TRAFFIC COUNT SUMMARY

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

STREET:

North/South VAN NUYS BL

East/West SATICOY ST

TOTAL 1653 148 1465

3266

TOTAL

Day: TH Date: APRIL 23,1992 Weather: CLEAR

| AM 3-66 YES N/B 237 0 78 N/B | | District: S/B 225 0 91 S/B | EAST VALLEY | E/B 126 0 9 | | | W/B 78 0 | | | | | |
|------------------------------|--|--|---|--|--|--|--|--|-------------|--|-------------|-------------|
| N/B 237 0 78 N/B | | S/B 225 0 91 | EAST VALLEY | 126 0 | | | 78 | | | | | |
| 237 0 78 N/B | | 225 0 91 | | 126 0 | | | 78 | | | | | |
| 0 78 N/B | TIME | 0 91 | | 0 | | | | | | | | |
| 0 78 N/B | TIME | 0 91 | | 0 | | | | | | | | |
| N/B | TIME | | | 9 | | | U | | | | | |
| | TIME | S/B | | | | | 0 | | | | | |
| IN 269 | | | TIME | E/B | TIME | | W/B | TIME | | | | |
| | 9.30 | 481 | 7.45 | 209 | 7.45 | | 51 | 8.00 | | | | |
| IN 430 | 4.45 | 416 | 3.15 | 166 | 3.30 | | 94 | 3.30 | | | | |
| R 1004 | 9.00 | 1746 | 7.30 | 612 | 7.30 | | 149 | 7.30 | | | | |
| R 1667 | 4.15 | 1525 | 3.15 | 613 | 3.30 | | 247 | 3.30 | | | | |
| ND Appro | oach | | SOUTHBOUND | Approact | 1 | | 7 | OTAL | XING | S/L | XING | N/L |
| t Th | Rt | Total | Hours I | t Th | Rt | Total | | N-S | Ped | Sch | Ped | Sch |
| 1 595 | 25 | 731 | | | 351 | 1521 | | 2252 | 8 | 7 | 62 | 4 |
| 3 739 | 31 | 863 | 8-9 | 42 1256 | 236 | 1534 | | 2397 | 13 | 3 | 44 | 2 |
| 9 873 | 32 | 1004 | | | 148 | 1048 | | 2052 | 10 | 1 | 10 | 0 |
| | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | 5 |
| 0 1324 | 25 | 1505 | 5-6 | 41 1066 | 322 | 1429 | | 2934 | 21 | 1 | 40 | 1 |
| 9 6100 | 202 | 7051 | TOTAL 2 | 35 6555 | 1680 | 8470 | | 15521 | 75 | 26 | 251 | 20 |
| EASTBOUND Approach | | | WESTBOUND Approach | | | | | OTAL | XING W/L | | XING E/L | |
| . Th | D+ | Total | Hours I | t Th | Dŧ | Total | | E-\// | Pod | Sch | Pod | Sch |
| | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | 4 |
| 9 28 | | | | | | | | | | | 15 | 3 |
| 4 24 | 271 | | | | 43 | 218 | | 797 | 31 | 35 | 11 | 1 |
| 3 10 | | | | | | | | | | | | 8 |
| 5 15 | 242 | 602 | | | 29 | 114 | | 716 | 55 | 9 | 23 | 5 |
| | R 1004 R 1667 ND Appro Th 1 595 3 739 9 873 0 1178 0 1391 6 1324 9 6100 D Approa Th 42 4 29 9 28 4 24 3 10 | R 1004 9.00 R 1667 4.15 ND Approach Th Rt 1 595 25 3 739 31 9 873 32 0 1178 53 0 1391 36 6 1324 25 9 6100 202 D Approach Th Rt 8 42 262 4 29 289 9 28 165 4 24 271 3 10 236 | R 1004 9.00 1746 R 1667 4.15 1525 ND Approach Th Rt Total 1 595 25 731 3 739 31 863 9 873 32 1004 0 1178 53 1361 0 1391 36 1587 6 1324 25 1505 9 6100 202 7051 D Approach Th Rt Total 8 42 262 592 4 29 289 532 9 28 165 382 4 24 271 579 3 10 236 579 | R 1004 9.00 1746 7.30 R 1667 4.15 1525 3.15 ND Approach SOUTHBOUND Th Rt Total Hours L 1 595 25 731 7-8 7-8 7-8 7-8 7-8 7-8 7-8 7-8 7-8 7-8 | R 1004 9.00 1746 7.30 612 R 1667 4.15 1525 3.15 613 ND Approach SOUTHBOUND Approach Th Rt Total Hours Lt Th 1 595 25 731 7-8 45 1125 3 739 31 863 8-9 42 1256 