TRAFFIC COUNT SUMMARY

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

STREET:

North/South WOODLEY AVE

East/West

RINALDI ST

Day: FR Date: JAN 8,1993 Weather: CLEAR

| Hours: 7-10 | AM 3-6 | PM | | | | | | | | | | | |
|--|--|---|---|---|---|---------------------------------------|---|----------------|---|---|---|--------------------------------------|---|
| School Day: | YES | | District: | WEST VALLEY | | | | | | | | | |
| | | | | | | | | | | | | | |
| DUAL- | N/B | | S/B | 1 | E/B | | | W/B | | | | | |
| WHEELED | 17 | | 4 | | 46 | | | 50 | | | | | |
| BIKES BUSES | 0 0 | | 3 | | 5 16 | | | 0 12 | | | | | |
| | | | | | | | | | | | | | |
| | N/B | TIME | S/B | TIME | E/B | TIME | | W/B | TIME | | | | |
| AM PK 15 MI | N 46 | 7.45 | 74 | 7.45 | 210 | 7.30 | | 216 | 7.45 | | | | |
| PM PK 15 MI | N 124 | 4.30 | 34 | 4.00 | 160 | 4.45 | | 198 | 5.15 | | | | |
| AM PK HOUF | R 158 | 7.45 | 255 | 7.15 | 657 | 7.15 | | 674 | 7.15 | | | | |
| PM PK HOUF | R 457 | 4.15 | 110 | 4.45 | 606 | 4.45 | | 771 | 5.00 | | | | |
| | | | | | | | | | | | | | |
| NORTHBOUND Approach | | | SOUTHBOUND Approach | | | | | TOTAL XING S/L | | XING N/L | | | |
| NORTHBOU | ир Арріі | Jacii | | SOUTHBOUND F | pproach | | | 10 | OTAL | XING | S/L | XING | N/L |
| Hours Lt | Th | Rt | Total | Hours Lt | Th | Rt | Total | 10 | N-S | Ped | Sch | Ped | Sch |
| Hours Lt | Th 6 12 | Rt 75 | 123 | Hours Lt 7-8 142 | Th 83 | Rt 20 | 245 | 10 | N-S 368 | Ped 3 | Sch 0 | Ped 0 | Sch 0 |
| Hours Lt 7-8 3 8-9 4 | Th 6 12 7 29 | Rt 75 71 | 123 147 | Hours Lt 7-8 142 8-9 97 | Th 83 79 | Rt 20 11 | 245 187 | 10 | N-S 368 334 | Ped 3 6 | Sch 0 0 | Ped 0 1 | Sch 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 | Th 6 12 7 29 5 26 | Rt 75 71 63 | 123 147 114 | Hours Lt 7-8 142 8-9 97 9-10 47 | Th 83 79 40 | Rt 20 11 13 | 245 187 100 | 10 | N-S 368 334 214 | Ped 3 6 1 | Sch 0 0 0 | Ped 0 1 0 | Sch 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 | Th 6 12 7 29 5 26 0 112 | Rt 75 71 63 97 | 123 147 114 279 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 | Th 83 79 40 36 | Rt 20 11 13 4 | 245 187 100 71 | 10 | N-S 368 334 214 350 | Ped 3 6 1 2 | Sch 0 0 0 | Ped 0 1 0 | Sch 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 | Th 6 12 7 29 5 26 0 112 8 161 | Rt 75 71 63 97 189 | 123 147 114 279 448 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 | Th 83 79 40 36 60 | Rt 20 11 13 4 7 | 245 187 100 71 108 | 10 | N-S 368 334 214 350 556 | Ped 3 6 1 2 | Sch 0 0 0 0 | Ped 0 1 0 1 | Sch 0 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 | Th 6 12 7 29 5 26 0 112 8 161 | Rt 75 71 63 97 | 123 147 114 279 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 | Th 83 79 40 36 60 | Rt 20 11 13 4 | 245 187 100 71 | 10 | N-S 368 334 214 350 | Ped 3 6 1 2 | Sch 0 0 0 | Ped 0 1 0 | Sch 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 | Th 6 12 7 29 5 26 0 112 8 161 8 147 | Rt 75 71 63 97 189 | 123 147 114 279 448 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 | Th 83 79 40 36 60 57 | Rt 20 11 13 4 7 | 245 187 100 71 108 | 10 | N-S 368 334 214 350 556 | Ped 3 6 1 2 | Sch 0 0 0 0 | Ped 0 1 0 1 | Sch 0 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 | Rt 75 71 63 97 189 130 | 123 147 114 279 448 355 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 | Th 83 79 40 36 60 57 355 | Rt 20 11 13 4 7 11 | 245 187 100 71 108 106 | | N-S 368 334 214 350 556 461 | Ped 3 6 1 2 1 | Sch 0 0 0 0 0 | Ped 0 1 0 1 0 | Sch 0 0 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 Approa | Rt 75 71 63 97 189 130 625 | 123 147 114 279 448 355 1466 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap | Th 83 79 40 36 60 57 355 proach | Rt 20 11 13 4 7 11 666 | 245 187 100 71 108 106 817 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W | Ped 3 6 1 2 1 1 14 XING V | Sch 0 0 0 0 0 0 0 0 0 0 W/L Sch | Ped 0 1 0 1 0 0 2 XING | Sch 0 0 0 0 0 0 0 E/L Sch |
