
ATTACHMENT 5

LAX TRAFFIC GENERATION REPORT

TRAFFIC GENERATION REPORT

Los Angeles International Airport / August 2016



*Los Angeles
World Airports*

Prepared by Planning and Development Group
November 2016

Executive Summary:

Per Section G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare an annual Traffic Generation Report. This study is the twelfth Traffic Generation Report to be completed per this requirement.

The typical design day used for LAX planning is a Friday in August. The results of the August 2016 traffic volume study reveal that there were **13,874** trips recorded at LAX during the 8 am to 9 am peak hour, **17,217** trips in the 11 am to noon airport peak hour and **15,933** 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 LAX Traffic Generation reports annually 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. Vehicle type is not distinguished by these loops; 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 information is continuously recorded on a computer database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts.

Traffic counts for Fridays in August 2016 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
8/05/16	4,802	5,598	4,958	4,566	5,944	5,731
8/12/16	4,788	5,541	4,735	4,486	5,733	5,560
8/19/16	4,759	5,812	4,783	4,363	5,804	5,494
8/26/16	4,571	5,659	4,652	4,081	5,643	5,009
Average	4,730	5,653	4,782	4,374	5,781	5,449

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2016, 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
8/05/16	9,368	11,542	10,689
8/12/16	9,274	11,274	10,295
8/19/16	9,122	11,616	10,277
8/26/16	8,652	11,302	9,661
Average	9,104	11,434	10,231

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.

Driveways

Traffic during the three peak hours was counted at over 65 driveways by National Data & Surveying Services, 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. 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. Traffic entering and exiting a roadway or driveway was counted in three separate vehicular categories – cars, trucks and shuttles.

Cargo/Ancillary Facilities:

National Data & Surveying Company recorded traffic at the following cargo facility driveways on either Friday, August 5, 2016 or Friday, August 12, 2016:

Aviation Blvd (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Blvd (south leg of intersection) locations:

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

Traffic Count Location Map

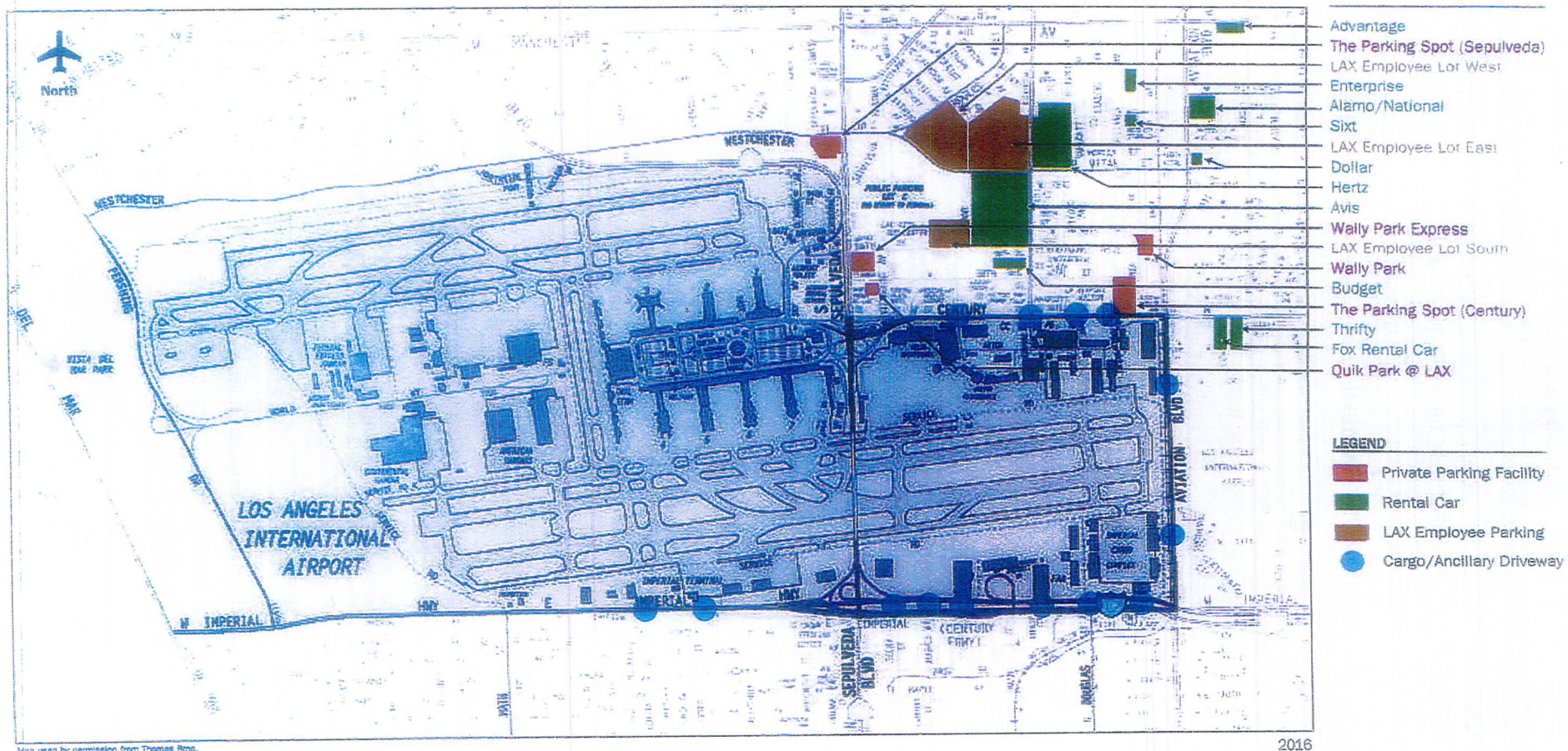


Figure 1

Imperial Highway (north leg of intersection) locations:

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

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

It should be noted that in August 2016, construction related to the Crenshaw Light Rail Line restricted certain movements at Aviation Boulevard & 104th Street and at Aviation Boulevard & 111th Street. These restrictions resulted in cargo-related traffic to be rerouted to other driveways. Therefore, while these 2016 individual cargo driveway counts are not typical of previous years, they do continue to capture all cargo-related traffic volumes on LAWA property during the three peak hours analyzed.

Airport Operated Public Parking Lots

Traffic counts were conducted at the following airport-operated Parking Lot C driveways:

- Two entrance driveways on 96th Street west of Vicksburg Avenue
- Exit driveway on Jenny Avenue
- Entrance driveway on Westchester Parkway

Airport Operated Employee Parking Lots

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

Rental Car Locations:

There are twelve car rental companies that are allowed to provide shuttle service between the LAX CTA and their facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations on Friday, August 5, 2016 or August 12, 2016. Traffic for MCar Rental was not recorded since they operate their business at the same site as a hotel and obtaining traffic volumes exclusive to their rental car business was not practical. As a result, 30 vehicle trips were added to each peak hour to account for traffic generated by this rental car company. This is considered a conservatively high number that would account for MCar's traffic activity.

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

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

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

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

Avis – Airport Blvd/Westchester Pkwy/Jenny Ave:

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

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

- Two driveways on Airport Blvd
- Two driveways on 96th Place
- Driveway on 98th Street

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

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

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

- Four driveways on Bellanca Ave

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

- Driveway at 5500 West Century Blvd

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

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

Sixt Rental Car

- Two driveways on Bellanca Avenue

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

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

Off-Airport Rental Car Company Lot:

Off-airport car rental companies are not permitted to drop off or pickup customers in the CTA. In early 2016, a new pickup and drop-off location for these companies opened at the southeast corner of Airport Boulevard and Century Boulevard. However, since its opening, this facility has been 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 rental car trips per peak hour were added to the trip generation totals. This is considered a conservatively high number that would account for the rental car shuttles using this facility.