9 873 32 1004 9-10 36 864 0 1178 53 1361 3-4 33 1160 0 1391 36 1587 4-5 38 1084 6 1324 25 1505 5-6 41 1066 9 6100 202 7051 TOTAL 235 6555 D Approach WESTBOUND Approach Th Rt Total Hours Lt Th 8 42 262 592 7-8 50 31 4 29 289 532 8-9 66 35 9 28 165 382 9-10 75 28 4 24 271 579 3-4 48 127 3 10 236 579 4-5 53 76 | R 1004 9.00 1746 7.30 612 7.30 R 1667 4.15 1525 3.15 613 3.30 ND Approach SOUTHBOUND Approach The Rt Total Hours Lt The Rt 1 595 25 731 7-8 45 1125 351 3739 31 863 8-9 42 1256 236 9 873 32 1004 9-10 36 864 148 01178 53 1361 3-4 33 1160 320 01391 36 1587 4-5 38 1084 303 6 1324 25 1505 5-6 41 1066 322 9 6100 202 7051 TOTAL 235 6555 1680 D Approach WESTBOUND Approach The Rt Total Hours Lt The Rt 8 42 262 592 7-8 50 31 25 4 29 289 532 8-9 66 35 33 9 28 165 382 9-10 75 28 17 4 24 271 579 3-4 48 127 43 3 10 236 579 4-5 53 76 45 | R 1004 9.00 1746 7.30 612 7.30 R 1667 4.15 1525 3.15 613 3.30 ND Approach SOUTHBOUND Approach The Rt Total Hours Lt The Rt Total 1595 25 731 7-8 45 1125 351 1521 3739 31 863 8-9 42 1256 236 1534 9873 32 1004 9-10 36 864 148 1048 10178 53 1361 3-4 33 1160 320 1513 0 1391 36 1587 4-5 38 1084 303 1425 6 1324 25 1505 5-6 41 1066 322 1429 9 6100 202 7051 TOTAL 235 6555 1680 8470 D Approach WESTBOUND Approach The Rt Total Hours Lt The Rt Total 8 42 262 592 7-8 50 31 25 106 4 29 289 532 8-9 66 35 33 134 9 28 165 382 9-10 75 28 17 120 4 24 271 579 3-4 48 127 43 218 3 10 236 579 4-5 53 76 45 174 | R 1004 9.00 1746 7.30 612 7.30 149 R 1667 4.15 1525 3.15 613 3.30 247 ND Approach SOUTHBOUND Approach 1 The Rt Total Hours Lt The Rt Total 1595 25 731 7-8 45 1125 351 1521 3739 31 863 8-9 42 1256 236 1534 9 873 32 1004 9-10 36 864 148 1048 01178 53 1361 3-4 33 1160 320 1513 01391 36 1587 4-5 38 1084 303 1425 6 1324 25 1505 5-6 41 1066 322 1429 9 6100 202 7051 TOTAL 235 6555 1680 8470 D Approach WESTBOUND Approach 1 The Rt Total Hours Lt The Rt Total 8 42 262 592 7-8 50 31 25 106 4 29 289 532 8-9 66 35 33 134 99 28 165 382 9-10 75 28 17 120 4 24 271 579 3-4 48 127 43 218 3 10 236 579 4-5 53 76 45 174 | R 1004 9.00 | R 1004 9.00 1746 7.30 612 7.30 149 7.30 R 1667 4.15 1525 3.15 613 3.30 247 3.30 ND Approach SOUTHBOUND Approach TOTAL XING 1.595 25 731 7.8 45 1125 351 1521 2252 8 3 739 31 863 8-9 42 1256 236 1534 2397 13 9 873 32 1004 9-10 36 864 148 1048 2052 10 0 1178 53 1361 3-4 33 1160 320 1513 2874 8 0 1391 36 1587 4-5 38 1084 303 1425 3012 9 6 1324 25 1505 5-6 41 1066 322 1429 2934 27 D Approach WESTBOUND Approach TOTAL XING 1.50 Approach WESTBOUND Approach TOTAL XING 1.50 Approach WESTBOUND Approach TOTAL XING 1.50 Approach TOTAL XING 1.50 Approach WESTBOUND Approach TOTAL XING 1.50 Approach TOTAL XING 1.50 Approach WESTBOUND Approach TOTAL XING 1.50 Approach TOTAL XING 1.50 Approach WESTBOUND Approach TOTAL XING 1.50 Approach 1.50 A | R 1004 9.00 | R 1004 9.00 |

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326 348 192

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