

INTERSECTION TURNING MOVEMENT COUNTS

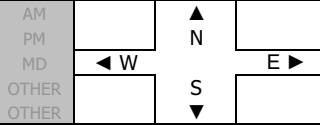
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
12/1/10
WEDNESDAY

LOCATION:
NORTH & SOUTH: LOS ANGELES
EAST & WEST: GRAND
30TH

PROJECT #:
LOCATION #:
CONTROL: CA10-1203-02
10
SIGNAL

NOTES:

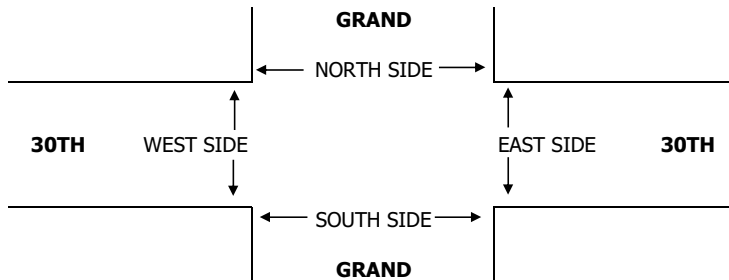


| | NORTHBOUND GRAND | | | SOUTHBOUND GRAND | | | EASTBOUND 30TH | | | WESTBOUND 30TH | | | |
|--------|---------------------|---------|---------|---------------------|---------|---------|-------------------|---------|---------|-------------------|---------|---------|-------|
| LANES: | NL 0 | NT 2 | NR 0 | SL 0 | ST 2 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL |

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

| | | | | | | | | | | | | | | |
|----|----------------|---------|-----|-------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------|
| AM | 7:00 AM | 5 | 64 | 4 | 4 | 49 | 6 | 7 | 9 | 5 | 1 | 16 | 8 | 178 |
| | 7:15 AM | 8 | 95 | 1 | 9 | 40 | 4 | 3 | 16 | 5 | 0 | 18 | 13 | 212 |
| | 7:30 AM | 17 | 97 | 3 | 6 | 48 | 7 | 3 | 20 | 8 | 2 | 31 | 13 | 255 |
| | 7:45 AM | 23 | 149 | 2 | 6 | 81 | 10 | 7 | 16 | 17 | 5 | 28 | 15 | 359 |
| | 8:00 AM | 21 | 147 | 5 | 10 | 84 | 10 | 5 | 26 | 14 | 3 | 21 | 14 | 360 |
| | 8:15 AM | 17 | 137 | 5 | 12 | 76 | 5 | 2 | 19 | 10 | 2 | 16 | 18 | 319 |
| | 8:30 AM | 9 | 125 | 5 | 14 | 84 | 8 | 5 | 15 | 7 | 6 | 24 | 8 | 310 |
| | 8:45 AM | 15 | 98 | 3 | 8 | 78 | 10 | 5 | 13 | 12 | 3 | 12 | 12 | 269 |
| | VOLUMES | 115 | 912 | 28 | 69 | 540 | 60 | 37 | 134 | 78 | 22 | 166 | 101 | 2,262 |
| | APPROACH % | 11% | 86% | 3% | 10% | 81% | 9% | 15% | 54% | 31% | 8% | 57% | 35% | |
| | APP/DEPART | 1,055 | / | 1,050 | 669 | / | 640 | 249 | / | 231 | 289 | / | 341 | 0 |
| PM | BEGIN PEAK HR | 7:45 AM | | | | | | | | | | | | |
| | VOLUMES | 70 | 558 | 17 | 42 | 325 | 33 | 19 | 76 | 48 | 16 | 89 | 55 | 1,348 |
| | APPROACH % | 11% | 87% | 3% | 11% | 81% | 8% | 13% | 53% | 34% | 10% | 56% | 34% | |
| | PEAK HR FACTOR | 0.927 | | | | | | | | | | | | |
| | APP/DEPART | 645 | / | 632 | 400 | / | 389 | 143 | / | 135 | 160 | / | 192 | 0 |
| | 4:00 PM | 7 | 58 | 6 | 3 | 139 | 7 | 3 | 17 | 8 | 1 | 17 | 4 | 270 |
| | 4:15 PM | 6 | 57 | 0 | 1 | 170 | 13 | 5 | 16 | 13 | 3 | 7 | 5 | 296 |
| | 4:30 PM | 11 | 76 | 5 | 9 | 141 | 8 | 8 | 19 | 7 | 1 | 18 | 10 | 313 |
| | 4:45 PM | 7 | 85 | 3 | 4 | 163 | 17 | 4 | 18 | 8 | 2 | 24 | 9 | 344 |
| | 5:00 PM | 10 | 107 | 13 | 7 | 181 | 19 | 7 | 29 | 9 | 6 | 30 | 4 | 422 |
| | 5:15 PM | 11 | 106 | 3 | 6 | 184 | 13 | 5 | 25 | 7 | 0 | 18 | 7 | 385 |
| | 5:30 PM | 16 | 98 | 4 | 4 | 190 | 16 | 6 | 19 | 13 | 1 | 26 | 7 | 400 |
| | 5:45 PM | 7 | 111 | 2 | 7 | 193 | 11 | 3 | 13 | 3 | 3 | 24 | 4 | 381 |
| | VOLUMES | 75 | 698 | 36 | 41 | 1,361 | 104 | 41 | 156 | 68 | 17 | 164 | 50 | 2,811 |
| | APPROACH % | 9% | 86% | 4% | 3% | 90% | 7% | 15% | 59% | 26% | 7% | 71% | 22% | |
| | APP/DEPART | 809 | / | 789 | 1,506 | / | 1,446 | 265 | / | 233 | 231 | / | 343 | 0 |
| | BEGIN PEAK HR | 5:00 PM | | | | | | | | | | | | |
| | VOLUMES | 44 | 422 | 22 | 24 | 748 | 59 | 21 | 86 | 32 | 10 | 98 | 22 | 1,588 |
| | APPROACH % | 9% | 86% | 5% | 3% | 90% | 7% | 15% | 62% | 23% | 8% | 75% | 17% | |
| | PEAK HR FACTOR | 0.938 | | | | | | | | | | | | |
| | APP/DEPART | 488 | / | 465 | 831 | / | 790 | 139 | / | 132 | 130 | / | 201 | 0 |

| | | | | |
|---|---|---|---|---|
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| | | | | 0 |
| 0 | 0 | 0 | 0 | 0 |



| | | | | | | |
|----|---------|----|----|----|----|-----|
| AM | 7:00 AM | 10 | 9 | 6 | 10 | 35 |
| | 7:15 AM | 9 | 10 | 10 | 10 | 39 |
| | 7:30 AM | 7 | 7 | 4 | 4 | 22 |
| | 7:45 AM | 11 | 6 | 6 | 7 | 30 |
| | 8:00 AM | 4 | 11 | 12 | 11 | 38 |
| | 8:15 AM | 7 | 4 | 5 | 7 | 23 |
| | 8:30 AM | 13 | 11 | 19 | 20 | 63 |
| | 8:45 AM | 8 | 2 | 6 | 14 | 30 |
| | TOTAL | 69 | 60 | 68 | 83 | 280 |
| | | | | | | |
| PM | 4:00 PM | 8 | 7 | 7 | 28 | 50 |
| | 4:15 PM | 1 | 4 | 7 | 4 | 16 |
| | 4:30 PM | 4 | 3 | 4 | 9 | 20 |
| | 4:45 PM | 8 | 12 | 16 | 3 | 39 |
| | 5:00 PM | 6 | 10 | 5 | 5 | 26 |
| | 5:15 PM | 4 | 5 | 1 | 4 | 14 |
| | 5:30 PM | 2 | 4 | 4 | 6 | 16 |
| | 5:45 PM | 0 | 7 | 2 | 4 | 13 |
| | TOTAL | 33 | 52 | 46 | 63 | 194 |
| | | | | | | |

| PEDESTRIAN CROSSINGS | | | | |
|----------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| 10 | 9 | 6 | 10 | 35 |
| 9 | 10 | 10 | 10 | 39 |
| 7 | 7 | 4 | 4 | 22 |
| 11 | 6 | 6 | 7 | 30 |
| 4 | 11 | 12 | 11 | 38 |
| 7 | 4 | 5 | 7 | 23 |
| 13 | 11 | 19 | 20 | 63 |
| 8 | 2 | 6 | 14 | 30 |
| 69 | 60 | 68 | 83 | 280 |
| 8 | 7 | 7 | 28 | 50 |
| 1 | 4 | 7 | 4 | 16 |
| 4 | 3 | 4 | 9 | 20 |
| 8 | 12 | 16 | 3 | 39 |
| 6 | 10 | 5 | 5 | 26 |
| 4 | 5 | 1 | 4 | 14 |
| 2 | 4 | 4 | 6 | 16 |
| 0 | 7 | 2 | 4 | 13 |
| 33 | 52 | 46 | 63 | 194 |

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

| BICYCLE CROSSINGS | | | | |
|-------------------|----|----|----|-------|
| NS | SS | ES | WS | TOTAL |
| 0 | 2 | 2 | 1 | 5 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 |
| 0 | 0 | 1 | 1 | 2 |
| 1 | 0 | 3 | 0 | 4 |
| 1 | 0 | 1 | 1 | 3 |
| 1 | 0 | 1 | 1 | 3 |
| 2 | 0 | 0 | 2 | 4 |
| 5 | 3 | 8 | 6 | 22 |
| 2 | 0 | 0 | 2 | 4 |
| 0 | 0 | 0 | 2 | 2 |
| 0 | 0 | 3 | 1 | 4 |
| 1 | 2 | 2 | 0 | 5 |
| 2 | 2 | 1 | 0 | 5 |
| 0 | 0 | 1 | 1 | 2 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 5 | 4 | 7 | 6 | 22 |