Cell Phone Waiting Lot:

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

Private Airport Parking Facilities:

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

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

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

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

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

Valet AirPark – Sepulveda Blvd and 96th Street, SE corner:

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

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

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

- Two driveways on Bellanca Ave

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

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

Other Private Airport Parking Facilities:

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

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

Private Parking Car Trips per Inbound Shuttle

AM	196 trips/ 52 shuttles = 3.77 trips/shuttle
AP	153 trips/ 46 shuttles = 3.33 trips/shuttle
PM	123 trips/ 47 shuttles = 2.62 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM	55 trips/ 26 shuttles = 2.12 trips/shuttle
AP	98 trips/ 23 shuttles = 4.26 trips/shuttle
PM	135 trips/ 24 shuttles = 5.63 trips/shuttle

The number of shuttles recorded in the LAX CTA on the four Fridays in August 2016 by the joint-use parking businesses was obtained from the TRAVIS (Commercial Vehicle Count) database. It is assumed that the same number of car trips per shuttle trip made by facilities such as Wally Park or The Parking Spot would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour on Fridays in August 2016 by the joint-use, off-airport parking facilities is shown in Table 3.

**Shuttle Trips by Other Off-Airport Parking
Facilities - Inbound to Lot**

Date	Peak Hour		
	AM	AP	PM
8/05/16	29	17	16
8/12/16	29	20	25
8/19/16	22	25	23
8/26/16	14	18	16
Rounded Average	24	20	20

**Shuttle Trips by Other Off-Airport Parking
Facilities - Outbound From Lot**

Date	Peak Hour		
	AM	AP	PM
8/05/16	18	25	20
8/12/16	15	22	27
8/19/16	24	10	16
8/26/16	13	14	21
Rounded Average	18	18	21

Table 3

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** on the following page. 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	3.77	X	24	=	90
Airport	3.33	X	20	=	67
PM	2.62	X	20	=	52

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

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	2.12	X	18	=	38
Airport	4.26	X	18	=	77
PM	5.63	X	21	=	118

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.

LAWA Projects Currently Under Construction:

While the following LAWA projects, currently under construction, contribute to traffic, the vast majority of these trips are made during off-peak hours and are temporary in nature. These projects include:

- **Escalator/Elevator Upgrades**

This project is upgrading the escalators and elevators in the CTA. Landscaping improvements are also included in this project.

- **Americans with Disabilities Act Access Improvements**

This project is upgrading pedestrian access ramps and sidewalks to meet ADA standards. The ramps in the primary paths of travel in the CTA have been completed. The remaining locations are in more outlying areas within the CTA.

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 twelve years are shown on **Figure 2**.

As expected, the Airport Peak Hour traffic count total of **17,217** trips is higher than the counts recorded for the AM and PM peak hours. The August 2016 AM peak hour volume is **13,874** trips and the August 2016 PM peak hour volume is **15,933** trips.

FlyAway Program:

The LAX FlyAway, a low-cost shuttle service operating between a remote parking facility and LAX, has been operating from Van Nuys Airport since 1975. The FlyAway program was expanded in March 2006 to include Union Station in downtown Los Angeles, in June 2007 to serve Westwood/UCLA, and in November 2009 to serve the Irvine Transportation Center. The Irvine FlyAway service was terminated in Summer 2012 due to contractual issues with the bus operator and low ridership. A new FlyAway service at the Expo Light Rail Line at the LaBrea Avenue station began operation in Spring 2013, but was terminated in September 2014 due to lack of ridership. The Santa Monica FlyAway began operation in July 2014 but was terminated in September 2016 due to low ridership. The Hollywood FlyAway began service on September 2014 and remains operational.

