



City Of Los Angeles Department Of Transportation MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South CRENSHAW BL

East/West 9TH ST

Day: THURSDAY Date: FEBRUARY 7, 2008 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: KY

School Day: YES District: HOLLYWOOD-WI I/S CODE 7448

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	111	85	0	2
BIKES	0	4	0	2
BUSES	58	51	0	0

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	302 8.30	244 8.45	0 7.00	18 7.30
PM PK 15 MIN	311 5.30	278 3.15	0 3.00	8 3.15
AM PK HOUR	1159 8.15	898 7.00	0 7.00	48 7.30
PM PK HOUR	1142 5.00	1048 5.00	0 3.00	19 3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	979	11	990
8-9	0	1142	15	1157
9-10	0	1089	11	1100
3-4	1	961	14	976
4-5	0	928	30	958
5-6	0	1118	24	1142
TOTAL	1	6217	105	6323

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	897	0	898
8-9	2	870	0	872
9-10	9	790	0	799
3-4	13	974	0	987
4-5	10	955	0	965
5-6	10	1038	0	1048
TOTAL	45	5524	0	5569

TOTAL

N-S
1888
2029
1899
1963
1923
2190
11892

XING S/L

Ped	Sch
0	0
3	1
4	0
3	0
3	0
7	0
20	1

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
1	1
1	1

EASTBOUND Approach

NONE

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

NONE

Hours	Lt	Th	Rt	Total
7-8	13	0	27	40
8-9	9	1	22	32
9-10	11	0	13	24
3-4	4	0	15	19
4-5	3	0	12	15
5-6	2	0	13	15
TOTAL	42	1	102	145

TOTAL

E-W
40
32
24
19
15
15
145

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
6	0
7	0
8	0
10	2
9	0
11	1
51	3

TRAFFIC SIGNAL WARRANTS

CALC DATE: FEBRUARY 7, 2008

CHK DATE:

DISTRICT: HOLLYWOOD-WILSHIRE

Major St: CRENSHAW BL
Minor St: 9TH ST

Critical Approach Speed: mph
Critical Approach Speed: mph

Critical speed of major street traffic >=40 mph

OR

In built up area of isolated community of =< 10,000 population

..... RURAL(R)

OTHERWISE

..... URBAN (U)

WARRANT 1- Minimum Vehicular Volume

100% SATISFIED

YES

NO

80% SATISFIED

YES

NO

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R	Hour					
LANES	1		2 or	more	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	500	350	600	420						
Major Street	(400)	(280)	(480)	(336)	1888	2029	1899	1963	1923	2190
Highest Approach	150	105	200	140						
Minor street	(120)	(84)	(160)	(112)	40	32	24	19	15	15

NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT2- Interruption of Continuous Traffic

100% SATISFIED

YES

NO

80% SATISFIED

YES

NO

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R	Hour					
LANES	1		2 or	more	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	750	525	900	630						
Major Street	(600)	(420)	(720)	(504)	1888	2029	1899	1963	1923	2190
Highest Approach	75	53	100	70						
Minor Street	(60)	(42)	(80)	(56)	40	32	24	19	15	15

*NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT 3- Minimum Pedetrian Volume

100% SATISFIED

YES

NO

80% SATISFIED

YES

NO

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)

				Hour							
				U	R	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	no			600	420						
Major Street	median			(480)	(336)	1888	2029	1899	1963	1923	2190
	Raised			1000	700						
Volume	4'median			(800)	(560)						
Peds on highest volume				150	105						
x-walk xing major st				(120)	(84)	0	4	4	3	3	7

IF MIDBLOCK SIGNAL PROPOSED

MIN. REQUIREMENT DISTANCE TO NEAREST ESTABLISHED CROSSWALK

FULFILLED

150 FEET

N/E:

FT

S/W:

FT

YES

NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 4 - Schools Crossings

Not Applicable
See School Crossings Warrant Sheet

WARRANT 5 - Progressive Movement

SATISFIED

YES

NO

MINIMUM REQUIREMENTS

DISTANCE TO NEAREST SIGNAL

FULFILLED

> 1000 ft

N

S

E

W

YES

NO

ON ONE WAY ISOLATED ST. OR ST. WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING IL SPEED CONTROL WOULD BE LOST.

ON 2-WAY ST. WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL. PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM

YES

NO

WARRANT 6 - Accident Experience

SATISFIED

YES

NO

REQUIREMENT

WARRANT

(X)

FULFILLED

ONE WARRANT

WARRANT 1 - MINIMUM VEHICULAR VOLUME

SATISFIED

OR

80%

WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC

OR

WARRANT 3 - MINIMUM PEDESTRIAN VOLUME

YES

NO

SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW

ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE ACC. FREQ.

ACC WITHIN A 12 MON. PERIOD SUSCEPTIBLE OF CORR. IL INVOLVING INJURY OR > \$200 DAMAGE

MINIMUM REQUIREMENT

NUMBER OF ACCIDENTS

3 OR MORE

YES

NO

* NOTE: Left turn accidents can be included when LT-phasing is proposed

WARRANT 7 - Systems Warrant

SATISFIED

YES

NO

Minimum Volume Requirement

ENTERING VOLUMES - ALL APPROACHES
DURING TYPICAL WEEKDAY PEAK HOUR

(X)

FULFILLED

800 VEH/HR

2209

veh/hr

DURING EACH OF ANY 5 HRS OF A SAT AND/OR SUNDAY

veh/hr

YES

NO

CHARACTERISTICS OF MAJOR ROUTES

MAJOR S/INOR ST

HWY SYSTEM SERVING AS PRINCIPLE NETWORK FOR THROUGH TRAFFIC

CONNECTS AREAS OF PRINCIPLE TRAFFIC GENERATION

RURAL OR SUBURBAN HWY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY

HAS SURFACE STREET FWY OR EXPWAY RAMP TERMINALS

APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN

ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS

YES

NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 8 - Combination of Warrants

SATISFIED

YES

NO

RI

REQUIREMENT

WARRANT

(X)

FULFILLED

TWO WARRANTS

1 - MINIMUM VEHICULAR VOLUME

SATISFIED

2 - INTERRUPTION OF CONTINUOUS TRAFFIC

80%

3 - MINIMUM PEDESTRIAN VOLUME

YES NO

WARRANT 9 - Four Hour Volume

SATISFIED

YES

NO

Approach Lanes

One

2 or
more

5-6

Hour

8-9

3-4

4-5

Both Approaches, Major Street

2190

2029

1963

1923

Highest Approaches, Minor Street

15

32

19

15

*Refer to Fig. 9-2A (URBAN AREAS) or Figure 9-2B (RURAL AREAS) to determine if this warrant is satisfied.

WARRANT 10 - Peak Hour Delay

SATISFIED

YES

NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; and

YES

NO

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; and

YES

NO

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

YES

NO

WARRANT 11 - Peak Hour Volume

SATISFIED*

YES

NO

Approach Lanes

One

2 or
moreHour
5-6

Both Approaches , Major Street

2190

Highest Approaches, Minor Street

15

*Refer to Fig. 9-2C (URBAN AREAS) or Figure 9-2D (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.