

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:
Tue, Mar 18, 14

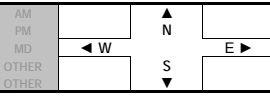
LOCATION:
NORTH & SOUTH:
EAST & WEST:

China Town
Grand
Temple

PROJECT #:
LOCATION #:
CONTROL:

SC0325
2
SIGNAL

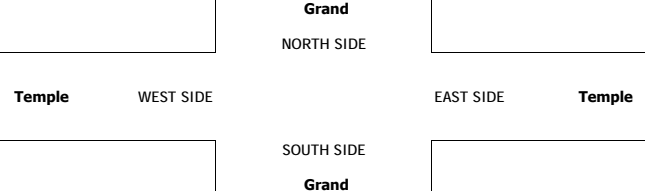
NOTES:



| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | TOTAL |
|----------------|------------|-------|-------|------------|-------|-------|-----------|-------|-------|-----------|-------|-------|--------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 1 | |
| 7:00 AM | 12 | 20 | 11 | 16 | 156 | 87 | 12 | 76 | 46 | 65 | 162 | 17 | 680 |
| 7:15 AM | 7 | 36 | 13 | 10 | 168 | 74 | 20 | 79 | 60 | 49 | 152 | 29 | 697 |
| 7:30 AM | 14 | 71 | 14 | 15 | 172 | 112 | 40 | 86 | 49 | 67 | 191 | 29 | 860 |
| 7:45 AM | 8 | 66 | 18 | 6 | 201 | 88 | 60 | 99 | 52 | 65 | 147 | 47 | 857 |
| 8:00 AM | 19 | 48 | 17 | 14 | 215 | 110 | 28 | 93 | 44 | 61 | 165 | 36 | 850 |
| 8:15 AM | 15 | 28 | 16 | 18 | 189 | 74 | 14 | 133 | 54 | 56 | 171 | 27 | 795 |
| 8:30 AM | 9 | 42 | 12 | 10 | 215 | 97 | 10 | 133 | 39 | 53 | 165 | 40 | 825 |
| 8:45 AM | 14 | 44 | 18 | 21 | 175 | 85 | 10 | 117 | 43 | 70 | 164 | 35 | 796 |
| 9:00 AM | 8 | 42 | 23 | 14 | 187 | 79 | 17 | 81 | 39 | 62 | 137 | 40 | 729 |
| 9:15 AM | 17 | 42 | 21 | 15 | 166 | 63 | 16 | 90 | 52 | 62 | 148 | 38 | 730 |
| 9:30 AM | 14 | 41 | 9 | 14 | 122 | 50 | 15 | 94 | 49 | 64 | 162 | 54 | 688 |
| 9:45 AM | 8 | 42 | 17 | 14 | 128 | 48 | 11 | 85 | 34 | 42 | 111 | 40 | 580 |
| VOLUMES | 145 | 522 | 189 | 167 | 2,094 | 967 | 253 | 1,166 | 561 | 716 | 1,875 | 432 | 9,087 |
| APPROACH % | 17% | 61% | 22% | 5% | 65% | 30% | 13% | 59% | 28% | 24% | 62% | 14% | |
| APP/DEPART | 856 | / | 1,207 | 3,228 | / | 3,371 | 1,980 | / | 1,522 | 3,023 | / | 2,987 | 0 |
| BEGIN PEAK HR | 7:30 AM | | | | | | | | | | | | |
| VOLUMES | 56 | 213 | 65 | 53 | 777 | 384 | 142 | 411 | 199 | 249 | 674 | 139 | 3,362 |
| APPROACH % | 17% | 64% | 19% | 4% | 64% | 32% | 19% | 55% | 26% | 23% | 63% | 13% | |
| PEAK HR FACTOR | 0.843 | | | 0.895 | | | 0.891 | | | 0.925 | | | 0.977 |
| APP/DEPART | 334 | / | 494 | 1,214 | / | 1,225 | 752 | / | 529 | 1,062 | / | 1,114 | 0 |
| 03:00 PM | 36 | 120 | 27 | 16 | 74 | 43 | 24 | 84 | 19 | 26 | 118 | 53 | 640 |
| 3:15 PM | 39 | 136 | 27 | 13 | 91 | 45 | 30 | 90 | 26 | 34 | 162 | 45 | 738 |
| 3:30 PM | 37 | 110 | 38 | 13 | 102 | 33 | 33 | 105 | 20 | 44 | 157 | 43 | 735 |
| 3:45 PM | 47 | 140 | 30 | 11 | 93 | 41 | 25 | 102 | 36 | 47 | 154 | 37 | 763 |
| 4:00 PM | 47 | 149 | 32 | 9 | 84 | 45 | 27 | 117 | 24 | 35 | 148 | 53 | 770 |
| 4:15 PM | 51 | 164 | 33 | 10 | 94 | 44 | 36 | 115 | 26 | 52 | 154 | 36 | 815 |
| 4:30 PM | 72 | 167 | 63 | 13 | 90 | 54 | 32 | 116 | 41 | 45 | 140 | 34 | 867 |
| 4:45 PM | 68 | 170 | 58 | 16 | 128 | 41 | 25 | 142 | 35 | 45 | 157 | 41 | 926 |
| 5:00 PM | 87 | 256 | 97 | 20 | 123 | 43 | 48 | 136 | 29 | 42 | 179 | 54 | 1,114 |
| 5:15 PM | 64 | 247 | 68 | 13 | 130 | 49 | 32 | 144 | 40 | 65 | 182 | 78 | 1,112 |
| 5:30 PM | 65 | 251 | 57 | 17 | 161 | 37 | 37 | 133 | 48 | 54 | 191 | 57 | 1,108 |
| 5:45 PM | 58 | 228 | 37 | 11 | 123 | 40 | 31 | 97 | 67 | 64 | 192 | 71 | 1,019 |
| VOLUMES | 671 | 2,138 | 567 | 162 | 1,293 | 515 | 380 | 1,381 | 411 | 553 | 1,934 | 602 | 10,607 |
| APPROACH % | 20% | 63% | 17% | 8% | 66% | 26% | 17% | 64% | 19% | 18% | 63% | 19% | |
| APP/DEPART | 3,376 | / | 3,120 | 1,970 | / | 2,257 | 2,172 | / | 2,110 | 3,089 | / | 3,120 | 0 |
| BEGIN PEAK HR | 5:00 PM | | | | | | | | | | | | |
| VOLUMES | 274 | 982 | 259 | 61 | 537 | 169 | 148 | 510 | 184 | 225 | 744 | 260 | 4,353 |
| APPROACH % | 18% | 65% | 17% | 8% | 70% | 22% | 18% | 61% | 22% | 18% | 61% | 21% | |
| PEAK HR FACTOR | 0.861 | | | 0.892 | | | 0.966 | | | 0.940 | | | 0.977 |
| APP/DEPART | 1,515 | / | 1,390 | 767 | / | 946 | 842 | / | 830 | 1,229 | / | 1,187 | 0 |

| U-TURNS | | | | | |
|---------|----|----|----|-----|--|
| NB | SB | EB | WB | TTL | |
| 1 | 0 | 0 | 0 | 1 | |
| 1 | 0 | 0 | 0 | 1 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | |
| 2 | 0 | 0 | 0 | 2 | |

| | | | | |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 3 |



| | | | | | | | | | | | | | |
|----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------|
| AM | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | 9:00 AM | 9:15 AM | 9:30 AM | 9:45 AM | TOTAL |
| PM | 3:00 PM | 3:15 PM | 3:30 PM | 3:45 PM | 4:00 PM | 4:15 PM | 4:30 PM | 4:45 PM | 5:00 PM | 5:15 PM | 5:30 PM | 5:45 PM | TOTAL |

| ALL PED AND BIKE | | | | |
|------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| 5 | 17 | 15 | 7 | 44 |
| 9 | 39 | 33 | 17 | 98 |
| 25 | 110 | 79 | 16 | 230 |
| 40 | 160 | 111 | 31 | 342 |
| 12 | 32 | 32 | 10 | 86 |
| 4 | 34 | 21 | 13 | 72 |
| 13 | 23 | 14 | 9 | 59 |
| 6 | 20 | 21 | 13 | 60 |
| 14 | 30 | 19 | 13 | 76 |
| 24 | 98 | 46 | 21 | 189 |
| 6 | 28 | 23 | 16 | 73 |
| 10 | 49 | 29 | 22 | 110 |
| 168 | 640 | 443 | 188 | 1,439 |
| 5 | 21 | 22 | 13 | 61 |
| 23 | 74 | 42 | 29 | 168 |
| 72 | 228 | 202 | 38 | 540 |
| 50 | 60 | 60 | 47 | 217 |
| 31 | 52 | 45 | 46 | 174 |
| 11 | 44 | 44 | 29 | 128 |
| 21 | 50 | 26 | 28 | 125 |
| 22 | 77 | 56 | 22 | 177 |
| 19 | 73 | 51 | 17 | 160 |
| 12 | 43 | 22 | 25 | 102 |
| 13 | 35 | 42 | 25 | 115 |
| 8 | 16 | 19 | 25 | 68 |
| 287 | 773 | 631 | 344 | 2,035 |

