TRAFFIC COUNT SUMMARY

City of Los Angeles Department of Transportation (Rev Apr 92)

STREET:

VALLEY CIRCLE BL North/South

East/West VANOWEN ST

Day: FRI Date: JULY 9, 1993 Weather: CLEAR

| Hours: 7 | 7-10 A | M 3-6 | PM | | | | | | | | | | | |
|--|--|---|--|---|---|--|--|---|------|--|---------------------------------------|---|---------------------------------------|---|
| School D | ay: | NO | | District: | WEST VALLEY | | | | | | | | | |
| | | N/B | | S/E | 3 | E/B | | | W/B | | | | | |
| DUAL- WHEELE | :D | 49 | | 41 | | 6 | | | 20 | | | | | |
| BIKES | .0 | 23 | | 6 | | 2 | | | 0 | | | | | |
| BUSES | | 24 | | 0 | | 0 | | | 24 | | | | | |
| | | N/R | TIME | S/F | 3 TIME | F/R | TIME | | W/B | TIME | | | | |
| | | IV/D | IIIVIL | 3/L | , THVIL | L/D | I IIVIL | | VV/D | IIIVIL | | | | |
| AM PK 1 | 5 MIN | 138 | 7.45 | 165 | 7.30 | 20 | 8.45 | | 43 | 8.00 | | | | |
| PM PK 1 | 5 MIN | 184 | 5.45 | 135 | 5.45 | 17 | 3.30 | | 120 | 5.45 | | | | |
| AM PK H | OUR | 410 | 7.30 | 626 | 8.15 | 69 | 8.15 | | 164 | 7.45 | | | | |
| PM PK H | OUR | 675 | 5.00 | 483 | 5.00 | 51 | 3.00 | | 437 | 5.00 | | | | |
| | | | | | | | | | | | | | | |
| NORTHBOUND Approach | | | ach | | SOUTHBOUND Approach | | | | | TOTAL | XING | S/L | XING | N/I |
| | | | | | | | | | | | _ | | | , _ |
| Hours | Lt | Th | Rt | Total | Hours Lt | Th | Rt | Total | | N-S | Ped | Sch | Ped | Sch |
| 7-8 | 13 | 309 | 52 | 374 | 7-8 73 | Th 3 506 | Rt 6 | 585 | | N-S 959 | Ped 2 | 0 | Ped 5 | Sch 0 |
| 7-8 8-9 | 13 9 | 309 265 | 52 57 | 374 331 | 7-8 73 8-9 104 | Th 506 503 | Rt 6 7 | 585 614 | | N-S 959 945 | Ped 2 6 | 0 0 | Ped 5 1 | Sch 0 0 |
| 7-8 8-9 9-10 | 13 9 7 | 309 265 233 | 52 57 101 | 374 331 341 | 7-8 73 8-9 104 9-10 106 | Th 506 503 493 | Rt 6 7 1 | 585 614 600 | | N-S 959 945 941 | Ped 2 6 5 | 0 0 0 | Ped 5 1 | Sch 0 0 |
| 7-8 8-9 9-10 3-4 | 13 9 7 20 | 309 265 233 334 | 52 57 101 55 | 374 331 341 409 | 7-8 73 8-9 104 9-10 106 3-4 86 | Th 506 503 493 255 | Rt 6 7 1 16 | 585 614 600 352 | | N-S 959 945 941 761 | Ped 2 6 5 2 | 0 0 0 | Ped 5 1 1 0 | Sch 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 | 13 9 7 20 29 | 309 265 233 334 452 | 52 57 101 55 77 | 374 331 341 409 558 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 79 | Th 506 503 493 255 345 | Rt 6 7 1 16 9 | 585 614 600 352 433 | | N-S 959 945 941 761 991 | Ped 2 6 5 2 | 0 0 0 0 | Ped 5 1 1 0 2 | Sch 0 0 0 0 |
| 7-8 8-9 9-10 3-4 | 13 9 7 20 | 309 265 233 334 | 52 57 101 55 | 374 331 341 409 | 7-8 73 8-9 104 9-10 106 3-4 86 | Th 506 503 493 255 345 | Rt 6 7 1 16 | 585 614 600 352 | | N-S 959 945 941 761 | Ped 2 6 5 2 | 0 0 0 | Ped 5 1 1 0 | Sch 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 | 13 9 7 20 29 19 | 309 265 233 334 452 | 52 57 101 55 77 | 374 331 341 409 558 | 7-8 73 8-9 104 9-10 106 3-4 8 4-5 75 5-6 126 | Th 506 503 493 255 345 | Rt 6 7 1 16 9 | 585 614 600 352 433 | | N-S 959 945 941 761 991 | Ped 2 6 5 2 | 0 0 0 0 | Ped 5 1 1 0 2 | Sch 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 | 13 9 7 20 29 19 | 309 265 233 334 452 581 2174 | 52 57 101 55 77 75 | 374 331 341 409 558 675 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 75 5-6 120 | Th 506 503 493 255 345 350 345 2452 | Rt 6 7 1 16 9 13 | 585 614 600 352 433 483 | - | N-S 959 945 941 761 991 1158 | Ped 2 6 5 2 2 2 | 0 0 0 0 0 | Ped 5 1 1 0 2 1 | Sch 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 | 13 9 7 20 29 19 | 309 265 233 334 452 581 2174 | 52 57 101 55 77 75 | 374 331 341 409 558 675 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 75 5-6 120 TOTAL 563 | Th 506 503 493 255 345 350 345 2452 | Rt 6 7 1 16 9 13 | 585 614 600 352 433 483 | - | N-S 959 945 941 761 991 1158 | Ped 2 6 5 2 2 2 19 | 0 0 0 0 0 | Ped 5 1 1 0 2 1 1 10 | Sch 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL | 13 9 7 20 29 19 97 | 309 265 233 334 452 581 2174 | 52 57 101 55 77 75 417 | 374 331 341 409 558 675 2688 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 79 5-6 120 TOTAL 563 WESTBOUND A | Th 506 503 6 493 255 345 350 350 345 2452 | Rt 6 7 1 16 9 13 | 585 614 600 352 433 483 3067 | | N-S 959 945 941 761 991 1158 5755 | Ped 2 6 5 2 2 2 19 XING | 0 0 0 0 0 0 | Ped 5 1 1 0 2 1 10 XING | Sch 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO | 13 9 7 20 29 19 97 UND | 309 265 233 334 452 581 2174 Approac | 52 57 101 55 77 75 417 | 374 331 341 409 558 675 2688 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 73 5-6 120 TOTAL 563 WESTBOUND Ap | Th 506 503 6 493 255 345 350 350 370 2452 | Rt 6 7 1 16 9 13 52 | 585 614 600 352 433 483 3067 | | N-S 959 945 941 761 991 1158 5755 | Ped 2 6 5 2 2 2 2 19 XING Ped 9 9 | 0 0 0 0 0 0 0 0 0 W/L | Ped 5 1 1 0 2 1 1 10 XING Ped 6 6 6 | Sch 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO Hours 7-8 | 13 9 7 20 29 19 97 UND | 309 265 233 334 452 581 2174 Approac | 52 57 101 55 77 75 417 ch | 374 331 341 409 558 675 2688 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 73 5-6 120 TOTAL 563 WESTBOUND Ap Hours Lt 7-8 55 | Th 3 506 503 6 493 255 345 350 350 370 2452 | Rt 6 7 1 16 9 13 52 Rt 53 | 585 614 600 352 433 483 3067 Total 119 | - | N-S 959 945 941 761 991 1158 5755 FOTAL E-W 185 | Ped 2 6 5 2 2 2 19 XING Ped 9 | 0 0 0 0 0 0 0 0 0 W/L | Ped 5 1 1 0 2 1 10 XING Ped 6 | Sch 0 0 0 0 0 0 0 E/L Sch 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO Hours 7-8 8-9 | 13 9 7 20 29 19 97 UND Lt 8 7 7 | 309 265 233 334 452 581 2174 Approace Th 22 21 | 52 57 101 55 77 75 417 ch Rt 36 38 | 374 331 341 409 558 675 2688 Total 66 66 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 75 5-6 126 TOTAL 563 WESTBOUND Ap Hours Lt 7-8 55 8-9 83 | Th 506 503 493 255 345 350 350 Th 7 14 4 | Rt 6 7 1 16 9 13 52 Rt 53 67 | 585 614 600 352 433 483 3067 Total 119 162 | - | N-S 959 945 941 761 991 1158 5755 FOTAL E-W 185 228 | Ped 2 6 5 2 2 2 2 19 XING Ped 9 9 | 0 0 0 0 0 0 0 0 0 W/L Sch 0 | Ped 5 1 1 0 2 1 1 10 XING Ped 6 6 6 | Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO Hours 7-8 8-9 9-10 | 13 9 7 20 29 19 97 UND | 309 265 233 334 452 581 2174 Approac Th 22 21 27 | 52 57 101 55 77 75 417 ch Rt 36 38 27 | 374 331 341 409 558 675 2688 Total 66 66 61 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 75 5-6 120 TOTAL 563 WESTBOUND Ap Hours Lt 7-8 56 8-9 83 9-10 54 | Th 3 506 503 493 255 3 345 3 350 3 2452 pproach Th 7 14 4 4 21 | Rt 6 7 1 16 9 13 52 Rt 53 67 52 | 585 614 600 352 433 483 3067 Total 119 162 110 | | N-S 959 945 941 761 991 1158 5755 FOTAL E-W 185 228 171 | Ped 2 6 5 2 2 2 2 19 XING Ped 9 9 3 | 0 0 0 0 0 0 0 0 W/L Sch 0 0 | Ped 5 1 1 0 2 1 10 XING Ped 6 6 3 | Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO Hours 7-8 8-9 9-10 3-4 | 13 9 7 20 29 19 97 UND Lt 8 7 7 | 309 265 233 334 452 581 2174 Approac Th 22 21 27 18 | 52 57 101 55 77 75 417 ch Rt 36 38 27 24 | 374 331 341 409 558 675 2688 Total 66 66 61 51 | 7-8 73 8-9 104 9-10 106 3-4 83 4-5 75 5-6 120 TOTAL 563 WESTBOUND Ap Hours Lt 7-8 59 8-9 83 9-10 54 3-4 87 | Th 506 503 6 493 255 9 345 0 350 8 2452 pproach Th 7 14 4 4 21 3 34 | Rt 6 7 1 16 9 13 52 Rt 53 67 52 59 | 585 614 600 352 433 483 3067 Total 119 162 110 167 | - | N-S 959 945 941 761 991 1158 5755 FOTAL E-W 185 228 171 218 | Ped 2 6 5 2 2 2 2 19 XING Ped 9 9 3 4 | 0 0 0 0 0 0 0 0 W/L Sch 0 0 0 | Ped 5 1 1 0 2 1 10 XING Ped 6 6 6 3 0 | Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |