



# Building a Better Westchester-Playa

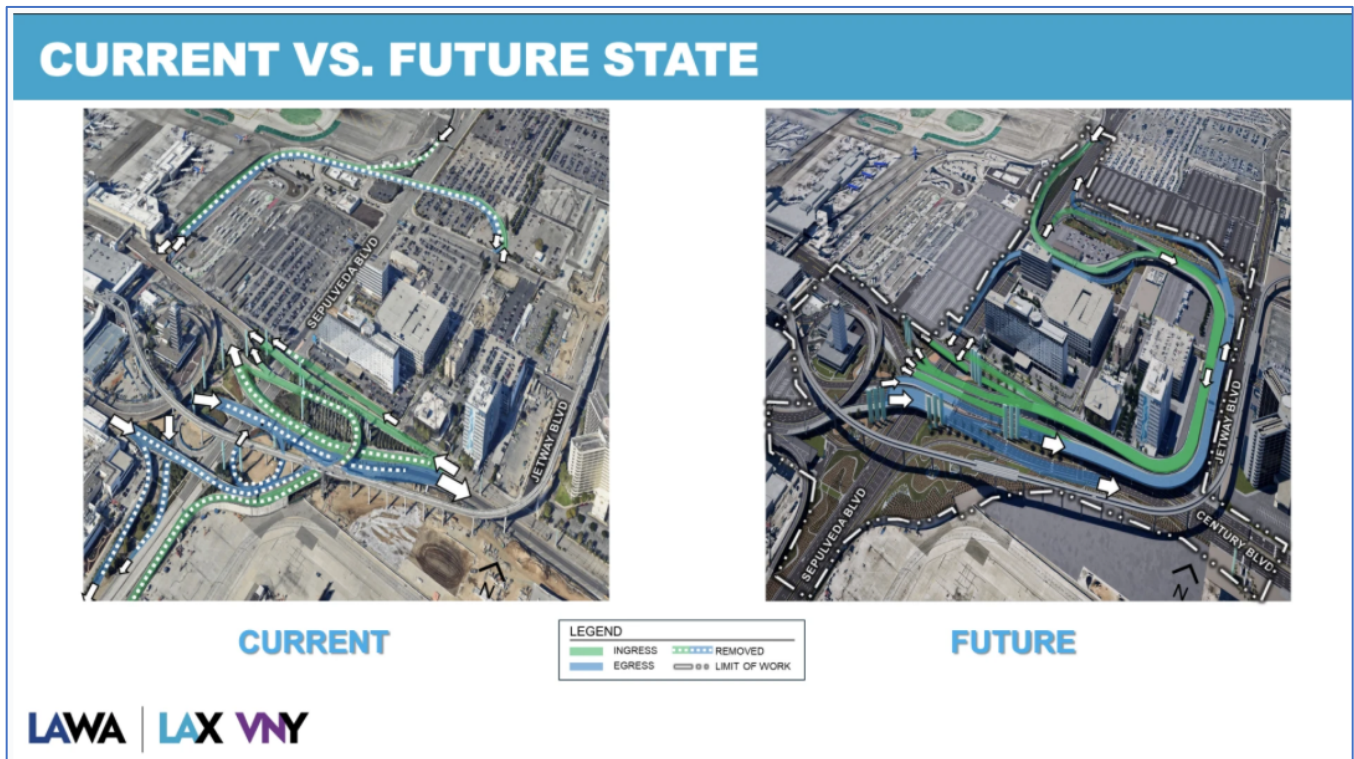
## LAX ATMP Roadway Plan Background Info

(04/24/26)

