TRAFFIC COUNT SUMMARY

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

STREET:

North/South FULTON AV

East/West MOORPARK ST

Day: TUESDAY Date: JAN 28, 1997 Weather: CLEAR

	ESDAY		Date: JAN 2	8, 1997	Weath	er:	CLEAR						
Hours: 7-10	0 AM 3-6 F	PM											
School Day:	YES		District:	EAST VALLEY	′								
	N/B		S/E	3	E/B			W/B					
DUAL- WHEELED	18		48		63			54					
BIKES			4		0			5					
BUSES	0		9		19			18					
	N/B	TIME	S/B	TIME	E/B	TIME		W/B	TIME				
AM PK 15 M	IIN 113	8.15	286	8.00	246	9.00		195	8.15				
PM PK 15 M	IIN 205	5.45	138	5.00	239	5.45		205	5.30				
AM PK HOU	JR 407	7.45	962	7.45	904	8.15		703	7.45				
PM PK HOU	JR 719	5.00	516	4.30	923	5.00		795	5.00				
NORTHBOUND Approach		SOUTHBOUND Approach					TC	TOTAL XING S/L		XING N/L			
					D / ipprodori								
	t Th	Rt	Total	Hours	Lt Th	Rt	Total		N-S	Ped	Sch	Ped	Sch
7-8	t Th 40 177	28	245	7-8	Lt Th 81 384	Rt 170	635		N-S 880	Ped 4	Sch 0	Ped 13	Sch 2
7-8 8-9	t Th 40 177 53 239	28 84	245 376	7-8 8-9	Lt Th 81 384 114 533	Rt 170 222	635 869		N-S 880 1245	Ped 4 7	Sch 0 3	Ped 13 9	Sch 2 0
7-8 8-9 9-10	t Th 40 177 53 239 39 164	28 84 34	245 376 237	7-8 8-9 9-10	Lt Th 81 384 114 533 77 293	Rt 170 222 100	635 869 470		N-S 880 1245 707	Ped 4 7 4	Sch 0 3 0	Ped 13 9 10	Sch 2 0 0
7-8 4 8-9 5 9-10 3	t Th 40 177 53 239 39 164 56 316	28 84 34 71	245 376 237 443	7-8 8-9 9-10 3-4	Lt Th 81 384 114 533 77 293 71 260	Rt 170 222 100 122	635 869 470 453		N-S 880 1245 707 896	Ped 4 7 4 6	Sch 0 3	Ped 13 9 10 15	Sch 2 0
7-8 4 8-9 5 9-10 3 3-4 4	t Th 40 177 53 239 39 164	28 84 34	245 376 237	7-8 8-9 9-10	Lt Th 81 384 114 533 77 293	Rt 170 222 100	635 869 470		N-S 880 1245 707	Ped 4 7 4	Sch 0 3 0	Ped 13 9 10	Sch 2 0 0
7-8 4 8-9 5 9-10 3 3-4 4 4-5 6	t Th 40 177 53 239 39 164 56 316 49 354	28 84 34 71 69	245 376 237 443 472	7-8 8-9 9-10 3-4 4-5 5-6	Lt Th 81 384 114 533 77 293 71 260 89 274	Rt 170 222 100 122 121	635 869 470 453 484		N-S 880 1245 707 896 956	Ped 4 7 4 6 6	Sch 0 3 0 0	Ped 13 9 10 15	Sch 2 0 0 1 0
7-8 4 8-9 5 9-10 3 3-4 4 4-5 6	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836	28 84 34 71 69 65	245 376 237 443 472 719	7-8 8-9 9-10 3-4 4-5 5-6	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997	Rt 170 222 100 122 121 157	635 869 470 453 484 500		N-S 880 1245 707 896 956 1219	Ped 4 7 4 6 6	Sch 0 3 0 0 0	Ped 13 9 10 15 11	Sch 2 0 0 1 0 0 0 3
7-8 4 8-9 9 9-10 3 3-4 9 4-5 6 TOTAL 30 EASTBOUN	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836	28 84 34 71 69 65 351	245 376 237 443 472 719 2492	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 D Approach Lt Th	Rt 170 222 100 122 121 157 892	635 869 470 453 484 500 3411	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W	Ped 4 7 4 6 6 6 4 31 XING V	Sch 0 3 0 0 0 0 3 3 W/L Sch	Ped 13 9 10 15 11 14 72 XING	Sch 2 0 0 1 0 0 3 SE/L Sch
7-8 48-9 9-10 3-4 4-5 45-6 TOTAL 30 EASTBOUN Hours L 7-8 9	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836 ID Approach	28 84 34 71 69 65 351	245 376 237 443 472 719 2492	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 D Approach Lt Th 70 354	Rt 170 222 100 122 121 157 892	635 869 470 453 484 500 3411	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W 902	Ped 4 7 4 6 6 4 31 XING V	Sch 0 3 0 0 0 0 3 W/L Sch 1	Ped 13 9 10 15 11 14 72 XING Ped 4	Sch 2 0 0 1 0 0 3 E/L Sch 1
7-8 4 8-9 9-10 3-4 4-5 6 6 TOTAL 36 EASTBOUN Hours L 7-8 9-8-9 13	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836 ID Approach t Th 95 306 32 689	28 84 34 71 69 65 351	245 376 237 443 472 719 2492	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 D Approach Lt Th 70 354 114 497	Rt 170 222 100 122 121 157 892 Rt 52 50	635 869 470 453 484 500 3411 Total 476 661	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W 902 1530	Ped 4 7 4 6 6 6 4 31 XING 9 10	Sch 0 3 0 0 0 0 3 3 W/L Sch 1 0	Ped 13 9 10 15 11 14 72 XING Ped 4 14	Sch 2 0 0 1 1 0 0 3 3 E/L Sch 1 3
7-8 4 8-9 9-10 3-4 4-5 4-5 6 10 TOTAL 30 EASTBOUN Hours L 7-8 9 13 9-10	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836 ID Approach t Th 95 306 32 689 75 667	28 84 34 71 69 65 351 Rt 25 48 35	245 376 237 443 472 719 2492 Total 426 869 777	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 D Approach Lt Th 70 354 114 497 58 331	Rt 170 222 100 122 121 157 892 Rt 52 50 50	635 869 470 453 484 500 3411 Total 476 661 439	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W 902 1530 1216	Ped 4 7 4 6 6 4 31 XING 9 10 8	Sch 0 3 0 0 0 0 3 3 W/L Sch 1 0 0	Ped 13 9 10 15 11 14 72 XING Ped 4 14 12	Sch 2 0 0 1 1 0 0 3 SE/L Sch 1 3 0
7-8	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836 ID Approach t Th 95 306 32 689 75 667 97 516	28 84 34 71 69 65 351 Rt 25 48 35 39	245 376 237 443 472 719 2492 Total 426 869 777 652	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10 3-4	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 O Approach Lt Th 70 354 114 497 58 331 56 463	Rt 170 222 100 122 121 157 892 Rt 52 50 99	635 869 470 453 484 500 3411 Total 476 661 439 618	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W 902 1530 1216 1270	Ped 4 7 4 6 6 6 4 31 XING 9 10 8 12	Sch 0 3 0 0 0 0 3 3 W/L Sch 1 0 0 0 0 0	Ped 13 9 10 15 11 14 72 XING Ped 4 114 12 8	Sch 2 0 0 1 0 0 3 SE/L Sch 1 3 0 1
7-8	t Th 40 177 53 239 39 164 56 316 49 354 68 586 05 1836 ID Approach t Th 95 306 32 689 75 667	28 84 34 71 69 65 351 Rt 25 48 35	245 376 237 443 472 719 2492 Total 426 869 777	7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10	Lt Th 81 384 114 533 77 293 71 260 89 274 90 253 522 1997 D Approach Lt Th 70 354 114 497 58 331	Rt 170 222 100 122 121 157 892 Rt 52 50 50	635 869 470 453 484 500 3411 Total 476 661 439	TC	N-S 880 1245 707 896 956 1219 5903 DTAL E-W 902 1530 1216	Ped 4 7 4 6 6 4 31 XING 9 10 8	Sch 0 3 0 0 0 0 3 3 W/L Sch 1 0 0	Ped 13 9 10 15 11 14 72 XING Ped 4 14 12	Sch 2 0 0 1 1 0 0 3 SE/L Sch 1 3 0