TRAFFIC COUNT SUMMARY

3285

TOTAL

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

3

7

STREET:

TOTAL

23 3181 81

North/South

ELMER AV

East/West MOORPARK ST

| Day: THURSDAY | | | Date: SEF | Date: SEPT, 29, 2005 | | Weather: | | CLEAR | | | | | | | |
|---|---|---|---|--|---|--|--|--|---|--------------|---|--|--|---|---|
| Hours: 7 | 7-10 AN | AM 1- | 4 PM | | | | | | | | | | | | |
| School Day: YES | | | District: | EAST VALLE | Y | I/S CO | DDE | ########## | | | | | | | |
| DUAL - | N/B DUAL- | | S/B | | | E/B | | | W/B | | | | | | |
| WHEELE BIKES BUSES | ĒD | 0 0 0 | | | 0 0 0 | | 31 0 1 | | | 56 2 0 | | | | | |
| | | N/B | TIME | 5 | S/B TIME | | E/B | TIME | | W/B | TIME | | | | |
| AM PK 1 | 5 MIN | 12 | 8.45 | | 9 8.00 | | 292 | 8.45 | | 246 | 7.30 | | | | |
| PM PK 15 MIN 14 3.00 | | | 7 1.45 | | 146 | 3.30 | | 195 | 3.00 | | | | | | |
| AM PK HOUR 40 8.00 | | 2 | 22 8.45 | | 1002 | 8.45 | | 840 | 7.15 | | | | | | |
| PM PK H | IOUR | 41 | 3.00 | | 13 1.00 | | 502 | 3.00 | | 686 | 2.30 | | | | |
| NORTHBOUND Approach | | | SOUTHBOUND | | | roach | | | Т | OTAL | XING S | S/L | XING I | N/L | |
| Hours | Lt | Th | Rt | Total | Hours | Lt | Th | Rt | Total | | N-S | Ped | Sch | Ped | Sch |
| 7-8 8-9 | 2 2 | 0 | 15 | 17 40 | 7-8 | 3 | 0 | 3 | 6 | | 23 | 5 | 11 | 0 2 | 3 |
| 8-9 9-10 | 3 | 0 | 38 | | | | | | | | 64 | 20 | | | 1 |
| 1-2 | | () | 15 | | 8-9 9-10 | 9 | 0 | 12 | 21 | | 61 31 | 20 8 | 16 0 | | Ω |
| 1-2 | | 0 | 15 18 | 18 | 9-10 | 9 8 | | 12 4 | 21 13 | | 31 | 8 | 16 0 1 | 4 | 0 0 |
| 2-3 | 2 1 | | 15 18 15 | | | 9 | 0 | 12 | 21 | | | | 0 | 4 | 0 0 0 |
| | 2 | 0 | 18 | 18 20 | 9-10 1-2 | 9 8 5 | 0 1 1 | 12 4 7 | 21 13 13 | | 31 33 | 8 9 | 0 1 | 4 0 | 0 |
| 2-3 | 2 1 | 0 1 | 18 15 | 18 20 17 | 9-10 1-2 2-3 | 9 8 5 1 | 0 1 1 0 | 12 4 7 2 | 21 13 13 3 | | 31 33 20 | 8 9 3 | 0 1 1 | 4 0 0 | 0 |
| 2-3 3-4 | 2 1 7 17 | 0 1 0 | 18 15 34 | 18 20 17 41 | 9-10 1-2 2-3 3-4 | 9 8 5 1 5 | 0 1 1 0 0 | 12 4 7 2 4 | 21 13 13 3 9 | ī | 31 33 20 50 | 8 9 3 10 | 0 1 1 8 37 | 4 0 0 4 | 0 0 0 |
| 2-3 3-4 TOTAL | 2 1 7 17 | 0 1 0 | 18 15 34 | 18 20 17 41 | 9-10 1-2 2-3 3-4 TOTAL | 9 8 5 1 5 | 0 1 1 0 0 | 12 4 7 2 4 | 21 13 13 3 9 | ī | 31 33 20 50 | 8 9 3 10 55 | 0 1 1 8 37 | 4 0 0 4 10 | 0 0 0 |
| 2-3 3-4 TOTAL EASTBO | 2 1 7 17 | 0 1 0 1 | 18 15 34 135 | 18 20 17 41 153 | 9-10 1-2 2-3 3-4 TOTAL WESTBOUNI | 9 8 5 1 5 31 | 0 1 1 0 0 2 | 12 4 7 2 4 32 | 21 13 13 3 9 | ī | 31 33 20 50 218 | 8 9 3 10 55 | 0 1 1 8 37 | 4 0 0 4 10 | 0 0 0 4 |
| 2-3 3-4 TOTAL EASTBO Hours | 2 1 7 17 UND Ap | 0 1 0 1 opproach | 18 15 34 135 | 18 20 17 41 153 | 9-10 1-2 2-3 3-4 TOTAL WESTBOUNG | 9 8 5 1 5 31 D Appro | 0 1 1 0 0 2 2 Dach | 12 4 7 2 4 32 | 21 13 13 3 9 65 | ī | 31 33 20 50 218 OTAL | 8 9 3 10 55 XING V | 0 1 1 8 37 W/L | 4 0 0 4 10 XING I | 0 0 0 4 =/L |
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| 2-3 3-4 TOTAL EASTBO Hours 7-8 8-9 9-10 1-2 | 2 1 7 17 UND Ap Lt 1 7 7 1 | 0 1 0 1 pproach Th 414 782 905 357 | 18 15 34 135 Rt 1 18 9 11 | 18 20 17 41 153 Total 416 807 921 369 | 9-10 1-2 2-3 3-4 TOTAL WESTBOUNI Hours 7-8 8-9 9-10 1-2 | 9 8 5 1 5 31 D Appro Lt 16 43 15 17 | 0 1 1 0 0 2 Dach Th 774 515 443 415 | 12 4 7 2 4 32 Rt 4 7 2 4 | 21 13 13 3 9 65 Total 794 565 460 436 | T | 31 33 20 50 218 OTAL E-W 1210 1372 1381 805 | 8 9 3 10 55 XING V Ped 0 1 0 0 | 0 1 1 8 37 W/L Sch 0 1 0 0 | 4 0 0 4 10 XING I Ped 0 1 1 0 | 0 0 0 4 E/L Sch 0 1 0 |
| 2-3 3-4 TOTAL EASTBO Hours 7-8 8-9 9-10 | 2 1 7 17 UND Ap Lt 1 7 7 | 0 1 0 1 pproach Th 414 782 905 | 18 15 34 135 Rt 1 18 9 | 18 20 17 41 153 Total 416 807 921 | 9-10 1-2 2-3 3-4 TOTAL WESTBOUNI Hours 7-8 8-9 9-10 | 9 8 5 1 5 31 D Appro Lt 16 43 15 | 0 1 1 0 0 2 Dach Th 774 515 443 | 12 4 7 2 4 32 Rt 4 7 2 | 21 13 13 3 9 65 Total 794 565 460 | T | 31 33 20 50 218 OTAL E-W 1210 1372 1381 | 8 9 3 10 55 XING V Ped 0 1 0 | 0 1 1 8 37 W/L Sch 0 1 0 | 4 0 0 4 10 XING I Ped 0 1 1 | 0 0 0 4 E/L Sch 0 1 0 |

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