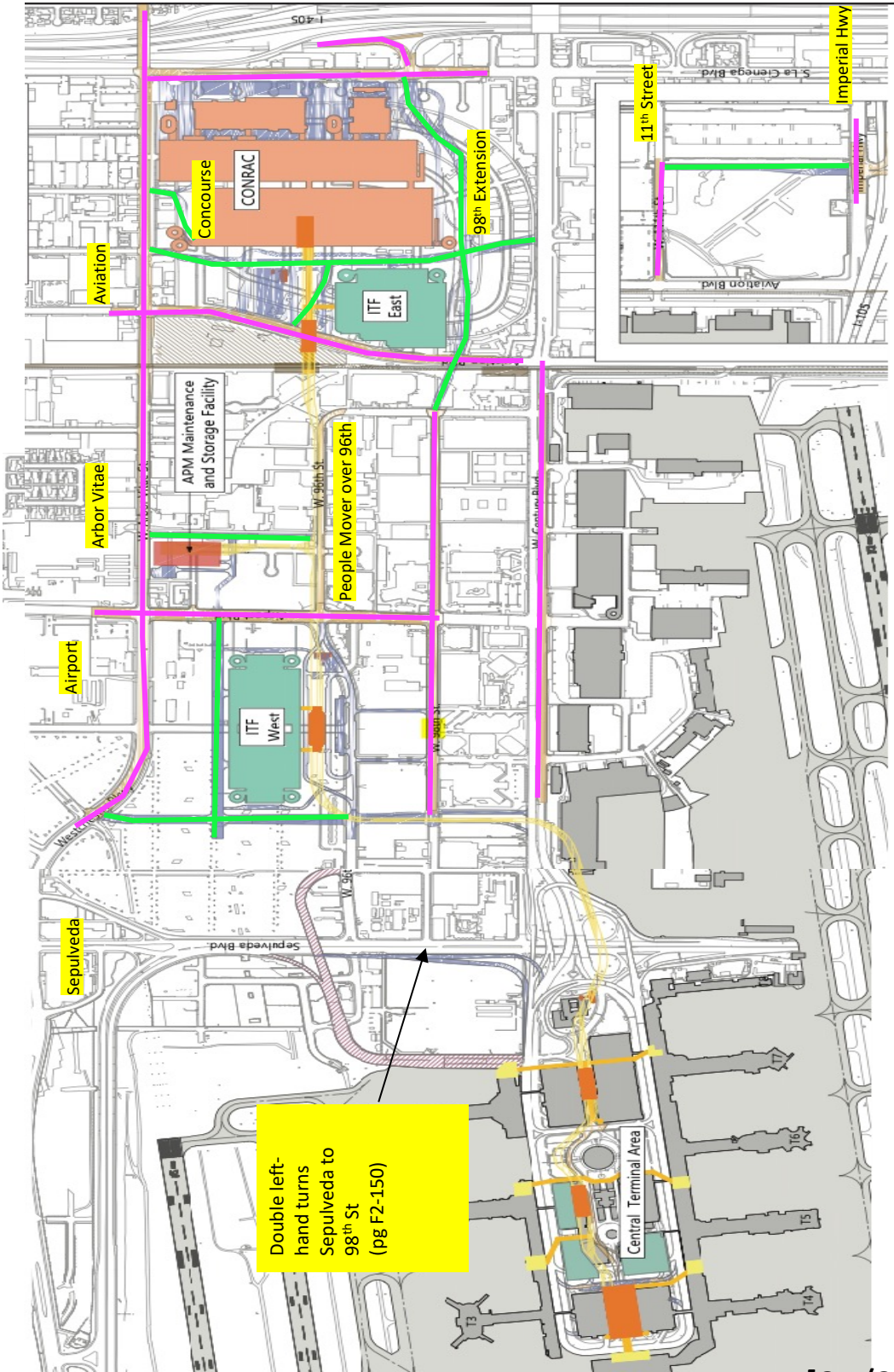


LAWA’s stated goal: helping separate and remove airport-related traffic from the local roadway systems.
By developing new roadways on the eastern side of their property.