Two additional FlyAway sites started operation in the last quarter of 2015 -- one in downtown Long Beach and the other providing a connection with the Orange Line in the San Fernando Valley at the Woodley Avenue station. The ridership totals for the month of August during the last twelve years are shown in **Figure 3**. Overall, FlyAway ridership increased nearly 200% from August 2005 (with 50,360 passengers on the Van Nuys FlyAway) to August 2016 (with 147,860 passengers from the seven FlyAway sites which were in operation in August 2016). This total monthly ridership is 3% lower than the FlyAway network ridership from August 2015. Despite this decrease in ridership, 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	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts
CTA	6,437	7,750	6,771	6,383	6,229	6,274	6,295	6,388	6,174	7,273	7,782	9,104
RAC/Rental Car Facilities (1)(5)	1,195	1,342	1,261	1,239	956	1,011	1,038	1,273	1,042	1,208	1,419	1,429
LAX Public Parking Lots	185	149	145	165	145	100	87	68	84	150	106	112
Employee Parking	448	493	534	524	448	393	387	417	436	570	549	507
Private Parking (2)	230	389	427	388	359	331	294	285	360	437	462	379
World Way West	536	649	580	648	598	503	490	559	544	520	611	496
Cargo and Ancillary (3)	1,953	1,891	2,036	1,971	1,641	1,733	2,031	1,914	1,765	1,831	1,649	1,827
LAX Northside (4)	0	0	0	20	20	20	20	20	20	20	20	20
TOTAL	10,984	12,663	11,754	11,338	10,394	10,365	10,642	10,924	10,425	12,009	12,598	13,874

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

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

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

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

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

Table 5

TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

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

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

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

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

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

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

Table 6

TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts
CTA	8,329	8,714	8,120	8,052	7,300	7,481	7,478	7,153	7,562	8,328	8,839	10,231
RAC/Rental Car Facilities (1)(5)	1,216	1,242	1,172	1,120	938	981	1,319	1,478	1,263	1,214	1,491	1,390
LAX Public Parking Lots	199	180	257	208	220	184	108	92	112	144	120	133
Employee Parking	605	548	591	637	633	612	597	613	533	629	723	663
Private Parking (2)	358	395	601	423	424	483	562	439	457	344	503	392
World Way West	420	451	373	506	356	307	284	327	306	352	323	287
Cargo and Ancillary (3)	2,429	2,359	2,411	2,128	2,162	2,137	2,029	2,339	1,965	2,131	2,231	2,617
LAX Northside (4)	0	0	0	20	20	20	20	20	20	20	20	20
TOTAL	13,556	13,889	13,525	13,092	12,043	12,135	12,397	12,461	12,218	13,162	14,250	15,933

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

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

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

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

(5) 8 vehicle trips were added to the 2016 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport Boulevard and Century Boulevard; 30 trips were added to account for MCar Rental.

