

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

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To: Samantha Bricker, Chief Sustainability and Revenue Management Officer
Los Angeles World Airports

From: Eddie Guerrero Jr., Senior Transportation Engineer *EG Jr*
Department of Transportation

Subject: **LAX AIRFIELD & TERMINAL MODERNIZATION PROJECT (ATMP) ACCESS AND CIRCULATION ANALYSIS - LADOT ASSESSMENT AND RECOMMENDATIONS**

The City of Los Angeles Department of Transportation (LADOT) completed its review of the ATMP Access and Circulation Analysis prepared by Fehr & Peers, and dated April 2021. In accordance with LADOT's Transportation Assessment Guidelines (TAG), an analysis is required in order to identify potential adverse conditions introduced to the transportation system by the project. Identifying potentially adverse traffic conditions is determined through an assessment of future (2028) traffic conditions both with and without implementation of the project. The analysis, which is a City requirement outside of a project's CEQA process, was prepared in accordance with the requirements of the LADOT TAG. This report offers a summary of the analysis, and of the corrective actions needed to offset anticipated deficient conditions.

DISCUSSION AND FINDINGS

A. Project Description

The ATMP proposes to implement airfield, concourse, terminal, and roadway improvements at LAX. The roadway improvements include the construction of roughly six new lane miles of roadway system to improve access to the central terminal area (CTA) and new facilities. Two new terminal facilities (Concourse 0 and Terminal 9) are proposed to upgrade the airport's passenger processing capabilities. The Project includes a pedestrian bridge connecting the new Terminal 9 to the CTA.

The addition of the new passenger terminal facilities is expected to result in 420 net new AM peak hour trips and 490 net new PM peak hour trips (prior to applicable trip reduction credits). These increases are expected as a result of the approximately 4,700 new employees that would serve the new Concourse 0 and Terminal 9 facilities. The total number of forecasted Future (2028) Baseline passenger trips is expected to occur with or without the project; therefore, the assessment for potential adverse traffic conditions is based on the new employee traffic anticipated to be generated by the project and on changes to travel patterns resulting from the new roadway system.

The roadway improvements are comprised of new arrival and departure roadways and a parking facility to support Terminal 9; an additional station on the previously-approved LAX Automated People Mover (APM) line with a pedestrian connection to Terminal 9; a pedestrian corridor between Terminals 8 and 9 that would bridge Sepulveda Boulevard; and new roadway segments to improve vehicle access into and out of the LAX CTA.

A copy of the report's anticipated project trip generation and proposed roadway system are provided as Attachments 1 and 2 to this report.

B. Safety, Access and Circulation (Non-CEQA) Analysis

In response to the new state mandated CEQA guidelines, the City of Los Angeles updated its Transportation Assessment Guidelines (TAG) to establish significant impact thresholds based on Vehicle Miles Traveled (VMT) as the transportation performance metric. However, in order to ensure alignment with the City's Mobility Plan 2035 and other adopted City plans and mobility policies, the LADOT TAG includes directions for completing a "non-CEQA" analysis with the intent of ensuring that important safety and accessibility needs are fully addressed. The non-CEQA analysis includes the review of other operational metrics, such as queuing conditions, and bicycle and pedestrian connectivity. The analysis requires that appropriate improvements be provided whenever deficient operational conditions are projected to occur as a result of the project on surrounding roadways.

With the upcoming completion of the consolidated Rental Car Facility, the LAX Automated People Mover system, the LAX intermodal transportation facilities, and the Metro LAX/Crenshaw Light Rail Transit line (all expected before 2028), travel behavior and commuter mode shares are expected to be significantly different (compared to current travel patterns) in and around LAX by 2028. Therefore, the baseline scenario used to determine the effect of the project compares the 2028 "with project" condition against the 2028 "without project" condition, to account for the aforementioned transportation system improvements that are expected to be present when the project becomes operational.

