



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

9

STREET:

North/South

Main St

East/West

Olympic Blvd

Day:

Tuesday

Date:

March 15, 2011

Weather:

SUNNY

Hours:

3-730PM 8-11PM

Cheeks:

0

School Day:

YES

District:

0

I/S CODE

0

| | N/B | S/B | E/B | W/B |
|---------------------|-----|-----|-----|-----|
| DUAL-WHEELED | 0 | 0 | 0 | 0 |
| BIKES | 27 | 49 | 30 | 19 |
| BUSES | 283 | 306 | 84 | 27 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|----------------|------|-------|-----|-------|-----|-------|-----|-------|
| NOON PK 15 MIN | 287 | 17.15 | 245 | 17.00 | 181 | 17.00 | 205 | 17.00 |
| PMPK 15 MIN | 31 | 21.15 | 47 | 21.00 | 34 | 21.45 | 34 | 21.00 |
| NOON PK HOUR | 1020 | 16.30 | 907 | 16.30 | 686 | 16.30 | 786 | 16.30 |
| PM PK HOUR | 96 | 21.00 | 151 | 21.00 | 107 | 21.00 | 97 | 21.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 15-16 | 60 | 562 | 112 | 734 |
| 16-17 | 54 | 729 | 82 | 865 |
| 17-18 | 62 | 946 | 90 | 1098 |
| 18-19 | 44 | 694 | 42 | 780 |
| 19-20 | 19 | 190 | 5 | 214 |
| 20-21 | 14 | 133 | 5 | 152 |
| 21-22 | 14 | 78 | 4 | 96 |
| 22-23 | 7 | 43 | 6 | 56 |
| TOTAL | 274 | 3375 | 346 | 3995 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 15-16 | 37 | 395 | 146 | 578 |
| 16-17 | 44 | 547 | 180 | 771 |
| 17-18 | 32 | 680 | 188 | 900 |
| 18-19 | 19 | 473 | 168 | 660 |
| 19-20 | 10 | 126 | 87 | 223 |
| 20-21 | 5 | 117 | 75 | 197 |
| 21-22 | 4 | 79 | 68 | 151 |
| 22-23 | 7 | 43 | 50 | 100 |
| TOTAL | 158 | 2460 | 962 | 3580 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|-------------|------------|----------|------------|----------|
| 1312 | 142 | 0 | 130 | 0 |
| 1636 | 172 | 0 | 179 | 0 |
| 1998 | 157 | 0 | 185 | 0 |
| 1440 | 114 | 0 | 125 | 0 |
| 437 | 9 | 0 | 27 | 0 |
| 349 | 12 | 0 | 12 | 0 |
| 247 | 5 | 0 | 5 | 0 |
| 156 | 6 | 0 | 1 | 0 |
| 7575 | 617 | 0 | 664 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 15-16 | 113 | 463 | 66 | 642 |
| 16-17 | 149 | 437 | 67 | 653 |
| 17-18 | 171 | 446 | 63 | 680 |
| 18-19 | 148 | 297 | 54 | 499 |
| 19-20 | 72 | 82 | 12 | 166 |
| 20-21 | 42 | 94 | 23 | 159 |
| 21-22 | 27 | 63 | 17 | 107 |
| 22-23 | 33 | 44 | 10 | 87 |
| TOTAL | 755 | 1926 | 312 | 2993 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 15-16 | 41 | 490 | 112 | 643 |
| 16-17 | 66 | 536 | 162 | 764 |
| 17-18 | 81 | 634 | 106 | 821 |
| 18-19 | 84 | 507 | 109 | 700 |
| 19-20 | 5 | 155 | 22 | 182 |
| 20-21 | 12 | 111 | 16 | 139 |
| 21-22 | 6 | 78 | 13 | 97 |
| 22-23 | 1 | 42 | 8 | 51 |
| TOTAL | 296 | 2553 | 548 | 3397 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|-------------|------------|----------|------------|----------|
| 1285 | 154 | 0 | 82 | 0 |
| 1417 | 138 | 0 | 111 | 0 |
| 1501 | 149 | 0 | 109 | 0 |
| 1199 | 105 | 0 | 80 | 0 |
| 348 | 7 | 0 | 12 | 0 |
| 298 | 19 | 0 | 8 | 0 |
| 204 | 10 | 0 | 12 | 0 |
| 138 | 9 | 0 | 7 | 0 |
| 6390 | 591 | 0 | 421 | 0 |

