO	Terminal 5 inner curb, west	No	No	No	No	No	No	No	No
IP	Terminal 5 inner curb, center	No	No	No	No	No	No	No	No
IQ	Terminal 6 inner curb, center	No	No	No	No	No	No	No	No
IR	Terminal 6 inner curb, east	No	No	No	No	No	No	No	No
IS	Terminal 7 inner curb, west	No	No	No	No	No	No	No	No
IT	Terminal 7 inner curb, center	No	No	No	No	No	No	No	No
IU	Terminal 8 inner curb	No	No	No	No	No	No	No	No
IV	Connection to outer curb, east of Terminal 8	No	No	No	No	No	No	No	No
IW	Connection to outer curb, east of exit to parking	No	No	No	No	No	No	No	No
IX	Connection to outer curb, east of entrance from service road	No	No	No	No	No	No	No	No
NC	Central Processor Curbside East Side	-	-	-	-	-	-	-	-
ND	Central Processor Curbside West Side (Commercial Curbside)	-	-	-	-	-	-	-	-
NE	Central Processor Curbside West Side South of Center Way	-	-	-	-	-	-	-	-
NLAU	Realigned Sky Way	-	-	-	-	-	-	-	-
NCAP	Realigned Sky Way Northbound	-	-	-	-	-	-	-	-
NF	World North Inner Roadway West of Realigned Sky Way	-	-	-	-	-	-	-	-
NI	World North Outer Roadway West of Realigned Sky Way East of Recirc Ramp	-	-	-	-	-	-	-	-
NH	World North Outer Roadway West of Realigned Sky Way East of Return Road	-	-	-	-	-	-	-	-

Source: CDM Smith, 2012.

4.12.1.10.2 Mitigation Measures for Cumulative Impacts (2025)

As described above in Section 4.12.1.9.2, the contribution of Alternatives 1-2, 4, 8, and 9 to significant cumulative impacts at certain curbside locations, intersections, and roadway links would be cumulatively considerable under the future (2025) conditions. In developing the proposed mitigation program for the SPAS alternatives, LAWA evaluated possible improvements that could be made at the significantly impacted curbside sections, as well as the roadway segments and intersection that would be impacted under future (2025) conditions. The discussion below presents both those improvements that were considered but determined to be infeasible, as well as those improvements that would be feasible and are thereby included in the recommended mitigation program for SPAS.

Improvements Considered but Determined to be Infeasible

CTA Signalized Intersection Impacts

- **World Way South and Center Way - Intersection #9** - Under future (2025) conditions, this intersection would experience a cumulatively considerable contribution from Alternatives 1-2, 4, 8, and 9 that exceeds the threshold of significance. To mitigate the anticipated impacts, one additional through lane would be required on the eastbound approach to the intersection. In addition, the east leg of the intersection would need to be widened to allow for the additional eastbound through lane. The separation distance between the existing support columns for the departures level recirculation roadway is insufficient to allow for an additional eastbound through lane without demolishing and reconstructing the departures level recirculation roadway. If an additional lane were to be added to the airport's exit roadway, the bridge spanning Sepulveda Boulevard would also require widening to accommodate an additional lane so that an exclusive acceleration/deceleration lane for the ramps connecting to Sepulveda Boulevard can be maintained. Further, the addition of a fifth eastbound lane on the bridge spanning Sepulveda Boulevard would require, at a minimum, a partial reconstruction of the ramps to and from Sepulveda Boulevard to accommodate a reduced turning radius for each ramp. To implement this proposed mitigation measure, at least one of the two existing support columns for the departures level recirculation roadway would need to be relocated. This would require an extended closure of the departures level recirculation roadway for the demolition and reconstruction of the affected upper level span. This extended closure would impact upper level vehicles recirculating to either the departures level or vehicles such as commercial vehicles traveling to the arrivals level curbsides or exiting the CTA northbound on Sky Way. Based on existing physical constraints, implementation of improvements necessary to mitigate the impact at this intersection is not feasible and, therefore, is not recommended.

Improvements Determined to be Feasible

CTA Curbside Impacts

- **TBIT Arrivals Level Inner Curbside** - Under future (2025) conditions, this curbside would experience a cumulatively considerable contribution to a cumulatively significant impact from Alternatives 1-2, 4, 8, and 9 that exceeds the threshold of significance. To mitigate the anticipated impacts, additional curbside parking may be provided by moving the taxi staging zone further downstream to the vacant area between TBIT and Terminal 4.

