



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Figueroa St

East/West Pico Blvd

Day: Wednesday **Date:** January 15, 2014 **Weather:** SUNNY

Hours: 7-10 & 3-6 **Chekr:** NDS

School Day: YES **District:** **I/S CODE**

| | N/B | S/B | E/B | W/B |
|---------------------|-----|-----|-----|-----|
| DUAL-WHEELED | 90 | 29 | 67 | 45 |
| BIKES | 118 | 69 | 98 | 80 |
| BUSES | 235 | 110 | 70 | 53 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---------------------|------|-------|-----|-------|-----|-------|-----|-------|
| <i>AM PK 15 MIN</i> | 499 | 8.00 | 58 | 9.45 | 260 | 7.45 | 101 | 8.45 |
| <i>PM PK 15 MIN</i> | 457 | 17.30 | 122 | 17.45 | 206 | 17.45 | 205 | 17.45 |
| <i>AM PK HOUR</i> | 1946 | 7.45 | 189 | 9.00 | 976 | 7.45 | 372 | 7.30 |
| <i>PM PK HOUR</i> | 1726 | 16.45 | 434 | 17.00 | 753 | 16.15 | 749 | 17.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 108 | 1539 | 56 | 1703 |
| 8-9 | 147 | 1663 | 94 | 1904 |
| 9-10 | 100 | 1170 | 75 | 1345 |
| 15-16 | 119 | 1048 | 82 | 1249 |
| 16-17 | 188 | 1353 | 96 | 1637 |
| 17-18 | 219 | 1312 | 127 | 1658 |
| TOTAL | 881 | 8085 | 530 | 9496 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|-----|-------|
| 7-8 | 4 | 120 | 11 | 135 |
| 8-9 | 9 | 147 | 24 | 180 |
| 9-10 | 9 | 162 | 18 | 189 |
| 15-16 | 10 | 209 | 31 | 250 |
| 16-17 | 8 | 234 | 44 | 286 |
| 17-18 | 19 | 357 | 58 | 434 |
| TOTAL | 59 | 1229 | 186 | 1474 |

TOTAL

| N-S |
|--------------|
| 1838 |
| 2084 |
| 1534 |
| 1499 |
| 1923 |
| 2092 |
| 10970 |

XING S/L

| Ped | Sch |
|------------|-----------|
| 64 | 4 |
| 71 | 0 |
| 36 | 2 |
| 79 | 1 |
| 63 | 6 |
| 106 | 4 |
| 419 | 17 |

XING N/L

| Ped | Sch |
|------------|----------|
| 51 | 1 |
| 36 | 0 |
| 39 | 0 |
| 32 | 0 |
| 71 | 0 |
| 108 | 0 |
| 337 | 1 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 134 | 483 | 93 | 710 |
| 8-9 | 181 | 665 | 89 | 935 |
| 9-10 | 128 | 428 | 82 | 638 |
| 15-16 | 92 | 454 | 170 | 716 |
| 16-17 | 109 | 480 | 156 | 745 |
| 17-18 | 108 | 477 | 148 | 733 |
| TOTAL | 752 | 2987 | 738 | 4477 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 43 | 241 | 46 | 330 |
| 8-9 | 49 | 248 | 75 | 372 |
| 9-10 | 36 | 235 | 44 | 315 |
| 15-16 | 54 | 298 | 76 | 428 |
| 16-17 | 72 | 387 | 77 | 536 |
| 17-18 | 109 | 559 | 81 | 749 |
| TOTAL | 363 | 1968 | 399 | 2730 |

TOTAL

| E-W |
|-------------|
| 1040 |
| 1307 |
| 953 |
| 1144 |
| 1281 |
| 1482 |
| 7207 |

XING W/L

| Ped | Sch |
|------------|----------|
| 55 | 2 |
| 48 | 0 |
| 42 | 0 |
| 96 | 0 |
| 138 | 3 |
| 155 | 0 |
| 534 | 5 |

XING E/L

| Ped | Sch |
|------------|----------|
| 42 | 4 |
| 49 | 0 |
| 23 | 0 |
| 47 | 0 |
| 62 | 0 |
| 80 | 3 |
| 303 | 7 |