C. Deficiency Assessment

In accordance with LADOT's Transportation Assessment Guidelines (TAG), a potential deficient condition could occur if *"the Project's traffic would contribute to unacceptable or extended queuing, leading to spillover from turn pockets, blockage across streets or alleys, or contributing to gridlock congestion."* This is defined as locations where:

- The projected peak hour intersection level of service (LOS) is D, and the project is expected to cause the queue along any direction to be extended by 75 feet or more, or
- The projected peak hour intersection LOS is E or F, and the project is expected to cause the queue along any direction to be extended by 50 feet or more.

Based on the above criteria, the project is anticipated to produce a potential deficient condition at the intersection of 96th Street & Sepulveda Boulevard. Given the number of new facilities being constructed under the Landside Access Modernization Program (LAMP) Project and the new facilities being proposed with the ATMP Project, it is difficult to know entirely how these new facilities will affect travel patterns in and around the LAX area when these new facilities are operational.

The project can offset deficient conditions with both direct physical improvements, and a series of signal system improvements and transportation demand management strategies. As noted in Table 12 of the study report, recommended corrective actions include specific intersection treatments related to lane configuration, as well as area-wide recommendations, including

recommended Transportation Demand Management (TDM) strategies. In addition, it is recommended that LAWA agree to work with LADOT to monitor traffic conditions around the airport after project implementation to determine if additional actions are necessary to address airport-related congestion, queuing, and delays. Active engagement and collaboration between our agencies is critical to address gridlock conditions and any excessive queues early, so that solutions can be explored to deal with such conditions quickly. Since the analysis is based on assumptions and on estimations of future travel demands and patterns, ongoing monitoring of conditions is encouraged to either validate the analysis or address deficient conditions that were not disclosed in this analysis. A copy of the Table 12 recommended actions is provided as Attachment 3 to this report.

PROJECT REQUIREMENTS

Based on the review of the analysis and of the Project's proposed roadway system improvements, LADOT offers the following comments and recommendations:

A. Corrective Measures

The analysis includes a review of current and future conditions to explore the potential future deficiencies that may occur as a result of the project. To address these deficiencies, the Project should be required to implement the following corrective measures:

1. Transportation Demand Management (TDM)

The Draft EIR for the ATMP includes a comprehensive plan aimed at reducing the project's vehicle miles traveled (VMT) per ATMP employee. This VMT Reduction Plan includes TDM strategies that can reduce congestion by increasing the mode share of more sustainable transportation modes for airport-bound visitors and employees. Expanding the reach of such strategies to all airport-related employees can reduce the number of people that drive to the airport area, particularly single-occupant vehicles. Implementation of an aggressive TDM Plan, beyond the strategies summarized in the ATMP Draft EIR, can significantly reduce vehicle trips and congestion in and around the airport.

LAWA-led efforts are already underway to reduce vehicle trips and congestion, such as the employee vanpool program, the creation of the Transportation Management Organization (TMO), planned enhancements to the FlyAway program, and implementation of the strategies identified in the LAX Mobility Strategic Plan. If successfully implemented, these programs can collectively reduce vehicle travel to LAX, increase the mode share of vanpooling and transit use, and reduce greenhouse gas emissions and congestion in the local street system surrounding LAX. LADOT recommends that LAWA continue to pursue such improvements as a means to reduce vehicle trips and congestion around the airport.

As LAWA evaluates potential future modifications to the FlyAway program, LADOT recommends that LAWA consider expanding the geographic reach of the service and explore incentives that can increase ridership. LADOT also encourages LAWA to explore other strategies that, when paired with the strategies of a TDM program, can lead to desired trip reduction outcomes and mode share goals. Such strategies can include transit system enhancements, active transportation investments, curbside management strategies, and expanding the role, services, and reach of the TMO.

