

2.3 GROUND ACCESS AND PARKING – ALTERNATIVE D

2.3.1 OVERALL LANDSIDE APPROACH

Modifications to the landside system in Alternative D would enhance the safety and security of the airport by protecting the airport's critical infrastructure components. Alternative D eliminates the threat of vehicular blast in close proximity to congregations of queuing passengers at functions such as ticketing and bag claim. Alternative D decentralizes ground access and creates four landside access points and a controlled airport road connected directly to the local freeway system to mitigate the existing city/street traffic congestion leading to the single access point on the CTA roadway. As discussed in Section 2.2, the new system would be composed of four primary facilities: the CTA, GTC, ITC, and RAC. These facilities are depicted in **Figure 2.3-1**.

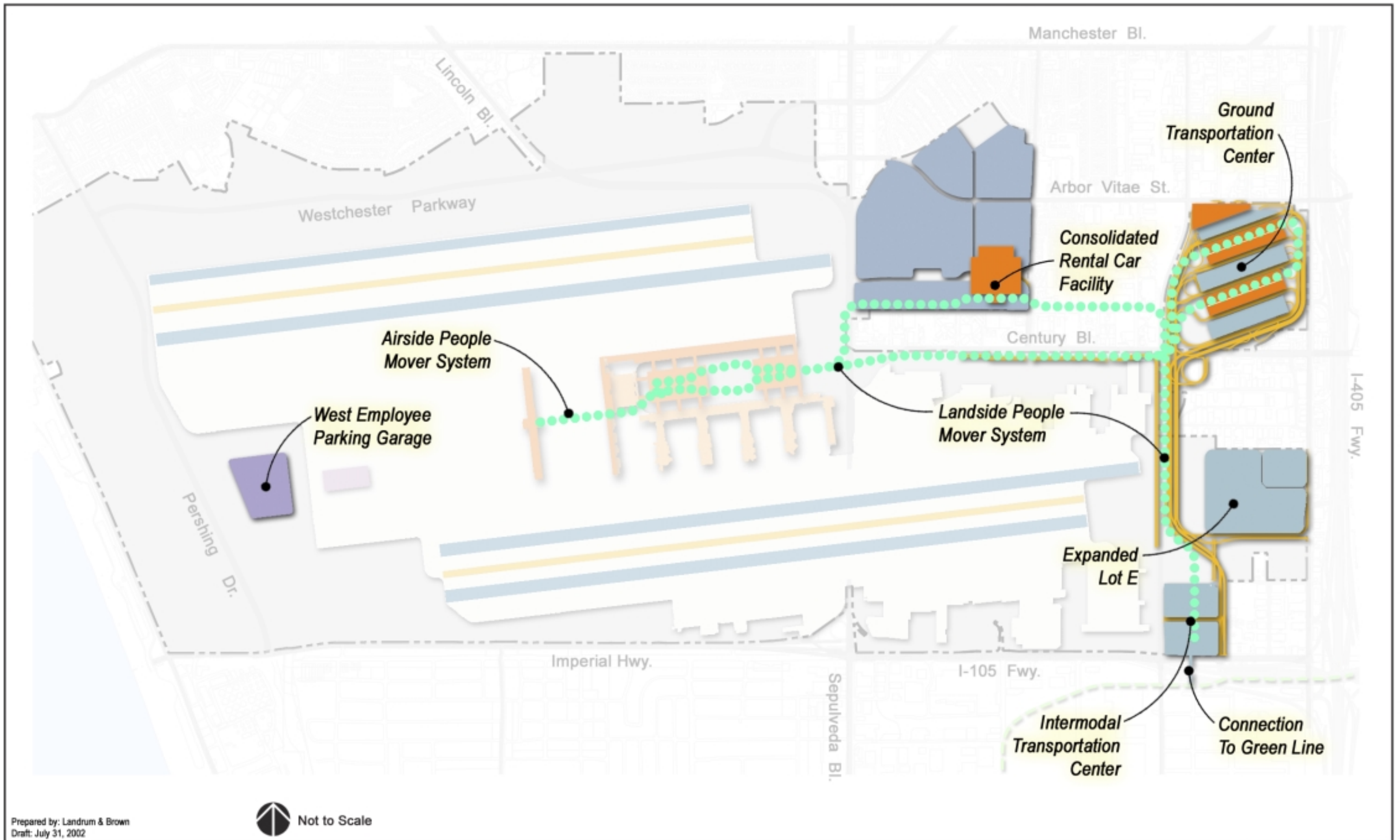
The landside surface transportation approach and methodology for Alternative D consists of decentralizing the vehicular traffic associated with the airport over a large geographic area. Decentralizing the vehicle traffic creates an improved level of service compared to the existing operation in the CTA. The existing roadway access system is congested. The CTA curbside, Sepulveda tunnel, Sepulveda/I-105 interchange, and Sepulveda/Century Boulevard interchange are existing landside impediments to customer convenience. The Landside APM is a key element linking several facilities to the CTA. In addition, the new access system provides the opportunity to control and monitor all access into the CTA, GTC, ITC, and the RAC.

