



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

56

STREET: North/South Flower St

East/West 37th St

Day: Thursday Date: April 7, 2011 Weather: SUNNY

Hours: 3-730PM 8-11PM Chkrs: 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 | 3 | 9 | 6 | 7 |
| BUSES | 10 | 42 | 55 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|-----------------------|-----|-------|------|-------|-----|-------|-----|-------|
| <i>NOON PK 15 MIN</i> | 51 | 17.15 | 298 | 16.30 | 210 | 17.15 | 0 | 16.30 |
| <i>PM PK 15 MIN</i> | 39 | 21.30 | 129 | 21.15 | 163 | 21.30 | 0 | 21.00 |
| <i>NOON PK HOUR</i> | 169 | 16.30 | 1124 | 16.30 | 733 | 16.30 | 0 | 16.30 |
| <i>PM PK HOUR</i> | 117 | 21.00 | 463 | 21.00 | 577 | 21.00 | 0 | 21.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|-----|-------|
| 15-16 | 0 | 0 | 154 | 154 |
| 16-17 | 0 | 0 | 155 | 155 |
| 17-18 | 0 | 0 | 161 | 161 |
| 18-19 | 0 | 0 | 117 | 117 |
| 19-20 | 0 | 0 | 38 | 38 |
| 20-21 | 0 | 0 | 65 | 65 |
| 21-22 | 0 | 0 | 117 | 117 |
| 22-23 | 0 | 0 | 49 | 49 |
| TOTAL | 0 | 0 | 856 | 856 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|------|----|-------|
| 15-16 | 765 | 184 | 0 | 949 |
| 16-17 | 840 | 238 | 0 | 1078 |
| 17-18 | 773 | 309 | 0 | 1082 |
| 18-19 | 665 | 224 | 0 | 889 |
| 19-20 | 271 | 49 | 0 | 320 |
| 20-21 | 488 | 84 | 0 | 572 |
| 21-22 | 388 | 75 | 0 | 463 |
| 22-23 | 277 | 29 | 0 | 306 |
| TOTAL | 4467 | 1192 | 0 | 5659 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|--------------|-----|-----|-----|-----|
| 1103 | 24 | 0 | 32 | 0 |
| 1233 | 21 | 0 | 66 | 0 |
| 1243 | 24 | 0 | 48 | 0 |
| 1006 | 16 | 0 | 20 | 0 |
| 358 | 1 | 0 | 6 | 0 |
| 637 | 1 | 0 | 9 | 0 |
| 580 | 5 | 0 | 2 | 0 |
| 355 | 2 | 0 | 2 | 0 |
| TOTAL | 94 | 0 | 185 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|-----|-------|
| 15-16 | 0 | 679 | 43 | 722 |
| 16-17 | 0 | 689 | 46 | 735 |
| 17-18 | 0 | 657 | 47 | 704 |
| 18-19 | 0 | 561 | 40 | 601 |
| 19-20 | 0 | 305 | 23 | 328 |
| 20-21 | 0 | 537 | 49 | 586 |
| 21-22 | 0 | 542 | 35 | 577 |
| 22-23 | 0 | 388 | 31 | 419 |
| TOTAL | 0 | 4358 | 314 | 4672 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 15-16 | 0 | 0 | 0 | 0 |
| 16-17 | 0 | 0 | 0 | 0 |
| 17-18 | 0 | 0 | 0 | 0 |
| 18-19 | 0 | 0 | 0 | 0 |
| 19-20 | 0 | 0 | 0 | 0 |
| 20-21 | 0 | 0 | 0 | 0 |
| 21-22 | 0 | 0 | 0 | 0 |
| 22-23 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|--------------|-----|-----|-----|-----|
| 722 | 25 | 0 | 0 | 0 |
| 735 | 22 | 0 | 0 | 0 |
| 704 | 15 | 0 | 0 | 0 |
| 601 | 9 | 0 | 0 | 0 |
| 328 | 1 | 0 | 0 | 0 |
| 586 | 3 | 0 | 0 | 0 |
| 577 | 2 | 0 | 0 | 0 |
| 419 | 2 | 0 | 0 | 0 |
| TOTAL | 79 | 0 | 0 | 0 |

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5096_031

Day: Thursday

City: City of Los Angeles

Date: 4/7/2011

NOON

| NS/EW Streets: | Flower St | | | Flower St | | | 37th St | | | 37th St | | | |
|----------------|------------|----|----|------------|-----|----|-----------|-----|----|-----------|----|----|-------|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 3:00 PM | 0 | 0 | 34 | 168 | 44 | 0 | 0 | 145 | 7 | 0 | 0 | 0 | 398 |
| 3:15 PM | 0 | 0 | 37 | 188 | 56 | 0 | 0 | 178 | 10 | 0 | 0 | 0 | 469 |
| 3:30 PM | 0 | 0 | 47 | 193 | 39 | 0 | 0 | 156 | 13 | 0 | 0 | 0 | 448 |
| 3:45 PM | 0 | 0 | 32 | 211 | 40 | 0 | 0 | 190 | 13 | 0 | 0 | 0 | 486 |
| 4:00 PM | 0 | 0 | 35 | 232 | 55 | 0 | 0 | 182 | 12 | 0 | 0 | 0 | 516 |
| 4:15 PM | 0 | 0 | 46 | 197 | 60 | 0 | 0 | 177 | 10 | 0 | 0 | 0 | 490 |
| 4:30 PM | 0 | 0 | 27 | 222 | 73 | 0 | 0 | 149 | 14 | 0 | 0 | 0 | 485 |
| 4:45 PM | 0 | 0 | 42 | 182 | 48 | 0 | 0 | 174 | 10 | 0 | 0 | 0 | 456 |
| 5:00 PM | 0 | 0 | 46 | 223 | 70 | 0 | 0 | 158 | 13 | 0 | 0 | 0 | 510 |
| 5:15 PM | 0 | 0 | 50 | 196 | 100 | 0 | 0 | 198 | 12 | 0 | 0 | 0 | 556 |
| 5:30 PM | 0 | 0 | 30 | 198 | 74 | 0 | 0 | 150 | 10 | 0 | 0 | 0 | 462 |
| 5:45 PM | 0 | 0 | 34 | 152 | 59 | 0 | 0 | 144 | 10 | 0 | 0 | 0 | 399 |
| 6:00 PM | 0 | 0 | 30 | 189 | 70 | 0 | 0 | 152 | 10 | 0 | 0 | 0 | 451 |
| 6:15 PM | 0 | 0 | 22 | 158 | 61 | 0 | 0 | 156 | 12 | 0 | 0 | 0 | 409 |
| 6:30 PM | 0 | 0 | 40 | 174 | 56 | 0 | 0 | 117 | 6 | 0 | 0 | 0 | 393 |
| 6:45 PM | 0 | 0 | 25 | 139 | 35 | 0 | 0 | 125 | 12 | 0 | 0 | 0 | 336 |
| 7:00 PM | 0 | 0 | 18 | 160 | 29 | 0 | 0 | 151 | 14 | 0 | 0 | 0 | 372 |
| 7:15 PM | 0 | 0 | 20 | 108 | 20 | 0 | 0 | 148 | 9 | 0 | 0 | 0 | 305 |

| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|-----------------|-------|-------|---------|--------|--------|-------|-------|--------|-------|----|----|----|-------|
| TOTAL VOLUMES : | 0 | 0 | 615 | 3290 | 989 | 0 | 0 | 2850 | 197 | 0 | 0 | 0 | 7941 |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 76.89% | 23.11% | 0.00% | 0.00% | 93.53% | 6.47% | | | | |

| | | | | | | | | | | | | | |
|----------------------|--------|---|-----|-------|-----|---|-------|-----|----|-------|---|---|-------|
| PEAK HR START TIME : | 430 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 165 | 823 | 291 | 0 | 0 | 679 | 49 | 0 | 0 | 0 | 2007 |
| PEAK HR FACTOR : | 0.825 | | | 0.941 | | | 0.867 | | | 0.000 | | | 0.902 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5096_031

Day: Thursday

City: City of Los Angeles

Date: 4/7/2011

| | | PM | | | | | | | | | | | | |
|----------------------|-----------|------------|-------|-----------|------------|--------|---------|-----------|--------|---------|-----------|----|-------|-------|
| NS/EW Streets: | Flower St | | | Flower St | | | 37th St | | | 37th St | | | | |
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | |
| 8:00 PM | 0 | 0 | 19 | 117 | 18 | 0 | 0 | 140 | 6 | 0 | 0 | 0 | 300 | |
| 8:15 PM | 0 | 0 | 15 | 119 | 24 | 0 | 0 | 129 | 18 | 0 | 0 | 0 | 305 | |
| 8:30 PM | 0 | 0 | 14 | 115 | 17 | 0 | 0 | 125 | 11 | 0 | 0 | 0 | 282 | |
| 8:45 PM | 0 | 0 | 17 | 135 | 25 | 0 | 0 | 139 | 14 | 0 | 0 | 0 | 330 | |
| 9:00 PM | 0 | 0 | 22 | 99 | 18 | 0 | 0 | 121 | 9 | 0 | 0 | 0 | 269 | |
| 9:15 PM | 0 | 0 | 33 | 109 | 20 | 0 | 0 | 135 | 11 | 0 | 0 | 0 | 308 | |
| 9:30 PM | 0 | 0 | 39 | 84 | 16 | 0 | 0 | 156 | 6 | 0 | 0 | 0 | 301 | |
| 9:45 PM | 0 | 0 | 23 | 95 | 21 | 0 | 0 | 124 | 9 | 0 | 0 | 0 | 272 | |
| 10:00 PM | 0 | 0 | 19 | 92 | 13 | 0 | 0 | 124 | 5 | 0 | 0 | 0 | 253 | |
| 10:15 PM | 0 | 0 | 13 | 81 | 7 | 0 | 0 | 91 | 8 | 0 | 0 | 0 | 200 | |
| 10:30 PM | 0 | 0 | 7 | 53 | 7 | 0 | 0 | 93 | 10 | 0 | 0 | 0 | 170 | |
| 10:45 PM | 0 | 0 | 10 | 51 | 2 | 0 | 0 | 78 | 8 | 0 | 0 | 0 | 149 | |
| TOTAL VOLUMES : | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| APPROACH %'s : | | 0 | 0 | 231 | 1150 | 188 | 0 | 0 | 1455 | 115 | 0 | 0 | 0 | 3139 |
| | | 0.00% | 0.00% | 100.00% | 85.95% | 14.05% | 0.00% | 0.00% | 92.68% | 7.32% | | | | |
| PEAK HR START TIME : | | 900 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 117 | 387 | 75 | 0 | 0 | 536 | 35 | 0 | 0 | 0 | 1150 |
| PEAK HR FACTOR : | | 0.750 | | | 0.895 | | | 0.881 | | | 0.000 | | | 0.933 |

CONTROL :