## TRAFFIC COUNT SUMMARY

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

STREET: North/South

TOTAL 31

22 231

East/West

6th AVE

23rd ST

Day: TUESDAY Date: APRIL 22, 2003 Weather: CLEAR

Day: TU	IESDA	A Y		Date: APRII	_ 22, 2003	Wea	ner:	CLEAR						
Hours: 7-10	0 AM	3-6 PI	М											
School Day:	Υ	ΈS		District:	HOLLYWOOD	I/S	CODE	########	#					
		N/B		S/E	3	E	/B		W/B					
DUAL-				_			_		_					
WHEELED BIKES		12 5		8 3			6 4		2 6					
BUSES		0		0			0		0					
		N/D	TIME	0.45	TIME	_	(D. TIME		W/D	TIL 45				
		N/B	TIME	S/E	3 TIME	E	/B TIME		W/B	TIME				
AM PK 15 N	ΛIN	108	7.30	65	7.30	2	8 8.45		4	9.45				
PM PK 15 N	ΛIN	50	5.30	69	5.30		1 4.15		3	4.15				
AM PK HOU	JR	339	7.15	172	7.15	10	1 8.00		10	9.00				
PM PK HOU	JR	185	5.00	252	5.00	;	5 4.45		11	4.15				
NORTHBOUND Approach				SOUTHBOUND Approach										
NORTHBOU	JND A	pproac	h		SOUTHBOUND	) Approacl	1			TOTAL	XING	S/L	XING	N/L
				Total		• •		Total						
Hours L	Lt	Th	Rt	Total	Hours	Lt Th	Rt	Total		N-S	Ped	Sch	Ped	Sch
Hours L 7-8	Lt 13	Th 312	Rt 5	330	Hours 7-8	Lt Th 2 14	Rt 9 0	151	l	N-S 481	Ped 0	Sch 0	Ped 0	Sch 0
Hours L 7-8 8-9	Lt 13 16	Th 312 204	Rt 5 11	330 231	Hours 7-8 8-9	Lt Th 2 14 1 9	Rt 9 0	15° 98	 	N-S 481 326	Ped	Sch	Ped	Sch 0 0
Hours L 7-8 8-9	Lt 13	Th 312	Rt 5	330	Hours 7-8	Lt Th 2 14 1 9	Rt .9 0 .0 .12 2 .68 4	151	 	N-S 481	Ped 0 0	Sch 0 0	Ped 0 0	Sch 0
Hours L 7-8 8-9 9-10 3-4	Lt 13 16 21	Th 312 204 164	Rt 5 11 7	330 231 192	Hours 7-8 8-9 9-10	Lt Th 2 14 1 9	Rt 9 0 12 2 18 4 19 5	15 <sup>2</sup> 98 73	 	N-S 481 326 265	Ped 0 0 0	Sch 0 0 0	Ped 0 0 0	Sch 0 0
Hours L 7-8 8-9 9-10 3-4 4-5	Lt 13 16 21 5	Th 312 204 164 140	Rt 5 11 7 6	330 231 192 151	Hours 7-8 8-9 9-10 3-4	Lt Th 2 14 1 9 1 6 2 17	Rt 9 0 0 2 2 8 4 4 9 5 13 1	15 <sup>2</sup> 98 73 186	5 3 3 5	N-S 481 326 265 337	Ped 0 0 0 1	Sch 0 0 0	Ped 0 0 0 0	Sch 0 0 0
Hours L 7-8 8-9 9-10 3-4 4-5 5-6	Lt 13 16 21 5 19	Th 312 204 164 140 125	Rt 5 11 7 6 7	330 231 192 151 151	Hours 7-8 8-9 9-10 3-4 4-5	Lt Th 2 14 1 9 1 0 2 17 2 19	Rt	15 <sup>2</sup> 99 73 186 196	5 3 3 5 5 5 5 5	N-S 481 326 265 337 347	Ped 0 0 0 1	Sch 0 0 0 0	Ped 0 0 0 0	Sch 0 0 0 0
Hours L 7-8 8-9 9-10 3-4 4-5 5-6	Lt 13 16 21 5 19 17	Th 312 204 164 140 125 165	Rt 5 11 7 6 7 3	330 231 192 151 151 185	Hours 7-8 8-9 9-10 3-4 4-5 5-6	Lt Th 2 14 1 9 1 6 2 17 2 18 2 24 10 92	Rt	15 <sup>-</sup> 95 73 186 196 252	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	N-S 481 326 265 337 347 437	Ped 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sch 0 0 0 0 0	Ped 0 0 0 0 1 4	Sch 0 0 0 0 0 0
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN	Lt 13 16 21 5 19 17	Th 312 204 164 140 125 165	Rt 5 11 7 6 7 3	330 231 192 151 151 185 1240	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND	Lt Th 2 14 1 9 1 0 2 17 2 17 2 18 2 24 10 92  Approach Lt Th	Rt 9 0 0 12 2 18 4 19 5 13 1 1.8 2 19 14	15 <sup>-</sup> 95 73 186 196 252	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	N-S 481 326 265 337 347 437	Ped 0 0 0 1 0 0	Sch 0 0 0 0 0	Ped 0 0 0 0 1 4	Sch 0 0 0 0 0 0
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN Hours L 7-8	Lt 13 16 21 5 19 17 91 UD App	Th 312 204 164 140 125 165 1110 proach	Rt 5 11 7 6 7 3 3 39	330 231 192 151 151 185 1240	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND	Lt Th 2 14 1 5 1 6 2 17 2 18 2 18 2 24 10 92  Approach  Lt Th 5	Rt 09 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15' 99' 7' 186' 196' 252' 953'	5 5 5 6 6 2	N-S 481 326 265 337 347 437 2193 TOTAL E-W 30	Ped 0 0 0 0 1 0 0 1 1 0 0 1 1 XING 1 Ped 4	Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0	Ped 0 0 0 0 0 1 4 5 5 XING Ped 5	Sch 0 0 0 0 0 0 0 0 0 E/L Sch 5
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN Hours L 7-8 8-9	Lt 13 16 21 5 19 17 91 ID App	Th 312 204 164 140 125 165 1110 proach	Rt 5 11 7 6 7 3 3 39 Rt 11 95	330 231 192 151 151 185 1240 Total 22 101	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9	Lt Th 2 14 1 9 1 6 2 17 2 18 2 18 2 24 10 92  Approach  Lt Th 5 5	Rt 0 0 2 2 8 4 9 5 13 1 1 8 2 2 9 14 Rt 0 3 0 0	15' 99' 7' 186' 196' 252' 953' Total	5 3 3 5 5 2	N-S 481 326 265 337 347 437 2193 TOTAL E-W 30 106	Ped 0 0 0 1 0 0 1 1 0 1 1 XING 1 Ped 4 2	Sch 0 0 0 0 0 0 0 0 W/L Sch 0 0 0	Ped 0 0 0 0 1 4 5 5 XING 1 5 2	Sch 0 0 0 0 0 0 0 0 C E/L Sch 5 2
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN Hours L 7-8 8-9 9-10	Lt 13 16 21 5 19 17 91 ID App	Th 312 204 164 140 125 165 1110 proach Th 6 3 2	Rt 5 11 7 6 7 3 3 39 Rt 11 95 79	330 231 192 151 151 185 1240 Total 22 101 83	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10	Lt Th 2 14 1 9 1 6 2 11 2 18 2 19 2 24 10 92  Approach  Lt Th 5 6	Rt 9 0 0 2 2 88 4 9 5 13 1 1 8 2 2 19 14	15' 99' 7' 186' 196' 25' 95' Total	5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	N-S 481 326 265 337 347 437 2193 TOTAL E-W 30 106 93	Ped 0 0 0 1 1 0 0 1 1 XING 1 Ped 4 2 2 2	Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped 0 0 0 0 1 4 5 5 XING 5 2 2 2	Sch 0 0 0 0 0 0 0 0 0 0 CE/L Sch 5 2 2 2
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN Hours L 7-8 8-9 9-10 3-4	Lt 13 16 21 5 19 17 91 UD App Lt 5 3 2 3	Th 312 204 164 140 125 165 1110 proach Th 6 3 2 3	Rt 5 11 7 6 7 3 3 39 Rt 11 95 79 8	330 231 192 151 151 185 1240 Total 22 101 83 14	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10 3-4	Lt Th 2 14 1 9 1 1 6 2 11 2 11 2 11 2 2 10 9  Approach  Lt Th 5 6 2	Rt 9 0 0 12 2 8 18 4 5 13 1 1 8 2 19 14 Rt 0 3 0 0 2 2 2 0 1	15 99 77 186 196 252 953 Total	5 5 6 6 6 6 7 8	N-S 481 326 265 337 347 437 2193 TOTAL E-W 30 106 93 17	Ped 0 0 0 1 1 0 0 1 1 XING 1 2 2 6	Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped 0 0 0 0 1 4 5 5 XING 5 2 2 4 4	Sch 0 0 0 0 0 0 0 0 0 0 Sch 5 2 2 4
Hours L 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL EASTBOUN Hours L 7-8 8-9 9-10 3-4 4-5	Lt 13 16 21 5 19 17 91 ID App	Th 312 204 164 140 125 165 1110 proach Th 6 3 2	Rt 5 11 7 6 7 3 3 39 Rt 11 95 79	330 231 192 151 151 185 1240 Total 22 101 83	Hours 7-8 8-9 9-10 3-4 4-5 5-6 TOTAL WESTBOUND Hours 7-8 8-9 9-10	Lt Th 2 14 1 9 1 6 2 11 2 18 2 19 2 24 10 92  Approach  Lt Th 5 6	Rt 9 0 0 2 2 88 4 9 5 13 1 1 8 2 2 19 14	15' 99' 7' 186' 196' 25' 95' Total	5 5 6 6 6 6 7 8	N-S 481 326 265 337 347 437 2193 TOTAL E-W 30 106 93	Ped 0 0 0 1 1 0 0 1 1 XING 1 Ped 4 2 2 2	Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped 0 0 0 0 1 4 5 5 XING 5 2 2 2	Sch 0 0 0 0 0 0 0 0 0 0 CE/L Sch 5 2 2 2

TOTAL

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22 0

21 21

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