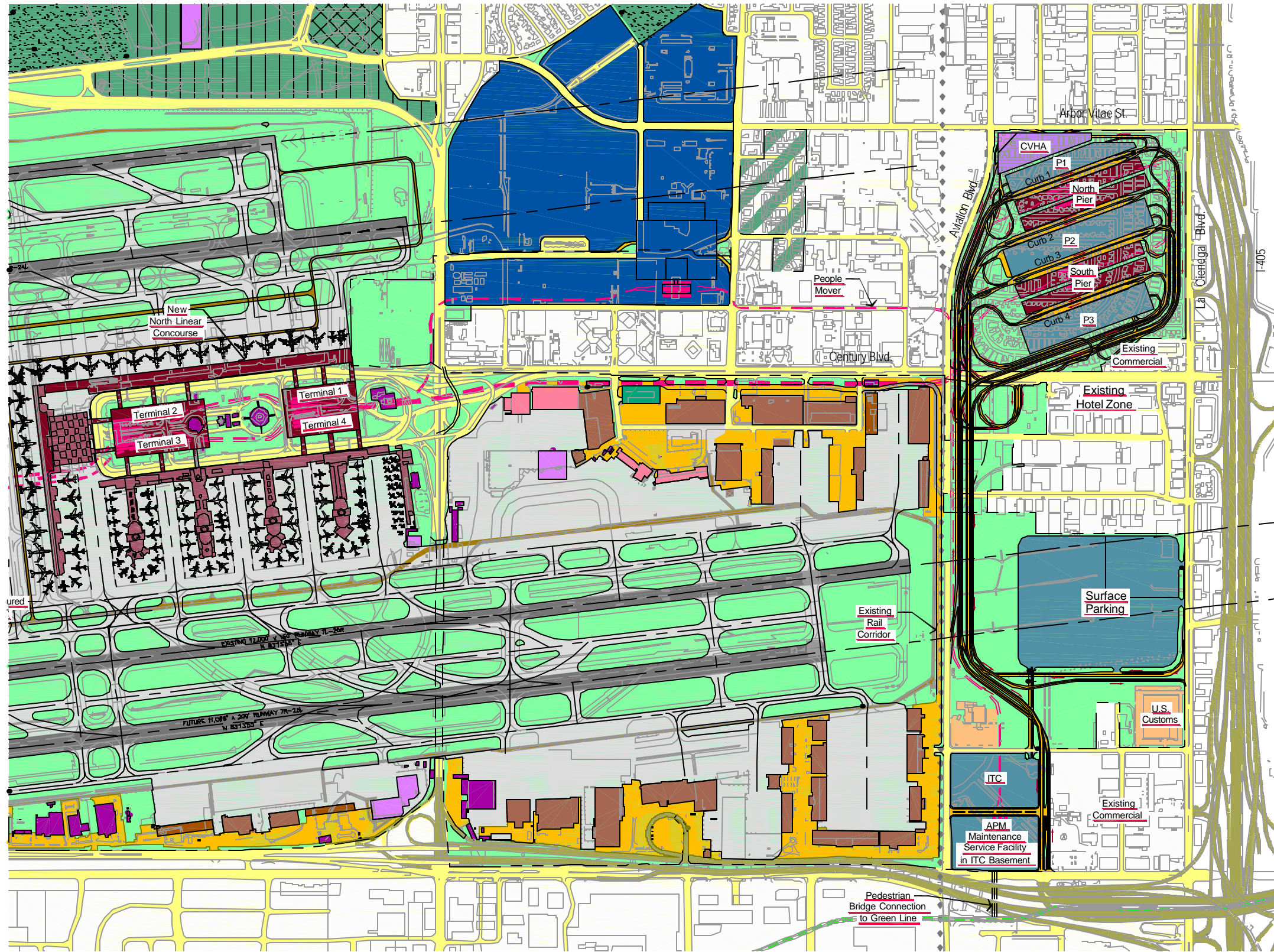
This section provides a description of the overall landside access and parking system for Alternative D.