Table 7

Airport Peak Hour (11 AM - Noon) Traffic Volumes

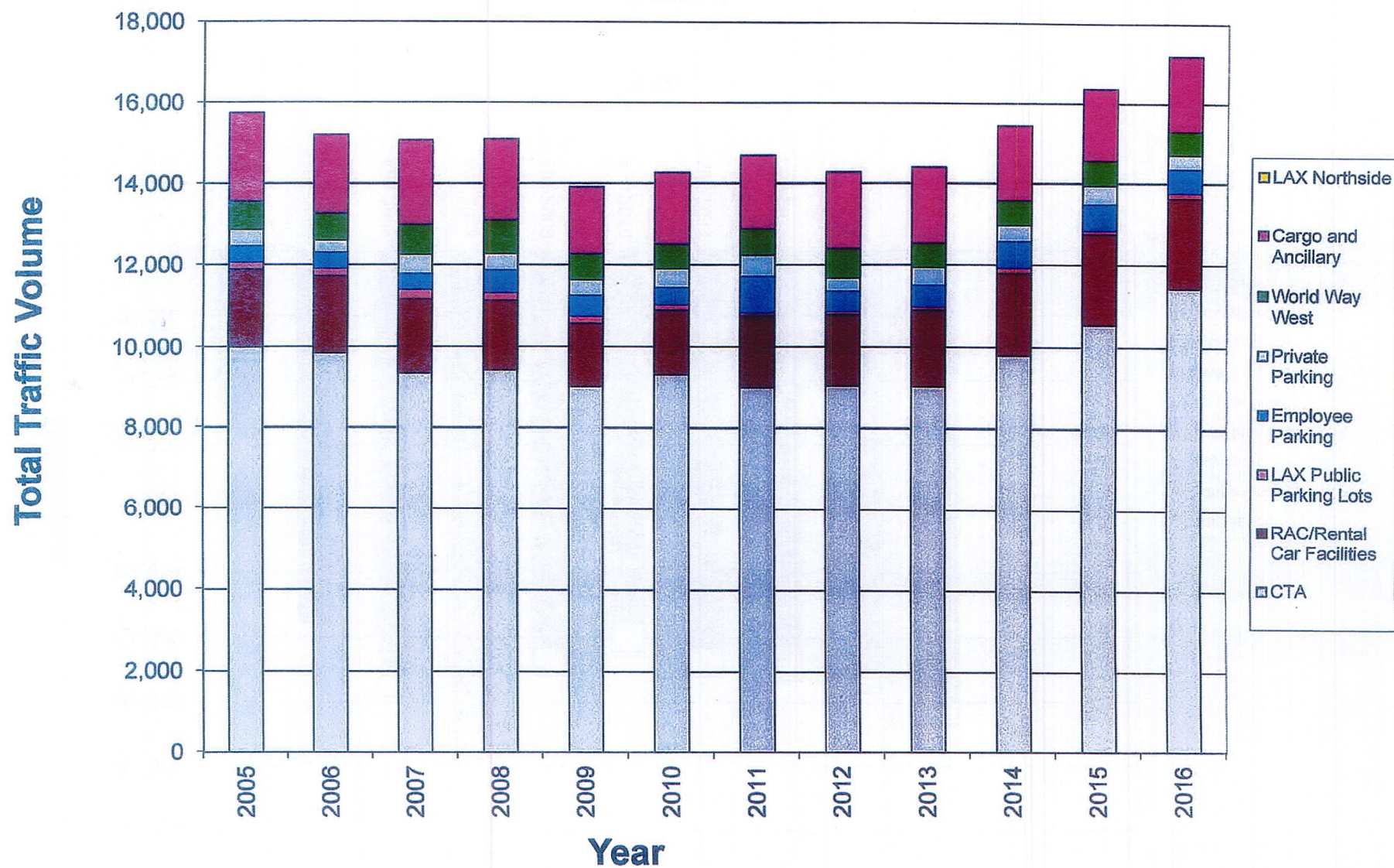


Figure 2

Annual FlyAway Ridership

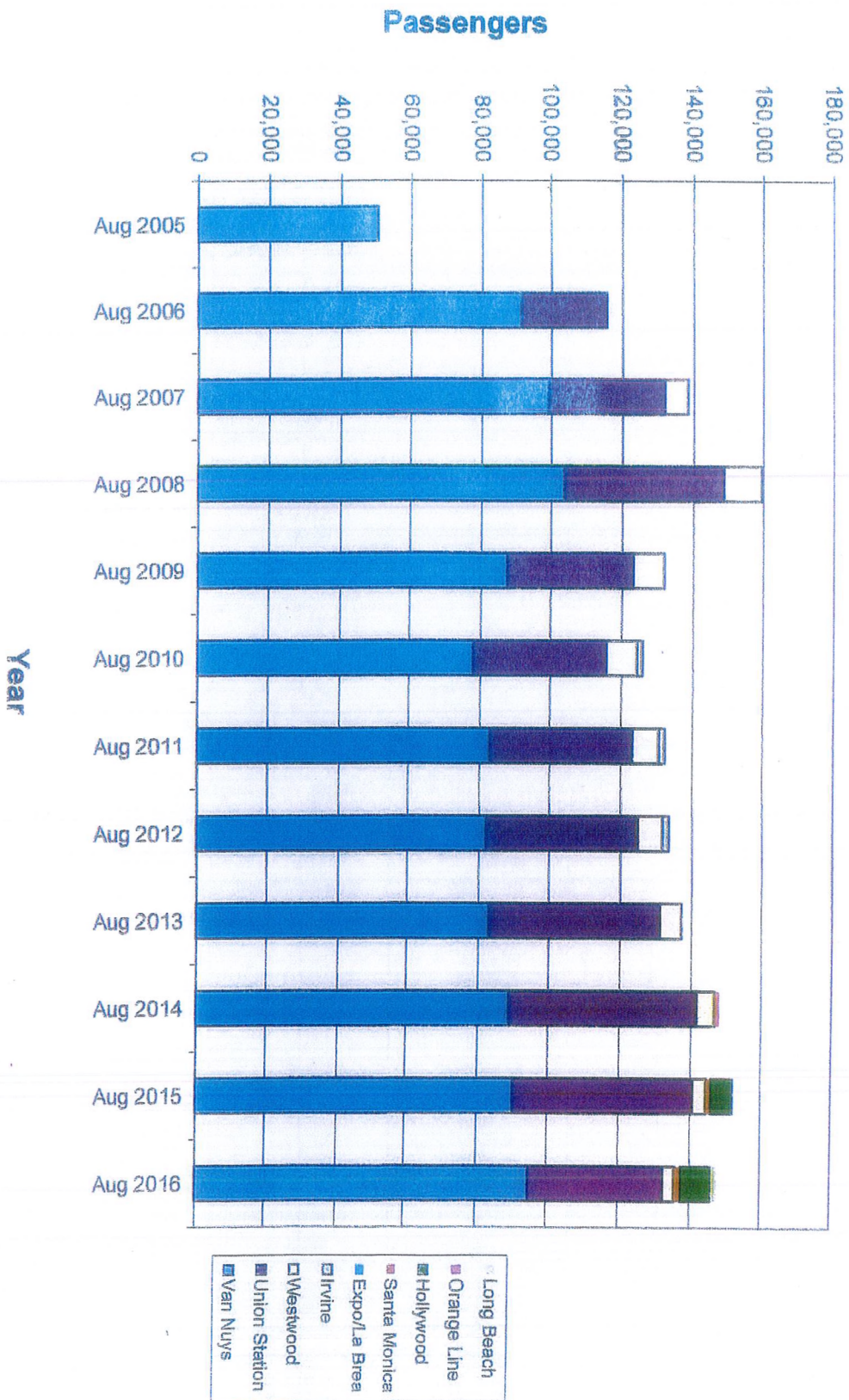


Figure 3


2016 LAX Trip Generation Table

Traffic Volumes Observed																				
LOCATION	Date Recorided	Day	AM (E 040 - 9 AM)			AP (11 AM - Noon)			PM (5 PM - 6 PM)			AP (E 040 - 9 AM)			PM (5 PM - 6 PM)					
			Cars	Trucks	Shoulders	Total	Cars	Trucks	Shoulders	Total	Cars	Trucks	Shoulders	Total	Cars	Trucks	Shoulders	Total		
Airport Public Parking Lots	8/5/2016	FRI	60	0	0	60	43	0	0	43	53	0	0	53	0	0	0	0		
	8/5/2016	FRI	37	0	0	37	35	0	0	35	21	0	0	21	0	0	0	0		
	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8/5/2016	FRI	87	0	0	87	74	0	0	74	74	0	0	74	59	0	0	59		
Subtotal																				
Airport Employee Parking	8/5/2016	FRI	83	0	0	83	56	1	0	57	43	0	0	43	102	0	0	102		
	8/5/2016	FRI	217	0	0	217	158	0	0	158	124	0	0	124	176	0	0	176		
	8/5/2016	FRI	125	0	1	126	146	0	1	147	71	0	2	73	445	0	1	446		
	8/5/2016	FRI	425	0	1	426	360	1	1	362	238	0	2	240	425	0	1	426		
Subtotal																				
Cargo Facilities	8/5/2016	FRI	3	1	0	4	0	0	0	0	0	0	0	0	396	61	17	474		
	8/5/2016	FRI	120	10	37	167	68	17	22	107	137	23	29	188	101	44	30	174		
	8/5/2016	FRI	83	25	11	119	109	20	15	145	151	37	18	206	93	14	2	109		
	8/5/2016	FRI	66	24	0	90	72	14	1	87	102	36	2	140	15	0	0	15		