CTA Roadway Link Impacts

- **Roadway Links "UO", "LF", "LK", "LL", and "LW"** - Under the cumulative future (2025) conditions, these roadway links would experience a cumulatively considerable contribution to a cumulatively significant impact from Alternative 4 that exceeds the threshold of significance.
- **Roadway Links "LF", "LS" and "LW"** - Under the cumulative future (2025) conditions, these roadway links would experience a cumulatively considerable contribution to a cumulatively significant impact from Alternatives 1-2 and 8 that exceeds the threshold of significance.

- **Roadway Link "LF"** - Under the cumulative future (2025) conditions, this roadway link would experience a cumulatively considerable contribution to a cumulatively significant impact from Alternative 9 that exceeds the threshold of significance.

To mitigate the anticipated impacts defined above, various operational changes that would involve allowing some commercial modes to change from a dual level (dual loop) operation to a single level (single loop) operation, where customers would be picked up and dropped off on the same curbside, may be considered. For example, one such alternative considered for this analysis would allow the hotel shuttles to single loop on the departures level, rental car shuttles to single loop on the arrivals level, and remove the assigned employee shuttle zones on the departures level allowing employee shuttles to drop off on the upper level and pick up on the lower level. The resultant decrease in traffic volumes along the subject roadway link on the departures level would reduce the impact to a level that is less than significant. The proposed change in operations for the hotel, rental car, and employee shuttles is presented as an illustration of the possible operational changes which may be implemented by LAWA to mitigate the impacts presented above. LAWA will determine at the time of implementation which commercial mode(s) should be relocated to mitigate the impacts from Alternatives 1-2, 4, 8, and 9 that exceed the threshold of significance.

Recommended Mitigation Program

Based on the information provided above, the following mitigation measures are proposed to address on-airport transportation impacts associated with SPAS:

- **MM-ST (SPAS)-1. Relocate Existing Taxi Loading Zone at TBIT (Alternatives 1, 2, 4, 8, and 9).**

  LAWA will relocate the existing taxi loading zone at TBIT to the curve located between TBIT and Terminal 4. This change would provide a larger passenger loading area for the private vehicles along the TBIT inner curbside.

- **MM-ST (SPAS)-2. Change Departures and Arrivals Level Commercial Vehicle Curbside Operations (Alternatives 1, 2, 4, 8, and 9).**

  LAWA will implement operational changes to commercial modes such that SPAS-related impacts to roadway links would not exceed the threshold of significance. LAWA will determine at the time of implementation which commercial mode(s) should be relocated. LAWA will consider options such as changing hotel and rental car shuttle operations from their current dual loop operation to a single loop operation on the departures and arrivals level curbsides respectively, while the employee shuttle operation could be changed from its existing single level operation on the departures level to a dual loop operation.

4.12.1.11 Level of Significance After Mitigation

4.12.1.11.1 Project Impacts (2009)

For the reasons described above, construction-related impacts to on-airport transportation cannot be concluded as being fully mitigated; therefore, for the purposes of this EIR, significant construction-related impacts to the on-airport transportation system would occur with implementation of Alternatives 1, 2, 8, and 9.

4.12.1.11.2 Cumulative Impacts (2025)

Table 4.12.1-44 shows the results of the analysis for the proposed mitigation on the TBIT arrivals level inner curbsides while **Table 4.12.1-45** provides the results for the proposed mitigation of the CTA roadways. As indicated in **Table 4.12.1-44**, implementation of Mitigation Measure MM-ST (SPAS)-1, Relocate Existing Taxi Loading Zone at TBIT, would reduce impacts to curbsides associated with Alternatives 1, 2, 4, 8, and 9 to a level that is less than significant. As indicated in **Table 4.12.1-45**, implementation of Mitigation Measure MM-ST (SPAS)-2, Change Departures and Arrivals Level Commercial Vehicle Curbside Operations, would reduce impacts to all departures and arrivals level

roadways under Alternatives 1, 2, 4, 8, and 9 in the future (2025) condition to a level that is less than significant. The results of the analysis are presented in Appendix K1, *On-Airport Transportation*.