2.3.2 ON-AIRPORT ROAD ACCESS

Alternative D meets the overall roadway access demand for the airport by distributing the majority of vehicles serving the airport to the GTC, ITC, and RAC, which are linked to the CTA via the APM. Alternative D allows for direct on-airport access via eastbound Century Boulevard, southbound La Cienega Boulevard, northbound Aviation Boulevard, and Imperial Highway. The existing on-airport roadway access to the CTA would be limited. See Section 2.3.2.4 for a detailed description of the access plan to the CTA. **Figure 2.3-2** provides a depiction of the ground access plan to the passenger processing facilities. A description of the access to each facility is provided below.

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Los Angeles International Airport Master Plan

Alternative D Ground Access Plan

Figure
 2.3-2

2.3.2.1 CENTRAL TERMINAL AREA (CTA)

Alternative D landside modifications to the CTA would protect the airport's critical infrastructure components and airport users by altering passenger and employee access to the CTA. All existing public parking facilities within the CTA would be relocated. Visitors destined for the LAWA Administration building located at the old air traffic control tower would be directed to a security checkpoint located at the existing Park One location. Employees would be required to escort their visitors.

The access points to the CTA road system would be controlled to enhance security in the areas immediately surrounding the airports critical infrastructure. Airport operated FlyAway buses and vehicles currently cleared to drive on the secure airside of the airport such as airport operations, police and fire protection, and emergency equipment vehicles would use the existing CTA roadway system to access the new terminal facilities.

Access into and out of the existing CTA road system would be controlled at points to be determined off of Century Boulevard and/or Sepulveda Boulevard. For a more detailed description of the CTA functions, refer to Section 2.2.

2.3.2.2 GROUND TRANSPORTATION CENTER (GTC)

The GTC is accessed primarily via a new multi-lane roadway system. This system has major entry points at La Cienega Boulevard near 111th street, Century Boulevard, Aviation Boulevard, and Imperial Highway. See Figure 2.2-6 for a depiction of the GTC. Vehicles would access the GTC from eastbound Century Boulevard, northbound Aviation Boulevard, southbound La Cienega Boulevard, westbound Imperial Highway and 111th Street. Direct access to Century Boulevard would be available for westbound traffic exiting the GTC, and for eastbound traffic both entering and exiting the GTC. The access roadway approaches the GTC from the south across Century Boulevard and splits to provide access to both the arrivals and departures curb as well as short-term parking vehicular circulation at the GTC would be provided via two, one-way loop roads entering from the south across Century Boulevard. On the clockwise loop road vehicles would circulate to Curbs 1 and 3 (eastbound traffic). Vehicles would circulate to Curbs 2 and 4 (westbound vehicles) on a counter clockwise loop road. These loop roads would be separated from the existing public road system. Re-circulation connections would be provided both within each loop road and between the two loop roads.

Commercial vehicles including taxis, hotel/motel shuttles, door-to-door vans and limousines would have access to all upper level curbs

for passenger drop off. Commercial vehicle traffic on the lower level would be restricted to Curbs 1 and 3, which would be designated for passenger pick-up. A direct connection between the holding area and the two commercial curbs would be provided via a separate connector ramp.

A commercial vehicle holding area would be provided adjacent to the GTC for staging of taxis, door-to-door vans, limousines, and other commercial vehicles. Commercial vehicles would access this lot using the main entrance road to the GTC and the entrance located near the intersection of Arbor Vitae Street and Aviation Boulevard. The commercial vehicle holding area would provide a location for parking and queuing of commercial vehicles prior to and after deployment to the GTC curbs. The holding area limits the amount of time that commercial vehicles are driving around on area roadways waiting to pick up passengers. By providing a place for commercial vehicles to stage, it reduces traffic congestion to surrounding communities and roadways.

The single approach multi-lane roadway system allows a greater opportunity to monitor all vehicles, approaching the GTC. An illustration of the approach to the GTC from the primary entrance road is provided in **Figure 2.3-3**. The use of video surveillance systems to monitor activity and the ability to pre-screen vehicles before they approach the GTC would be an integral part of the security of this facility. The roadway security plan would extend beyond the on-airport roadways to the surrounding regional highway and arterial roadway network. This would provide for additional time and distance to identify and preview potential vehicle hazards. Vehicles that are to be inspected would be directed into a vehicle checkpoint area for inspection. Multiple checkpoint locations would be incorporated into the final ground access plan. For a more detailed description of the GTC functions, refer to Section 2.2.

2.3.2.3 INTERMODAL TRANSPORTATION CENTER (ITC)

Access to the ITC would be provided from the east and west sides of the facility. The ITC would be accessible via 111th Street and Imperial Highway along a proposed at-grade roadway. Traffic signals would be provided at these intersections and at the entrance/exit to the ITC. On the west side of the ITC, cars and buses would be allowed to exit using 111th Street for access to Aviation Boulevard.

The ITC would also provide curbside for charter, regional and other bus activity. For a more detailed description of the ITC functions, please refer to Section 2.3 of this document.



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Los Angeles International Airport Master Plan

Alternative D Landside Approach to the GTC

Figure
2.3-3

2.3.2.4 CONSOLIDATED RENTAL CAR FACILITY (RAC)

The RAC significantly improves passenger convenience by locating all off-airport rental car facilities into one central location. The consolidated RAC facility would include a direct pedestrian bridge to the APM system. All passengers would access the RAC facility to and from the CTA by using the Landside APM system. This has the distinct advantage of eliminating all rental car busses from the arterial roadway network. Primary vehicle access to the consolidated RAC facilities would be via Airport Boulevard and 98th Street.

Passengers returning their vehicles from the south and the east would access the facility via a left turn from northbound Airport Boulevard to westbound 98th Street. Passengers returning their vehicles from the northwest would access the facility via a right turn from southbound Airport Boulevard near 98th Street via a new dedicated ramp into the facility. There would be two primary exit driveways from the facility. One exit driveway would be onto southbound Airport Boulevard and the other would be to westbound 98th Street. **Figure 2.3-4** depicts the location of the RAC Facility.

2.3.2.5 AIR CARGO ROADWAY

The cargo roadway network would provide direct access for cargo vehicles from the surrounding arterial street network. This would reduce congestion on the arterial roadway network. There are four separate cargo complexes in Alternative D that require direct access off of the arterial roadway network:

- ◆ Century Cargo Complex: Access to the Century Cargo Complex would be accommodated from Century and Aviation Boulevards. There are multiple access points to the Century Cargo Complex from Century Boulevard and Aviation Boulevard.
- ◆ Imperial Cargo Complex: Access to the Imperial Cargo Complex would be accommodated from Imperial Highway and Aviation Boulevard.
- ◆ South Cargo Complex East: Access to the South Cargo Complex would be accommodated from Imperial Highway.
- ◆ South Cargo Complex West: Access to the South Cargo Complex West would be accommodated from Imperial Highway and I-105.

2.3.3 OFF-AIRPORT PUBLIC ROAD ACCESS

Alternative D would include a series of improvements to the off-airport transportation network; it would accommodate the shift in traffic patterns associated with the relocation of the primary passenger destination from the CTA to the GTC and the ITC. Various intersection improvements would be made to the off-airport

transportation network to accommodate the shift in traffic patterns from the CTA to the GTC and ITC areas. Alternative D proposes that one northbound lane would be added on La Cienega Boulevard from 111th Street to Arbor Vitae Street, and one southbound lane would be added from Arbor Vitae Street to 104th Street. The intersection of La Cienega Boulevard and Lennox Boulevard would be designed to restrict traffic from traveling between Lennox Boulevard and the on-airport roadways. These improvements are strategically designed to improve those intersections that would experience the primary increase in traffic as a result of the plan.

2.3.4 TRANSIT

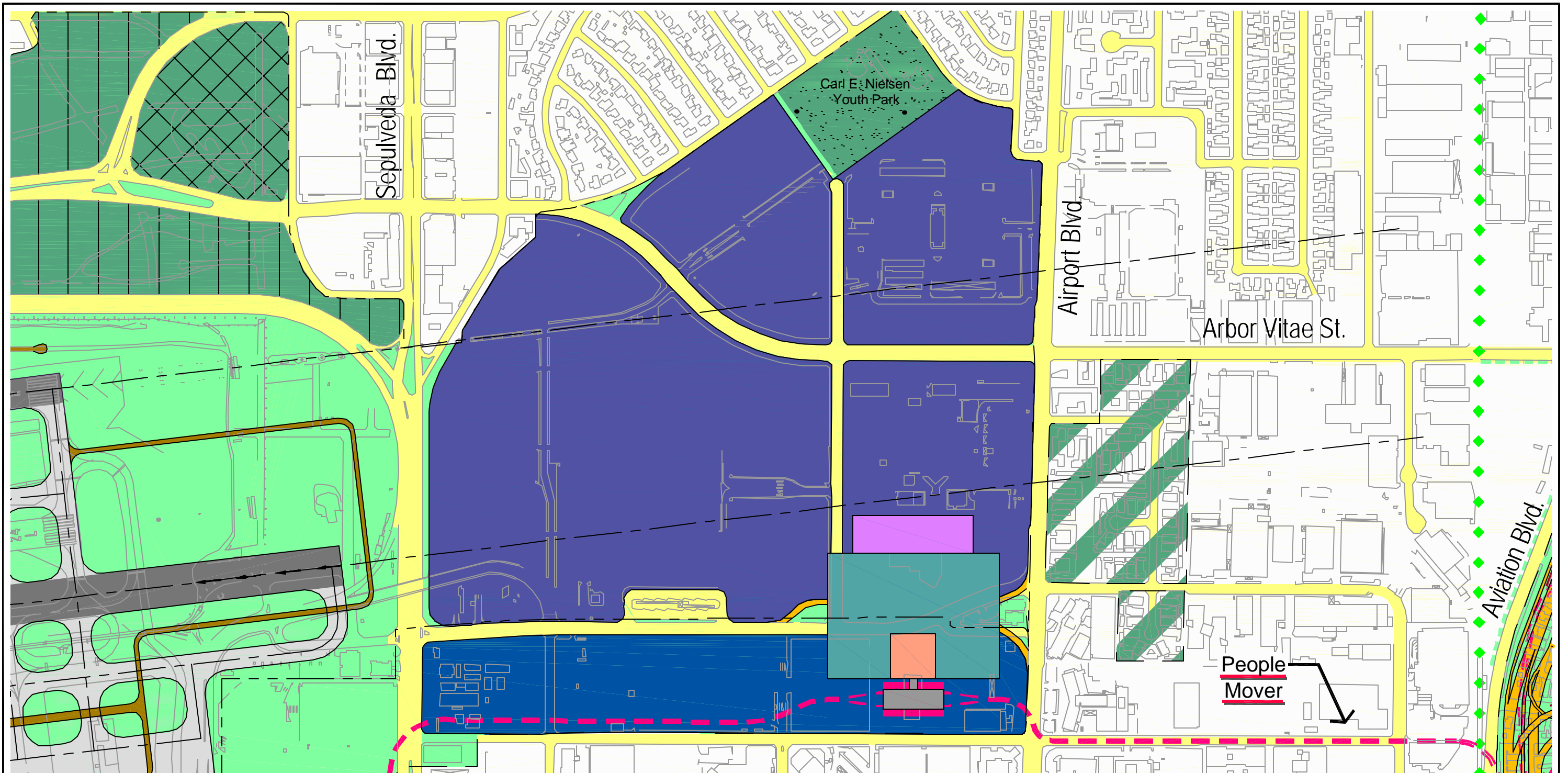
The existing MTA Green Line station is located at the southeast corner of Aviation Boulevard and Imperial Highway. Alternative D would provide an enclosed pedestrian connection with moving walkways between the Green Line station and the ITC. The walkway would cross above Imperial Highway and below I-105 freeway. Transit users would access the CTA from the ITC via the APM system. The MTA Green Line station would also serve as the destination for airport bound passengers that would be using the future MTA proposed transit improvements from downtown Los Angeles.

2.3.5 PUBLIC PARKING

Public parking would be provided in three separate locations: GTC, ITC, and in an expanded Lot B. Parking locations and number of stalls is depicted in **Figure 2.3-5**. In the GTC, three garages would provide approximately 7,515 stalls. Parking Garage 1 (P1) would have five levels. Parking Garages 2 and 3 (P2, P3) would each have three levels. Of the 7,515 GTC stalls provided, 4,253 would be priced for short-term parking, while the remaining 3,262 stalls would be priced for long-term parking. The parking structures in the GTC would be designed to help diffuse blast impacts from surrounding vehicles.

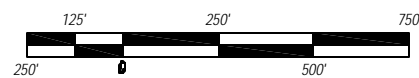
The parking facilities at the ITC would provide approximately 9,127 stalls, with all stalls priced for short-term parking. These stalls would be provided in three separate levels within the ITC.

The surface lot north of 111th Street would be incorporated into Lot B and would provide 5,470 long-term parking stalls. A shuttle bus would transport people between this lot and the ITC for access to the CTA via the APM.

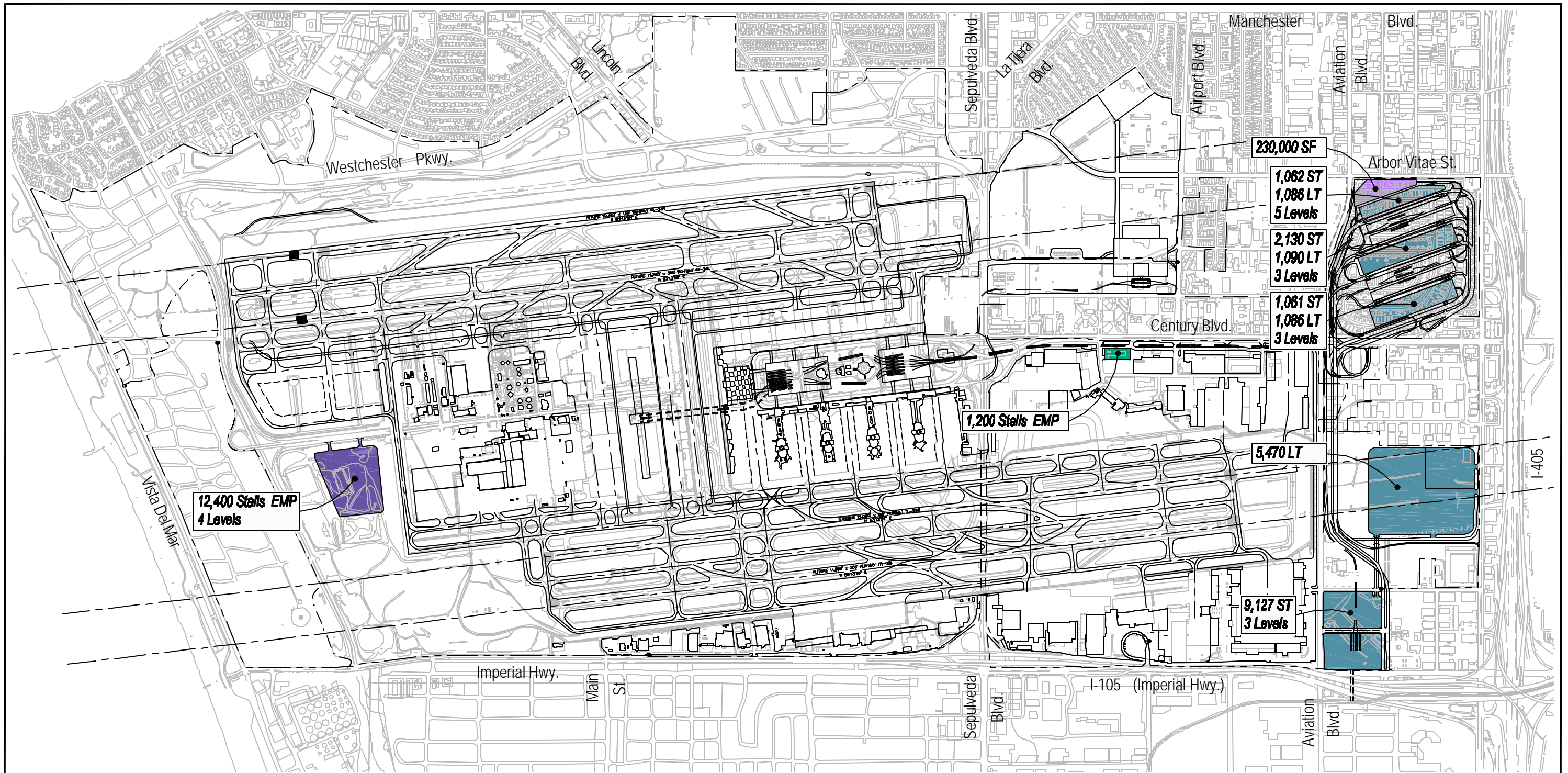


LEGEND

- Customer Service Area
- Quick Turnaround Area (QTA)
- Ready/Return Garage
- Vehicle Storage



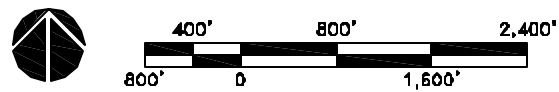
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LEGEND

- Proposed Commercial Vehicle Holding Area
- Proposed Employee Parking
- Proposed Public Parking
- Existing Employee Parking

| | |
|---------------------------------|-----------------|
| Short Term | 13,380 Stalls |
| Long Term | 8,732 Stalls |
| Off Airport | 12,890 Stalls |
| Employee | 13,600 Stalls |
| Commercial Vehicle Holding Area | 230,000 sq. ft. |