Cargo Facilities	8/5/2016	FRI	83	44	1	128	96	29	5	130	167	14	3	184	51	7	2	60		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	39	12	0	51		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	36	10	0	66		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	32	12	1	45		
Cargo Facilities	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	32	12	1	45		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	32	12	1	45		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	32	12	1	45		
	8/5/2016	FRI	82	54	2	138	96	13	0	109	167	14	3	184	32	12	1	45		
Subtotal																				
Rental Car Facilities	8/5/2016	FRI	21	0	0	21	34	0	2	36	13	0	0	13	0	0	0	0		
	8/5/2016	FRI	34	0	0	34	42	0	0	42	31	0	0	31	32	0	0	32		
	8/5/2016	FRI	156	0	2	158	206	0	4	210	138	0	0	138	147	0	0	147		
	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	66	0	1	67		
Rental Car Facilities	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8/5/2016	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal																				
Off Airport Parking Facilities	8/5/2016	FRI	2	0	0	2	2	0	0	2	3	0	0	3	36	1	0	37		
	8/5/2016	FRI	3	0	0	3	1	1	1	3	1	0	5	6	1	0	10	11		
	8/5/2016	FRI	18	0	0	18	15	0	0	15	8	0	0	8	2	0	0	2		
	8/5/2016	FRI	16	0	0	16	13	0	0	13	8	0	0	8	22	0	0	22		
Off Airport Parking Facilities	8/5/2016	FRI	11	0	5	16	10	0	6	16	4	0	4	8	0	0	0	0		
	8/5/2016	FRI	30	0	9	39	14	0	9	23	25	0	15	40	3	0	8	11		
	8/5/2016	FRI	18	0	3	21	15	0	1	17	10	0	4	9	5	0	1	10		
	8/5/2016	FRI	11	0	0	11	17	0	0	17	9	0	0	9	1	0	0	1		
Subtotal																				

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: November 15, 2016

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

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

SUBJECT: LAX TRAFFIC VOLUMES REPORT FOR 2016

The Department of Transportation (LADOT) has completed its review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2016. This report is the twelfth of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan in December 2004. Pursuant to Section G of the LAX Specific Plan, LAWA is required to submit a traffic generation report that identifies the current number of vehicle trips generated by LAX-related land uses.

As required by the Specific Plan, the monitoring of the airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August - the peak travel month. The LAX Specific Plan requires LADOT approval of the annual report before submittal to the Department of City Planning, to the Board of Airport Commissioners, and to the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses will be 26,011 during the airport peak hour of the projected build-out year. This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,725. The results of the 2016 survey indicate that LAX-related uses generated 17,217 vehicle trips during the airport peak hour for August 2016, which is 5.1 % higher than the 16,386 airport peak hour trips generated for the same period in 2015; 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 2016 survey.

LADOT agrees that the LAX Traffic Volume Report for 2016 adequately identifies the trip generation for all LAX-related uses. If you have any questions, please call Eddie Guerrero, of the LADOT Planning and Development Review, West L.A. / Coastal Section, at (213) 485-1062.

SJR:EG

Attachment

c: Robert Falcon, Pat Tomcheck, LAWA
Tomas Carranza, Sean Haeri, Eddie Guerrero, LADOT

LAX TRAFFIC VOLUME SUMMARY
SURVEY YEAR 2016

Year	Peak Hour Volumes		
	AM	PM	AP
1996 - LAX Master Plan Study Base Year	11,978	12,887	17,725
2005 - First Survey Year	10,984	13,556	15,742
2006 - Second Survey Year	12,663	13,889	15,257
2007 - Third Survey Year	11,754	13,525	15,077
2008 - Fourth Survey Year	11,338	13,092	15,107
2009 - Fifth Survey Year	10,394	12,043	13,917
2010 - Sixth Survey Year	10,365	12,135	14,263
2011 - Seventh Survey Year	10,642	12,397	14,701
2012 - Eighth Survey Year	10,924	12,461	14,281
2013 - Ninth Survey Year	10,425	12,218	14,403
2014 - Tenth Survey Year	12,009	13,162	15,445
2015 - Eleventh Survey Year	12,598	14,250	16,386
2016 - Twelfth Survey Year	13,874	15,933	17,217
2015 - 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