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Cordon Count-1969
Downtown Los Angeles

City of Los Angeles
Department of Traffic

CORDON COUNT



Downtown Los Angeles

May 1969

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DEPARTMENT OF TRAFFIC
S. S. TAYLOR, City Traffic Engineer

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CORDON COUNT

Of Downtown Los Angeles

MAY 1969



TABLE OF CONTENTS

	<u>Page No.</u>
Introduction	3
Conclusions and Recommendations	4
Cordon Count Procedures	6
Cordon Area Transportation Trends	7

Plates

Plate 1	Map of Cordon Area Sixteen-Hour Vehicles
Plate 2	Vehicle Classification and Mode of Transportation Entering Cordon Area
Plate 3	Vehicles Entering and Leaving Cordon Area
Plate 4	Accumulation of Vehicles in Cordon Area
Plate 5	Persons Entering and Leaving Cordon Area
Plate 6	Accumulation of Persons in Cordon Area
Plate 7	Traffic Flow Map

Tables

Table 1	Sixteen-Hour Summary 1969 Cordon Count Data
Table 2	Summary of Vehicles by Location
Table 3	Summary of Persons by Location
Table 4	Summary of Vehicles by Half-Hour Periods
Table 5	Summary of Persons by Half-Hour Periods
Table 6	Comparison of Total Vehicle and Passenger-Car Statistics, Downtown Los Angeles, Selected Years
Table 7	Comparison of Total Person and Auto Passenger Statistics, Downtown Los Angeles, Selected Years

Introduction

The Department of Traffic conducts annual cordon counts of Downtown Los Angeles in order to provide data for traffic planning purposes.

This report represents the 1969 Cordon Count of Downtown Los Angeles for a typical 16-hour Wednesday in May, from 6 AM to 10 PM.

Since 1963, the boundaries for the cordon area have been Temple Street, Los Angeles Street, Pico Boulevard, and Figueroa Street. The cordon counts in 1955 and 1957 included the area northerly and westerly to the Santa Ana and Harbor Freeways, respectively.

The cordon area, which encompasses the Central Business District, is slightly in excess of one square mile. The expanding freeway network has increased the accessibility of the downtown area to all outlying and rapidly growing suburban communities of this vast metropolis. This has been one of the primary factors in the accelerated building activity in the downtown area as evidenced by the intensity of new or planned construction of high rise developments within the area. Along with its continuing role as the regional focus for financial, public, and quasi-public institutions, the downtown area is emerging as the center for corporate headquarters.

Changes in the intensity or type of land use development within the downtown area are reflected in the changing pattern of travel characteristics as noted from the historical cordon count data. These data are also a valuable tool for use in projecting future traffic patterns for the downtown area.

Conclusions and Recommendations

Peak hour volumes of traffic on the completed freeway loop around the cordon area are at or above the design capacity for these facilities. Surface streets serving the downtown area are, thus, being required to accommodate increasingly greater volumes of through traffic, which has neither origin nor destination within the area.

Although the 13-story height limit restriction was repealed in 1957, the initial development within the downtown area in excess of 40 stories was not completed until 1967. Since 1967, another 40-story office tower has been completed. Numerous other high-rise developments, ranging from 40 to 60 stories, are in the construction or planning stage. Other large-type traffic generators, such as the Convention Center, a 1,500-room hotel, and a shopping center complex, are under construction or planned within the Central City area. These ultimate developments will generate substantially greater volumes of traffic on the surface streets providing access and circulation to these facilities than are generated by existing development.

The volume of vehicular traffic entering and leaving the cordon area has increased steadily during the last two years. Total cordon trips in 1969 were approximately 8 per cent greater than in 1967. There has also been a steady trend of increasing volumes of traffic outbound during the afternoon peak hour since 1963. In 1969, surface streets at the cordon boundaries were required to accommodate a directional peak volume approximately 12 per cent greater than the peak volume outbound in 1963.

In order to maintain a satisfactory level of service for the roadway users in the cordon area, there must be a continuing program to increase the capacity and to improve the efficiency of traffic movements on the surface streets serving the area.

Long-range planning, to accomplish this means, should be effected through widening of sub-standard master planned highways. Virtually all major arterials in the cordon area will be included in the Highway Element of the General Plan in the event a proposal involving the addition of numerous downtown streets as secondary highways is officially approved.

A project which will provide a more immediate solution for traffic relief in this area is presently being formulated by the Traffic Department. This project involves the conversion of several pairs of two-way streets to one-way operation. Present programming indicates that the first couplet, Main Street and Spring Street, will be converted to one-way operation during April, 1970. Conversion of the remaining couplets, planned for the succeeding year, will materially increase the overall capacity of the street network in the cordon area and thereby effect a significant reduction in delay and congestion for the motorists using the cordon surface streets. The one-way street plan, when implemented,

will also improve circulation and access for the parking generators adjoining these routes. This will result in a more efficient operation for the users of the parking facilities and for the movement of traffic on the abutting streets.