2. Transportation System Management (TSM)

As a corrective action, the analysis recommends a series of signal system upgrades along Sepulveda Boulevard between Manchester Avenue and Imperial Highway. These modifications are meant to enhance LADOT's ability to remotely monitor traffic conditions and adjust signal timing parameters in real-time when congested conditions are observed. Together with the TDM improvements described above, these upgrades would help address any potential project-related queuing issues. The Landside Access and Modernization Program (LAMP) will provide traffic signal hardware components that allow LADOT to monitor transportation conditions and accommodate real-time and adaptive operation of the traffic signal system around LAX. The proposed upgrades along Sepulveda Boulevard enable system-wide benefits when coupled with upgrades already implemented by LADOT and those that will be installed by the LAMP project.

LADOT agrees with the TSM corrective actions proposed in the analysis to install the needed upgrades at the following signalized intersections along Sepulveda Boulevard between Manchester Avenue and Imperial Highway:

- Sepulveda/Manchester
- Sepulveda/La Tijera
- Sepulveda/Westchester Parkway
- Sepulveda/Lincoln
- Sepulveda/96th St
- Sepulveda/Century
- Sepulveda/105 WB Off Ramps
- Sepulveda/Imperial Highway

The identified upgrades, which are determined based on the specific need of each intersection, include the following menu of upgrades:

- Accessible pedestrian signals (APS)
- 100 MPH wind load traffic signal poles
- Back up batteries
- Access ramps
- High-visibility crosswalks
- Signal interconnect
- Advanced signal system loops
- CCTV cameras (will be implemented by LAMP except for 96th/Sepulveda, which will be implemented by ATMP)

Since some of these enhancements are proposed on intersections along State Route 1, installation may require a Caltrans' encroachment permit. LAWA's contribution for the signal system investments along Sepulveda Boulevard between Manchester Avenue and Imperial Highway is expected to be approximately \$3 million. LAWA should contact LADOT's ATSAC Division prior to initiating the traffic signal design process to verify the specific upgrade needs for each intersection. This would allow LADOT to either confirm or update the priorities for each intersection subject to LAWA's total \$3 million commitment to these TSM enhancements.

3. Roadway / Intersection Improvements

The traffic analysis evaluated projected traffic conditions within the Project study area to identify potential congestion hot spots and to inform roadway improvements that may be needed to address these expected transportation demands. For any Project-related roadway reconfiguration changes, LAWA should ensure proper design coordination with LADOT and the key bureaus of the Department of Public Works.

All roadway and intersection designs should consider overall transportation operational needs related to access, circulation, and safety for all users of the transportation system. Roadway and intersection improvements may also require signal equipment modifications, installation of high visibility crosswalks, construction of access ramps, bus stop relocations, construction of bus pads, etc. Please coordinate with the City departments early in the design process with LADOT Design staff. LADOT offers these comments at the following specific locations:

a. **96th Street & Sepulveda Boulevard**

The Project identified this location for corrective action to address an anticipated deficient condition. Project-related queuing deficiencies were identified at this intersection for the westbound right movement on 96th Street and the northbound through movement on Sepulveda Boulevard. In addition to this forecasted queuing, there are a number of key operational considerations that LAWA should explore with LADOT staff, including specific demands by intersection movement and pedestrian access and safety. Specific attention to the pedestrian access issue also extends to the new northbound right turn slip lane being proposed by the project that will serve as the new entry point to the CTA from northbound Sepulveda Boulevard. Please engage LADOT staff early in the pre-design process to consider design options and operational needs for this location.

b. **96th Street between Sepulveda Boulevard and Jetway Boulevard**

Just as with the 96th Street & Sepulveda Boulevard intersection, there are a number of design details that should be worked out early to properly complete the configuration of this segment. For example, this roadway segment will include critical curve radius and sight distance requirements that will have to meet the Bureau of Engineering (BOE) Roadway Design standards.

4. Active Transportation Improvements

LADOT understands that the LAX Landside Access Modernization Program (LAMP) includes modifications to bike facilities in the Project area, including 3.3 miles of bicycle lanes along 94th Street, Jetway Boulevard, Westchester Parkway, and Aviation Boulevard, and 1.2 miles of a new multi-use path along Arbor Vitae Street, Aviation Boulevard, and Century Boulevard. The LAMP project also includes modifications to pedestrian facilities in the Project area, including 4.9 miles of new sidewalk along Jetway Boulevard, 94th Street, Maintenance Road, 93rd Street, 94th Street Connector, 98th Street, Concourse Way, and Tuskegee Way.

Key City mobility objectives, including those identified in the Mobility Plan 2035, aim to ensure that all projects address important safety and accessibility needs for all users of the transportation system, especially the most vulnerable, and to decrease VMT levels by increasing the mode share of those that walk, bike, and take transit. Also, L.A.'s Green New Deal (Executive Directive No. 25) directs City departments to prepare public right-of-way (PROW) protocols to ensure that all decisions regarding the use and design of the PROW prioritize safety,

and support the reduction of vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions. These PROW protocols are currently advancing through the City's formal adoption process.

To achieve the objectives of the Mobility Plan 2035 and L.A.'s Green New Deal, a clear set of connectivity goals should be defined before commencing the design process to inform key mobility design decisions. LAWA should proactively pursue the recommendations of the PROW protocols on adjacent public roadways that are not exclusively for airport-related traffic to ensure that each redesigned roadway and intersection advances the City's key mobility objectives. Such design goals should be developed prior to the start of the roadway engineering designs in coordination with LADOT.

LADOT recommends that the Project include a commitment to address the following location-specific issues during the early design phases:

a. Sepulveda Boulevard

There are a number of pedestrian challenges along Sepulveda that need to be addressed by the project including the following:

- I. West side of Sepulveda between CTA and Lincoln Boulevard: Currently there is a pedestrian crossing at the access ramp that connects southbound Sepulveda traffic to the CTA. This pedestrian connection will be removed with the Project's new roadway access system. Therefore, how pedestrians are routed along the west side of Sepulveda after Project implementation should be clearly identified during the final design process. A design goal for this location should be to provide a safe and direct pedestrian path to the CTA.
- II. Northbound Slip Lane to Eastbound 96th Street: There is a slip lane proposed as part of the new CTA access roadway system that could pose a significant challenge for pedestrian movement along the east side of Sepulveda Boulevard. Therefore, careful consideration of this issue should be provided when completing the design details for this element of the new CTA access roadway system. Final designs should consider some form of high visibility traffic control to ensure safe and protected pedestrian crossings.
- III. At Lincoln Boulevard: LAWA should work with LADOT to explore improvements that enhance safety and access for people walking, bicycling, and taking transit that travel through this intersection. Under the TSM requirements (described above), the signal upgrades at this intersection may include pedestrian enhancements such as access ramps and continental crosswalks, as determined by LADOT during the design and permitting process.

b. 96th Street between Sepulveda Boulevard and Jetway Boulevard

This stretch of roadway is one of the primary corridors of the new CTA access roadway system. LAWA should work with LADOT to consider design options that do not result in a substandard active transportation environment. Pedestrian access remains a priority consideration when finalizing the design work for this corridor to ensure that sidewalks and parkways are properly considered.

The report also discusses the removal of bike lanes through this corridor. Please note that Section 4.15 of the Mobility Element of the General Plan (i.e., Mobility Plan 2035) requires a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility.

c. Century Boulevard & Sepulveda Boulevard

The Project will significantly reconfigure this intersection to accommodate the new CTA access roadway system. When designing the reconfiguration, safe pedestrian crossings should be provided to ensure protected pedestrian access in and around the CTA.

d. Century Boulevard between Avion Drive and Jetway Boulevard

Pedestrian access along the south side of Century Boulevard currently terminates at Avion Drive. In order to provide complete access to the new Terminal 9 facility, the Project should include an extension of this access to the new Jetway intersection.

