



# TRAFFIC GENERATION REPORT

Los Angeles International Airport / August 2018



*Los Angeles  
World Airports*

Prepared by Planning and Development Group  
November 2018

## Executive Summary:

As part of the LAX Landside Access Modernization Program (LAMP), Appendix A, Monitoring and Reporting, states: “LAWA shall prepare and submit annual reports [including a Traffic Generation Report] to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation and Los Angeles City Council.” This report is intended to assist in fulfilling this commitment for 2018.

The typical design day used for LAX planning is a Friday in August. The results of the August 2018 traffic volume study reveal that there were **14,765** trips recorded at LAX during the 8 am to 9 am peak hour, **18,555** trips in the 11 am to noon airport peak hour and **16,013** trips in the 5 pm to 6 pm peak hour.

## Methodology:

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

### LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by LAWA’s Traffic and Automated Vehicle Identification System (TRAVIS), which include electro-magnetic loop detectors imbedded in each travel lane of the roadways. Traffic information is continuously recorded on this database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts. Vehicle type is not distinguished by the loop sensors; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A “trip” is defined as the entrance or exit of a vehicle from the airport or airport-related property.

Traffic counts for Fridays in August 2018 were retrieved from the database and averaged for the morning (8 am to 9 am), airport (11 am to noon) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak hours, along with the average number of trips for each peak hour.

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

Date	Inbound			Outbound		
	8-9 AM	11AM- Noon	5-6 PM	8-9 AM	11AM- Noon	5-6 PM
8/03/18	5,055	5,578	4,959	4,564	5,356	4,882
8/10/18	5,041	5,882	4,834	4,530	5,694	5,084
8/17/18	4,350	6,222	4,954	4,226	5,967	5,196
8/24/18	4,723	5,686	4,567	4,295	5,753	4,789
8/31/18	5,375	5,783	5,277	4,945	5,987	5,182
<b>Average</b>	<b>4,909</b>	<b>5,830</b>	<b>4,918</b>	<b>4,512</b>	<b>5,751</b>	<b>5,027</b>

**Table 1**

The total number of trips in and out of the LAX CTA on each of the Fridays in August 2018, along with their averages, is summarized in **Table 2**.

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

Date	Total		
	8-9 AM	11AM- Noon	5-6 PM
8/03/18	9,619	10,934	9,841
8/10/18	9,571	11,576	9,918
8/17/18	8,576	12,189	10,150
8/24/18	9,018	11,439	9,356
8/31/18	10,320	11,770	10,459
<b>Average</b>	<b>9,421</b>	<b>11,582</b>	<b>9,945</b>

**Table 2**

World Way West:

All traffic eastbound and westbound on World Way West east of Pershing Drive was recorded through the use of automated traffic counters temporarily installed by the City of Los Angeles Department of Transportation at LAWA’s request. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX. A summary of the volumes are included in **Table 8**.

