



LAX TRAFFIC MITIGATION MEASURES (January 18, 2017)

Statistics

- In 2016, the LAX Central Terminal Area (CTA) recorded a daily average of 95,000 vehicles on the Upper/Departures and Lower/Arrivals Level roadways combined (10 percent higher than the 2015 daily average).
- On 2016 summer and holiday peak travel days, the daily average number of vehicles entering the CTA was 100,000 to 120,000.
- Approximately 50 percent of travelers access LAX by automobile, resulting in over 5,600 vehicles per hour entering the LAX Central Terminal Area (CTA) during peak periods.

Access to the Central Terminal Area

Vehicular access to the CTA, private-parking and rental-car facilities, and hotels is provided by a network of arterial roadways that make up the LAX ground-access system. The projected growth of LAX passengers is expected to increase vehicular demand, resulting in increased congestion and potential delays for travelers.

Landside Access Modernization Program (LAMP)

Providing safe, efficient and reliable passenger access to LAX, and the surrounding business operations that it supports, is a priority for Los Angeles World Airports (LAWA). LAWA has proposed the LAX Landside Access Modernization Program (LAMP) to address the deficiencies of congestion and delay. Key components of the proposed LAMP are an Automated People Mover (APM) system connecting the airline terminals and parking garages in the CTA, two future Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Center (ConRAC), and associated roadway improvements. LAMP is currently undergoing environmental evaluations. The APM will also have a station that connects to the Metro Rail LAX/Crenshaw Line.

Mitigation Measures

LAWA is undertaking a variety of measures between today and when the Landside Access Modernization Program (LAMP) is completed in order to help mitigate vehicular traffic congestion.

Ongoing

- Los Angeles Airport Police measures:
 1. Officers monitor and staff busy terminals and place traffic officers curbside to direct traffic to/from the curb. This ensures cars are staged as close together as possible and stopped parallel to the curb in order to maximize curb usage.
 2. Officers are stationed at busy intersections -- such as Upper/Departures Level Skyway, crosswalks in front of the Tom Bradley International Terminal (TBIT), and West Way -- where they manually control traffic in the intersections to prevent intersection gridlock.
 3. Motorcycle officers monitor the 96th Street Bridge and the Sepulveda Flyover; traffic building up on Upper Level World Way is diverted to the Lower Level.
 4. Changeable message boards at the entrances and at other parts of the CTA are changed throughout the day, and especially during peak times, to inform motorists of congestion on one level and to advise using the other level.

5. Traffic and Motorcycle units constantly monitor curbs for parked vehicles and educate drivers about the LAX Cell Phone Waiting Lot as an alternative before ushering them from the curb.
- Real-time airport traffic conditions posted 24/7 on APD Twitter site @LAAirportPD, linked to LAX sites @flyLAXairport and www.LAXisHappening.com
 - Continuing promotion through publicity, social media, Internet website, brochure distribution throughout Los Angeles, and some paid advertising of:
 1. LAX Cell Phone Waiting Lot
 2. Shared-ride public transportation services to/from LAX, including shared-ride vans, long-distance vans, scheduled and public buses, Metro Rail Green Line, and Transportation Network Companies (TNCs) UberPool and Lyft Line
 3. LAX FlyAway® bus service to/from six locations in Los Angeles County
 - Rental Car Shuttle Trip Management Plan restricts rental car companies to an annual number of shuttle trips in the CTA, with penalties if they exceed their allotment.
 - Limited Single-Level Busing program with LAX Shuttle buses “A-Airline Connection” and “G-Metro Green Line” operating ONLY on the Lower Level, and TNCs ONLY on the Upper Level
 - Online LAX website improvements that provide passengers with real-time status and locations of FlyAway® buses and LAX Shuttle buses “A-Airline Connection” and “G-Metro Green Line Station”
 - LAX added to WAZE, the community-based, real-time navigation app updated by Airport Police assigned 24/7 in the LAX Airport Response Coordination Center (ARCC). Information on real-time traffic conditions on the LAX roadways and the real-time status of parking structure and Lot C availability is now available.
 - December 2016: Implementation of TNC shared-ride services UberPOOL and Lyft Line
 1. Reduces fares to passengers matched by similar destination/direction
 2. Reduces number of TNC vehicles in the CTA
 3. Reduces air emissions

To Be Implemented In 2017

- January 23, 2017: Implementation of Single-Level Busing to reduce the number of “loops” made by courtesy and public transportation vehicles in a single trip to drop off passengers on the Upper Level and to pick up passengers on the Lower Level. Currently, seven types of vehicles use both levels: private parking shuttles, hotel shuttles, rental car shuttles, FlyAway® and charter buses, taxis, shared ride vans, and LAX Shuttle bus “C-Lot C.”
 1. Private Parking Shuttles and the LAX Shuttle “C” bus will ONLY operate on the Upper/Departures Level, along with current TNCs (Uber and Lyft).
 2. Hotel Shuttles will ONLY operate on the Lower Level
 3. Single-Level Busing by Private Parking Shuttles, the LAX Shuttle “C-Lot C” bus, and the Hotel Shuttles is expected to reduce six percent (6%) of loops in the CTA made by these vehicles.
- Columns on the Lower/Arrival Level throughout the CTA are being numbered so motorists can locate arriving passengers more easily and reduce recirculating traffic.
- A Request for Proposal (RFP) has been issued for a design-build contractor to complete temporary and permanent roadway and parking improvements to mitigate traffic, including but not limited to:

1. Installing additional changeable message signs on all major approaches to the CTA
2. Relocating holding lots for commercial buses and limousines away from other public transportation holding lots
3. Restriping certain streets to create additional turn lanes

Two to Seven Years

- 2019 – 2023: Construction of major elements of \$5.5-billion Landside Access Modernization Program (LAMP) comprised of 2.25-mile Automated People Mover (APM), Consolidated Rent-A-Car Center, Pedestrian Bridges from the APM to the terminals (Terminal Cores), and a stop at the Metro Rail 96th Street/LAX station of the LAX-Crenshaw Line scheduled for completion in 2019. Other LAMP elements, two Intermodal Transportation Centers (east and west) and roadway improvements will be completed thereafter.
 1. LAMP will eliminate millions of courtesy and public transportation vehicle trips through the CTA each year (or approximately 40 percent of vehicle trips), which will save gas, significantly reduce vehicular emissions in and around LAX, and make arriving at LAX a more predictable experience for travelers.

Mitigation Projects Completed Within the Last 10 Years

Nearly two dozen individual projects were completed during the past 10 years that have improved traffic flow in the CTA, including but not limited to:

1. Widening transition ramps between the Upper and Lower Levels
2. Widening approaches into the CTA to add lanes
3. Creating two public parking lots on the Lower Level and adding parking on the top level of Parking Structure 4
4. Enacted trip-reduction programs (with penalties) for some courtesy vehicles
5. Installing fences along commercial transportation islands to deter motorists from illegally picking up passengers along the islands and in the middle of the road
6. Relocating and reconstructing some “slip” ramps from the outer lanes to the inner curbside lanes and lengthening commercial transportation islands to meet demand
7. Relocating taxi and shared-ride zones in front of some terminals in order to create additional passenger loading/unloading areas

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