Table 4.12.1-44

Curbside Impact Mitigation

TBIT Curbside	Before Mitigation V/C	Before Mitigation LOS	After Mitigation V/C	After Mitigation LOS	Impact: Mitigated Change in V/C	Impact: Significant Impact/ Cumulatively Considerable
Future Without Alternative	0.422	A	0.422	A	-	
Future (2025) Alternative 1-2	0.584	C	0.464	B	0.042	No
Future (2025) Alternative 4	0.584	C	0.464	B	0.042	No
Future (2025) Alternative 8	0.584	C	0.464	B	0.042	No
Future (2025) Alternative 9	0.584	C	0.464	B	0.042	No

Source: Ricondo & Associates, Inc., 2012.

As discussed above, the physical constraints at the intersection of World Way South and Center Way (Intersection #9) would render the improvements identified in Section 4.12.1.10.2 infeasible. As a result, impacts to this intersection under Alternatives 1, 2, 4, 8, and 9 could not be feasibly reduced to a level that is less than significant. Therefore, the cumulative impact at World Way South and Center Way (Intersection #9) would be significant and unavoidable, and the contribution of Alternatives 1, 2, 4, 8, and 9 to this impact would be cumulatively considerable and unavoidable. However, Mitigation Measure MM-ST (SPAS)-2, while developed to address impacts to roadway links, would improve the level of service at this intersection from LOS D to LOS C. Although the volume to capacity level at this intersection would continue to exceed the thresholds of significance under cumulative conditions associated with Alternatives 1, 2, 4, 8, and 9, LOS C is considered to be a generally good level of service.

For the reasons described above, it cannot be concluded that cumulative construction-related impacts to on-airport transportation would be fully mitigated. Therefore, for the purposes of this EIR, cumulative construction impacts would be significant and unavoidable, and the contribution of Alternatives 1, 2, 8, and 9 to this impact would be cumulatively considerable and unavoidable.

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Table 4.12.1-45

Roadway Link Impact Mitigation

Roadway Links		Future Without Alternative		Future (2025) Alternative 1-2				
		Volume to Capacity		Volume to Capacity		Mitigated		Significant Impact/ Cumulatively Considerable
		Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	LOS	Difference	
LF	Outer curb, west of inner curb entrance from Terminal 1	0.538	0.355	0.731	0.500	A	0.146	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.447	0.419	0.710	0.686	B	0.267	No
LW	TBIT outer curb, south of entrance from inner curb	0.524	0.373	0.722	0.530	A	0.157	No

		Future Without Alternative		Future (2025) Alternative 4				
		Volume to Capacity		Volume to Capacity		Mitigated		Significant Impact/ Cumulatively Considerable
		Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	LOS	Difference	
UO	EB World Way S, east of West Way	0.576	0.651	0.705	0.674	B	0.023	No
LF	Outer curb, west of inner curb entrance from Terminal 1	0.538	0.355	0.731	0.500	A	0.146	No
LK	Terminal 2 outer curb, west of exit to inner curb	0.501	0.457	0.728	0.692	B	0.234	No
LL	Terminal 2 outer curb, west of P11 exit	0.501	0.457	0.728	0.692	B	0.234	No
LW	TBIT outer curb, south of entrance from inner curb	0.524	0.373	0.722	0.530	A	0.157	No

		Future Without Alternative		Future (2025) Alternative 8				
		Volume to Capacity		Volume to Capacity		Mitigated		Significant Impact/ Cumulatively Considerable
		Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	LOS	Difference	
LF	Outer curb, west of inner curb entrance from Terminal 1	0.538	0.355	0.723	0.445	A	0.090	No
LS	Terminal 3 outer curb, west of entrance from inner curb	0.447	0.419	0.704	0.441	A	0.022	No
LW	TBIT outer curb, south of entrance from inner curb	0.524	0.373	0.716	0.329	A	-0.044	No

		Future Without Alternative		Future (2025) Alternative 9				
		Volume to Capacity		Volume to Capacity		Mitigated		Significant Impact/ Cumulatively Considerable
		Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	LOS	Difference	
LF	Outer curb, west of inner curb entrance from Terminal 1	0.538	0.355	0.702	0.357	A	0.002	No

Note:

Following the implementation of the proposed mitigation measures, the volume to capacity ratios for all roadway links in all alternatives will improve or remain the same as those prior to mitigation.

Source: Ricondo & Associates, Inc., 2012.

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