| Hours Lt 7-8 33 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 0 Approa | Rt 75 71 63 97 189 130 625 ch | 123 147 114 279 448 355 1466 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 | Th 83 79 40 36 60 57 355 proach Th 475 | Rt 20 11 13 4 7 11 66 | 245 187 100 71 108 106 817 Total 590 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 | Ped 3 6 1 2 1 1 1 14 XING N | Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 | Ped 0 1 0 1 0 0 2 XING Ped 4 | Sch 0 0 0 0 0 0 0 0 0 0 E/L Sch 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 8-9 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 0 Approa | Rt 75 71 63 97 189 130 625 ch | 123 147 114 279 448 355 1466 Total 622 416 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 8-9 86 | Th 83 79 40 36 60 57 355 proach Th 475 351 | Rt 20 11 13 4 7 11 66 Rt 24 25 | 245 187 100 71 108 106 817 Total 590 456 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 872 | Ped 3 6 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 0 | Ped 0 1 0 1 0 0 2 XING Ped 4 3 | Sch 0 0 0 0 0 0 0 0 C E/L Sch 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 8-9 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 0 Approa | Rt 75 71 63 97 189 130 625 ch | 123 147 114 279 448 355 1466 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 8-9 80 9-10 59 | Th 83 79 40 36 60 57 355 proach Th 475 351 275 | Rt 20 11 13 4 7 11 66 | 245 187 100 71 108 106 817 Total 590 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 | Ped 3 6 1 2 1 1 14 XING V Ped 1 0 1 | Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 | Ped 0 1 0 1 0 0 2 XING Ped 4 | Sch 0 0 0 0 0 0 0 0 0 0 E/L Sch 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 8-9 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 O Approa | Rt 75 71 63 97 189 130 625 ch | 123 147 114 279 448 355 1466 Total 622 416 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 8-9 86 | Th 83 79 40 36 60 57 355 proach Th 475 351 275 | Rt 20 11 13 4 7 11 66 Rt 24 25 | 245 187 100 71 108 106 817 Total 590 456 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 872 | Ped 3 6 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 0 | Ped 0 1 0 1 0 0 2 XING Ped 4 3 | Sch 0 0 0 0 0 0 0 0 C E/L Sch 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 8-9 9-10 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 0 Approa Th 4 566 3 356 6 280 1 347 | Rt 75 71 63 97 189 130 625 ch | 123 147 114 279 448 355 1466 Total 622 416 327 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 8-9 80 9-10 59 | Th 83 79 40 36 60 57 355 proach Th 475 351 275 378 | Rt 20 11 13 4 7 11 66 Rt 24 25 20 | 245 187 100 71 108 106 817 Total 590 456 354 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 872 681 | Ped 3 6 1 2 1 1 14 XING V Ped 1 0 1 | Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Ped 0 1 0 1 0 0 2 XING Ped 4 3 1 | Sch 0 0 0 0 0 0 0 0 C E/L Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Hours Lt 7-8 3 8-9 4 9-10 2 3-4 7 4-5 9 5-6 7 TOTAL 35 EASTBOUND Hours Lt 7-8 8-9 9-10 3-4 1 | Th 6 12 7 29 5 26 0 112 8 161 8 147 4 487 0 Approa Th 4 566 3 356 6 280 1 347 1 500 | Rt 75 71 63 97 189 130 625 ch Rt 52 57 41 50 | 123 147 114 279 448 355 1466 Total 622 416 327 408 | Hours Lt 7-8 142 8-9 97 9-10 47 3-4 31 4-5 41 5-6 38 TOTAL 396 WESTBOUND Ap Hours Lt 7-8 91 8-9 80 9-10 59 3-4 78 | Th 83 79 40 36 60 57 355 proach Th 475 351 275 378 443 | Rt 20 11 13 4 7 11 666 Rt 24 25 20 37 | 245 187 100 71 108 106 817 Total 590 456 354 493 | то | N-S 368 334 214 350 556 461 2283 OTAL E-W 1212 872 681 901 | Ped 3 6 1 2 1 1 14 XING V Ped 1 0 1 0 | Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Ped 0 1 0 1 0 0 0 2 XING Ped 4 3 1 0 | Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |