

INTERSECTION TURNING MOVEMENT COUNTS

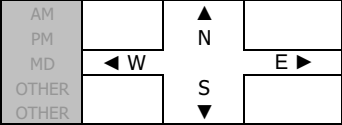
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
12/1/10
WEDNESDAY

LOCATION:
NORTH & SOUTH: LOS ANGELES
EAST & WEST: HILL
8TH

PROJECT #:
LOCATION #:
CONTROL: CA10-1203-02
16
SIGNAL

NOTES:

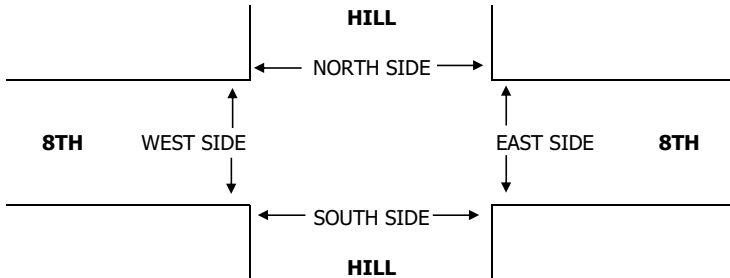


| | NORTHBOUND HILL | | | SOUTHBOUND HILL | | | EASTBOUND 8TH | | | WESTBOUND 8TH | | | |
|--------|--------------------|---------|---------|--------------------|---------|---------|------------------|---------|---------|------------------|---------|---------|-------|
| LANES: | NL 1 | NT 2 | NR X | SL X | ST 2 | SR 1 | EL X | ET X | ER X | WL 1 | WT 3 | WR 0 | TOTAL |

| U-TURNS | | | | |
|---------|---------|---------|---------|-----|
| NB X | SB X | EB X | WB X | TTL |

| | | | | | | | | | | | | | | |
|----|----------------|---------|-----|-------|-------|-------|-------|-------|----|----|-------|-------|-------|-------|
| AM | 7:00 AM | 11 | 38 | | | 171 | 40 | | | | 20 | 138 | 10 | 428 |
| | 7:15 AM | 5 | 60 | | | 201 | 24 | | | | 22 | 135 | 19 | 466 |
| | 7:30 AM | 10 | 52 | | | 185 | 21 | | | | 18 | 171 | 12 | 469 |
| | 7:45 AM | 6 | 58 | | | 194 | 21 | | | | 22 | 191 | 9 | 501 |
| | 8:00 AM | 13 | 85 | | | 196 | 27 | | | | 33 | 238 | 7 | 599 |
| | 8:15 AM | 13 | 94 | | | 218 | 41 | | | | 25 | 215 | 14 | 620 |
| | 8:30 AM | 15 | 78 | | | 212 | 44 | | | | 33 | 223 | 20 | 625 |
| | 8:45 AM | 13 | 90 | | | 193 | 50 | | | | 17 | 221 | 19 | 603 |
| | VOLUMES | 86 | 555 | 0 | 0 | 1,570 | 268 | 0 | 0 | 0 | 190 | 1,532 | 110 | 4,311 |
| | APPROACH % | 13% | 87% | 0% | 0% | 85% | 15% | 0% | 0% | 0% | 10% | 84% | 6% | |
| PM | APP/DEPART | 641 | / | 665 | 1,838 | / | 1,760 | 0 | / | 0 | 1,832 | / | 1,886 | 0 |
| | BEGIN PEAK HR | 8:00 AM | | | | | | | | | | | | |
| | VOLUMES | 54 | 347 | 0 | 0 | 819 | 162 | 0 | 0 | 0 | 108 | 897 | 60 | 2,447 |
| | APPROACH % | 13% | 87% | 0% | 0% | 83% | 17% | 0% | 0% | 0% | 10% | 84% | 6% | |
| | PEAK HR FACTOR | 0.937 | | | 0.947 | | | 0.000 | | | 0.958 | | | 0.979 |
| | APP/DEPART | 401 | / | 407 | 981 | / | 927 | 0 | / | 0 | 1,065 | / | 1,113 | 0 |
| | 4:00 PM | 21 | 95 | | | 153 | 40 | | | | 20 | 174 | 23 | 526 |
| | 4:15 PM | 14 | 109 | | | 180 | 36 | | | | 19 | 162 | 20 | 540 |
| | 4:30 PM | 20 | 117 | | | 186 | 28 | | | | 13 | 172 | 26 | 562 |
| | 4:45 PM | 13 | 117 | | | 237 | 40 | | | | 24 | 200 | 22 | 653 |
| PM | 5:00 PM | 10 | 121 | | | 197 | 59 | | | | 22 | 210 | 32 | 651 |
| | 5:15 PM | 23 | 149 | | | 235 | 31 | | | | 36 | 242 | 31 | 747 |
| | 5:30 PM | 20 | 142 | | | 233 | 40 | | | | 21 | 250 | 27 | 733 |
| | 5:45 PM | 16 | 148 | | | 242 | 48 | | | | 32 | 267 | 35 | 788 |
| | VOLUMES | 137 | 998 | 0 | 0 | 1,663 | 322 | 0 | 0 | 0 | 187 | 1,677 | 216 | 5,200 |
| | APPROACH % | 12% | 88% | 0% | 0% | 84% | 16% | 0% | 0% | 0% | 9% | 81% | 10% | |
| | APP/DEPART | 1,135 | / | 1,214 | 1,985 | / | 1,850 | 0 | / | 0 | 2,080 | / | 2,136 | 0 |
| | BEGIN PEAK HR | 5:00 PM | | | | | | | | | | | | |
| | VOLUMES | 69 | 560 | 0 | 0 | 907 | 178 | 0 | 0 | 0 | 111 | 969 | 125 | 2,919 |
| | APPROACH % | 11% | 89% | 0% | 0% | 84% | 16% | 0% | 0% | 0% | 9% | 80% | 10% | |
| | PEAK HR FACTOR | 0.914 | | | 0.935 | | | 0.000 | | | 0.902 | | | 0.926 |
| | APP/DEPART | 629 | / | 685 | 1,085 | / | 1,018 | 0 | / | 0 | 1,205 | / | 1,216 | 0 |

