TRAFFIC COUNT SUMMARY

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

STREET:

North/South BAKMAN AVE

East/West MOORPARK ST

Day: MONDAY Date: SEP 12, 2005 Weather: CLEAR

TOTAL 58 5091 84

| | | | | 2410. 02 | 2, 2000 | • | outiloi | | J | | | | | | |
|---|---|---|---|--|---|--|---|---|--|----------|--|--|---|--|---------------------------------|
| Hours: 7 | 7-10 AN | 1 3-6 PI | М | | | | | | | | | | | | |
| School Day: YES | | District: | HOLLYWOOD | | I/S CC | DE | 0495052110 | | | | | | | | |
| | | N/B | | S/B | | | E/B | | | W/B | | | | | |
| DUAL- | | IN/B | | 5/B | | | E/B | | | VV/B | | | | | |
| WHEELE BIKES | D | 2 | | 1 0 | | | 46 0 | | | 27 7 | | | | | |
| BUSES | | 0 | | 0 | | | 2 | | | 0 | | | | | |
| | | | | | | | | | | | | | | | |
| | | N/B | TIME | S/B | TIME | | E/B | TIME | | W/B | TIME | | | | |
| AM PK 1 | 5 MIN | 12 | 9.00 | 9 | 7.30 | | 292 | 8.00 | | 191 | 7.15 | | | | |
| PM PK 15 | 5 MIN | 13 | 5.45 | 5 | 3.45 | | 265 | 5.00 | | 169 | 3.15 | | | | |
| AM PK H | OUR | 46 | 9.00 | 24 | 7.30 | | 1145 | 7.45 | | 604 | 7.00 | | | | |
| PM PK H | OUR | 37 | 5.00 | 14 | 3.00 | | 1031 | 5.00 | | 586 | 4.45 | | | | |
| | | | | | | | | | | | | | | | |
| NORTHBOUND Approach | | | SOUTHBOUND | | | | | TOTAL | | XING S/L | | XING N/L | | | |
| | | | | | | | | | | | | | | | |
| Hours | Lt | Th | Rt | Total | Hours | Lt | Th | Rt | Total | | N-S | Ped | Sch | Ped | Sch |
| Hours 7-8 | Lt 7 | Th 0 | Rt 10 | Total 17 | Hours 7-8 | Lt 8 | Th 0 | Rt 12 | Total 20 | | N-S 37 | Ped 3 | Sch 17 | Ped 2 | Sch 1 |
| | | | | | | | | | | | | | | | |
| 7-8 | 7 | 0 | 10 | 17 | 7-8 | 8 | 0 | 12 | 20 | | 37 | 3 | 17 | 2 | 1 |
| 7-8 8-9 | 7 2 | 0 | 10 23 | 17 25 | 7-8 8-9 | 8 4 | 0 1 | 12 12 | 20 17 | | 37 42 | 3 21 | 17 8 | 2 4 | 1 0 |
| 7-8 8-9 9-10 3-4 | 7 2 10 3 | 0 0 0 | 10 23 36 12 | 17 25 46 15 | 7-8 8-9 9-10 3-4 | 8 4 1 5 | 0 1 0 0 | 12 12 10 9 | 20 17 11 14 | | 37 42 57 29 | 3 21 31 5 | 17 8 0 12 | 2 4 4 3 | 1 0 1 2 |
| 7-8 8-9 9-10 | 7 2 10 | 0 0 0 | 10 23 36 | 17 25 46 | 7-8 8-9 9-10 | 8 4 1 | 0 1 0 | 12 12 10 | 20 17 11 | | 37 42 57 | 3 21 31 | 17 8 0 | 2 4 4 | 1 0 1 |
| 7-8 8-9 9-10 3-4 4-5 | 7 2 10 3 8 | 0 0 0 0 | 10 23 36 12 17 | 17 25 46 15 26 | 7-8 8-9 9-10 3-4 4-5 | 8 4 1 5 4 | 0 1 0 0 | 12 12 10 9 2 | 20 17 11 14 6 | | 37 42 57 29 32 | 3 21 31 5 10 | 17 8 0 12 2 | 2 4 4 3 0 | 1 0 1 2 2 |
| 7-8 8-9 9-10 3-4 4-5 5-6 | 7 2 10 3 8 14 44 | 0 0 0 0 1 1 | 10 23 36 12 17 22 | 17 25 46 15 26 37 | 7-8 8-9 9-10 3-4 4-5 5-6 | 8 4 1 5 4 4 26 | 0 1 0 0 0 0 | 12 12 10 9 2 8 | 20 17 11 14 6 12 | - | 37 42 57 29 32 49 246 | 3 21 31 5 10 14 | 17 8 0 12 2 1 | 2 4 4 3 0 3 | 1 0 1 2 2 0 |
| 7-8 8-9 9-10 3-4 4-5 5-6 | 7 2 10 3 8 14 44 | 0 0 0 1 1 2 | 10 23 36 12 17 22 120 | 17 25 46 15 26 37 | 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL | 8 4 1 5 4 4 26 | 0 1 0 0 0 0 0 | 12 12 10 9 2 8 53 | 20 17 11 14 6 12 80 | ī | 37 42 57 29 32 49 246 | 3 21 31 5 10 14 84 | 17 8 0 12 2 1 40 | 2 4 4 3 0 3 16 | 1 0 1 2 2 0 6 |
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| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL | 7 2 10 3 8 14 44 | 0 0 0 1 1 2 | 10 23 36 12 17 22 120 | 17 25 46 15 26 37 | 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL | 8 4 1 5 4 4 26 | 0 1 0 0 0 0 0 | 12 12 10 9 2 8 53 | 20 17 11 14 6 12 80 | 1 | 37 42 57 29 32 49 246 | 3 21 31 5 10 14 84 | 17 8 0 12 2 1 40 | 2 4 4 3 0 3 16 | 1 0 1 2 2 0 6 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBO | 7 2 10 3 8 14 44 UND A | 0 0 0 0 1 1 2 pproach | 10 23 36 12 17 22 120 | 17 25 46 15 26 37 166 | 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND | 8 4 1 5 4 4 26 Approa | 0 1 0 0 0 0 1 | 12 12 10 9 2 8 53 | 20 17 11 14 6 12 80 | 7 | 37 42 57 29 32 49 246 TOTAL | 3 21 31 5 10 14 84 XING V | 17 8 0 12 2 1 40 W/L | 2 4 4 3 0 3 16 XING E | 1 0 1 2 2 0 6 |
| 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOIL | 7 2 10 3 8 14 44 UND A | 0 0 0 0 1 1 2 pproach | 10 23 36 12 17 22 120 | 17 25 46 15 26 37 166 | 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 | 8 4 1 5 4 4 26 Approa | 0 1 0 0 0 0 1 1 Th 593 | 12 12 10 9 2 8 53 | 20 17 11 14 6 12 80 Total | ī | 37 42 57 29 32 49 246 OTAL E-W 1412 | 3 21 31 5 10 14 84 XING V | 17 8 0 12 2 1 40 W/L Sch 0 | 2 4 4 3 0 3 16 XING E | 1 0 1 2 2 0 6 6 E/L Sch 0 |
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