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Table 2.3-1 compares the parking stalls available in Alternative D to the existing conditions.

Table 2.3-1

ALTERNATIVE D – SUMMARY OF PUBLIC PARKING FACILITIES

| Lot | Existing Conditions | Alt. D 2015 |
|--------------------|----------------------------|--------------------|
| CTA Toll booth | 7,294 | NA |
| CTA Metered | 1,147 | NA |
| Lot B | 4,838 | NA |
| Lot C | 8,147 | NA |
| GTC | NA | 7,515 |
| ITC | NA | 9,127 |
| East Surface Lot | NA | 5,470 |
| Total | 21,426 | 22,112 |
| Off-Airport Stalls | 12,500 | 12,890 |
| TOTAL | 33,926 | 35,002 |

NA – Not Applicable
 Source: Landrum & Brown, Inc.

2.3.6 EMPLOYEE PARKING

Alternative D employee parking would be provided in two locations: the West Employee Parking Garage and the existing garage on the southeast corner of Avion Drive and Century Boulevard. Both locations are shown in Figure 2.3-5.

A 12,400-stall garage would be constructed on the west side of the airport, south of World Way West. Employees would access this lot via World Way West by way of Pershing Drive. The new employee garage would be designed to help diffuse blast impacts from surrounding vehicles. It would be designed with a security-screening checkpoint for all employees using the garage. Employees parking in this garage would be shuttled on World Way West or on the Airport Operations Area (AOA) to their places of employment.

The existing garage on the southeast corner of Avion Drive and Century Boulevard would provide approximately 1,200 stalls. Employees would access this parking garage via Century Boulevard. Employees parking in this garage would be shuttled to the RAC Landside APM station for access to the CTA, GTC, or ITC.

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