5. Transit Access

The corrective actions identified in the analysis include the consideration of trip reduction opportunities via transit such as on-demand micro transit, the provision of subsidized transit passes to employees, FlyAway service enhancements and other mass transit options for passengers via ticketing or frequent flyer programs. LADOT encourages LAWA to leverage recent transit investments near the airport and look for opportunities through ongoing efforts led by Metro to make transit more reliable, convenient, and efficient to key regional facilities like LAX. Through such partnerships, roadways can be considered for physical street treatments aimed at facilitating transit flows in and out of airport facilities (such as the Intermodal Transportation Facilities - East and West), like queue jumpers, signal priority, bus lanes, bus shelters with “next bus” information, etc. When coupled with LAWA’s aggressive TDM efforts, transit system enhancements would help meet LAX and the City’s mode share goals.

As recommended for Section 4 above (Active Transportation), LAWA should develop a clear set of connectivity goals before commencing the design process to inform key mobility design decisions and that help advance the objectives of the Mobility Plan 2035 and L.A.’s Green New Deal. These design goals should be developed prior to the start of the roadway engineering designs in coordination with LADOT.

6. Parking Meter Removal

For any Project action that requires the permanent removal of on-street metered parking spaces, payment to LADOT for lost parking meter revenue is required. LADOT’s Parking Meters Division is responsible for calculating the lost revenue fee, referred to as the Meter Revenue Recovery Fee (MRRF), for each parking meter requested for removal based on the overall revenue for each meter collected over the last twelve continuous months. The permanent removal of each on-street metered parking space will require MRRF payment to LADOT’s Parking Meter Division for the calculated annual revenue amount projected over a ten-year period. Payment is required prior to issuance of any building permit and the Project shall also be subject to any costs incurred by LADOT during the removal of each parking meter. These charges include, but are not limited to the removal and/or installation (including reinstallation and relocation) of meter posts, parking sensors (if any), signs, signposts, stall markings, pavement messages, and curb paint.

7. Gridlock Condition

During peak airline travel days, LAWA should develop a traffic management plan that includes measures to address the extreme gridlock conditions experienced in and around LAX. For example, LAWA should explore deploying LADOT Traffic Officers to facilitate safe and orderly movement of traffic on adjacent arterials and critical intersections. LAWA would need to coordinate such deployment with LADOT's Parking Enforcement and Traffic Control Division to identify the specific locations and the time of day that the Traffic Officers are needed, and LAWA would need to cover deployment costs.

8. Final Design

In addition to the comments and recommendations provided above, it should be noted that there are a number of design criteria that will need to be considered when completing the design work for the new proposed project roadway improvements. Any such design needs should be considered design conditions for the project.

B. Construction Impacts

As noted in the analysis report, the Project will require various lane closures and active transportation detours that would be considered typical for a project of this scale and although these disruptions would be temporary, they still require active addressment to ensure that their adverse effects are minimized to the greatest extent possible. Therefore, when developing the maintenance of traffic (MOT) plans needed to provide this direction, the project should consult with LADOT's Permit Plan Review section to ensure that appropriate worksite traffic management plans and City guidelines are implemented. LADOT Traffic Officers could potentially be deployed to facilitate safe and orderly movement of traffic through construction zones. However, LAWA would need to coordinate such deployment with LADOT's Parking Enforcement and Traffic Control Division to identify the specific locations and the time of day that the Traffic Officers are needed, and would need to cover deployment costs.

CONCLUSION

The Project analysis, including the assumptions and methodology, was prepared in accordance with LADOT's Transportation Assessment Guidelines. As noted in this report, the infrastructure improvements planned and under construction in and around LAX are expected to collectively alter travel behavior, reduce vehicle trips within the CTA, reduce queuing on the arterials adjacent to the airport, and increase the transit mode share of LAX-related traffic. However, even with these upgrades, LAWA should continue to proactively monitor traffic conditions and commit to quickly address any issues before they become chronic congestion problems.

Implementation of the Project is expected to alter travel patterns immediately adjacent to LAX. Monitoring will help to address any issues that were not addressed by the corrective actions proposed in the analysis and the recommendations identified in this report. LADOT encourages LAWA to engage us early in the street design process so that specific operational design considerations are explored and properly vetted at each location and at each intersection.

If you have any questions, please contact me at eddie.guerrero@lacity.org.

Attachments

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Table 6: LAX Trip Generation in Projected Future Conditions (Year 2028)

Peak Hour	2028 Baseline								2028 with Project							
	Inbound				Outbound				Inbound				Outbound			
	Cars ¹	Trucks	Van/ Bus	Total	Cars*	Trucks	Van/ Bus	Total	Cars ¹	Trucks	Van/ Bus	Total	Cars ¹	Trucks	Van/ Bus	Total
AM Peak Hour																
CTA	5,470	-	30	5,500	5,250	-	30	5,280	4,890	-	30	4,920	4,690	-	30	4,720
Terminal 9	-	-	-	-	-	-	-	-	590	-	-	590	570	-	-	570
ITF East	790	-	80	870	790	-	80	870	790	-	80	870	790	-	80	870
IFT West	1,680	-	470	2,150	1,510	-	470	1,980	1,680	-	470	2,150	1,510	-	470	1,980
Cargo Facilities / Employee Parking World Way West ²	1,140	340	10	1,490	790	290	10	1,090	1,140	340	10	1,490	790	290	10	1,090
Employee Parking Lots ²	530	-	50	580	160	-	50	210	850	-	50	900	240	-	50	290
Rental Car and Other Passenger Parking Facilities (Private and Public)	460	80	110	650	140	80	100	320	460	80	110	650	140	80	100	320
AM Peak Hour Total Vehicle Trips without TDM Adjustments	10,070	420	750	11,240	8,640	370	740	9,750	10,400	420	750	11,570	8,730	370	740	9,840
TDM Trip Adjustments ^{3,4}	-	-	-	-	-	-	-	-	-690	-	-	-690	-70	-	-	-70
AM Peak Hour Total Vehicle Trips with TDM Adjustments	10,070	420	750	11,240	8,640	370	740	9,750	9,710	420	750	10,880	8,660	370	740	9,770

Table 6: LAX Trip Generation in Projected Future Conditions (Year 2028)

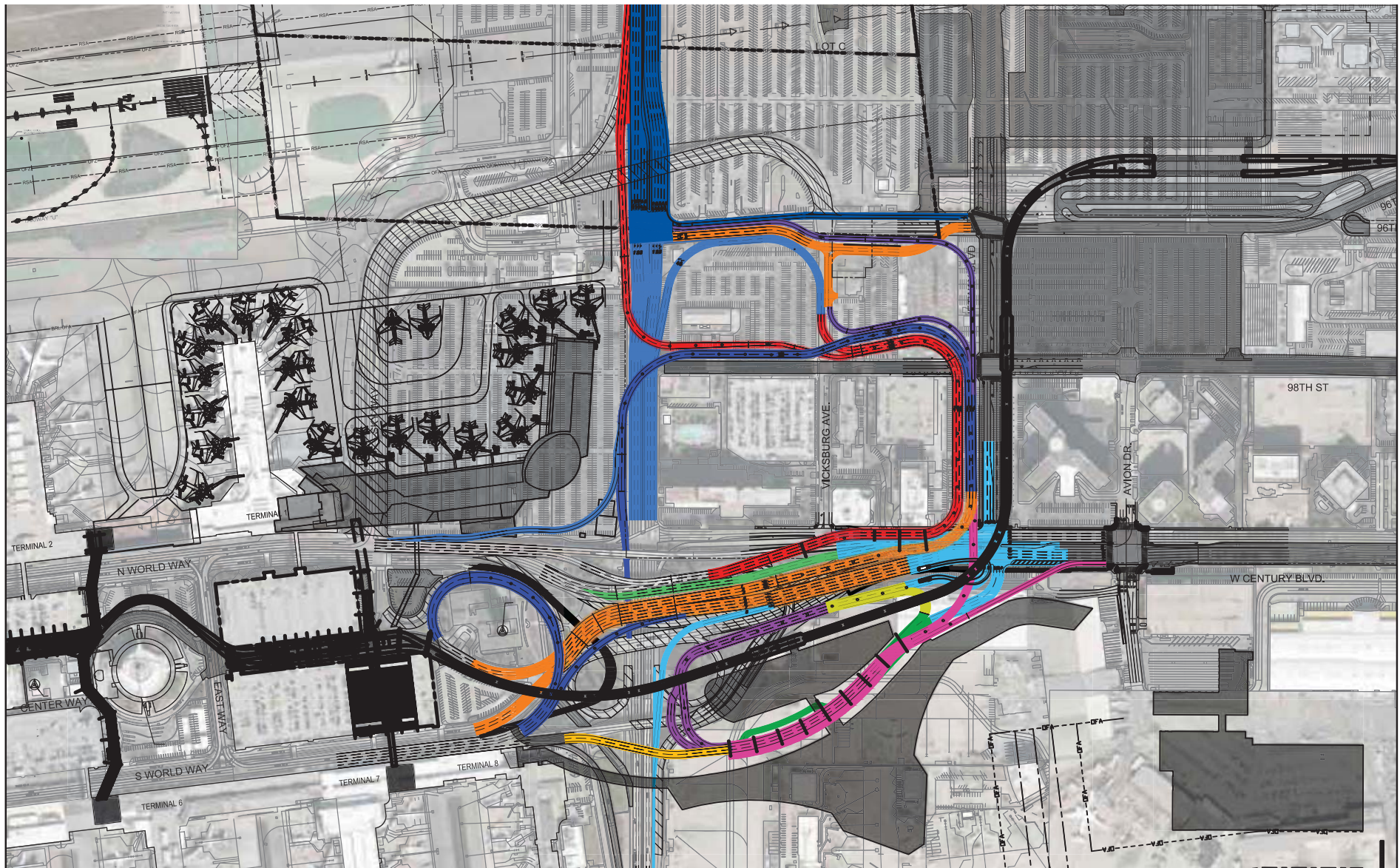
Peak Hour	2028 Baseline								2028 with Project							
	Inbound				Outbound				Inbound				Outbound			
	Cars ¹	Trucks	Van/ Bus	Total	Cars*	Trucks	Van/ Bus	Total	Cars ¹	Trucks	Van/ Bus	Total	Cars ¹	Trucks	Van/ Bus	Total
PM Peak Hour																
CTA	5,020	-	50	5,070	5,320	-	50	5,370	4,470	-	50	4,520	4,730	-	50	4,780
Terminal 9	-	-	-	-	-	-	-	-	580	-	-	580	620	-	-	620
ITF East	700	-	90	790	700	-	90	790	700	-	90	790	700	-	90	790
IFT West	2,060	-	320	2,380	2,220	-	330	2,550	2,060	-	320	2,380	2,220	-	330	2,550
Cargo Facilities / Employee Parking World Way West ²	1,200	390	-	1,590	1,250	370	-	1,620	1,200	390	-	1,590	1,250	370	-	1,620
Employee Parking Lots ²	400	-	40	440	600	-	40	640	580	-	40	620	850	-	40	890
Rental Car and Other Passenger Parking Facilities (Private and Public)	230	50	80	360	290	60	70	420	230	50	80	360	290	60	70	420
PM Peak Hour Total Vehicle Trips without TDM Adjustments	9,610	440	580	10,630	10,380	430	580	11,390	9,820	440	580	10,840	10,660	430	580	11,670
TDM Trip Adjustments ^{3,4}	-	-	-	-	-	-	-	-	-100	-	-	-100	-850	-	-	-850
PM Peak Hour Total Vehicle Trips with TDM Adjustments	9,610	440	580	10,630	10,380	430	580	11,390	9,720	440	580	10,740	9,810	430	580	10,820

Notes:

1. Transportation Network Companies (TNCs) included under the car mode.
2. Includes a reasonable representation of all LAX employee vehicle trips, but may not represent 100 percent of the airport employment.
3. Future 2028 Baseline and with Project trip generation estimates factor in TDM strategies approved as part of the LAMP EIR.
4. As part of the mitigation for the proposed Project, LAX has committed to implementing additional TDM measures above and beyond what was proposed in the LAMP EIR. The associated trip adjustments from those TDM strategies are accounted for here and are established from research-based trip reduction factors.

Source: Ricondo and Associates, Inc. and Fehr & Peers.





Source: CDM Smith, 2021

Figure 1
LAX Airfield and Terminal Modernization Project
Proposed Project Roadway System

Table 13: Recommended Corrective Actions for Project-Related Queueing Deficiencies¹

#	Study Intersection	Project-Related Queueing Deficiency Location	Recommended Corrective Actions ²	Queueing Deficiency Addressed?
5	Sepulveda Boulevard/ 96 th Street	<ul style="list-style-type: none"> WBR, NBT³ 	<ul style="list-style-type: none"> Lane Re-Configuration: Consider adding a third westbound right lane and a northbound through/right pocket. 	√ ⁴
	<i>Transportation System Management</i>		<ul style="list-style-type: none"> Transportation System Management (TSM): Work with LADOT to determine and install the specific TSM upgrades necessary at signalized intersections along Sepulveda Boulevard between Manchester Avenue and Imperial Highway. 	NA
	<i>Travel Demand Management</i>		<ul style="list-style-type: none"> Transit: Expand on demand micro transit program from five to ten-mile radius around LAX Transit: Continue ongoing evaluation and enhancement of FlyAway service, which could result in improved headways and coverage Transit: Explore providing subsidized transit passes to employees via the Transportation Management Organization and work with airlines and other airport operators to promote mass transit options for passengers as part of ticketing or frequent flyer programs. Bicycle Infrastructure: Target employees that live in zip codes within 5 miles of the airport for a commute mode shift to biking. Promote the use of the APM as the first-mile/last-mile connection between the airport and bike storage and other facilities at ITF. 	NA

Notes:

- Study intersections not discussed were not found to have Project-related queueing deficiencies. Recommended actions at individual intersection locations are based off aerial imagery and conversations with LAWA.
- Proposed signal modifications and lane reconfigurations would require further engineering and operational analysis and approval from LADOT and/or Caltrans prior to installation.
- Project-related queueing deficiencies were identified through isolated intersection analyses. Deficiencies identified in through movements on the Sepulveda Boulevard corridor should be further analyzed with microsimulation to better understand how queueing impacts the adjacent intersections.
- Table 14** provides the level of service and queueing results with the recommended corrective actions in place. The LADOT TAG's guidance only identifies deficiencies for intersections operating at LOS D or worse. As shown in **Table 14**, these recommended corrective actions improve overall level of service to LOS C and therefore the Project-related queueing deficiencies are fully addressed. However, 95th percentile queue lengths for the northbound through movement in the AM peak hour would likely still exceed existing storage capacity with the corrective actions. Microsimulation should be done to understand the impact that this has on the adjacent Sepulveda Boulevard/Century Boulevard intersection. The Synchro 10 LOS and queueing worksheets for the intersection with the corrective actions in place is included in **Appendix G**.

Source: Fehr & Peers, 2020.