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| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| 0 | 0 | 0 | 0 | 0 |



| | | | | | | |
|----|---------|-----|-----|-----|-----|-------|
| AM | 7:00 AM | 45 | 46 | 143 | 27 | 261 |
| | 7:15 AM | 28 | 28 | 118 | 30 | 204 |
| | 7:30 AM | 42 | 37 | 129 | 23 | 231 |
| | 7:45 AM | 38 | 41 | 136 | 33 | 248 |
| | 8:00 AM | 45 | 55 | 114 | 40 | 254 |
| | 8:15 AM | 34 | 63 | 109 | 34 | 240 |
| | 8:30 AM | 23 | 46 | 66 | 37 | 172 |
| | 8:45 AM | 34 | 37 | 53 | 27 | 151 |
| | TOTAL | 289 | 353 | 868 | 251 | 1,761 |
| | | | | | | |
| PM | 4:00 PM | 31 | 30 | 74 | 48 | 183 |
| | 4:15 PM | 25 | 32 | 57 | 52 | 166 |
| | 4:30 PM | 29 | 38 | 65 | 63 | 195 |
| | 4:45 PM | 42 | 40 | 55 | 51 | 188 |
| | 5:00 PM | 60 | 37 | 82 | 38 | 217 |
| | 5:15 PM | 57 | 51 | 104 | 54 | 266 |
| | 5:30 PM | 53 | 45 | 94 | 44 | 236 |
| | 5:45 PM | 60 | 40 | 117 | 54 | 271 |
| | TOTAL | 357 | 313 | 648 | 404 | 1,722 |
| | | | | | | |

| PEDESTRIAN CROSSINGS | | | | |
|----------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| 45 | 46 | 143 | 27 | 261 |
| 28 | 28 | 118 | 30 | 204 |
| 42 | 37 | 129 | 23 | 231 |
| 38 | 41 | 136 | 33 | 248 |
| 45 | 55 | 114 | 40 | 254 |
| 34 | 63 | 109 | 34 | 240 |
| 23 | 46 | 66 | 37 | 172 |
| 34 | 37 | 53 | 27 | 151 |
| 289 | 353 | 868 | 251 | 1,761 |
| 31 | 30 | 74 | 48 | 183 |
| 25 | 32 | 57 | 52 | 166 |
| 29 | 38 | 65 | 63 | 195 |
| 42 | 40 | 55 | 51 | 188 |
| 60 | 37 | 82 | 38 | 217 |
| 57 | 51 | 104 | 54 | 266 |
| 53 | 45 | 94 | 44 | 236 |
| 60 | 40 | 117 | 54 | 271 |
| 357 | 313 | 648 | 404 | 1,722 |

| PEDESTRIAN ACTIVATIONS | | | | |
|------------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| 0 | 0 | 0 | 0 | 0 |

| BICYCLE CROSSINGS | | | | |
|-------------------|----|----|----|-------|
| NS | SS | ES | WS | TOTAL |
| 2 | 5 | 3 | 1 | 11 |
| 0 | 2 | 0 | 0 | 2 |
| 1 | 0 | 3 | 1 | 5 |
| 1 | 1 | 1 | 0 | 3 |
| 3 | 1 | 1 | 0 | 5 |
| 1 | 3 | 0 | 0 | 4 |
| 0 | 2 | 2 | 1 | 5 |
| 2 | 2 | 1 | 0 | 5 |
| 10 | 16 | 11 | 3 | 40 |
| 1 | 1 | 7 | 1 | 10 |
| 0 | 2 | 0 | 0 | 2 |
| 4 | 3 | 2 | 1 | 10 |
| 1 | 0 | 2 | 1 | 4 |
| 3 | 1 | 4 | 2 | 10 |
| 2 | 0 | 1 | 5 | 8 |
| 2 | 0 | 2 | 2 | 6 |
| 5 | 8 | 4 | 1 | 18 |
| 18 | 15 | 22 | 13 | 68 |