



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Haskell Ave

East/West Nordhoff St

Day: TUESDAY Date: 03/06/2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chckrs: NDS

School Day: YES District: 0 I/S CODE 0

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 40 | 27 | 160 | 204 |
| BIKES | 12 | 8 | 15 | 44 |
| BUSES | 26 | 22 | 51 | 71 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|----------------|-----|-------|-----|-------|------|-------|------|-------|
| AM PK 15 MIN | 220 | 7.45 | 249 | 7.45 | 329 | 8.00 | 582 | 7.30 |
| NOON PK 15 MIN | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| PM PK 15 MIN | 163 | 17.15 | 148 | 15.15 | 450 | 15.45 | 459 | 15.45 |
| AM PK HOUR | 624 | 7.15 | 821 | 7.30 | 1247 | 7.30 | 2187 | 7.15 |
| NOON PK HOUR | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| PM PK HOUR | 566 | 17.00 | 470 | 15.00 | 1723 | 16.45 | 1756 | 15.30 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 39 | 346 | 144 | 529 |
| 8-9 | 28 | 203 | 132 | 363 |
| 9-10 | 13 | 73 | 96 | 182 |
| 15-16 | 9 | 181 | 126 | 316 |
| 16-17 | 17 | 251 | 143 | 411 |
| 17-18 | 22 | 366 | 178 | 566 |
| TOTAL | 128 | 1420 | 819 | 2367 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 141 | 510 | 60 | 711 |
| 8-9 | 139 | 383 | 62 | 584 |
| 9-10 | 98 | 122 | 31 | 251 |
| 15-16 | 193 | 202 | 75 | 470 |
| 16-17 | 164 | 207 | 50 | 421 |
| 17-18 | 128 | 170 | 45 | 343 |
| TOTAL | 863 | 1594 | 323 | 2780 |

TOTAL

XING S/L

XING

| N-S | Ped | Sch | Ped |
|------|-----|-----|-----|
| 1240 | 5 | 113 | 1 |
| 947 | 6 | 44 | 10 |
| 433 | 14 | 3 | 14 |
| 786 | 2 | 34 | 3 |
| 832 | 0 | 16 | 0 |
| 909 | 0 | 26 | 1 |
| 5147 | 27 | 236 | 29 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 27 | 1029 | 42 | 1098 |
| 8-9 | 35 | 1051 | 54 | 1140 |
| 9-10 | 28 | 878 | 22 | 928 |
| 15-16 | 55 | 1521 | 43 | 1619 |
| 16-17 | 68 | 1491 | 42 | 1601 |
| 17-18 | 84 | 1597 | 40 | 1721 |
| TOTAL | 297 | 7567 | 243 | 8107 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|------|-------|
| 7-8 | 136 | 1687 | 201 | 2024 |
| 8-9 | 132 | 1688 | 201 | 2021 |
| 9-10 | 98 | 1439 | 130 | 1667 |
| 15-16 | 133 | 1420 | 179 | 1732 |
| 16-17 | 140 | 1403 | 131 | 1674 |
| 17-18 | 125 | 1439 | 183 | 1747 |
| TOTAL | 764 | 9076 | 1025 | 10865 |

TOTAL

XING W/L

XING

| E-W | Ped | Sch | Ped |
|-------|-----|-----|-----|
| 3122 | 3 | 173 | 1 |
| 3161 | 4 | 61 | 1 |
| 2595 | 0 | 2 | 5 |
| 3351 | 0 | 25 | 0 |
| 3275 | 0 | 24 | 0 |
| 3468 | 0 | 15 | 0 |
| 18972 | 7 | 300 | 7 |

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5076_001

Day: TUESDAY

City: City of Los Angeles

CARS
AM

Date: 03/06/2012

| NS/EW Streets: | Haskell Ave | | | Haskell Ave | | | Nordhoff St | | | Nordhoff St | | | |
|-----------------------------|-------------|-----------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|------------|-----------|----------------|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 0 | EL 1 | ET 3 | ER 0 | WL 1 | WT 3 | WR 0 | TOTAL |
| 7:00 AM | 1 | 30 | 24 | 32 | 77 | 14 | 4 | 196 | 6 | 22 | 285 | 31 | 722 |
| 7:15 AM | 4 | 58 | 35 | 40 | 94 | 18 | 10 | 258 | 8 | 27 | 453 | 53 | 1058 |
| 7:30 AM | 21 | 87 | 40 | 39 | 138 | 10 | 6 | 275 | 7 | 38 | 472 | 56 | 1189 |
| 7:45 AM | 11 | 167 | 41 | 27 | 199 | 18 | 7 | 263 | 21 | 47 | 426 | 56 | 1283 |
| 8:00 AM | 11 | 95 | 41 | 43 | 158 | 26 | 6 | 287 | 25 | 30 | 395 | 66 | 1183 |
| 8:15 AM | 10 | 51 | 32 | 33 | 101 | 16 | 11 | 286 | 10 | 41 | 406 | 48 | 1045 |
| 8:30 AM | 4 | 27 | 22 | 33 | 74 | 16 | 12 | 224 | 10 | 33 | 399 | 39 | 893 |
| 8:45 AM | 1 | 27 | 28 | 22 | 47 | 4 | 6 | 207 | 8 | 26 | 440 | 45 | 861 |
| 9:00 AM | 1 | 13 | 29 | 24 | 32 | 8 | 6 | 206 | 4 | 31 | 434 | 42 | 830 |
| 9:15 AM | 8 | 22 | 16 | 21 | 26 | 8 | 4 | 212 | 7 | 25 | 389 | 22 | 760 |
| 9:30 AM | 2 | 19 | 25 | 21 | 29 | 8 | 7 | 227 | 5 | 21 | 284 | 31 | 679 |
| 9:45 AM | 1 | 15 | 19 | 28 | 27 | 6 | 8 | 196 | 6 | 19 | 291 | 30 | 646 |
| TOTAL VOLUMES : | NL 75 | NT 611 | NR 352 | SL 363 | ST 1002 | SR 152 | EL 87 | ET 2837 | ER 117 | WL 360 | WT 4674 | WR 519 | TOTAL 11149 |
| APPROACH %'s : | 7.23% | 58.86% | 33.91% | 23.93% | 66.05% | 10.02% | 2.86% | 93.29% | 3.85% | 6.48% | 84.17% | 9.35% | |
| PEAK HR START TIME : | 715 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 47 | 407 | 157 | 149 | 589 | 72 | 29 | 1083 | 61 | 142 | 1746 | 231 | 4713 |
| PEAK HR FACTOR : | 0.697 | | | 0.830 | | | 0.922 | | | 0.936 | | | 0.918 |

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5076_001

Day: TUESDAY

City: City of Los Angeles

CARS
PM

Date: 03/06/2012

| NS/EW Streets: | | Haskell Ave | | | Haskell Ave | | | Nordhoff St | | | Nordhoff St | | | |
|----------------------|--|-------------|---------|---------|-------------|---------|---------|-------------|---------|---------|-------------|---------|---------|-------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 0 | EL 1 | ET 3 | ER 0 | WL 1 | WT 3 | WR 0 | TOTAL |
| 3:00 PM | | 2 | 43 | 24 | 39 | 42 | 21 | 22 | 312 | 9 | 34 | 326 | 50 | 924 |
| 3:15 PM | | 3 | 43 | 41 | 58 | 67 | 21 | 13 | 358 | 12 | 31 | 331 | 39 | 1017 |
| 3:30 PM | | 2 | 42 | 24 | 49 | 35 | 18 | 3 | 397 | 16 | 29 | 356 | 45 | 1016 |
| 3:45 PM | | 1 | 49 | 34 | 44 | 55 | 15 | 17 | 419 | 5 | 32 | 371 | 42 | 1084 |
| 4:00 PM | | 4 | 51 | 31 | 38 | 50 | 6 | 17 | 337 | 10 | 36 | 354 | 33 | 967 |
| 4:15 PM | | 6 | 54 | 26 | 38 | 36 | 11 | 22 | 389 | 13 | 28 | 349 | 34 | 1006 |
| 4:30 PM | | 3 | 78 | 43 | 46 | 56 | 15 | 16 | 364 | 7 | 31 | 337 | 28 | 1024 |
| 4:45 PM | | 2 | 61 | 36 | 38 | 58 | 18 | 13 | 372 | 12 | 36 | 331 | 36 | 1013 |
| 5:00 PM | | 9 | 76 | 43 | 33 | 45 | 12 | 15 | 396 | 12 | 32 | 364 | 45 | 1082 |
| 5:15 PM | | 3 | 111 | 49 | 36 | 50 | 13 | 18 | 416 | 9 | 29 | 358 | 47 | 1139 |
| 5:30 PM | | 6 | 90 | 50 | 27 | 39 | 14 | 24 | 401 | 11 | 36 | 341 | 44 | 1083 |
| 5:45 PM | | 2 | 87 | 34 | 31 | 35 | 5 | 27 | 363 | 8 | 26 | 351 | 45 | 1014 |
| TOTAL VOLUMES : | | 43 | 785 | 435 | 477 | 568 | 169 | 207 | 4524 | 124 | 380 | 4169 | 488 | 12369 |
| APPROACH %'s : | | 3.40% | 62.15% | 34.44% | 39.29% | 46.79% | 13.92% | 4.26% | 93.18% | 2.55% | 7.54% | 82.77% | 9.69% | |
| PEAK HR START TIME : | | 500 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 20 | 364 | 176 | 127 | 169 | 44 | 84 | 1576 | 40 | 123 | 1414 | 181 | 4318 |
| PEAK HR FACTOR : | | 0.859 | | | 0.859 | | | 0.959 | | | 0.974 | | | 0.948 |

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5076-001
N/S Street: Haskell Ave
E/W Street: Nordhoff St
DATE: 03/06/2012
CITY: City of Los Angeles

DAY: 03/06/2012

A M

Adult Pedestrians

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---------------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:45 AM | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 |
| 9:15 AM | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 9:30 AM | 1 | 6 | 2 | 2 | 2 | 0 | 0 | 0 |
| 9:45 AM | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| TOTALS | 7 | 18 | 11 | 14 | 2 | 5 | 2 | 5 |

P M

Adult Pedestrians

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---------------|-----------|----------|-----------|----------|----------|----------|----------|----------|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 3:00 PM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |

School-Aged Pedestrians

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---------------|-----------|------------|-----------|------------|-----------|----------|------------|----------|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 7:00 AM | 0 | 11 | 0 | 5 | 0 | 0 | 3 | 0 |
| 7:15 AM | 2 | 30 | 0 | 16 | 3 | 0 | 16 | 0 |
| 7:30 AM | 20 | 91 | 2 | 26 | 7 | 0 | 46 | 2 |
| 7:45 AM | 8 | 156 | 1 | 63 | 27 | 1 | 101 | 5 |
| 8:00 AM | 9 | 47 | 2 | 28 | 9 | 0 | 47 | 0 |
| 8:15 AM | 3 | 24 | 0 | 8 | 0 | 1 | 9 | 0 |
| 8:30 AM | 0 | 11 | 0 | 6 | 0 | 1 | 5 | 0 |
| 8:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 0 |
| 9:15 AM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 43 | 377 | 6 | 154 | 46 | 3 | 229 | 7 |

School-Aged Pedestrians

| T I M E | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | |
|---------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | EB | WB | EB | WB | NB | SB | NB | SB |
| 3:00 PM | 27 | 7 | 11 | 2 | 0 | 3 | 1 | 4 |
| 3:15 PM | 24 | 14 | 2 | 0 | 0 | 2 | 0 | 3 |
| 3:30 PM | 10 | 9 | 11 | 1 | 3 | 0 | 0 | 14 |
| 3:45 PM | 4 | 3 | 5 | 2 | 0 | 1 | 1 | 2 |
| 4:00 PM | 8 | 5 | 2 | 0 | 1 | 0 | 9 | 6 |
| 4:15 PM | 10 | 3 | 6 | 0 | 1 | 2 | 0 | 3 |
| 4:30 PM | 11 | 0 | 2 | 1 | 1 | 2 | 1 | 5 |
| 4:45 PM | 14 | 5 | 2 | 3 | 1 | 1 | 0 | 0 |
| 5:00 PM | 4 | 4 | 10 | 1 | 3 | 3 | 0 | 7 |
| 5:15 PM | 5 | 2 | 5 | 1 | 1 | 1 | 0 | 2 |
| 5:30 PM | 8 | 3 | 3 | 3 | 0 | 0 | 2 | 3 |
| 5:45 PM | 9 | 2 | 0 | 3 | 0 | 0 | 1 | 0 |
| TOTALS | 134 | 57 | 59 | 17 | 11 | 15 | 15 | 49 |

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: THURSDAY

City: Los Angeles

BIKES
AM

Date: 9/29/11

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|---------|-----------------|---------|---------|-----------------|---------|---------|-------------|---------|---------|-------------|----------|---------|-------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 7:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 7:45 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 12 |
| | 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 4 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 9:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 5 |
| TOTAL VOLUMES : | | NL 2 | NT 5 | NR 2 | SL 0 | ST 1 | SR 0 | EL 1 | ET 3 | ER 0 | WL 0 | WT 21 | WR 9 | TOTAL 44 |
| APPROACH %'s : | | 22.22% | 55.56% | 22.22% | 0.00% | 100.00% | 0.00% | 25.00% | 75.00% | 0.00% | 0.00% | 70.00% | 30.00% | |
| PEAK HR START TIME : | | 715 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 26 |
| PEAK HR FACTOR : | | 0.500 | | | 0.000 | | | 0.000 | | | 0.500 | | | 0.542 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: THURSDAY

City: Los Angeles

BIKES
PM

Date: 9/29/11

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|--|-----------------|---------|---------|-----------------|---------|---------|-------------|----------|---------|-------------|----------|---------|-------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 3:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 3:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| 4:30 PM | | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 5 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 5 |
| 5:00 PM | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 7 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 7 |
| TOTAL VOLUMES : | | NL 0 | NT 2 | NR 1 | SL 0 | ST 5 | SR 2 | EL 0 | ET 11 | ER 0 | WL 0 | WT 11 | WR 3 | TOTAL 35 |
| APPROACH %'s : | | 0.00% | 66.67% | 33.33% | 0.00% | 71.43% | 28.57% | 0.00% | 100.00% | 0.00% | 0.00% | 78.57% | 21.43% | |
| PEAK HR START TIME : | | 415 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 1 | 0 | 0 | 5 | 2 | 0 | 6 | 0 | 0 | 6 | 1 | 21 |
| PEAK HR FACTOR : | | 0.250 | | | 0.583 | | | 0.750 | | | 0.583 | | | 0.750 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: TUESDAY

City: Los Angeles

BUSES
AM

Date: 9/29/11

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|---------|-----------------|---------|----------|-----------------|---------|---------|-------------|----------|---------|-------------|----------|---------|-------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 7:00 AM | 0 | 0 | 1 | 0 | 0 | | 0 | 1 | | 0 | 3 | 0 | 5 |
| | 7:15 AM | 0 | 3 | 2 | 0 | 0 | | 0 | 2 | | 0 | 5 | 0 | 12 |
| | 7:30 AM | 2 | 0 | 0 | 0 | 0 | | 0 | 2 | | 0 | 4 | 1 | 9 |
| | 7:45 AM | 0 | 1 | 0 | 1 | 1 | | 0 | 1 | | 0 | 3 | 0 | 7 |
| | 8:00 AM | 0 | 0 | 1 | 1 | 1 | | 0 | 1 | | 2 | 4 | 0 | 10 |
| | 8:15 AM | 1 | 0 | 2 | 3 | 0 | | 0 | 2 | | 0 | 3 | 1 | 12 |
| | 8:30 AM | 0 | 0 | 0 | 2 | 0 | | 0 | 1 | | 0 | 4 | 0 | 7 |
| | 8:45 AM | 0 | 1 | 0 | 0 | 0 | | 0 | 2 | | 0 | 1 | 0 | 4 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 1 | | 2 | 2 | | 1 | 1 | 1 | 8 |
| | 9:15 AM | 0 | 1 | 1 | 0 | 2 | | 0 | 3 | | 0 | 1 | 1 | 9 |
| | 9:30 AM | 0 | 0 | 4 | 1 | 0 | | 1 | 0 | | 0 | 2 | 0 | 8 |
| | 9:45 AM | 0 | 0 | 1 | 1 | 1 | | 0 | 2 | | 1 | 2 | 0 | 8 |
| TOTAL VOLUMES : | | NL 3 | NT 6 | NR 12 | SL 9 | ST 6 | SR 0 | EL 3 | ET 19 | ER 0 | WL 4 | WT 33 | WR 4 | TOTAL 99 |
| APPROACH %'s : | | 14.29% | 28.57% | 57.14% | 60.00% | 40.00% | 0.00% | 13.64% | 86.36% | 0.00% | 9.76% | 80.49% | 9.76% | |
| PEAK HR START TIME : | | 730 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 3 | 1 | 3 | 5 | 2 | 0 | 0 | 6 | 0 | 2 | 14 | 2 | 38 |
| PEAK HR FACTOR : | | 0.583 | | | 0.583 | | | 0.750 | | | 0.750 | | | 0.792 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: TUESDAY

City: Los Angeles

BUSES
PM

Date: 9/29/11

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|---------|-----------------|---------|---------|-----------------|---------|---------|-------------|----------|---------|-------------|----------|---------|-------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 3:00 PM | 1 | 0 | 0 | 0 | 0 | | | 3 | 0 | 0 | 4 | 0 | 8 |
| | 3:15 PM | 0 | 0 | 0 | 2 | 0 | | | 2 | 0 | 0 | 2 | 0 | 6 |
| | 3:30 PM | 0 | 0 | 0 | 0 | 1 | | | 1 | 1 | 0 | 4 | 0 | 7 |
| | 3:45 PM | 0 | 0 | 0 | 0 | 1 | | | 3 | 0 | 1 | 3 | 1 | 9 |
| | 4:00 PM | 0 | 1 | 0 | 0 | 2 | | | 4 | 0 | 1 | 4 | 0 | 12 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | | | 2 | 0 | 0 | 1 | 0 | 3 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | | | 2 | 0 | 1 | 1 | 0 | 4 |
| | 4:45 PM | 0 | 2 | 1 | 0 | 0 | | | 2 | 0 | 0 | 2 | 0 | 7 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 1 | | | 3 | 0 | 0 | 1 | 0 | 5 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | | | 3 | 0 | 1 | 1 | 0 | 5 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | | | 3 | 0 | 0 | 1 | 0 | 4 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES : | | NL 1 | NT 3 | NR 1 | SL 2 | ST 5 | SR 0 | EL 0 | ET 28 | ER 1 | WL 4 | WT 25 | WR 1 | TOTAL 71 |
| APPROACH %'s : | | 20.00% | 60.00% | 20.00% | 28.57% | 71.43% | 0.00% | 0.00% | 96.55% | 3.45% | 13.33% | 83.33% | 3.33% | |
| PEAK HR START TIME : | | 315 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 10 | 1 | 2 | 13 | 1 | 34 |
| PEAK HR FACTOR : | | 0.250 | | | 0.750 | | | 0.688 | | | 0.800 | | | 0.708 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: TUESDAY

