

TRAFFIC GENERATION REPORT

Los Angeles International Airport / August 2023

Executive Summary:

As part of the LAX Specific Plan, Appendix A, Monitoring and Reporting, states: “LAWA shall prepare and submit annual reports [including a Traffic Generation Report] to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation and Los Angeles City Council.” This report is intended to assist in fulfilling this commitment for 2023.

The typical design day used for LAX planning is a Friday in August. The results of the August 2023 traffic volume study reveal that there were **13,574** trips recorded at LAX during the 8 am to 9 am peak hour, **15,596** trips in the 11 am to 12 pm airport peak hour and **13,301** trips in the 5 pm to 6 pm peak hour.

Through most of 2023, the impact of the 2020 COVID-19 global pandemic tapered off yielding to a mild and noticeable increase in travel. At the time of data collection in August 2023, LAX vehicle traffic levels were 3 to 11 percent greater than those in 2022, but still 10 to 17 percent below pre-COVID-19 levels from 2019. While 2023 traffic levels are substantially greater than the pandemic year, 2020, a full recovery from the pandemic has not yet been realized at LAX. According to Transportation Security Agency (TSA) data, 2023 average peak passenger screening is still approximately at 85% of 2019 peak.

Similar to previous years and since 2019, LAX-it continued to provide the same service facilitating Transportation Network Companies (TNC) and Taxi to operate and pick up passengers in a lot that is just east of Terminal 1. As a reminder LAX-it included the installation of curb extensions along the arrivals median island to accommodate passenger queuing; dedicating the inner roadway on the lower level to only LAWA shuttles; and reallocating commercial vehicle passenger loading zones along the entirety of the CTA curbside. These facility and operational changes went into effect at the end of October 2019. It should be noted that these facilities did not create additional airport trips, but rather reallocated existing trips to different areas within the CTA.

Methodology:

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

LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by LAWA’s Traffic and Automated Vehicle Identification System (TRAVIS) except for TNC and Taxi pickups at LAX-it after October 2019. TRAVIS includes electro-magnetic loop detectors embedded in each travel lane of entry and exit roadways. Traffic information is continuously recorded in this database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts. Vehicle type is not distinguished by the loop sensors; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A “trip” is defined as the entrance or exit of a vehicle from the airport or airport-related property. Traffic entering LAX-it is recorded via video detection at the entry points into the facility and is reported to a separate database that is also accessible by LAWA staff. These counts are currently not connected to TRAVIS. However, to be included in this reporting, LAX-it volumes were added to CTA traffic counts in Tables 5, 6 and 7.

Database traffic counts and video counts for LAX CTA for Fridays in August 2023 were retrieved and averaged for the morning (8 am to 9 am), airport (11 am to 12 pm) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak hours, along with the average number of trips for each peak hour.

LAX Central Terminal Area - Traffic Volumes by Direction

Date	Inbound			Outbound		
	8-9 AM	11AM-12PM	5-6 PM	8-9 AM	11AM-12PM	5-6 PM
8/04/23	5,068	6,042	4,552	4,909	6,038	4,739
8/11/23	5,088	5,538	4,530	4,980	5,543	4,913
8/18/23	5,309	5,412	4,331	5,088	5,463	4,605
8/25/23	5,021	5,152	4,612	4,874	5,351	4,989
Average	5,122	5,536	4,506	4,963	5,599	4,812

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2023, along with their averages, is summarized in **Table 2**.

LAX Central Terminal Area - Total Traffic Volumes

Date	Total		
	8-9 AM	11AM-12PM	5-6 PM
8/04/23	9,977	12,080	9,291
8/11/23	10,068	11,081	9,443
8/18/23	10,397	10,875	8,936
8/25/23	9,895	10,503	9,601
Average	10,084	11,135	9,318

Table 2

World Way West:

Traffic counts for eastbound and westbound movements on World Way West, east of Pershing Drive, were recorded by LADOT. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX. A summary of the volumes is included in **Table 8**.

Driveways

Traffic during the three peak hours was counted at 70 airport-related driveways. The counts were conducted by National Data & Surveying Services (NDS), under a contract by LAWA. Individual counts were required at these locations because traffic volumes are not recorded by the automated, loop-detector system. Traffic entering and exiting a roadway or driveway was counted using three vehicular categories – cars, trucks and shuttles. See **Figure 1** for a map of the facilities at which driveway counts were recorded and see **Table 8** for the Trip Generation Table for these facilities.

Cargo/Ancillary Facilities:

Metro Traffic Data recorded traffic at the following cargo facility driveways on Friday, August 4th, 2023. The traffic counts are shown in Table 8.

Aviation Boulevard (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Boulevard (south leg of intersection) locations:

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

Imperial Highway (north leg of intersection) locations:

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

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

Airport Operated Public Parking Lots

In response to COVID-19 and lower passenger traffic numbers, the public parking lot known as Economy Lot E was closed in 2020 and its shuttle service was suspended. In November 2021 a new airport public car park, LAX Economy Parking (ITF West), was fully opened to the public utilizing airport shuttles to transfer passengers to and from the CTA. The new facility traffic volumes were captured in August 2023 counts and are shown in Table 8. Only the car volumes are reported in Tables 5, 6 & 7 as the facility shuttles were captured by the CTA TRAVIS system.

Airport Operated Employee Parking Lots

Traffic counts were conducted by National Data & Surveying (NDS) at the LAWA-operated Employee Lots East, West and South. The individual driveway locations for these three parking lots are as follows:

- Employee Lot West Entrance/Exit Driveway on Westchester Parkway
- Employee Lot East Entrance/Exit Driveway on Jenny Avenue north of Westchester Parkway
- Employee Lot South Entrance/Exit Driveway on Jetway Boulevard south of Westchester Parkway
- Employee Lot South Entrance/Exit Driveway on 96th Street east of Sepulveda Boulevard

Rental Car Locations:

In total, there are ten car rental companies that are allowed to provide shuttle service between the LAX CTA and their individual facilities. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations on three Fridays in August 2023.

Avis – Airport Boulevard/Westchester Parkway/Jetway Boulevard:

- Two driveways on Airport Blvd south of Westchester Parkway
- Two driveways on Jetway Boulevard south of Westchester Parkway

Budget – Airport Boulevard and 98th Street, NW corner:

- Two driveways on Airport Boulevard between 96th Place and 98th Street
- Two driveways on 96th Place west of Airport Boulevard
- Driveway on 98th Street west of Airport Boulevard

Enterprise, Alamo and National – Aviation Boulevard between Hillcrest Boulevard and Arbor Vitae Street:

- Three driveways on Aviation Boulevard south of Hillcrest Boulevard
- Driveway on Hillcrest Boulevard east of Aviation Boulevard
- Two driveways on Isis Avenue east of Hillcrest Boulevard

Fox – Century Boulevard, south side, between Aviation Boulevard and Concourse Way:

- Driveway at 5500 West Century Boulevard
- Exit driveway on 102nd Street

Hertz, Dollar and Thrifty – Airport Boulevard between Interceptor Street and Arbor Vitae Street:

- Shuttle entrance driveway on Airport Boulevard between Interceptor Street and Arbor Vitae Street
- Driveway on Interceptor Street east of Airport Boulevard
- Two exit driveways on Arbor Vitae Street east of Airport Boulevard

SIXT Rental Car – Bellanca Avenue between Arbor Vitae Street and Manchester Boulevard:

- Three driveways at 9000 Bellanca Avenue

Off-Airport Rental Car Company Lot:

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

Cell Phone Waiting Lot:

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

Private Airport Parking Facilities:

Traffic was recorded at the following private parking facility driveways. These facilities are exclusively used for parking and are not affiliated with a hotel or office building. It was conservatively assumed that all traffic entering or exiting these facilities is airport related. Since these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated.

During the August 2023 collection period, several facilities previously recorded were either not operational or mixed with hotel shuttle operations. These facilities were omitted from the Private Airport Parking list. The following is a list of operating airport private parking facilities that were counted.

The Parking Spot (Century) – Bellanca Avenue from Century Boulevard to 98th Street:

- Two driveways on Bellanca Ave south of 96th Street
- Driveway on 98th Street west of Bellanca Avenue
- Car entrance driveway on Century Blvd west of Bellanca
- Driveway in alley west of Bellanca

The Parking Spot (Sepulveda) – Sepulveda Boulevard/Westchester Parkway/Sepulveda Westway:

- Driveway on Sepulveda Westway south of Westchester Parkway
- Driveway on Westchester Parkway west of Sepulveda Boulevard

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

- Two driveways on Bellanca Avenue north of 98th Street

Traffic Count Map



Figure 1

Other Private Airport Parking Facilities:

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

Using the volume of car trips and the volume of shuttle trips manually recorded at the driveways of The Parking Spot (Century), The Parking Spot (Sepulveda) and Wally Park, the following trip generation factors were calculated:

Private Parking Car Trips per Inbound Shuttle

AM 83 trips/ 35 shuttles = 2.37 trips/shuttle
 AP 50 trips/ 32 shuttles = 1.56 trips/shuttle
 PM 33 trips/ 36 shuttles = 0.92 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM 26 trips/ 31 shuttles = 0.84 trips/shuttle
 AP 37 trips/ 28 shuttles = 1.32 trips/shuttle
 PM 57 trips/ 42 shuttles = 1.36 trips/shuttle

The number of shuttles recorded in the LAX CTA on the four Fridays in August 2023 by the joint-use parking businesses was obtained from the TRAVIS (Commercial Vehicle Count) database. It is assumed that the same number of car trips per shuttle trip made by facilities such as The Parking Spot or Wally Park would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour on Fridays in August 2023 by the joint-use, off-airport parking facilities is shown in **Table 3**.

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

Date	Peak Hour		
	AM	AP	PM
8/04/23	77	60	128
8/11/23	70	62	96
8/18/23	67	67	98
8/25/23	62	65	76
Rounded Average	69	64	100

Table 3

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

In August 2018, the private parking shuttle operators relocated from the upper level to the lower-level roadway. Passengers were dropped off and picked up at the same lower-level commercial curb as the hotel shuttles.

In October 2019, private parking, hotel, and dual-branded shuttle operators were relocated from the lower-level commercial curb to the upper-level roadway with zones designated between terminal buildings.

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

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

Peak Hour	Adjustment Factor (Trips per Shuttle)		Average Number of Shuttles	=	No. of Trips
AM	2.37	X	31	=	74
Airport	1.56	X	31	=	48
PM	0.92	X	50	=	46

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

Peak Hour	Adjustment Factor (Trips per Shuttle)		Average Number of Shuttles	=	No. of Trips
AM	0.84	X	38	=	32
Airport	1.32	X	33	=	44
PM	1.36	X	50	=	68

Table 4

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

Projects Currently Under Construction:

The following airport-related projects are currently under construction:

- **Terminal 2 & 3 Modernization**

The \$1.86 billion project (which includes the cost of an earlier terminal swap) will see complete reconstruction of Terminal 3 as well as additional work in Terminal 2, where LAWA had completed \$194 million in upgrades in 2017. When completed, the modern facility will offer more security screening capacity with automated security lanes, more gate-area seating, and a world-class concession program. The 27-gate complex will include a secure connection to the Tom Bradley International Terminal. It will also feature a brand new headhouse with centralized lobby, security screening checkpoint, and baggage claim. A convenient bridge will connect Terminals 2, 3, and Bradley on the secure side of the airport. The work will also include the terminal vertical core to connect to the people mover. The work on terminal cores has all been completed. However, access to the pedestrian bridge is still under construction.
- **Terminal 4 Modernization**

American Airlines has plans for \$1.6 billion in renovations continuing into the mid-2020s. The work will create a 28-gate complex, along with a unified departure hall. LAWA completed a \$114 million connector between Tom Bradley International Terminal and Terminal 4 in 2016, and \$271 million in renovation took place at Terminal 5 between 2012 and 2015. Construction has begun on a terminal vertical core to connect to the future APM walkway between Terminals 4 and 5. From there, the project will continue in a carefully planned, phased approach that will move from curbside to gate areas.
- **Terminal 6 Renovation**

As part of an earlier CIP, \$318.5 million in improvements took place, culminating in new concessions and gate areas in 2016. A \$197.5 million project scheduled to start later in 2020 and continue through 2025 will add one to two gates, develop additional square footage for gate area hold rooms and lounges, realign or replace passenger boarding bridges, develop a bus gate and a connector to the terminal vertical core between Terminals 5 and 6, and upgrade security checkpoints.
- **Terminal Vertical Cores**

In addition to the work being done at Terminals 1.5, 2/3 and 4/5 to build Terminal Cores, which include elevators and escalators to connect to the Automated People Mover's walkways, LAWA will spend \$336.5 million to build cores at Tom Bradley and between Terminals 5 and 6, as well as upgrade earlier improvements to create a core at Terminal 7.
- **Midfield Satellite Concourse (MSC) South**