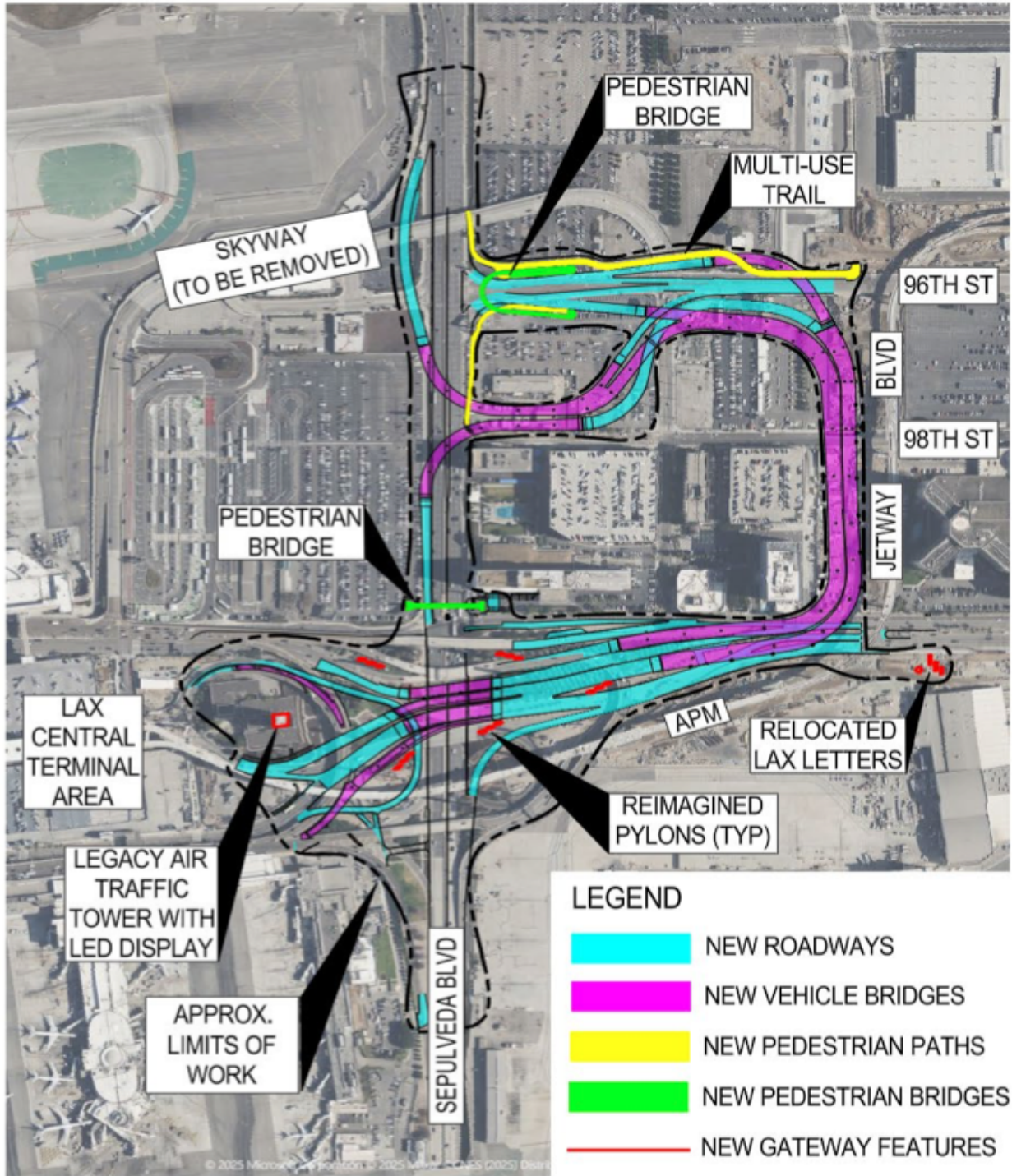
### FURTHER BACKGROUND on BABWP's POSITION

Resource: [LAWA ATPM Project Description](#).

