

INTERSECTION TURNING MOVEMENT COUNTS

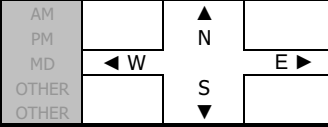
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
12/1/10
WEDNESDAY

LOCATION:
NORTH & SOUTH: LOS ANGELES
EAST & WEST: GRAND
PICO

PROJECT #: CA10-1203-02
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

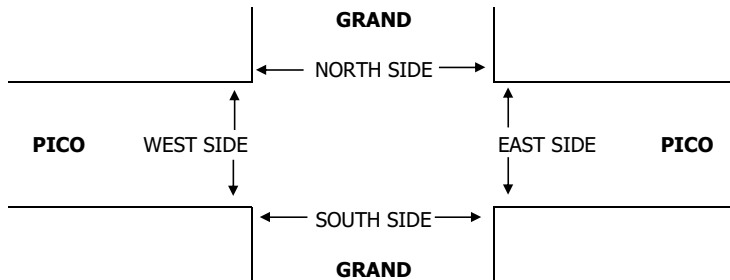


| | NORTHBOUND GRAND | | | SOUTHBOUND GRAND | | | EASTBOUND PICO | | | WESTBOUND PICO | | | |
|--------|---------------------|---------|---------|---------------------|---------|---------|-------------------|---------|---------|-------------------|---------|---------|-------|
| LANES: | NL X | NT X | NR X | SL 0 | ST 4 | SR 0 | EL X | ET 2 | ER 0 | WL 0 | WT 2 | WR X | TOTAL |

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

| | | | | | | | | | | | | | | |
|----|----------------|---------|----|----|-------|-------|-------|-------|-----|-----|-------|-------|-------|-------|
| AM | 7:00 AM | | | | 4 | 97 | 2 | | 53 | 15 | 4 | 54 | | 229 |
| | 7:15 AM | | | | 8 | 98 | 8 | | 67 | 25 | 9 | 69 | | 284 |
| | 7:30 AM | | | | 7 | 126 | 16 | | 99 | 11 | 4 | 79 | | 342 |
| | 7:45 AM | | | | 9 | 177 | 11 | | 129 | 15 | 9 | 72 | | 422 |
| | 8:00 AM | | | | 7 | 142 | 12 | | 131 | 13 | 12 | 78 | | 395 |
| | 8:15 AM | | | | 10 | 190 | 11 | | 132 | 14 | 16 | 94 | | 467 |
| | 8:30 AM | | | | 8 | 172 | 8 | | 144 | 20 | 14 | 91 | | 457 |
| | 8:45 AM | | | | 8 | 166 | 9 | | 128 | 15 | 12 | 84 | | 422 |
| | VOLUMES | 0 | 0 | 0 | 61 | 1,168 | 77 | 0 | 883 | 128 | 80 | 621 | 0 | 3,018 |
| | APPROACH % | 0% | 0% | 0% | 5% | 89% | 6% | 0% | 87% | 13% | 11% | 89% | 0% | |
| PM | APP/DEPART | 0 | / | 0 | 1,306 | / | 1,376 | 1,011 | / | 944 | 701 | / | 698 | 0 |
| | BEGIN PEAK HR | 8:00 AM | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 33 | 670 | 40 | 0 | 535 | 62 | 54 | 347 | 0 | 1,741 |
| | APPROACH % | 0% | 0% | 0% | 4% | 90% | 5% | 0% | 90% | 10% | 13% | 87% | 0% | |
| | PEAK HR FACTOR | 0.000 | | | | | | | | | | | | |
| | APP/DEPART | 0 | / | 0 | 743 | / | 786 | 597 | / | 568 | 401 | / | 387 | 0 |
| | 4:00 PM | | | | 8 | 252 | 24 | | 109 | 19 | 20 | 94 | | 526 |
| | 4:15 PM | | | | 13 | 271 | 22 | | 100 | 14 | 13 | 125 | | 558 |
| | 4:30 PM | | | | 19 | 325 | 24 | | 94 | 20 | 18 | 115 | | 615 |
| | 4:45 PM | | | | 8 | 353 | 22 | | 115 | 15 | 12 | 129 | | 654 |
| PM | 5:00 PM | | | | 3 | 376 | 31 | | 113 | 25 | 19 | 142 | | 709 |
| | 5:15 PM | | | | 8 | 442 | 29 | | 100 | 19 | 15 | 128 | | 741 |
| | 5:30 PM | | | | 4 | 349 | 34 | | 129 | 14 | 16 | 173 | | 719 |
| | 5:45 PM | | | | 6 | 355 | 28 | | 115 | 17 | 13 | 162 | | 696 |
| | VOLUMES | 0 | 0 | 0 | 69 | 2,723 | 214 | 0 | 875 | 143 | 126 | 1,068 | 0 | 5,218 |
| | APPROACH % | 0% | 0% | 0% | 2% | 91% | 7% | 0% | 86% | 14% | 11% | 89% | 0% | |
| | APP/DEPART | 0 | / | 0 | 3,006 | / | 2,992 | 1,018 | / | 944 | 1,194 | / | 1,282 | 0 |
| | BEGIN PEAK HR | 5:00 PM | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 21 | 1,522 | 122 | 0 | 457 | 75 | 63 | 605 | 0 | 2,865 |
| | APPROACH % | 0% | 0% | 0% | 1% | 91% | 7% | 0% | 86% | 14% | 9% | 91% | 0% | |
| PM | PEAK HR FACTOR | 0.000 | | | | | | | | | | | | |
| | APP/DEPART | 0 | / | 0 | 1,665 | / | 1,660 | 532 | / | 478 | 668 | / | 727 | 0 |