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

9

Project ID: CA11_5077_022

Day: Tuesday

City: City of Los Angeles

Date: 3/15/2011

NOON

| NS/EW Streets: | Main St | | | Main St | | | Olympic Blvd | | | Olympic Blvd | | | |
|----------------------|---------|--------|-------|------------|--------|--------|--------------|--------|-------|--------------|--------|--------|-------|
| NORTHBOUND | | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 3:00 PM | 18 | 119 | 31 | 13 | 77 | 34 | 28 | 105 | 12 | 7 | 112 | 29 | 585 |
| 3:15 PM | 13 | 129 | 24 | 8 | 79 | 38 | 19 | 123 | 15 | 10 | 134 | 28 | 620 |
| 3:30 PM | 14 | 142 | 33 | 9 | 108 | 34 | 24 | 102 | 16 | 9 | 108 | 26 | 625 |
| 3:45 PM | 15 | 125 | 24 | 4 | 99 | 26 | 32 | 125 | 20 | 15 | 128 | 29 | 642 |
| 4:00 PM | 14 | 153 | 21 | 12 | 119 | 32 | 33 | 115 | 17 | 10 | 132 | 38 | 696 |
| 4:15 PM | 14 | 163 | 21 | 10 | 103 | 33 | 32 | 92 | 16 | 22 | 132 | 43 | 681 |
| 4:30 PM | 14 | 191 | 19 | 9 | 131 | 49 | 37 | 113 | 22 | 16 | 128 | 40 | 769 |
| 4:45 PM | 12 | 170 | 21 | 9 | 148 | 45 | 30 | 114 | 11 | 18 | 137 | 41 | 756 |
| 5:00 PM | 16 | 223 | 22 | 5 | 179 | 45 | 48 | 112 | 15 | 14 | 164 | 25 | 868 |
| 5:15 PM | 17 | 238 | 17 | 9 | 172 | 37 | 37 | 107 | 16 | 23 | 145 | 27 | 845 |
| 5:30 PM | 20 | 226 | 18 | 8 | 159 | 47 | 36 | 112 | 12 | 25 | 155 | 26 | 844 |
| 5:45 PM | 8 | 205 | 32 | 7 | 133 | 38 | 32 | 115 | 18 | 18 | 165 | 28 | 799 |
| 6:00 PM | 13 | 209 | 15 | 3 | 146 | 40 | 38 | 84 | 14 | 29 | 152 | 25 | 768 |
| 6:15 PM | 6 | 154 | 10 | 5 | 115 | 40 | 36 | 86 | 16 | 20 | 100 | 29 | 617 |
| 6:30 PM | 11 | 140 | 7 | 6 | 102 | 39 | 31 | 72 | 11 | 20 | 135 | 23 | 597 |
| 6:45 PM | 14 | 128 | 10 | 2 | 76 | 34 | 35 | 53 | 11 | 15 | 116 | 30 | 524 |
| 7:00 PM | 9 | 99 | 1 | 7 | 60 | 42 | 43 | 41 | 5 | 4 | 89 | 10 | 410 |
| 7:15 PM | 10 | 69 | 4 | 2 | 58 | 40 | 25 | 41 | 6 | 1 | 66 | 12 | 334 |
| TOTAL VOLUMES : | 238 | 2883 | 330 | 128 | 2064 | 693 | 596 | 1712 | 253 | 276 | 2298 | 509 | 11980 |
| APPROACH %'s : | 6.90% | 83.54% | 9.56% | 4.44% | 71.54% | 24.02% | 23.27% | 66.85% | 9.88% | 8.95% | 74.54% | 16.51% | |
| PEAK HR START TIME : | 430 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 59 | 822 | 79 | 32 | 630 | 176 | 152 | 446 | 64 | 71 | 574 | 133 | 3238 |
| PEAK HR FACTOR : | 0.882 | | | 0.915 | | | 0.946 | | | 0.958 | | | 0.933 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5077_022

Day: Tuesday

City: City of Los Angeles

Date: 3/15/2011

| PM | | | | | | | | | | | | | |
|-----------------------------|------------|--------|-------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|
| NS/EW Streets: | Main St | | | Main St | | | Olympic Blvd | | | Olympic Blvd | | | |
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 8:00 PM | 2 | 31 | 1 | 2 | 29 | 21 | 12 | 22 | 10 | 4 | 34 | 4 | 172 |
| 8:15 PM | 6 | 34 | 2 | 0 | 28 | 16 | 8 | 27 | 6 | 3 | 27 | 4 | 161 |
| 8:30 PM | 2 | 30 | 1 | 0 | 21 | 17 | 14 | 22 | 0 | 3 | 28 | 2 | 140 |
| 8:45 PM | 4 | 18 | 1 | 0 | 21 | 14 | 6 | 22 | 6 | 2 | 22 | 6 | 122 |
| 9:00 PM | 5 | 13 | 1 | 0 | 17 | 24 | 10 | 17 | 3 | 2 | 28 | 4 | 124 |
| 9:15 PM | 5 | 22 | 2 | 1 | 19 | 14 | 5 | 11 | 5 | 4 | 20 | 3 | 111 |
| 9:30 PM | 2 | 17 | 1 | 2 | 15 | 13 | 5 | 13 | 4 | 0 | 16 | 2 | 90 |
| 9:45 PM | 2 | 14 | 0 | 1 | 14 | 15 | 7 | 22 | 5 | 0 | 14 | 4 | 98 |
| 10:00 PM | 2 | 5 | 3 | 0 | 8 | 17 | 4 | 14 | 2 | 0 | 13 | 2 | 70 |
| 10:15 PM | 4 | 14 | 0 | 2 | 5 | 12 | 11 | 11 | 2 | 1 | 8 | 4 | 74 |
| 10:30 PM | 1 | 7 | 2 | 2 | 12 | 11 | 8 | 9 | 5 | 0 | 11 | 2 | 70 |
| 10:45 PM | 0 | 6 | 1 | 2 | 6 | 8 | 9 | 10 | 1 | 0 | 10 | 0 | 53 |
| TOTAL VOLUMES : | NL 35 | NT 211 | NR 15 | SL 12 | ST 195 | SR 182 | EL 99 | ET 200 | ER 49 | WL 19 | WT 231 | WR 37 | TOTAL 1285 |
| APPROACH %'s : | 13.41% | 80.84% | 5.75% | 3.08% | 50.13% | 46.79% | 28.45% | 57.47% | 14.08% | 6.62% | 80.49% | 12.89% | |
| PEAK HR START TIME : | 900 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 14 | 66 | 4 | 4 | 65 | 66 | 27 | 63 | 17 | 6 | 78 | 13 | 423 |
| PEAK HR FACTOR : | 0.724 | | | 0.823 | | | 0.787 | | | 0.713 | | | 0.853 |

CONTROL :