Midfield Satellite Concourse (MSC) South is a part of Los Angeles International Airport (LAX)'s multi-billion-dollar Capital Improvement Program (CIP). The project is an extension of the West Gates at Tom Bradley International Terminal and will add approximately 150,000 square feet and eight gates for narrowbody aircraft. The new MSC South Terminal will serve group III aircraft, including the

Boeing 737 and Airbus 320. The entire MSC (North and South) Terminal will be accessed by tunnel from Tom Bradley International Terminal or by bus from a number of domestic Terminals. This critical piece of infrastructure will further support the airport's capacity-building goals in advance of the 2026 World Cup and 2028 Olympic and Paralympic games. Construction on this project started in 2023 and scheduled completion date August 2025.

- **Landside Access Modernization Program (LAMP)**

The Landside Access Modernization Program (LAMP) is a multi-billion-dollar capital improvement project that seeks to enrich passenger experience, relieve congestion, and enhance LAX's status as a world-class airport. Key components of LAMP include the construction of an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (ConRAC), and associated roadway improvements.

- **ITF-West – LAX Economy Parking/ Security Badging Office**

One of LAMP components is the Intermodal Transportation Facility West (ITF-W), also known as LAX Economy Parking has constructed a new parking structure located at the southeast corner of Jetway Boulevard and 94th Street. Currently, this facility is fully operational. However, and until the Automated People Mover is completed, passengers are being transported to and from the CTA by the facility airport shuttles. LAX-Economy provides over 4,000 parking stalls and currently accommodates the Security Badging Office (SBO). This facility was opened for public in November 2021 and driveway directional volumes were captured in August counts.

- **Roadways, Utilities & Enabling (RUE)**

Roadways, Utilities & Enabling program is in the process of constructing several key individual projects that are directly related to the Landside Access Modernization Program (LAMP) or will provide a utility service or enabling work for a LAMP related project or facility. RUE provides the next phase of enabling for LAMP, focusing on high priority projects necessary to support the Automated People Mover (APM), Consolidated Rental Car Facility (ConRAC) and Intermodal Transportation Facility West (ITFW) and ITF East. The Project also addresses several Capital Improvement Plans (CIP) utility projects. Some of the projects that are currently under construction include:

- Roadway Wayfinding for the overall LAMP area
 - I-405 On/Off ramp improvements at La Cienega Bl
 - 98th Street Civil Packages
 - Aviation Bl Roadway Improvements
 - Concourse Way Civil Packages
 - Arbor Vitae Street Roadway Improvements
 - Installation of Utilities through the CTA and within City of Los Angeles and Inglewood right of way.

Summary of Peak Hour Counts:

While Subsection C, *Project Trip Generation*, of Section 12, *Transportation Regulations*, of the LAX Specific Plan¹ uses the airport peak hour as its basis for trip generation reporting, a summary of the final traffic datum is presented for all three peak hours: **Table 5** (AM Peak), **Table 6** (Airport Peak) and **Table 7** (PM Peak). The Airport Peak Hour traffic volumes for the last fifteen years are shown in **Figure 2**.

As expected, the Airport Peak Hour traffic count total of 15,596 trips is higher than the counts recorded for the AM and PM peak hours. The August 2023 AM peak hour volume is 13,574 trips and the August 2023 PM peak hour volume is 13,301 trips. The traffic counts show that August 2023 AM and PM trips were 10-11% higher than 2022 August trips and 83-90% of 2019 August trips, and the 2023 Airport peak hour, noon trips, were 3% higher than trips recorded at the same time last year and 89% of those in 2019.

¹ Ordinance Amendment: 185164, 9/8/17

2023 TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts	2023 Traffic Counts
CTA	6,383	6,229	6,274	6,295	6,388	6,174	7,273	7,782	9,104	9,225	9,421	10,129	3,975	8,321	8,688	10,084
RAC/Rental Car Facilities (1)	1,239	956	1,011	1,038	1,273	1,042	1,208	1,419	1,429	1,528	1,768	1,584	489	811	1,053	1,002
LAX Public Parking Lots	165	145	100	87	68	84	150	106	112	118	52	49	0	0	72	47
Employee Parking	524	446	393	387	417	436	570	549	507	506	438	390	0	325	390	435
Private Parking (2)	388	359	331	294	285	360	437	462	379	374	583	569	96	517	427	215
World Way West	648	598	503	490	559	544	520	611	496	547	568	518	324	330	307	251
Cargo and Ancillary (3)	1,971	1,641	1,733	2,031	1,914	1,765	1,831	1,649	1,827	1,888	1,915	1,858	1,313	1,624	1,391	1,520
LAX Northside (4)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	11,338	10,394	10,365	10,642	10,924	10,425	12,009	12,598	13,874	14,206	14,765	15,117	6,217	11,948	12,348	13,574

(1) 6 vehicle trips per direction were added to the 2016 through 2023 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards

(2) Per Table 4, 74 inbound and 32 outbound car trips were added to the 2023 counts to account for parking facilities where traffic counts were not recorded manually.

(3) 50 total vehicle trips were added to each annual count total to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 total vehicle trips were added to each annual count total to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 5

2023 TRIP GENERATION SUMMARY FOR LAX - 11 AM TO 12 PM

Airport Facility	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts	2023 Traffic Counts
CTA	9,419	9,021	9,312	9,000	9,046	9,035	9,800	10,559	11,434	11,592	11,582	11,184	5,215	9,655	10,301	11,135
RAC/Rental Car Facilities (1)	1,727	1,559	1,605	1,781	1,761	1,886	1,989	2,183	2,203	2,320	2,662	2,302	801	1,274	1,569	1,530
LAX Public Parking Lots	172	172	122	68	77	72	137	81	118	117	55	56	0	0	80	43
Employee Parking	548	508	409	862	480	511	642	649	602	617	534	624	0	413	605	676
Private Parking (2)	405	373	449	520	314	436	398	470	364	317	475	590	106	348	338	179
World Way West	833	628	607	648	708	578	602	614	577	695	812	701	435	428	411	342
Cargo and Ancillary (3)	1,983	1,636	1,739	1,802	1,875	1,865	1,857	1,810	1,899	2,376	2,415	2,020	1,489	1,883	1,809	1,671
LAX Northside (4)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	15,107	13,917	14,263	14,701	14,281	14,403	15,445	16,386	17,217	18,054	18,555	17,497	8,066	14,021	15,133	15,596

(1) 6 vehicle trips per direction were added to the 2016 through 2023 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards

(2) Per Table 4, 48 inbound and 44 outbound car trips were added to the 2023 counts to account for parking facilities where traffic counts were not recorded manually.

(3) 50 total vehicle trips were added each annual count to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 total vehicle trips were added to each annual count total to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 6

2023 TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts	2023 Traffic Counts
CTA	8,052	7,300	7,431	7,478	7,153	7,562	8,328	8,839	10,231	10,522	9,945	10,108	4,029	8,206	8,103	9,318
RAC/Rental Car Facilities (1)	1,120	938	981	1,319	1,478	1,263	1,214	1,491	1,390	1,782	1,817	1,557	661	863	852	957
LAX Public Parking Lots	206	220	164	108	92	112	144	120	133	137	37	49	0	0	71	65
Employee Parking	637	633	612	597	613	533	629	723	663	699	584	569	0	396	529	606
Private Parking (2)	423	424	483	562	439	457	344	503	392	337	373	538	77	325	269	204
World Way West	506	356	307	284	327	306	352	323	287	353	401	395	212	278	242	267
Cargo and Ancillary (3)	2,128	2,152	2,137	2,029	2,339	1,965	2,131	2,231	2,817	2,870	2,836	2,739	1,429	1,709	1,911	1,864
LAX Northside (4)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	13,092	12,043	12,135	12,397	12,461	12,218	13,162	14,250	15,933	16,720	16,013	15,975	6,428	11,797	11,997	13,301

(1) 6 vehicle trips per direction were added to the 2016 through 2023 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards

(2) Per Table 4, 46 inbound and 68 outbound car trips were added to the 2023 counts to account for parking facilities where traffic counts were not recorded manually.

(3) 50 total vehicle trips were added each annual count to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)

(4) 20 total vehicle trips were added to each annual count total to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 7

Airport Peak Hour (11 AM - Noon) Traffic Volumes

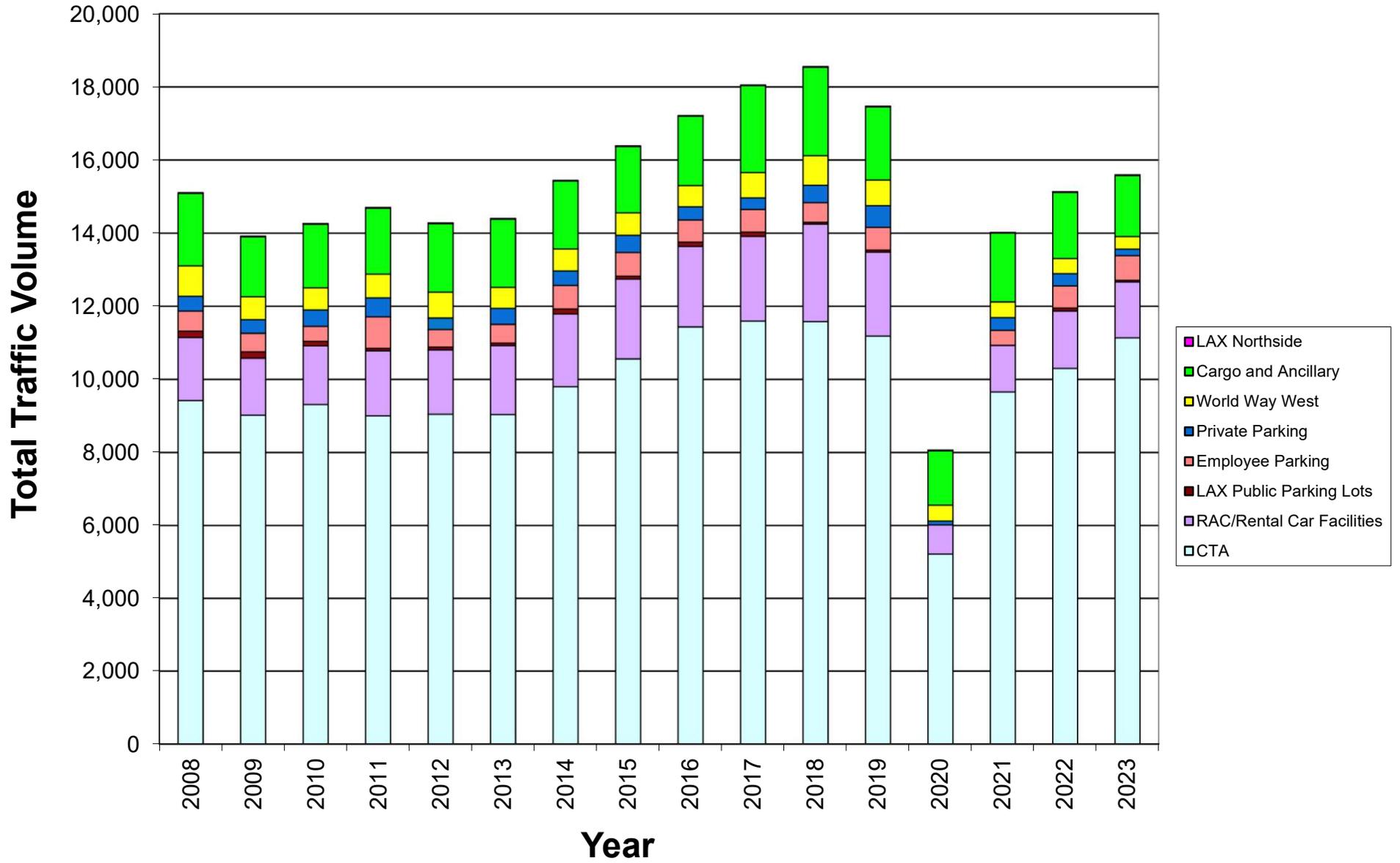


Figure 2

FlyAway Program:

The LAX FlyAway is a low-cost shuttle service operating between a remote parking facility and LAX. While nine FlyAway sites started in 1975, two remain in operation.

FlyAway Service History

	Start of Service	End of Service	Operating
Van Nuys	1975		Yes
Union Station	March 2006		Yes
Westwood/UCLA	June 2007	June 2019	
Irvine Transp. Ctr.	November 2009	Summer 2012	
Exposition Light Rail	Spring 2013	September 2014	
Santa Monica	July 2014	September 2016	
Hollywood	September 2014	March 2020	
Long Beach	December 2015	March 2020	
Orange Light Rail Line	December 2015	Jan 2019	

The ridership totals for the month of August during the last seventeen years are shown in **Figure 3**. The FlyAway program has helped to reduce the number of private vehicles into and out of the LAX CTA. Figure 3 shows a 20% increase in Union Station and Van Nuys service in 2023 FlyAway passenger ridership compared to 2022, but still approximately 96% of 2019 pre-COVID-19 levels.

Annual FlyAway Ridership

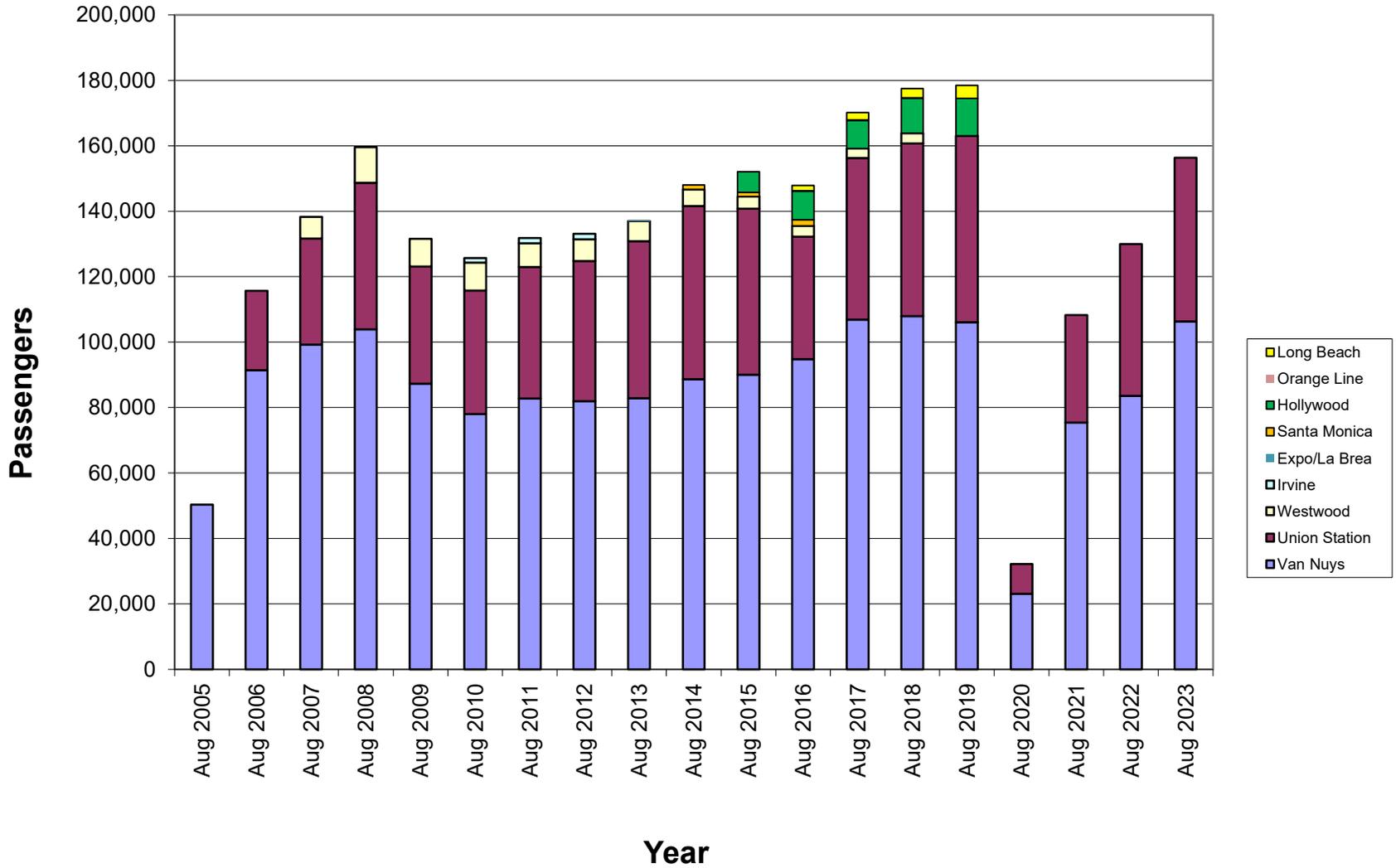


Figure 3