Driveways

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

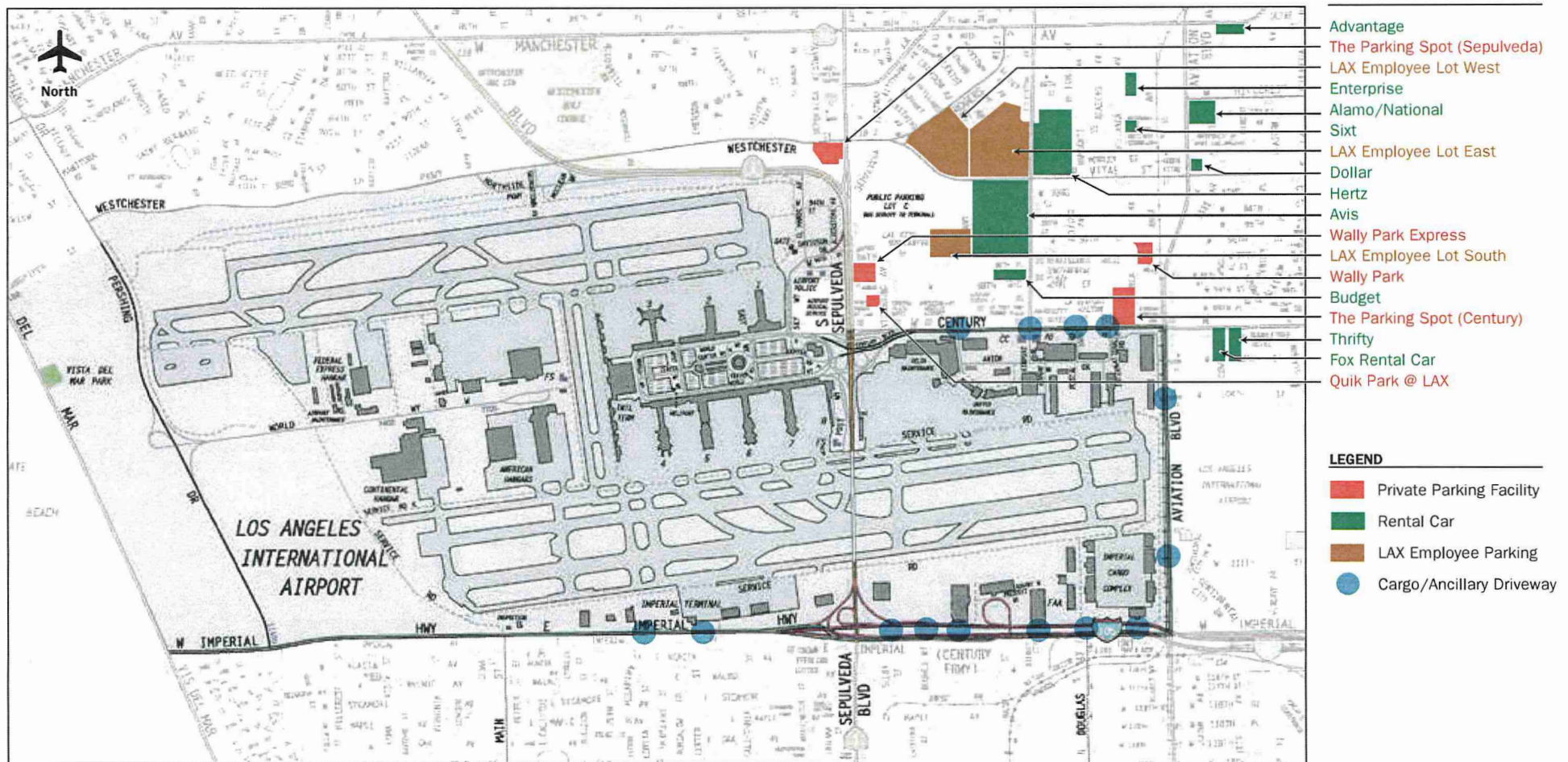
**Cargo/Ancillary Facilities:**

Quality Traffic Data recorded traffic at the following cargo facility driveways on Friday, August 3, 2018, with the exception of the north leg of California Street and Imperial Highway, which was counted on Friday, August 10, 2018:

Aviation Blvd (west leg of intersection) locations:

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

# Traffic Count Location Map



Map used by permission from Thomas Bros.

2016

Figure 1

Century Blvd (south leg of intersection) locations:

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

Imperial Highway (north leg of intersection) locations:

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

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

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

In early 2018, the LAWA-owned Parking Lot C was significantly reduced in size and the former entrance driveway from Westchester Parkway was permanently closed to accommodate construction of the future Automated People Mover. Traffic counts were conducted at the only public driveways that remain in use:

- Entrance driveways on 96<sup>th</sup> Street west of Vicksburg Avenue
- Exit driveway on Jenny Avenue

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

Traffic counts were conducted at the LAWA-operated Employee Lots East and West using automated gate readers that are part of the parking lot operating system. However, at Employee Lot South, the automated gate reader was malfunctioning. Since Employee Lot South has 18% fewer parking stalls than at Employee Lot East, it was assumed that the traffic volumes for Employee Lot South were 82% of those recorded at Employee Lot East. 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 Ave n/o Westchester Pkwy
- Employee Lot South Entrance/Exit Driveway on new "A" Street south of Westchester Parkway. This lot was relocated in early 2018 to make room for the construction of the future Automated People Mover.