| PEDESTRIAN CROSSINGS | | | | |
|----------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| 5 | 15 | 15 | 7 | 42 |
| 3 | 28 | 21 | 17 | 69 |
| 25 | 41 | 63 | 15 | 144 |
| 40 | 38 | 98 | 31 | 207 |
| 12 | 27 | 32 | 7 | 78 |
| 3 | 30 | 21 | 10 | 64 |
| 10 | 21 | 14 | 7 | 52 |
| 5 | 16 | 20 | 11 | 52 |
| 6 | 28 | 17 | 11 | 62 |
| 8 | 30 | 46 | 21 | 105 |
| 6 | 20 | 22 | 16 | 64 |
| 4 | 45 | 29 | 21 | 99 |
| 127 | 339 | 398 | 174 | 1,038 |
| 4 | 19 | 19 | 13 | 55 |
| 8 | 30 | 38 | 28 | 104 |
| 44 | 38 | 158 | 35 | 275 |
| 22 | 35 | 32 | 46 | 135 |
| 21 | 36 | 32 | 43 | 132 |
| 5 | 24 | 28 | 25 | 82 |
| 12 | 34 | 24 | 27 | 97 |
| 11 | 24 | 52 | 20 | 107 |
| 11 | 41 | 49 | 17 | 118 |
| 12 | 25 | 21 | 25 | 83 |
| 7 | 16 | 23 | 23 | 69 |
| 5 | 14 | 17 | 25 | 61 |
| 162 | 336 | 493 | 327 | 1,318 |

| BICYCLE CROSSINGS | | | | | SCHOOL AGE PED | | | | |
|-------------------|----|----|----|-------|----------------|-----|-----|----|-------|
| NS | SS | ES | WS | TOTAL | NS | SS | ES | WS | TOTAL |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 0 | 1 | 0 | 0 | 1 | 6 | 10 | 12 | 0 | 28 |
| 0 | 1 | 2 | 1 | 4 | 0 | 68 | 14 | 0 | 82 |
| 0 | 0 | 1 | 0 | 1 | 0 | 122 | 12 | 0 | 134 |
| 0 | 1 | 0 | 3 | 4 | 0 | 4 | 0 | 0 | 4 |
| 1 | 0 | 0 | 3 | 4 | 0 | 4 | 0 | 0 | 4 |
| 1 | 0 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 4 |
| 1 | 0 | 1 | 2 | 4 | 0 | 4 | 0 | 0 | 4 |
| 0 | 0 | 2 | 2 | 4 | 8 | 2 | 0 | 0 | 10 |
| 0 | 0 | 0 | 0 | 0 | 16 | 68 | 0 | 0 | 84 |
| 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 |
| 0 | 0 | 0 | 1 | 1 | 6 | 4 | 0 | 0 | 10 |
| 3 | 3 | 7 | 14 | 27 | 38 | 298 | 38 | 0 | 374 |
| 1 | 2 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 |
| 1 | 0 | 0 | 1 | 2 | 14 | 44 | 4 | 0 | 62 |
| 0 | 0 | 0 | 3 | 3 | 28 | 190 | 44 | 0 | 262 |
| 0 | 1 | 2 | 1 | 4 | 28 | 24 | 26 | 0 | 78 |
| 0 | 0 | 1 | 3 | 4 | 10 | 16 | 12 | 0 | 38 |
| 0 | 2 | 2 | 4 | 8 | 6 | 18 | 14 | 0 | 38 |
| 1 | 0 | 2 | 1 | 4 | 8 | 16 | 0 | 0 | 24 |
| 1 | 1 | 2 | 2 | 6 | 10 | 52 | 2 | 0 | 64 |
| 2 | 0 | 2 | 0 | 4 | 6 | 32 | 0 | 0 | 38 |
| 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 |
| 0 | 3 | 1 | 2 | 6 | 6 | 16 | 18 | 0 | 40 |
| 1 | 0 | 2 | 0 | 3 | 2 | 2 | 0 | 0 | 4 |
| 7 | 9 | 16 | 17 | 49 | 118 | 428 | 122 | 0 | 668 |