City: Los Angeles

HEAVY TRUCKS

Date: 9/29/11

AM

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|---------|-----------------|---------|---------|-----------------|---------|---------|-------------|-----------|---------|-------------|-----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | | 6 | 0 | 1 | 7 | 1 | 16 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | | 5 | 0 | 0 | 8 | 1 | 14 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | | 11 | 0 | 0 | 9 | 2 | 22 |
| | 7:45 AM | 0 | 0 | 0 | 2 | 1 | 0 | | 9 | 0 | 1 | 12 | 0 | 25 |
| | 8:00 AM | 1 | 0 | 3 | 0 | 2 | 0 | | 9 | 1 | 0 | 15 | 1 | 32 |
| | 8:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | | 7 | 0 | 0 | 9 | 1 | 19 |
| | 8:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | | 8 | 0 | 0 | 7 | 0 | 17 |
| | 8:45 AM | 0 | 1 | 1 | 1 | 0 | 0 | | 17 | 0 | 0 | 5 | 0 | 25 |
| | 9:00 AM | 0 | 1 | 1 | 1 | 1 | 1 | | 8 | 0 | 0 | 8 | 1 | 22 |
| | 9:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | | 11 | 0 | 0 | 15 | 0 | 28 |
| | 9:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | | 7 | 0 | 0 | 8 | 1 | 18 |
| | 9:45 AM | 0 | 0 | 0 | 1 | 2 | 0 | | 4 | 0 | 0 | 4 | 1 | 12 |
| TOTAL VOLUMES : | | NL 2 | NT 5 | NR 8 | SL 6 | ST 7 | SR 1 | EL 0 | ET 102 | ER 1 | WL 2 | WT 107 | WR 9 | TOTAL 250 |
| APPROACH %'s : | | 13.33% | 33.33% | 53.33% | 42.86% | 50.00% | 7.14% | 0.00% | 99.03% | 0.97% | 1.69% | 90.68% | 7.63% | |
| PEAK HR START TIME : | | 730 AM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 1 | 0 | 4 | 3 | 3 | 0 | 0 | 36 | 1 | 1 | 45 | 4 | 98 |
| PEAK HR FACTOR : | | 0.313 | | | 0.500 | | | 0.841 | | | 0.781 | | | 0.766 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5379_001

Day: TUESDAY

City: Los Angeles

HEAVY TRUCKS

Date: 9/29/11

PM

| NS/EW Streets: | | La Cienega Blvd | | | La Cienega Blvd | | | Melrose Ave | | | Melrose Ave | | | |
|----------------------|---------|-----------------|----------|----------|-----------------|---------|---------|-------------|----------|---------|-------------|----------|---------|--------------|
| | | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 3:00 PM | 0 | 1 | 3 | 0 | 0 | 0 | | 9 | | 0 | 8 | 0 | 21 |
| | 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | | 6 | | 2 | 5 | 0 | 14 |
| | 3:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | | 5 | | 3 | 4 | 0 | 14 |
| | 3:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | | 6 | | 1 | 6 | 2 | 17 |
| | 4:00 PM | 0 | 1 | 1 | 2 | 1 | 0 | | 6 | | 2 | 6 | 0 | 19 |
| | 4:15 PM | 0 | 1 | 1 | 0 | 1 | 0 | | 2 | | 0 | 8 | 0 | 13 |
| | 4:30 PM | 1 | 2 | 2 | 1 | 3 | 0 | | 7 | | 2 | 5 | 0 | 23 |
| | 4:45 PM | 1 | 0 | 2 | 1 | 0 | 0 | | 4 | | 3 | 5 | 0 | 16 |
| | 5:00 PM | 1 | 1 | 0 | 1 | 0 | 1 | | 3 | | 1 | 4 | 0 | 12 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | | 3 | | 0 | 5 | 0 | 8 |
| | 5:30 PM | 0 | 1 | 2 | 0 | 0 | 0 | | 3 | | 0 | 7 | 1 | 14 |
| | 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | | 3 | | 0 | 5 | 1 | 10 |
| TOTAL VOLUMES : | | NL 4 | NT 10 | NR 11 | SL 6 | ST 6 | SR 1 | EL 0 | ET 57 | ER 0 | WL 14 | WT 68 | WR 4 | TOTAL 181 |
| APPROACH %'s : | | 16.00% | 40.00% | 44.00% | 46.15% | 46.15% | 7.69% | 0.00% | 100.00% | 0.00% | 16.28% | 79.07% | 4.65% | |
| PEAK HR START TIME : | | 345 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 1 | 4 | 4 | 4 | 6 | 0 | 0 | 21 | 0 | 5 | 25 | 2 | 72 |
| PEAK HR FACTOR : | | 0.450 | | | 0.625 | | | 0.750 | | | 0.889 | | | 0.783 |

CONTROL :