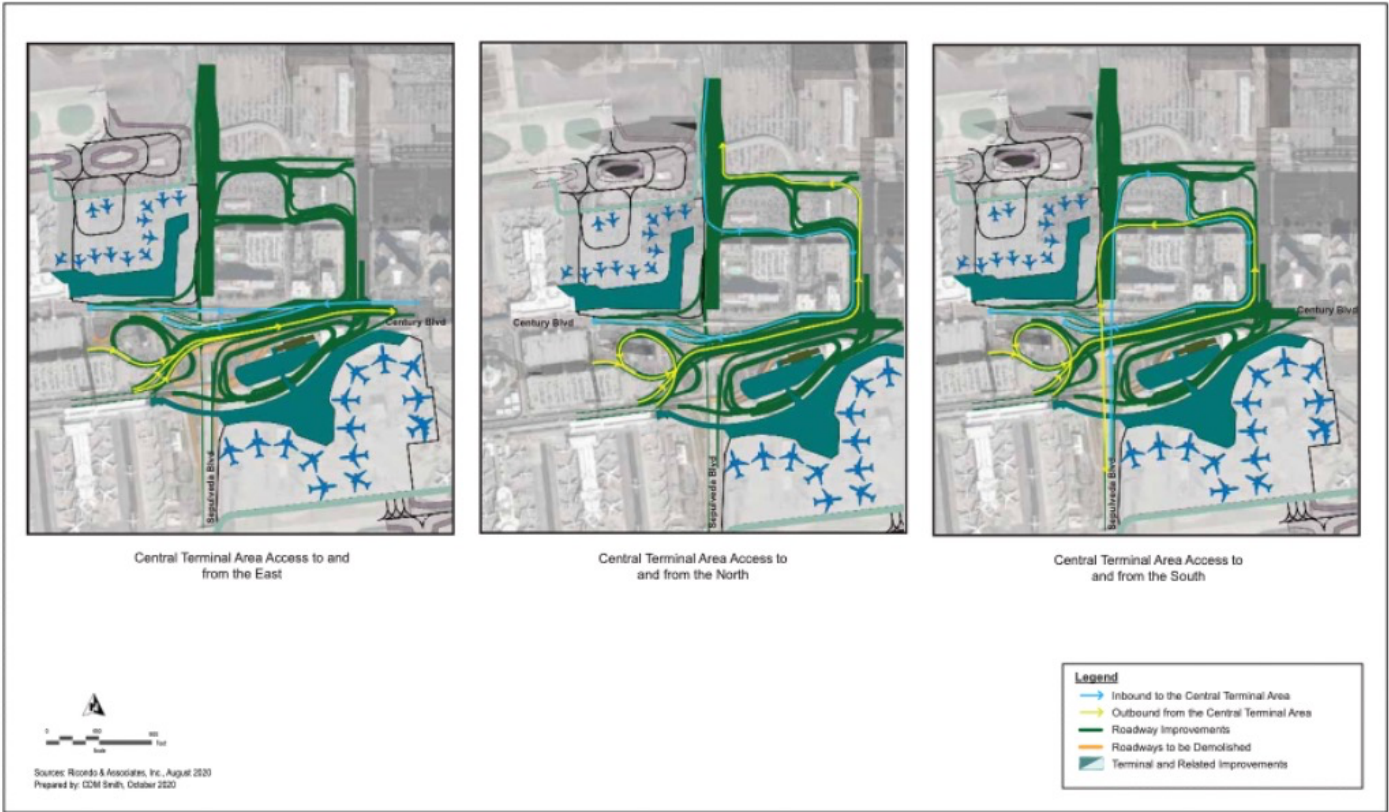
#### What's Planned.



The LAWA ATMP Roadway Project adds 8 lane-miles of new roads in our community. Source: [LAWA Project Presentation, August 2025 slides 2, 3, 4 and 5](#) or this link.



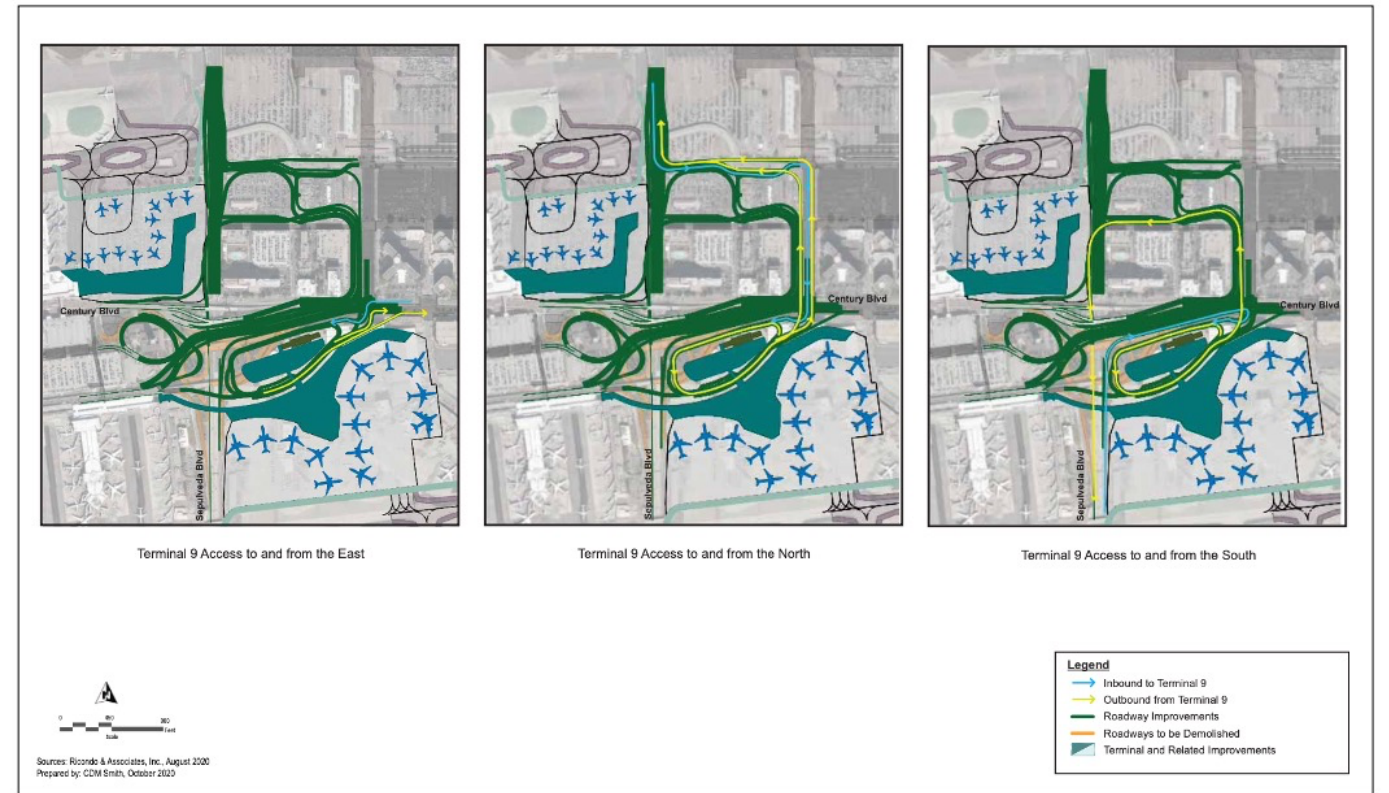
500'