Mapping Improved, New or Modified Roadways to predict traffic pressure points, possible changes in traffic flow through NCWP re LAX

- New Roadway
- Modified Roadway

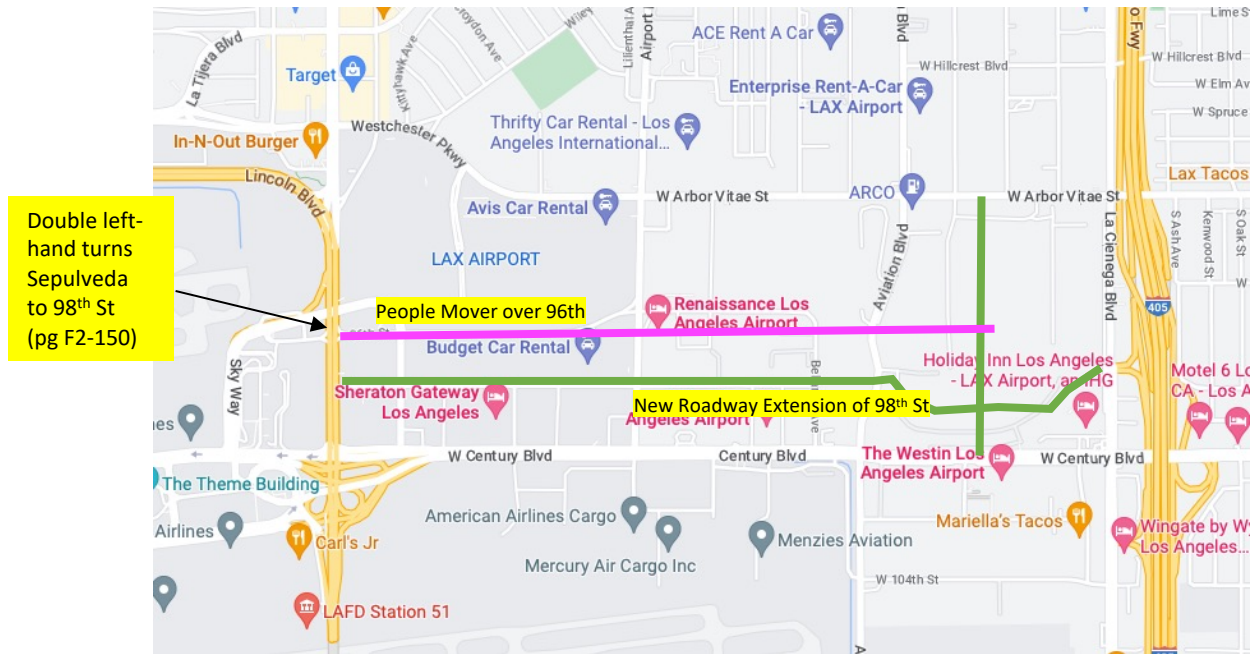


WPNC Community Plan Update

FAQ: LAX Expansion-Related Street Modifications

LAWA's stated goal: helping separate and remove airport-related traffic from the local roadway systems.
By developing new roadways on the eastern side of their property.