**Rental Car Locations:**

There are twelve car rental companies that are allowed to provide shuttle service between the LAX CTA and their individual facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations on three Fridays, in August 2018. Traffic for MCar Rental was not recorded since they operate their business at the same site as a hotel and obtaining traffic volumes exclusive to their rental car business was not practical. As a result, 30 vehicle trips were added to each peak hour to account for traffic generated by this rental car company. This is considered a conservatively high number that would account for MCar's traffic activity.

Advantage Rent a Car – Manchester Blvd between Isis Ave and Hindry Ave

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

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

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

Avis – Airport Blvd/Westchester Pkwy/Jenny Ave:

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

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

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

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

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

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

- Four driveways on Bellanca Ave

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

- Driveway at 5500 West Century Blvd

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

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

- Two exit driveways on Arbor Vitae Street

Sixt Rental Car

- Two driveways on Bellanca Avenue

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

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

**Off-Airport Rental Car Company Lot:**

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

**Cell Phone Waiting Lot:**

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

**Private Airport Parking Facilities:**

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

Park One<sup>1</sup> – Sepulveda Blvd from Century Blvd to 96<sup>th</sup> Street:

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

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

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

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

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

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

Quik Park at LAX – 98<sup>th</sup> Street west of Vicksburg Avenue

Wally Park Express – Sepulveda Blvd and 96<sup>th</sup> Street, SE corner:

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

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

- Two driveways on Bellanca Ave

**Other Private Airport Parking Facilities:**

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

Using the volume of car trips and the volume of shuttle trips manually recorded at the driveways of Park One, the two Parking Spot locations, Wally Park, Wally Park Express and Quik Park at LAX, the following trip generation factors were calculated:

**Private Parking Car Trips per Inbound Shuttle**

AM	402 trips/ 73 shuttles = 5.51 trips/shuttle
AP	159 trips/ 68 shuttles = 2.34 trips/shuttle
PM	127 trips/ 62 shuttles = 2.05 trips/shuttle

**Private Parking Car Trips per Outbound Shuttle**

AM	91 trips/ 50 shuttles = 1.82 trips/shuttle
AP	239 trips/ 44 shuttles = 5.43 trips/shuttle
PM	141 trips/ 47 shuttles = 3.00 trips/shuttle



The number of shuttles recorded in the LAX CTA on the five Fridays in August 2018 by the joint-use parking businesses was obtained from the TRAVIS (Commercial Vehicle Count) database. It is assumed that the same number of car trips per shuttle trip made by facilities such as Wally Park or Quik 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 2018 by the joint-use, off-airport parking facilities is shown in **Table 3**.

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

Date	Peak Hour		
	AM	AP	PM
8/03/18	14	15	17
8/10/18	13	20	19
8/11/18	16	17	21
8/24/18	25	18	13
8/31/18	30	24	20
<b>Rounded Average</b>	<b>20</b>	<b>19</b>	<b>18</b>

**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.

On Monday, August 27, 2018, the private parking shuttle operators relocated from the upper level to the lower level roadway. Passengers are now dropped off and pick off at the same lower level commercial curb as the hotel shuttles.

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

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

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles	=	No. of Trips
AM	5.51	X	20	=	110
Airport	2.34	X	19	=	45
PM	2.05	X	18	=	37

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

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles	=	No. of Trips
AM	1.82	X	20	=	36
Airport	5.43	X	19	=	103
PM	3.00	X	18	=	54

**Table 4**

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

**Projects Currently Under Construction:**

The following airport-related projects are currently under construction:

- **Midfield Satellite Concourse (MSC)**

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

- **Delta Airlines Hangar**

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

- **Terminal 1 Improvements**

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

- **Terminal 1.5**

This project will construct a new building between Terminals 1 and 2. The new facility will ease congestion and provide connectivity between the two terminals – both within the ticketing and check in portion as well as post-security screening. LAX Terminal 1.5’s post-security airside pedestrian connection means passengers connecting between the two terminals will no longer have to leave the secure area of the concourse, exit the building and go through security again to make a connection.

### Summary of Peak Hour Counts:

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

As expected, the Airport Peak Hour traffic count total of 18,555 trips is higher than the counts recorded for the AM and PM peak hours. The August 2018 AM peak hour volume is 14,765 trips and the August 2018 PM peak hour volume is 16,013 trips.

### FlyAway Program:

The LAX FlyAway, a low-cost shuttle service operating between a remote parking facility and LAX. While nine FlyAway sites have been started since 1975, six remain in operation and three sites were closed due to low passenger volumes.

#### FlyAway Service History

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

The ridership totals for the month of August during the last thirteen years are shown in **Figure 3**. Overall, FlyAway ridership has increased 252% from August 2005 (when there were 50,360 passengers on the single FlyAway site at Van Nuys) to August 2018 (with 177,479 passengers on the six FlyAway sites in operation in August 2018). The FlyAway program has helped to reduce the number of private vehicles into and out of the LAX CTA.

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

Airport Facility	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts
CTA	7,750	6,771	6,383	6,229	6,274	6,295	6,388	6,174	7,273	7,782	9,104	9,225	9,421
RAC/Rental Car Facilities (1)	1,342	1,261	1,239	956	1,011	1,038	1,273	1,042	1,208	1,419	1,429	1,528	1,768
LAX Public Parking Lots	149	145	165	145	100	87	68	84	150	106	112	118	52
Employee Parking	493	534	524	446	393	387	417	436	570	549	507	506	438
Private Parking (2)	389	427	388	359	331	294	285	360	437	462	379	374	583
World Way West	649	580	648	598	503	490	559	544	520	611	496	547	568
Cargo and Ancillary (3)	1,891	2,036	1,971	1,641	1,733	2,031	1,914	1,765	1,831	1,649	1,827	1,888	1,915
LAX Northside (4)	0	0	20	20	20	20	20	20	20	20	20	20	20
<b>TOTAL</b>	<b>12,663</b>	<b>11,754</b>	<b>11,338</b>	<b>10,394</b>	<b>10,365</b>	<b>10,642</b>	<b>10,924</b>	<b>10,425</b>	<b>12,009</b>	<b>12,598</b>	<b>13,874</b>	<b>14,206</b>	<b>14,765</b>

(1) 6 vehicle trips were added to the 2016 through 2018 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, 60 inbound and 30 outbound car trips were added to the 2018 counts to account for parking facilities where traffic counts were not manually recorded.

(3) 50 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 vehicle trips were added to the 2008 through 2018 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

**Table 5**

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

Airport Facility	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts
CTA	9,841	9,346	9,419	9,021	9,312	9,000	9,046	9,035	9,800	10,559	11,434	11,592	11,582
RAC/Rental Car Facilities (1)	1,890	1,829	1,727	1,559	1,605	1,781	1,761	1,886	1,989	2,183	2,203	2,320	2,662
LAX Public Parking Lots	177	226	172	172	122	68	77	72	137	81	118	117	55
Employee Parking	394	384	548	508	409	862	480	511	642	649	602	617	534
Private Parking (2)	294	461	405	373	449	520	314	436	398	470	364	317	475
World Way West	668	737	833	628	607	648	708	578	602	614	577	695	812
Cargo and Ancillary (3)	1,993	2,094	1,983	1,636	1,739	1,802	1,875	1,865	1,857	1,810	1,899	2,376	2,415
LAX Northside (4)	0	0	20	20	20	20	20	20	20	20	20	20	20
<b>TOTAL</b>	<b>15,257</b>	<b>15,077</b>	<b>15,107</b>	<b>13,917</b>	<b>14,263</b>	<b>14,701</b>	<b>14,281</b>	<b>14,403</b>	<b>15,445</b>	<b>16,386</b>	<b>17,217</b>	<b>18,054</b>	<b>18,555</b>

(1) 6 vehicle trips were added to the 2016 through 2018 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, 34 inbound and 42 outbound car trips were added to the 2018 counts to account for parking facilities where traffic counts were not recorded manually.

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

(4) 20 vehicle trips were added to the 2008 through 2018 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

**Table 6**

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

Airport Facility	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts
CTA	8,714	8,120	8,052	7,300	7,431	7,478	7,153	7,562	8,328	8,839	10,231	10,522	9,945
RAC/Rental Car Facilities (1)	1,242	1,172	1,120	938	981	1,319	1,478	1,263	1,214	1,491	1,390	1,782	1,817
LAX Public Parking Lots	180	257	206	220	164	108	92	112	144	120	133	137	37
Employee Parking	548	591	637	633	612	597	613	533	629	723	663	699	584
Private Parking (2)	395	601	423	424	483	562	439	457	344	503	392	337	373
World Way West	451	373	506	356	307	284	327	306	352	323	287	353	401
Cargo and Ancillary (3)	2,359	2,411	2,128	2,152	2,137	2,029	2,339	1,965	2,131	2,231	2,817	2,870	2,836
LAX Northside (4)	0	0	20	20	20	20	20	20	20	20	20	20	20
<b>TOTAL</b>	<b>13,889</b>	<b>13,525</b>	<b>13,092</b>	<b>12,043</b>	<b>12,135</b>	<b>12,397</b>	<b>12,461</b>	<b>12,218</b>	<b>13,162</b>	<b>14,250</b>	<b>15,933</b>	<b>16,720</b>	<b>16,013</b>

(1) 6 vehicle trips were added to the 2016 through 2018 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 57 outbound car trips were added to the 2018 counts to account for parking facilities where traffic counts were not recorded manually.

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

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

**Table 7**

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

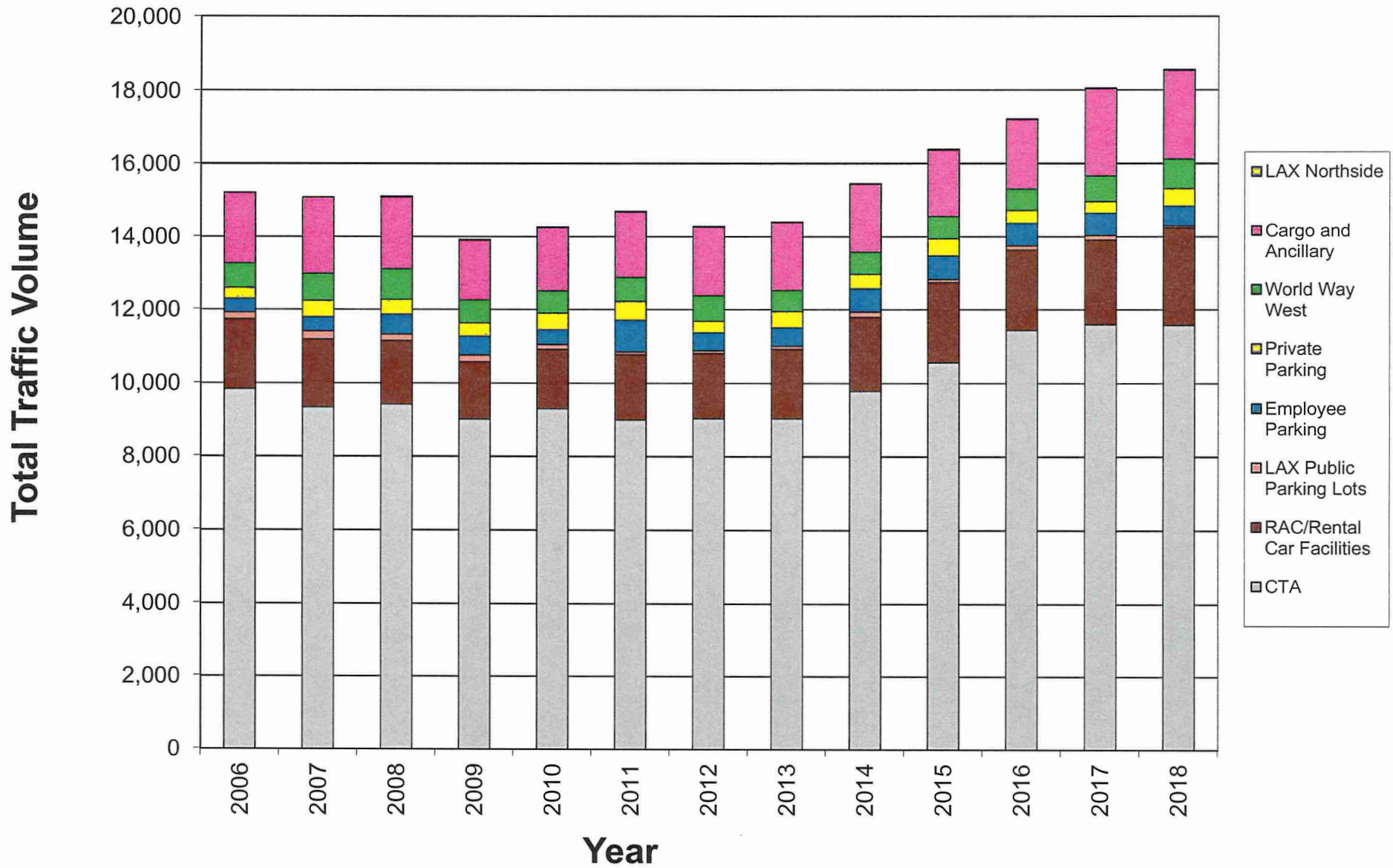
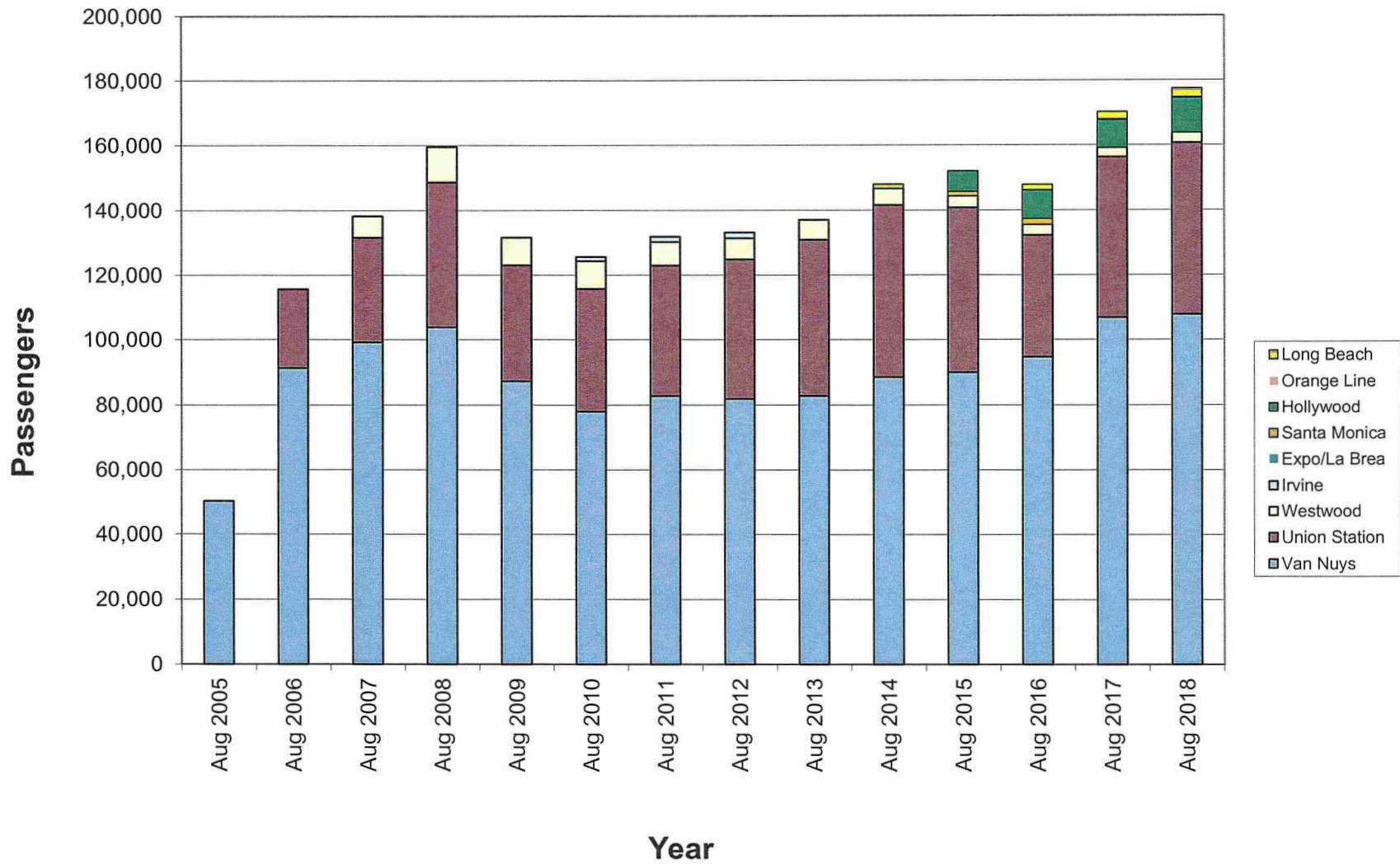


Figure 2



## Annual FlyAway Ridership




**Figure 3**

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

Date: January 16, 2019

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

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

Subject: **LAX TRAFFIC GENERATION REPORT FOR 2018**

The Department of Transportation (LADOT) completed its review of the LAX Traffic Generation Report for 2018. This report is the fourteenth of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan in December 2004. Pursuant to Section G of the LAX Specific Plan, LAWA is required to submit a traffic generation report that identifies the current number of vehicle trips generated by LAX-related land uses.

According to the provisions of the Specific Plan, the monitoring of airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August - the peak travel month. The LAX Specific Plan requires LADOT approval of the annual report before submittal to the Department of City Planning, the Board of Airport Commissioners, and the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses is projected to be 26,011 during the airport peak hour. This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,725 trips. The results of the 2018 survey indicate that LAX-related uses generated 18,555 vehicle trips during the airport peak hour for August 2018, which is approximately 2.8 percent higher than the 18,054 airport peak hour trips generated for the same period in 2017. However, this total is still well below the projected Master Plan build-out total of 26,011 airport peak hour trips. The attached table summarizes the results of the 2018 survey.

LADOT agrees that the LAX Traffic Generation Report for 2018 adequately identifies the trip generation for all LAX-related uses. If you have any questions, please call Robert Sanchez with LADOT's West Los Angeles Planning and Development Review Division, at (213) 485-1062.

SJR:RS

Attachment

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

## LAX TRAFFIC VOLUME SUMMARY SURVEY YEAR 2018

Year	Peak Hour Volumes		
	AM	PM	AP
<b>1996 - LAX Master Plan Study Base Year</b>	<b>11,978</b>	<b>12,887</b>	<b>17,725</b>
2005 - First Survey Year	10,984	13,556	15,742
2006 - Second Survey Year	12,663	13,889	15,257
2007 - Third Survey Year	11,754	13,525	15,077
2008 - Fourth Survey Year	11,338	13,092	15,107
2009 - Fifth Survey Year	10,394	12,043	13,917
2010 - Sixth Survey Year	10,365	12,135	14,263
2011 - Seventh Survey Year	10,642	12,397	14,701
2012 - Eighth Survey Year	10,924	12,461	14,281
2013 – Ninth Survey Year	10,425	12,218	14,403
2014 – Tenth Survey Year	12,009	13,162	15,445
2015 – Eleventh Survey Year	12,598	14,250	16,386
2016 – Twelfth Survey Year	13,874	15,933	17,217
2017 – Thirteenth Survey Year	14,206	16,720	18,054
<b>2018 – Fourteenth Survey Year</b>	<b>14,765</b>	<b>16,013</b>	<b>18,555</b>
LAX Master Plan Projected Build-Out Year	18,474	19,801	26,011

**Notes:**

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