LAX Airfield and Terminal Modernization Project

Access to and from the Central Terminal Area with Proposed Landside Improvements

Figure 2-18



LAX Airfield and Terminal Modernization Project

Access to and from Terminal 9 with Proposed Landside Improvements

Figure 2-19

## Argument for Post-Olympics Project Start.

Delaying the construction start date delivers two community benefits:


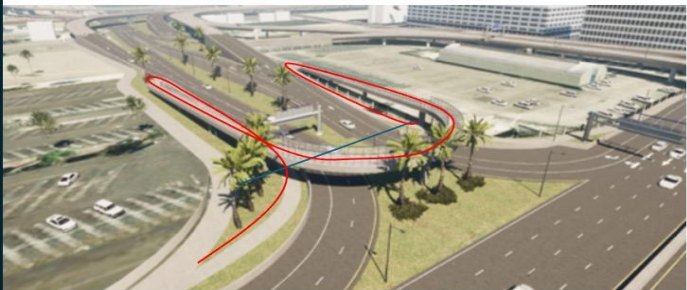
1. It allows for time to collect more information about community adoption of public transit into LAX via the People Mover which may well reduce the need/pressure for accommodating vehicular traffic into the central terminal area (“horseshoe”).
2. It also means we go into the Olympics with a known traffic flow challenge, rather than handling LAX Olympics traffic with only half of the new roadway project completed (?!?). Ingress elements would be completed but not egress elements. In other words, for our Olympic moment, we are improving only half of any LAX visitor’s traffic experience. This doesn’t make sense.


Further, whatever the actual project start date, it’s reasonable to expect delays and cost overruns. ([One recent example](#): the People Mover got to ~95% completion, but was delayed by 2 years and delivered cost overruns of \$880 million on the original \$1.9 billion budget.) While the Olympics is an expensive project for Los Angeles, it would be prudent to delay the start on a project very likely to also cost LAX and the City un-budgeted money.

**Is the Roadway Plan Improving the Pedestrian Experience?** The best thing LAX can do for passengers and employees who walk, scooter and bike along Sepulveda is to make that journey as short and protected as possible.


The current 2-loop pedestrian bridge at 96th / Sepulveda makes an already degraded walking experience 5x longer than it needs to be. Why not implement the shorter, safer Towers + Bridge structure at 96<sup>th</sup> & Sepulveda.