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| | | | | 0 |
| 0 | 0 | 0 | 0 | 0 |



| | | | | | | | | | | | | | | |
|----|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| AM | 7:00 AM | | | | | | | | | | | | | |
| | 7:15 AM | | | | | | | | | | | | | |
| | 7:30 AM | | | | | | | | | | | | | |
| | 7:45 AM | | | | | | | | | | | | | |
| | 8:00 AM | | | | | | | | | | | | | |
| | 8:15 AM | | | | | | | | | | | | | |
| | 8:30 AM | | | | | | | | | | | | | |
| | 8:45 AM | | | | | | | | | | | | | |
| | TOTAL | | | | | | | | | | | | | |
| PM | 4:00 PM | | | | | | | | | | | | | |
| | 4:15 PM | | | | | | | | | | | | | |
| | 4:30 PM | | | | | | | | | | | | | |
| | 4:45 PM | | | | | | | | | | | | | |
| | 5:00 PM | | | | | | | | | | | | | |
| | 5:15 PM | | | | | | | | | | | | | |
| | 5:30 PM | | | | | | | | | | | | | |
| | 5:45 PM | | | | | | | | | | | | | |
| | TOTAL | | | | | | | | | | | | | |

| PEDESTRIAN CROSSINGS | | | | |
|----------------------|--------|--------|--------|-------|
| N SIDE | S SIDE | E SIDE | W SIDE | TOTAL |
| 12 | 6 | 7 | 5 | 30 |
| 11 | 11 | 0 | 10 | 32 |
| 21 | 10 | 15 | 4 | 50 |
| 14 | 17 | 9 | 8 | 48 |
| 8 | 12 | 11 | 4 | 35 |
| 14 | 12 | 3 | 10 | 39 |
| 12 | 14 | 12 | 4 | 42 |
| 8 | 11 | 7 | 5 | 31 |
| 100 | 93 | 64 | 50 | 307 |
| 10 | 11 | 4 | 5 | 30 |
| 10 | 19 | 9 | 19 | 57 |
| 11 | 35 | 3 | 11 | 60 |
| 14 | 31 | 7 | 14 | 66 |
| 18 | 14 | 5 | 13 | 50 |
| 12 | 24 | 12 | 10 | 58 |
| 20 | 30 | 12 | 9 | 71 |
| 16 | 21 | 9 | 12 | 58 |
| 111 | 185 | 61 | 93 | 450 |

| 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 |
| 2 | 1 | 0 | 2 | 5 |
| 2 | 7 | 1 | 2 | 12 |
| 5 | 2 | 3 | 1 | 11 |
| 1 | 4 | 0 | 1 | 6 |
| 3 | 4 | 0 | 0 | 7 |
| 1 | 0 | 0 | 2 | 3 |
| 1 | 0 | 3 | 0 | 4 |
| 2 | 2 | 0 | 1 | 5 |
| 17 | 20 | 7 | 9 | 53 |
| 1 | 5 | 0 | 1 | 7 |
| 1 | 2 | 1 | 0 | 4 |
| 2 | 5 | 1 | 1 | 9 |
| 1 | 1 | 0 | 1 | 3 |
| 0 | 2 | 1 | 2 | 5 |
| 0 | 4 | 2 | 0 | 6 |
| 2 | 0 | 0 | 1 | 3 |
| 2 | 1 | 0 | 1 | 4 |
| 9 | 20 | 5 | 7 | 41 |