## TRAFFIC COUNT SUMMARY

STREET:

FAIRFAX AVE North/South

East/West WILSHIRE BL

| Day:                  | WED      |           |           | Date: DEC          | 15, 1993            |          | Weath     | er:      | CLEAR        |       |             |          |          |          |           |          |
|-----------------------|----------|-----------|-----------|--------------------|---------------------|----------|-----------|----------|--------------|-------|-------------|----------|----------|----------|-----------|----------|
| Hours: 7-10 AM 3-6 PM |          |           |           |                    |                     |          |           |          |              |       |             |          |          |          |           |          |
| School Day: YES       |          |           | District: | District: HOLLYWOO |                     |          |           |          |              |       |             |          |          |          |           |          |
|                       |          | N/B       |           | S/B                |                     |          | E/B       |          |              | W/B   |             |          |          |          |           |          |
| DUAL-<br>WHEELE       | ΞD       | 75        |           | 124                |                     |          | 82        |          |              | 76    |             |          |          |          |           |          |
| BIKES 0<br>BUSES 37   |          |           | 11<br>48  |                    |                     | 6<br>111 |           | 0<br>116 |              |       |             |          |          |          |           |          |
| BUSES                 |          | 31        |           | 40                 |                     |          | 111       |          |              | 110   |             |          |          |          |           |          |
|                       |          | N/B       | TIME      | S/B                | TIME                |          | E/B       | TIME     |              | W/B   | TIME        |          |          |          |           |          |
| AM PK 1               | 5 MIN    | 302       | 8.00      | 373                | 8.45                |          | 278       | 9.00     |              | 279   | 8.30        |          |          |          |           |          |
| PM PK 1               | 5 MIN    | 336       | 4.30      | 293                | 5.00                |          | 437       | 5.30     |              | 341   | 5.00        |          |          |          |           |          |
| AM PK H               | IOUR     | 1102      | 8.00      | 1368               | 8.00                |          | 1020      | 8.45     |              | 1055  | 8.00        |          |          |          |           |          |
| PM PK H               | IOUR     | 1293      | 4.30      | 1083               | 3.00                |          | 1688      | 5.00     |              | 1143  | 5.00        |          |          |          |           |          |
| NORTHBOUND Approach   |          |           |           |                    | SOUTHBOUND Approach |          |           |          |              | -     | TOTAL       | XIX      | IG :     | S/I      | XING      | N/I      |
|                       |          | • •       |           | <b>T</b>           |                     | ·        | •         |          | <b>.</b>     |       |             |          |          |          |           |          |
| Hours<br>7-8          | Lt<br>44 | Th<br>688 | Rt<br>29  | Total<br>761       | Hours<br>7-8        | Lt<br>31 | Th<br>798 | Rt<br>91 | Total<br>920 |       | N-S<br>1681 | Pe<br>4: |          | Sch<br>0 | Ped<br>67 | Sch<br>0 |
| 8-9                   | 64       | 984       | 54        | 1102               | 8-9                 | 119      | 1056      | 193      | 1368         |       | 2470        | 5        |          | 0        | 94        | 0        |
| 9-10                  | 41       | 865       | 42        | 948                | 9-10                | 72       | 699       | 165      | 936          |       | 1884        | 2        |          | 0        | 67        | 0        |
| 3-4                   | 59       | 1076      | 30        | 1165               | 3-4                 | 80       | 863       | 140      | 1083         |       | 2248        | 5        | 3        | 0        | 91        | 0        |
| 4-5                   | 78       | 1095      | 42        | 1215               | 4-5                 | 77       | 769       | 114      | 960          |       | 2175        | 6        | 5        | 0        | 72        | 0        |
| 5-6                   | 77       | 1133      | 30        | 1240               | 5-6                 | 71       | 810       | 119      | 1000         |       | 2240        | 4        | 4        | 0        | 79        | 0        |
| TOTAL                 | 363      | 5841      | 227       | 6431               | TOTAL               | 450      | 4995      | 822      | 6267         |       | 12698       | 28       | 3        | 0        | 470       | 0        |
| EASTBOUND Approach    |          |           |           |                    | WESTBOUND Approach  |          |           |          |              | TOTAL |             |          | XING W/L |          | XING E/L  |          |
| Hours                 | Lt       | Th        | Rt        | Total              | Hours               | Lt       | Th        | Rt       | Total        |       | E-W         | Pe       | ed       | Sch      | Ped       | Sch      |
| 7-8                   | 58       | 378       | 28        | 464                | 7-8                 | 2        | 623       | 42       | 667          |       | 1131        | 60       | 3        | 6        | 40        | 5        |
| 8-9                   | 89       | 732       | 57        | 878                | 8-9                 | 2        | 997       | 56       | 1055         |       | 1933        | 80       | )        | 3        | 104       | 0        |
| 9-10                  | 117      | 798       | 71        | 986                | 9-10                | 12       | 728       | 58       | 798          |       | 1784        | 7:       | 2        | 4        | 39        | 0        |
| 3-4                   | 152      | 1021      | 134       | 1307               | 3-4                 | 39       | 795       | 96       | 930          |       | 2237        | 80       | )        | 7        | 61        | 2        |
| 4-5                   | 167      | 1078      | 123       | 1368               | 4-5                 | 1        | 799       | 98       | 898          |       | 2266        | 7:       | 2        | 4        | 67        | 0        |
| 5-6                   | 204      |           | 153       | 1688               | 5-6                 | 3        | 995       | 145      | 1143         |       | 2831        | 9        |          | 6        | 70        | 0        |
| TOTAL                 | 787      | 5338      | 566       | 6691               | TOTAL               | 59       | 4937      | 495      | 5491         |       | 12182       | 46       | 5        | 30       | 381       | 7        |

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