### Current Plan: Passenger and LAX Employee Pedestrian

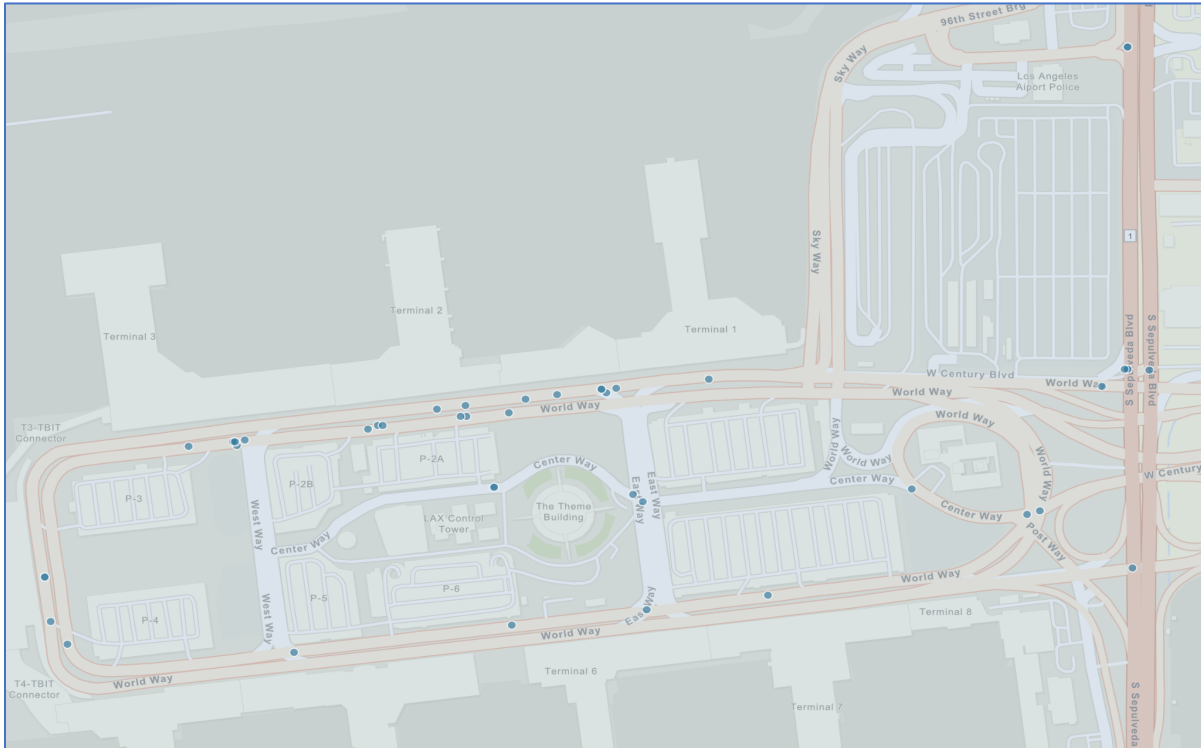
***Century @ Sepulveda  
Pedestrian Bridge*** 

Towers + Bridge Format  
Shortest possible path (up, over, down)

***96th @ Sepulveda  
Pedestrian Bridge*** 

Double Loop Walkway Format  
**5x longer path** than simple “up-over-down” tower + bridge structure.

**Safety Data-based Accident Prevention Planning.** The claims of the project are that these bridges will make it safer for pedestrians. According to data reported to the [Berkeley Traffic Incident Mapping System \(TIMS\)](#), in the years 2017 to 2024 there was 1 one vehicle to human accident at 96th and only three at Century. In that same period, there were over 30 such incidents within the horseshoe.



Vehicle & Human incidents from 2017 to 2024. [TIMS](#)

**Project Builds In Traffic Delays, Not Improvements.** According to [LADOT traffic studies conducted in 2021](#), the conditions in 2028 with the project would increase delays by over 4x the current delays. While the most significant delays would be at 96th and Century Boulevard (where they are building the very inconvenient pedestrian bridges), there would also be increased delays at Manchester and La Tijera.

**Traffic Impact Skepticism regarding Elevated Ramps & Roads off Sepulveda.** LAX claims the new roadway plan will remove 500 cars off Sepulveda “at any time.” Technically, this is true. But we don’t consider that a win. Why?

- According to one [UC Davis professor’s report](#): “Numerous studies have...shown that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).” Los Angeles citizens get this experientially. When the 405 got more lanes they filled immediately and familiar traffic delays returned. We are pretty confident this will be true for Sepulveda coming into LAX even after the Roadway “Improvement” project is complete.
- What the new roadway achieves: allowing 500 cars on approximately 2 miles of new elevated road from Sepulveda to traffic-jam “up there” while also allowing another 500+ cars to back-up on Sepulveda (and La Tijera, and Manchester Ave) during high travel periods (see [LADOT study](#))

**Bureaucratic Momentum + Out-of-Date Planning Information.** The LAX Airfield & Terminal Modernization Programs (ATMP) were created based on pre-2020 data regarding passengers, traffic, parking demands, etc. In 2019, 90M people went through LAX. The ATMP plan projected 100M passengers by [year?]. In 2024, the number was 75M.

It's clear LAX itself understands the implications of this lower-than-expected passenger throughput: plans for Concourse 0 and Terminal 9 have been canceled due to lack of demand. Yet the roadway reconfiguration continues without reconsideration.

[end]