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5014-003

Day: Wednesday

City: Los Angeles

BIKES

Date: 1/15/2014

AM

| NS/EW Streets: | | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
|----------------------|--|-------------|----------|---------|-------------|----------|---------|-----------|----------|---------|-----------|----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 7:00 AM | | | 4 | 2 | | 6 | | 0 | 4 | 0 | 0 | 1 | | 17 |
| 7:15 AM | | | 1 | 0 | | 3 | | 0 | 3 | 0 | 0 | 0 | | 7 |
| 7:30 AM | | | 2 | 0 | | 2 | | 0 | 10 | 1 | 0 | 6 | | 21 |
| 7:45 AM | | | 7 | 0 | | 3 | | 0 | 13 | 1 | 0 | 3 | | 27 |
| 8:00 AM | | | 2 | 0 | | 1 | | 0 | 4 | 1 | 1 | 1 | | 10 |
| 8:15 AM | | | 2 | 1 | | 6 | | 0 | 8 | 1 | 0 | 0 | | 18 |
| 8:30 AM | | | 4 | 0 | | 2 | | 1 | 4 | 1 | 1 | 0 | | 13 |
| 8:45 AM | | | 1 | 0 | | 3 | | 0 | 7 | 0 | 1 | 2 | | 14 |
| 9:00 AM | | | 7 | 0 | | 0 | | 0 | 8 | 0 | 0 | 2 | | 17 |
| 9:15 AM | | | 7 | 0 | | 1 | | 0 | 3 | 0 | 0 | 1 | | 12 |
| 9:30 AM | | | 5 | 0 | | 0 | | 0 | 1 | 0 | 0 | 0 | | 6 |
| 9:45 AM | | | 3 | 1 | | 0 | | 0 | 0 | 0 | 0 | 1 | | 5 |
| TOTAL VOLUMES : | | NL 0 | NT 45 | NR 4 | SL 0 | ST 27 | SR 0 | EL 1 | ET 65 | ER 5 | WL 3 | WT 17 | WR 0 | TOTAL 167 |
| APPROACH %'s : | | 0.00% | 91.84% | 8.16% | 0.00% | 100.00% | 0.00% | 1.41% | 91.55% | 7.04% | 15.00% | 85.00% | 0.00% | |
| PEAK HR START TIME : | | 745 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 15 | 1 | 0 | 12 | 0 | 1 | 29 | 4 | 2 | 4 | 0 | 68 |
| PEAK HR FACTOR : | | 0.571 | | | 0.500 | | | 0.607 | | | 0.500 | | | 0.630 |

CONTROL : Signalized

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PM

| NS/EW Streets: | | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
|----------------------|--|-------------|----------|---------|-------------|----------|---------|-----------|----------|---------|-----------|----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 3:00 PM | | 0 | 7 | 1 | 0 | 3 | | 0 | 0 | | 0 | 1 | 0 | 12 |
| 3:15 PM | | 0 | 4 | 0 | 0 | 2 | | 1 | 0 | | 0 | 0 | 1 | 8 |
| 3:30 PM | | 1 | 2 | 0 | 0 | 0 | | 0 | 4 | | 1 | 1 | 0 | 9 |
| 3:45 PM | | 0 | 7 | 0 | 0 | 3 | | 0 | 2 | | 0 | 1 | 1 | 14 |
| 4:00 PM | | 0 | 3 | 0 | 0 | 1 | | 2 | 3 | | 0 | 3 | 0 | 12 |
| 4:15 PM | | 0 | 6 | 0 | 0 | 6 | | 0 | 3 | | 0 | 5 | 1 | 21 |
| 4:30 PM | | 0 | 6 | 0 | 0 | 5 | | 0 | 1 | | 1 | 3 | 1 | 17 |
| 4:45 PM | | 1 | 8 | 1 | 0 | 4 | | 0 | 1 | | 1 | 5 | 0 | 21 |
| 5:00 PM | | 0 | 6 | 1 | 0 | 6 | | 0 | 1 | | 1 | 7 | 0 | 22 |
| 5:15 PM | | 0 | 3 | 0 | 1 | 2 | | 1 | 2 | | 0 | 7 | 0 | 16 |
| 5:30 PM | | 1 | 8 | 0 | 0 | 6 | | 0 | 3 | | 0 | 8 | 0 | 26 |
| 5:45 PM | | 0 | 3 | 0 | 0 | 3 | | 0 | 3 | | 1 | 9 | 1 | 20 |
| TOTAL VOLUMES : | | NL 3 | NT 63 | NR 3 | SL 1 | ST 41 | SR 0 | EL 4 | ET 23 | ER 0 | WL 5 | WT 50 | WR 5 | TOTAL 198 |
| APPROACH %'s : | | 4.35% | 91.30% | 4.35% | 2.38% | 97.62% | 0.00% | 14.81% | 85.19% | 0.00% | 8.33% | 83.33% | 8.33% | |
| PEAK HR START TIME : | | 500 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 1 | 20 | 1 | 1 | 17 | 0 | 1 | 9 | 0 | 2 | 31 | 1 | 84 |
| PEAK HR FACTOR : | | 0.611 | | | 0.750 | | | 0.833 | | | 0.773 | | | 0.808 |

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BUSES

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AM

| NS/EW Streets: | | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
|----------------------|--|-------------|-----------|---------|-------------|----------|---------|-----------|----------|---------|-----------|----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 7:00 AM | | 0 | 14 | 1 | | 8 | | 0 | 2 | | 0 | 2 | 0 | 27 |
| 7:15 AM | | 1 | 9 | 0 | | 5 | | 0 | 4 | | 1 | 2 | 0 | 22 |
| 7:30 AM | | 0 | 14 | 0 | | 4 | | 0 | 3 | | 1 | 2 | 0 | 24 |
| 7:45 AM | | 0 | 12 | 0 | | 3 | | 0 | 4 | | 0 | 2 | 0 | 21 |
| 8:00 AM | | 0 | 10 | 0 | | 5 | | 0 | 2 | | 0 | 2 | 0 | 19 |
| 8:15 AM | | 0 | 11 | 1 | | 7 | | 0 | 3 | | 0 | 1 | 0 | 23 |
| 8:30 AM | | 0 | 11 | 0 | | 3 | | 0 | 2 | | 0 | 2 | 0 | 18 |
| 8:45 AM | | 0 | 9 | 0 | | 4 | | 0 | 2 | | 0 | 2 | 0 | 17 |
| 9:00 AM | | 0 | 10 | 0 | | 6 | | 0 | 3 | | 0 | 1 | 0 | 20 |
| 9:15 AM | | 1 | 4 | 0 | | 5 | | 1 | 1 | | 0 | 1 | 0 | 13 |
| 9:30 AM | | 0 | 9 | 0 | | 2 | | 0 | 2 | | 0 | 2 | 0 | 15 |
| 9:45 AM | | 0 | 7 | 0 | | 5 | | 0 | 2 | | 0 | 1 | 1 | 16 |
| TOTAL VOLUMES : | | NL 2 | NT 120 | NR 2 | SL 0 | ST 57 | SR 0 | EL 1 | ET 30 | ER 0 | WL 2 | WT 20 | WR 1 | TOTAL 235 |
| APPROACH %'s : | | 1.61% | 96.77% | 1.61% | 0.00% | 100.00% | 0.00% | 3.23% | 96.77% | 0.00% | 8.70% | 86.96% | 4.35% | |
| PEAK HR START TIME : | | 745 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 44 | 1 | 0 | 18 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 81 |
| PEAK HR FACTOR : | | 0.938 | | | 0.643 | | | 0.688 | | | 0.875 | | | 0.880 |

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City: Los Angeles

BUSES

Date: 1/15/2014

PM

| NS/EW Streets: | | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
|----------------------|--|-------------|-----------|---------|-------------|----------|---------|-----------|----------|---------|-----------|----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 3:00 PM | | 0 | 6 | | | 2 | | 0 | 0 | | 0 | 2 | 0 | 10 |
| 3:15 PM | | 0 | 7 | | | 6 | | 0 | 4 | | 0 | 2 | 0 | 19 |
| 3:30 PM | | 0 | 7 | | | 5 | | 0 | 2 | | 0 | 2 | 0 | 16 |
| 3:45 PM | | 0 | 10 | | | 6 | | 0 | 4 | | 0 | 2 | 1 | 23 |
| 4:00 PM | | 0 | 14 | | | 5 | | 2 | 2 | | 0 | 3 | 0 | 26 |
| 4:15 PM | | 1 | 13 | | | 6 | | 0 | 8 | | 0 | 3 | 0 | 31 |
| 4:30 PM | | 0 | 9 | | | 4 | | 0 | 3 | | 0 | 2 | 0 | 18 |
| 4:45 PM | | 0 | 8 | | | 4 | | 0 | 3 | | 0 | 3 | 0 | 18 |
| 5:00 PM | | 0 | 12 | | | 3 | | 1 | 1 | | 1 | 1 | 0 | 19 |
| 5:15 PM | | 0 | 8 | | | 3 | | 1 | 4 | | 1 | 2 | 0 | 19 |
| 5:30 PM | | 0 | 9 | | | 3 | | 0 | 1 | | 0 | 2 | 1 | 16 |
| 5:45 PM | | 0 | 7 | | | 6 | | 0 | 3 | | 0 | 2 | 0 | 18 |
| TOTAL VOLUMES : | | NL 1 | NT 110 | NR 0 | SL 0 | ST 53 | SR 0 | EL 4 | ET 35 | ER 0 | WL 2 | WT 26 | WR 2 | TOTAL 233 |
| APPROACH %'s : | | 0.90% | 99.10% | 0.00% | 0.00% | 100.00% | 0.00% | 10.26% | 89.74% | 0.00% | 6.67% | 86.67% | 6.67% | |
| PEAK HR START TIME : | | 500 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 36 | 0 | 0 | 15 | 0 | 2 | 9 | 0 | 2 | 7 | 1 | 72 |
| PEAK HR FACTOR : | | 0.750 | | | 0.625 | | | 0.550 | | | 0.833 | | | 0.947 |

CONTROL : Signalized

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National Data & Surveying Services

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Day: Wednesday

City: Los Angeles

HEAVY TRUCKS

Date: 1/15/2014

| AM | | | | | | | | | | | | | |
|-----------------------------|-------------|----------|----------|-------------|----------|---------|-----------|----------|----------|-----------|----------|---------|--------------|
| NS/EW Streets: | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 7:00 AM | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 9 |
| 7:15 AM | 0 | 3 | 2 | 0 | 3 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 15 |
| 7:30 AM | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 7:45 AM | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 |
| 8:00 AM | 0 | 4 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 14 |
| 8:15 AM | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 13 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 0 | 10 |
| 8:45 AM | 0 | 4 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 13 |
| 9:00 AM | 0 | 6 | 1 | 0 | 2 | 0 | 1 | 3 | 3 | 1 | 4 | 0 | 21 |
| 9:15 AM | 1 | 3 | 2 | 0 | 0 | 2 | 4 | 1 | 0 | 1 | 2 | 0 | 16 |
| 9:30 AM | 1 | 4 | 1 | 1 | 2 | 0 | 1 | 4 | 0 | 2 | 2 | 1 | 19 |
| 9:45 AM | 2 | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 14 |
| TOTAL VOLUMES : | NL 9 | NT 40 | NR 13 | SL 1 | ST 13 | SR 9 | EL 12 | ET 21 | ER 12 | WL 7 | WT 20 | WR 2 | TOTAL 159 |
| APPROACH %'s : | 14.52% | 64.52% | 20.97% | 4.35% | 56.52% | 39.13% | 26.67% | 46.67% | 26.67% | 24.14% | 68.97% | 6.90% | |
| PEAK HR START TIME : | 745 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 11 | 2 | 0 | 4 | 4 | 4 | 4 | 3 | 2 | 8 | 0 | 44 |
| PEAK HR FACTOR : | 0.750 | | | 0.667 | | | 0.688 | | | 0.625 | | | 0.786 |

CONTROL : Signalized

Intersection Turning Movement

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National Data & Surveying Services

Project ID: 14-5014-003

Day: Wednesday

City: Los Angeles

HEAVY TRUCKS

Date: 1/15/2014

| PM | | | | | | | | | | | | | |
|-----------------------------|-------------|----------|---------|-------------|---------|---------|-----------|----------|---------|-----------|----------|---------|-------------|
| NS/EW Streets: | Figueroa St | | | Figueroa St | | | Pico Blvd | | | Pico Blvd | | | |
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 4 | NR 0 | SL 1 | ST 2 | SR 1 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 1 | TOTAL |
| 3:00 PM | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 1 | 15 |
| 3:15 PM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 8 |
| 4:00 PM | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 4:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 7 |
| 5:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 5 |
| TOTAL VOLUMES : | NL 2 | NT 22 | NR 4 | SL 1 | ST 4 | SR 1 | EL 2 | ET 18 | ER 2 | WL 2 | WT 11 | WR 3 | TOTAL 72 |
| APPROACH %'s : | 7.14% | 78.57% | 14.29% | 16.67% | 66.67% | 16.67% | 9.09% | 81.82% | 9.09% | 12.50% | 68.75% | 18.75% | |
| PEAK HR START TIME : | 500 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 10 |
| PEAK HR FACTOR : | 0.500 | | | 0.000 | | | 0.250 | | | 0.438 | | | 0.500 |

CONTROL : Signalized