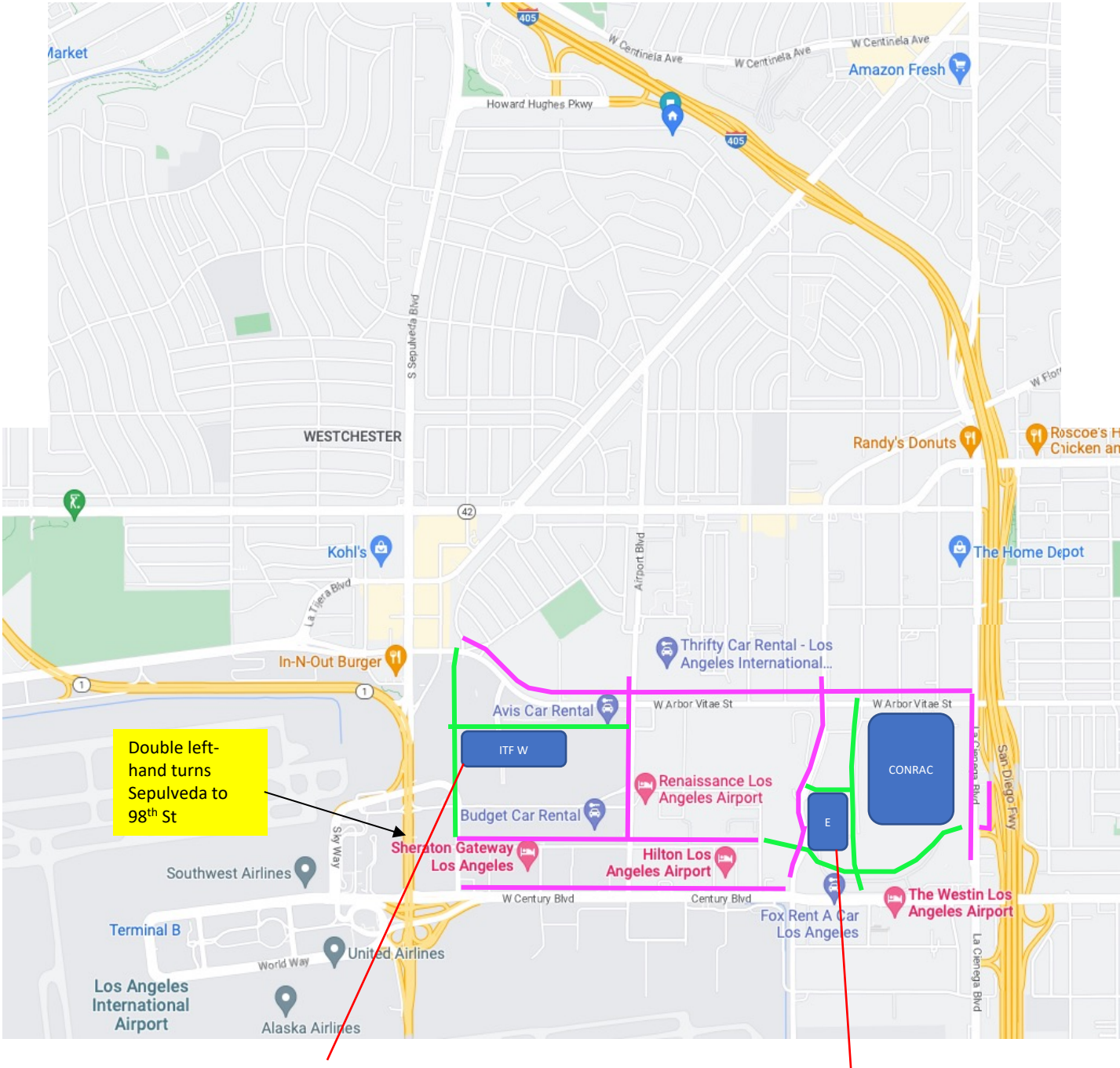
Signalization Changes noted indicate expectation that Sepulveda (from the North and the South) is expected to continue bearing heavy LAX-related traffic, even if the target drop point is the new transportation center East of Aviation.



Freeway Ramps analyzed noted indicate expectation that Sepulveda (from the North and the South) is expected to continue bearing heavy LAX-related traffic, even if the target drop point is the new transportation center East of Aviation.

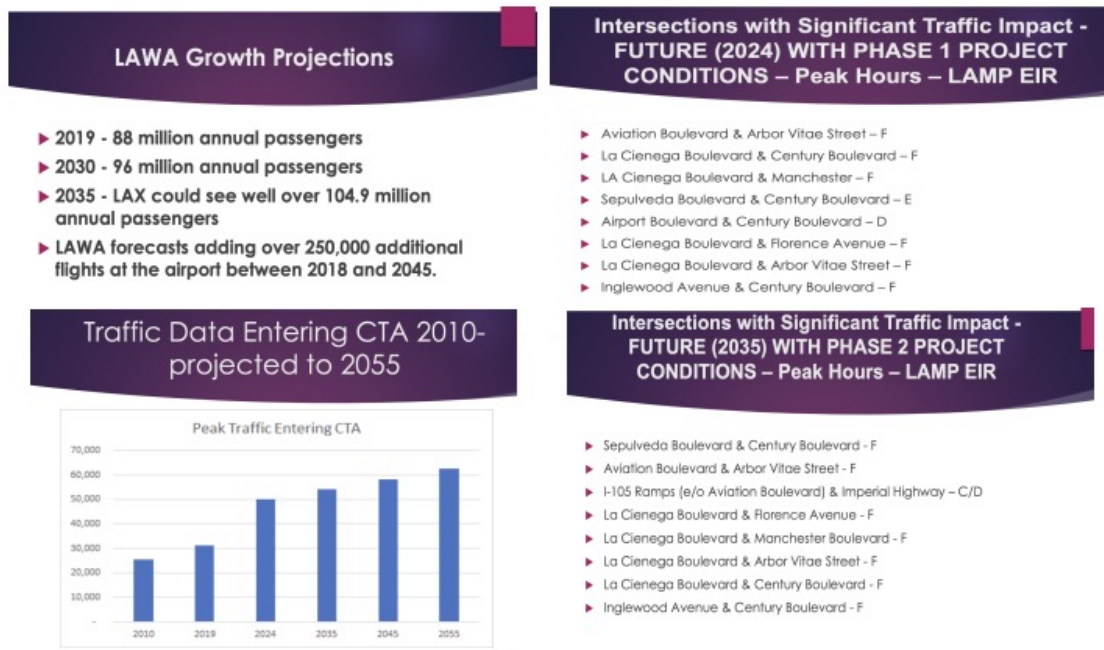
Expanded POV: Mapping Improved, New or Modified Roadways to predict traffic pressure points, possible changes in traffic flow through NCWP re LAX

- New Roadway
- Modified Roadway



Observations:

- If all the Intermodal Transport connections were associated with the east side of the project (CONRAC and ITF East) traffic flow patterns through Westchester might have shifted further south, taking pressure off of Sepulveda, La Tijera and Manchester.
- However, location and facilities associated with the Intermodal Transportation Facility West could well continue to attract the LAX travelers who prefer to drive and park, either with operators around LAX or at the ITF West itself (given its 7700 parking spaces).
- ITF West will likely continue to attract (impact) traffic on the street feeders of Sepulveda, La Tijera and Manchester.
- Roadway modifications LAWA is making are mainly focused on easing traffic flows to CONRAC and ITF East, and are not likely to do anything to relieve pressure on NCWP streets.
- Public transportation relief? Projected: “30 million people per year will use the train” to reach LAX. Based on LAWA’s own projections (below) that could take some pressure off road travel through 2030. Beyond 2030, it’s impossible to know the driving-vs-transit rates as LAX moves towards 100M+ passengers per year.



Sources: RINCONDO Report to LAWA: Second Addendum to EIR for LAX Landside Access Modernization Program (Oct 2022)

ATPM Final EIR Main Text.pdf from

<https://cloud1lawwa.app.box.com/s/ydc5fyx5e29mtbm1msmfvsf54u8qu9av>

<https://www.travelandleisure.com/travel-news/lax-train-ground-breaking>