Alterations to existing traffic controls will be required, due to changes in traffic flow patterns, during and after implementation of the one-way street plan.

In addition, there are continuing projects for increased safety and efficiency on downtown streets through signal system and major modernization improvement programs.

Cordon Count Procedure

In 1963, a method for extensive use of automatic counters was developed and has been used in each succeeding year. Machine counts are supplemented by manual sampling counts of vehicle type, occupancy, and pedestrians. Factors are developed and applied to machine data. Transit passenger data are furnished by the Southern California Rapid Transit District.

The counts were made on successive Wednesdays in May. A day-of-week volume comparison is made in Table 1.

Basic data on vehicle and person trips, by location and by half-hour periods (Tables 2, 3, 4, and 5), are derived through computer process. These tables are used for the preparation of the various plates on cordon characteristics.

Comparisons with former cordon counts are made in Tables 6 and 7.

Site clearance for the Convention Center complex resulted in the closure of one station at the west boundary, 12th Street, which was also closed to vehicular traffic between Figueroa Street and Flower Street. Reconstruction of streets for the Bunker Hill Redevelopment Project affected only closure of internal streets. Major routes closed to vehicular traffic were 2nd Street between Figueroa Street and Hill Street and Flower Street between 3rd Street and 1st Street.

Cordon Area Transportation Trends

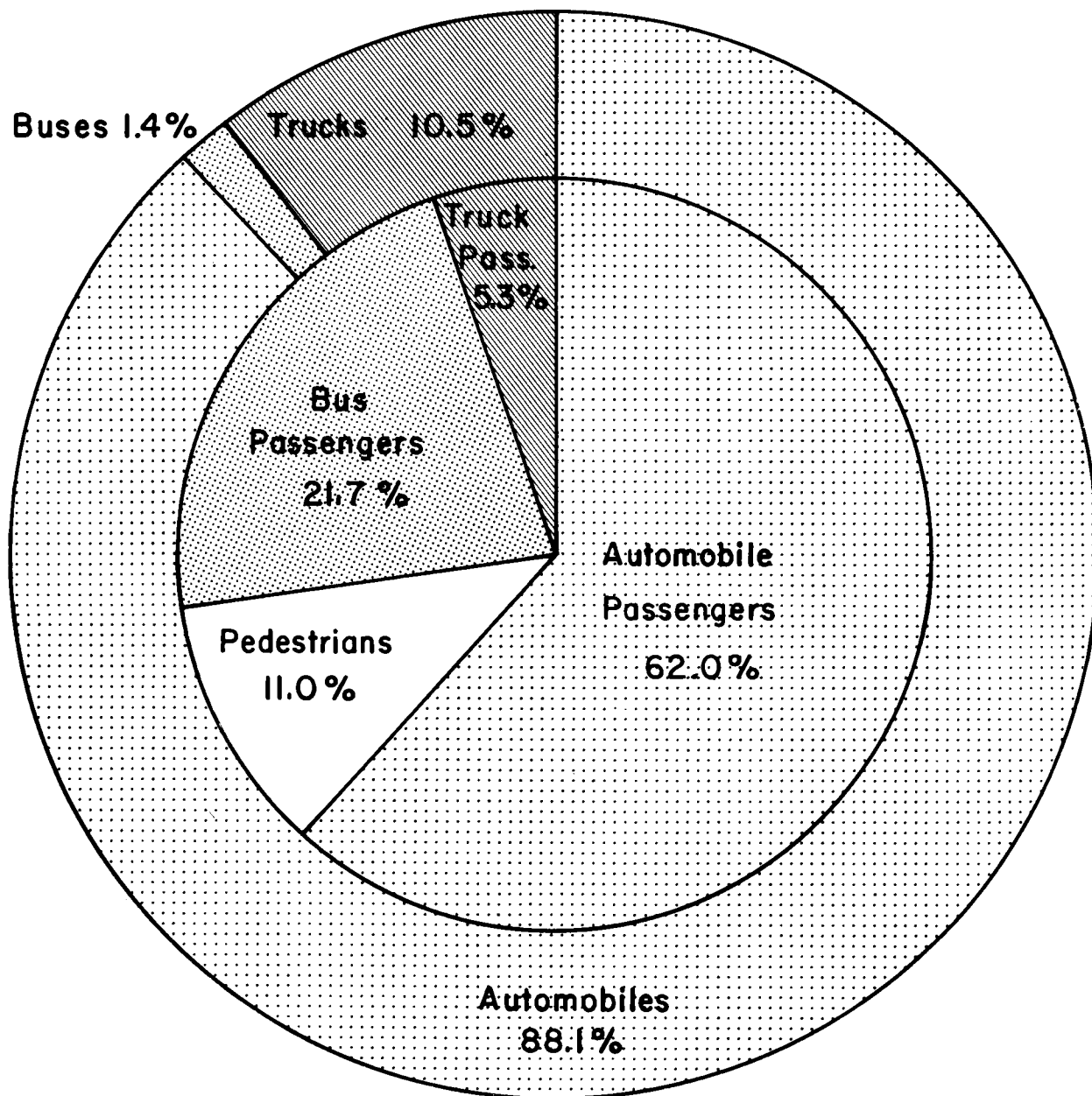
Analysis of the historical cordon count data reveals that there was a steady decrease of total vehicular traffic entering and leaving the cordon area from 1964 to 1967. This condition developed primarily due to diversion to the Santa Monica Freeway, which was extended to its present terminus in the City of Santa Monica in the latter part of 1965. Annual Census Count publications prepared by the State Division of Highways indicate that the average annual daily traffic on the Santa Monica Freeway, east of the Harbor Freeway, increased from 95,000 in 1964 to 180,000 in 1968. A reversal of the trend, decreasing cordon area volumes, occurred in 1968 and 1969. Total vehicular trips at the cordon boundaries in 1969 were approximately 8 per cent greater than the volume disclosed in the 1967 count. The latest count also exceeded the peak volume experienced in 1964, immediately prior to the extension of the Santa Monica Freeway from Vermont Avenue to La Cienega Boulevard.

Peak accumulation of vehicles within the cordon area from 1963 through 1969 has not paralleled the trend for total cordon area vehicle trips. There has, however, been an overall increase of 8,000 vehicles in the peak accumulation between 1957 and 1969, 48,300 vs. 56,500. Supply of off-street parking spaces, closely associated with peak accumulation, has increased in a greater magnitude, approximately 12,000 spaces, based on field inventories conducted in 1956¹ and 1966.²

Analysis of the cordon count data from 1963 to date also reveals a trend of steadily increasing volume of traffic leaving the cordon area in the afternoon peak hour. The 1969 volume of 42,700 vehicles outbound at the cordon boundaries during the afternoon peak hour was approximately 12 per cent higher than the volume of 38,300 vehicles counted for the same period in 1963. Outbound volumes in 1969 were still below the peak hour loading accommodated in 1957, 45,100, prior to the extension of the Harbor Freeway for a considerable distance from the downtown area.

¹Inventory of Off-Street Parking - Downtown Los Angeles, July, 1956, City of Los Angeles, Department of Traffic.

²Los Angeles Central Business District Parking Study, Volume I, August, 1967, Wilbur Smith and Associates.

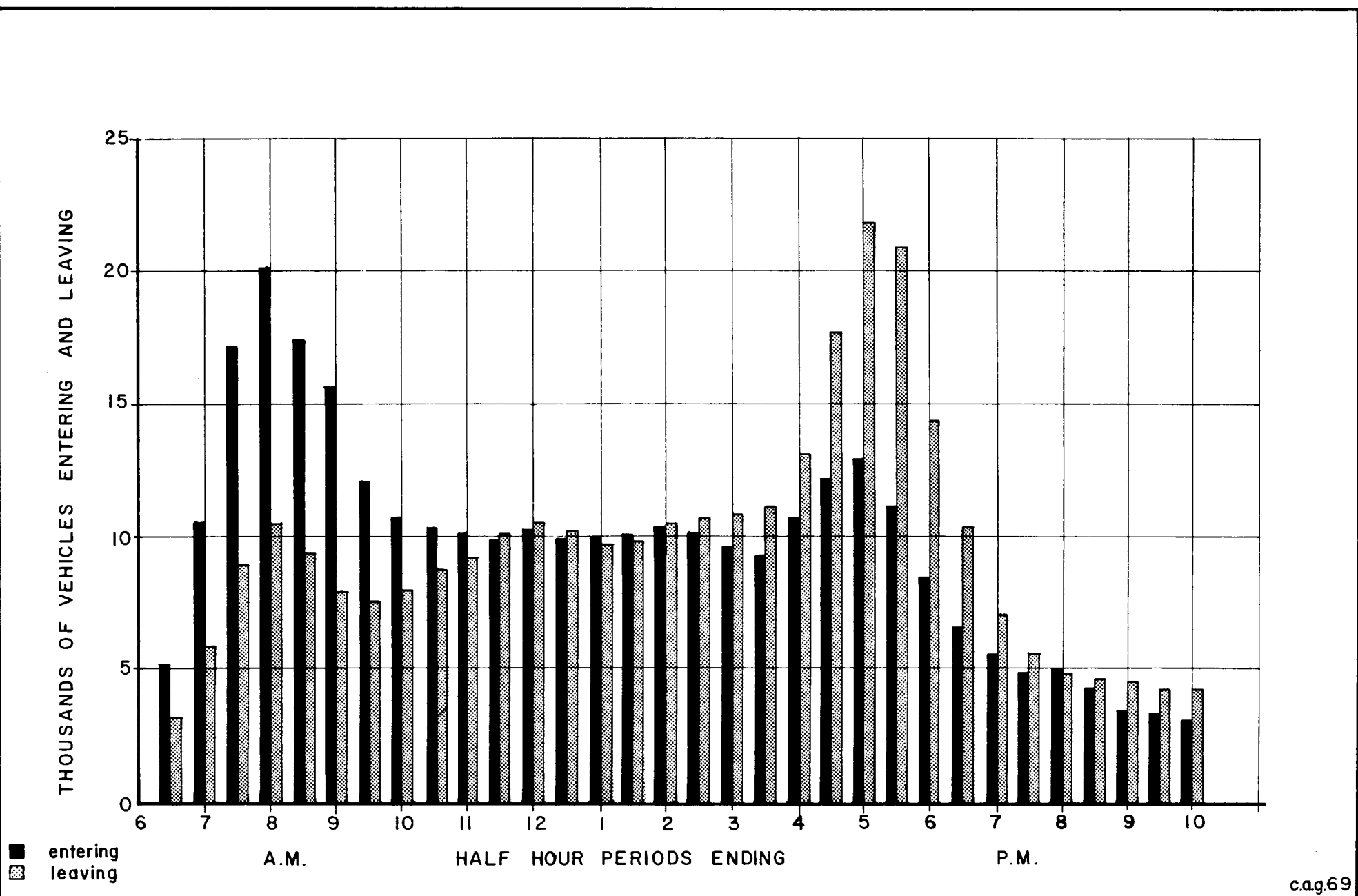


MAY 1969

Classification Of Vehicles And Mode Of Transportation Entering Cordon Area

City of Los Angeles
DEPARTMENT OF TRAFFIC
 S. S. Taylor, City Traffic Engr.

Plate
2

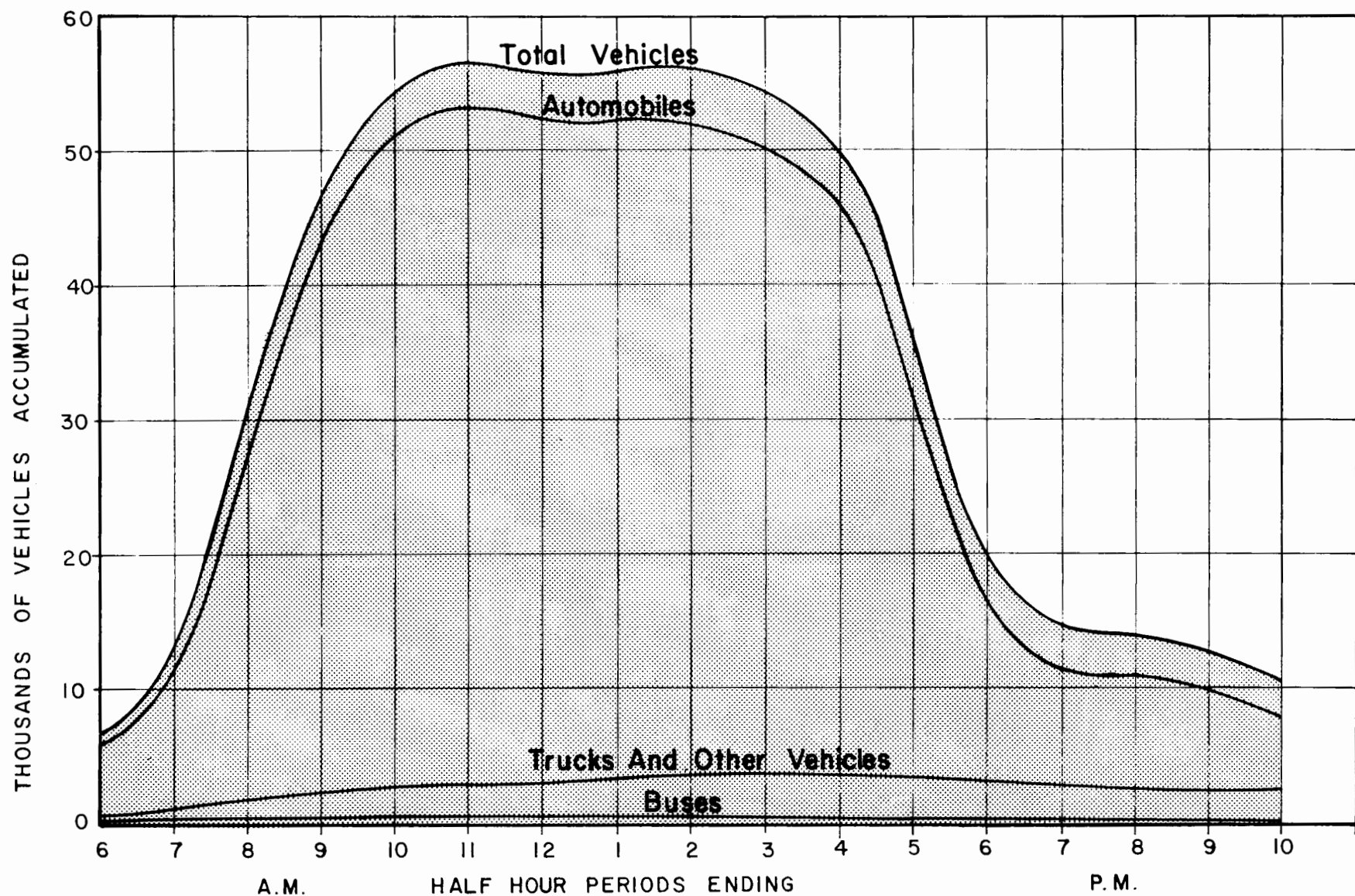


VEHICLES ENTERING AND LEAVING CORDON AREA , MAY 1969

City of Los Angeles
DEPARTMENT OF TRAFFIC
S. S. Taylor, City Traffic Engr.

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Plate
3



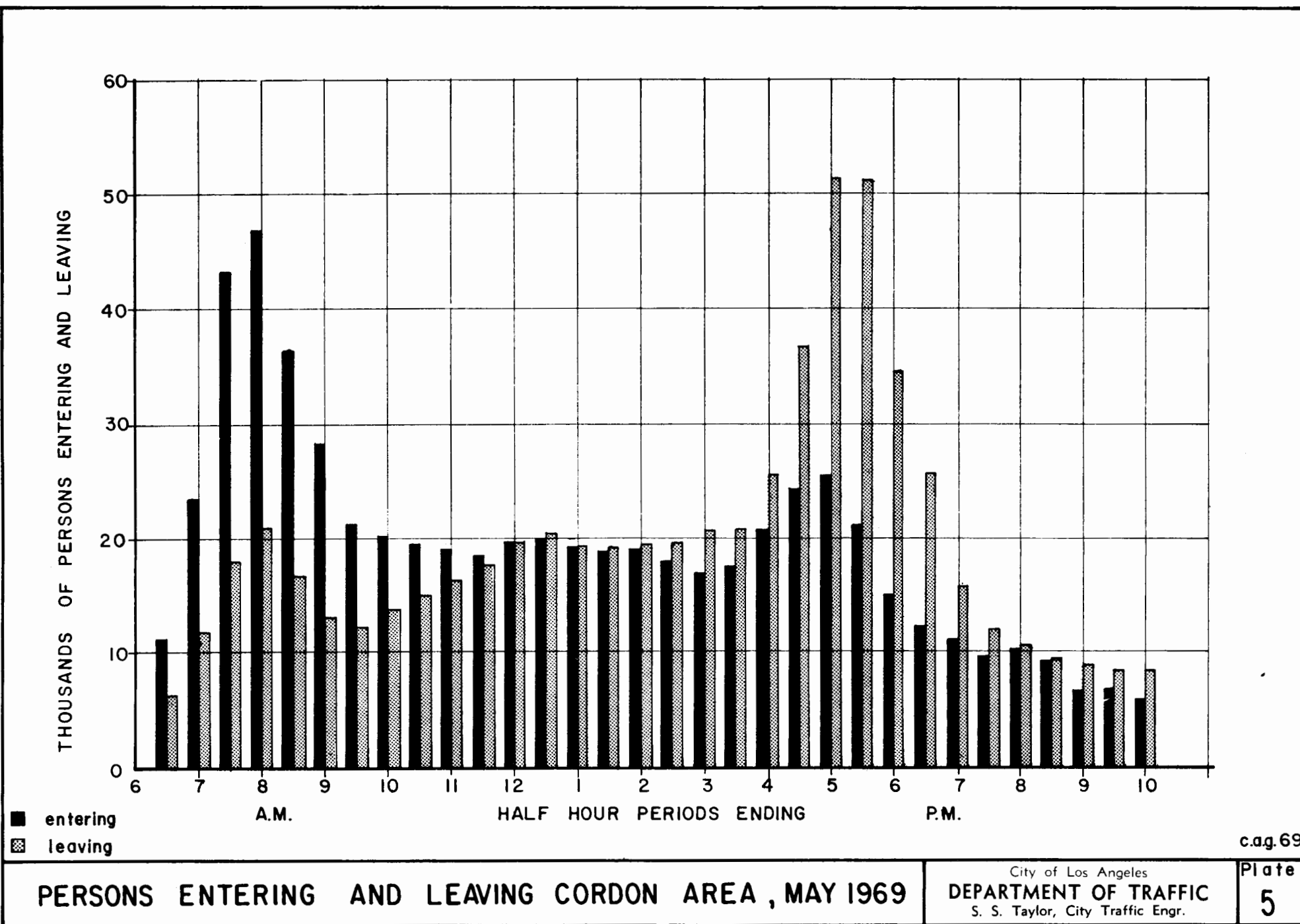
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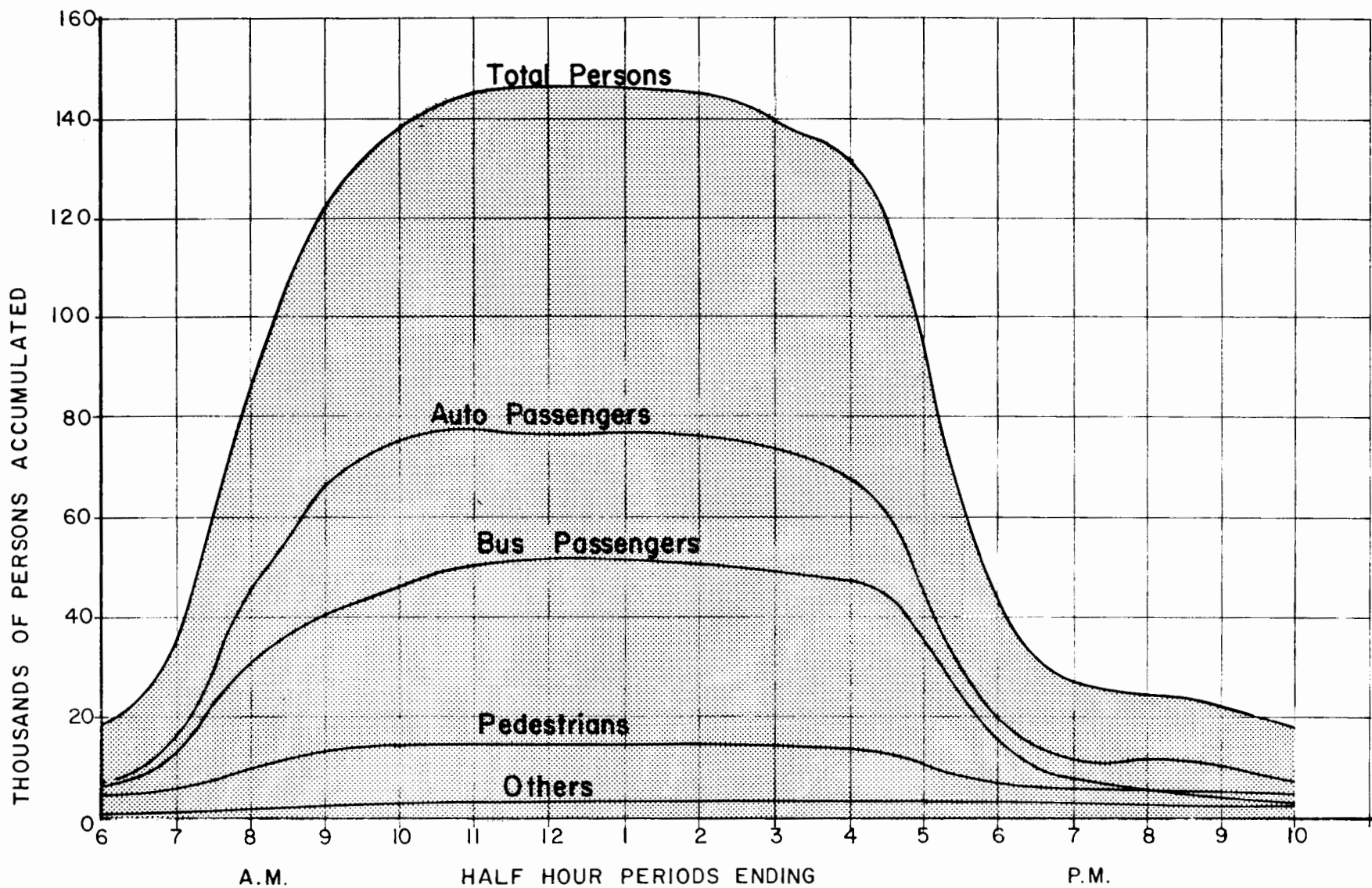
VEHICLES ACCUMULATED IN CORDON AREA , MAY 1969

City of Los Angeles
DEPARTMENT OF TRAFFIC
S. S. Taylor, City Traffic Engr.

Plate

4





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PERSONS ACCUMULATED IN CORDON AREA , MAY 1969

City of Los Angeles
DEPARTMENT OF TRAFFIC
S. S. Taylor, City Traffic Engr.

Plate
6

Table 1
Sixteen-Hour Summary
1969 Cordon Count Data
May, Wednesday

	<u>In</u>	<u>Out</u>
Passenger Cars	272,977	271,585
Trucks and Other Vehicles	32,523	30,464
Buses	4,387	4,401
Grand Total - Vehicles	309,887	306,450
Auto Passengers	382,248	382,414
Other Vehicle Passengers	32,523	30,464
Bus Passengers	133,879	136,706
Pedestrians	68,145	67,660
Grand Total - Persons	616,795	617,244

Day of Week Vehicle Factor

Monday	1.02
Tuesday	0.97
Wednesday*	1.00
Thursday	1.00
Friday	1.02
Saturday	0.59
Sunday	0.40

*Base

TABLE 2

SUMMARY OF VEHICLES BY LOCATION
DOWNTOWN LOS ANGELES, MAY 1969, 6AM - 10PM

	PASSENGER CARS		TRUCKS AND OTHER VEHICLES		BUSES		TOTAL VEHICLES	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
EAST BOUNDARY								
EAST OF LOS ANGELES ST. ON								
TEMPLE ST.	4532	4783	818	694	88	89	5438	5566
1ST ST.	7355	10141	641	609	167	173	8163	10923
2ND ST.	2716	2358	360	567	0	0	3076	2925
3RD ST.	9286	0	1397	0	70	0	10753	0
BOYD ST.	282	1056	0	0	0	0	282	1056
4TH ST.	0	7845	0	1200	0	76	0	9121
WINSTON ST.	475	401	0	0	0	0	475	401
5TH ST.	7750	0	1290	0	141	0	9181	0
6TH ST.	0	12953	0	1578	0	268	0	14799
7TH ST.	6437	5704	1021	1162	344	247	7802	7113
8TH ST.	10581	0	1896	0	244	0	12721	0
9TH ST.	0	8083	0	1681	0	194	0	9958
OLYMPIC BLVD.	4143	3560	502	302	0	0	4645	3862
11TH ST.	1811	1724	529	535	0	0	2340	2259
12TH ST.	3072	2045	661	483	77	66	3810	2594
PICO BLVD.	2577	2798	649	710	0	0	3226	3508
SUB TOTAL	61017	63451	9764	9521	1131	1113	71912	74085
SOUTH BOUNDARY								
SOUTH OF PICO BLVD. ON								
LOS ANGELES ST.	4183	4393	536	692	0	0	4719	5085
MAIN ST.	4852	5806	905	797	195	198	5952	6801
BROADWAY	4577	4228	504	438	196	187	5277	4853
HILL ST.	3745	3427	456	495	102	99	4303	4021
OLIVE ST.	2609	2955	225	258	35	34	2869	3247
MARGO ST.	235	276	0	0	0	0	235	276
GRAND AVE.	3156	4291	776	640	83	86	4015	5017
HOPE ST.	1779	2211	246	218	0	0	2025	2429
FLOWER ST.	3307	4069	540	611	128	131	3975	4811
FIGUEROA ST.	5852	6627	864	988	62	66	6778	7681
SUB TOTAL	34295	38283	5052	5137	801	801	40148	44221
WEST BOUNDARY								
WEST OF FIGUEROA ST. ON								
PICO BLVD.	6971	5573	1032	860	169	171	8172	6604
12TH ST.	0	0	0	0	0	0	0	0
11TH ST.	2495	3774	931	622	0	0	3426	4396
10TH PLACE	458	330	0	0	0	0	458	330
OLYMPIC BLVD.	10467	15538	681	1125	117	124	11265	16787
9TH ST.	19774	0	2139	0	48	0	21961	0
8TH PLACE	639	703	0	0	0	0	639	703
8TH ST.	0	15905	0	1198	0	45	0	17148
7TH PLACE	732	475	0	0	0	0	732	475
7TH ST.	6228	7229	671	816	163	169	7062	8214
WILSHIRE BLVD.	10554	6634	632	476	168	171	11354	7281
HARBOR FWY OFF RAMP	14446	0	1222	0	1	0	15669	0
6TH ST.	8135	0	843	0	231	0	9209	0
5TH ST.	0	22167	0	2530	0	221	0	24918
LOWER 4TH ST.	4132	0	320	0	0	0	4452	0
4TH ST. VIADUCT	14419	0	1413	0	0	0	15832	0
3RD ST.	0	13903	0	1376	0	0	0	15279
2ND ST.	3827	1336	878	622	0	0	4705	1958
1ST ST.	7824	7585	478	458	117	110	8419	8153
DIAMOND ST.	517	1076	0	0	0	0	517	1076
TEMPLE ST.	5318	4472	753	593	206	206	6277	5271
SUB TOTAL	116936	106700	11993	10676	1220	1217	130149	118593
NORTH BOUNDARY								
NORTH OF TEMPLE ST. ON								
FIGUEROA ST.	5505	8013	385	547	35	36	5925	8596
HARBOR FWY OFF RAMP	4063	0	189	0	0	0	4252	0
HOLLYWOOD FWY RAMPS	4173	0	152	0	112	0	4437	0
HOLLYWOOD FWY RAMPS	0	6351	0	216	0	0	0	6567
GRAND AVE.	7604	10320	1092	448	194	328	8890	11096
HILL ST.	7711	6685	648	427	7	7	8366	7119
BROADWAY	7940	7536	699	718	313	303	8952	8557
SPRING ST.	7612	6191	645	671	381	391	8638	7253
MAIN ST.	7206	6718	830	830	193	205	8229	7753
LOS ANGELES ST.	8915	11337	1074	1273	0	0	9989	12610
SUB TOTAL	60729	63151	5714	5130	1235	1270	67678	69551
GRAND TOTAL	272977	271585	32523	30464	4387	4401	309887	306450

TABLE 3

SUMMARY OF PERSONS BY LOCATION
DOWNTOWN LOS ANGELES, MAY 1969, 6AM - 10PM

	AUTO PASSENGERS		PASSENGERS IN OTHER VEHICLES		BUS PASSENGERS		PEDESTRIANS		TOTAL PERSONS	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
EAST BOUNDARY										
EAST OF LOS ANGELES ST. ON										
TEMPLE ST.	6426	6778	818	694	460	449	2076	1886	9780	9807
1ST ST.	10476	14792	641	609	6329	6710	1526	1607	18972	23718
2ND ST.	3918	3435	360	567	0	0	2283	1497	6561	5499
3RD ST.	13448	0	1397	0	1371	0	1192	1236	17408	1236
BOYD ST.	391	1437	0	0	0	0	566	516	957	1953
4TH ST.	0	11469	0	1200	0	1333	1270	1463	1270	15465
WINSTON ST.	657	611	0	0	0	0	2606	2620	3263	3231
5TH ST.	11233	0	1290	0	4196	0	4032	3641	20751	3641
6TH ST.	0	18743	0	1578	0	7422	8663	9780	8663	37523
7TH ST.	9482	8538	1021	1162	10452	8522	3093	3169	24048	21391
8TH ST.	15382	0	1896	0	6387	0	2816	2562	26481	2562
9TH ST.	0	12015	0	1681	0	6293	2682	2650	2682	22639
OLYMPIC BLVD.	5833	4818	502	302	0	0	451	455	6786	5575
11TH ST.	2525	2342	529	535	0	0	1506	1490	4560	4367
12TH ST.	4269	2807	661	483	1795	1739	590	561	7315	5590
PICO BLVD.	3709	3851	649	710	0	0	561	591	4919	5152
SUB TOTAL	87749	91636	9764	9521	30990	32468	35913	35724	164416	169349
SOUTH BOUNDARY										
SOUTH OF PICO BLVD. ON										
LOS ANGELES ST.	6045	6104	536	692	0	0	263	298	6844	7094
MAIN ST.	7075	8057	905	797	5926	6090	628	560	14534	15504
BROADWAY	6727	6007	504	438	6621	6556	840	622	14692	13623
HILL ST.	5486	4916	456	495	2997	2850	1059	977	9998	9238
OLIVE ST.	3867	4283	225	258	569	654	252	253	4913	5448
MARGO ST.	326	363	0	0	0	0	0	0	326	363
GRAND AVE.	4680	6260	776	640	2481	2470	699	687	8636	10057
HOPE ST.	2574	3089	246	218	0	0	677	653	3497	3960
FLOWER ST.	4664	5729	540	611	4197	4034	559	550	9960	10924
FIGUEROA ST.	8481	9362	864	988	2004	2283	657	600	12006	13233
SUB TOTAL	49925	54170	5052	5137	24795	24937	5634	5200	85406	89444
WEST BOUNDARY										
WEST OF FIGUEROA ST. ON										
PICO BLVD.	9470	7392	1032	860	6999	7034	1357	1395	18858	16681
12TH ST.	0	0	0	0	0	0	0	0	0	0
11TH ST.	3381	5046	931	622	0	0	323	957	4635	6625
10TH PLACE	599	417	0	0	0	0	191	228	790	645
OLYMPIC BLVD.	14064	20676	681	1125	3567	3432	743	735	19055	25968
9TH ST.	26629	0	2139	0	702	0	1291	1152	30761	1152
8TH PLACE	0	902	0	0	0	0	386	459	386	1361
8TH ST.	0	21082	0	1198	0	748	1300	1452	1300	24480
7TH PLACE	988	641	0	0	0	0	937	774	1925	1415
7TH ST.	8676	10491	671	816	6466	6399	4692	4405	20505	22111
WILSHIRE BLVD.	14722	9493	632	476	5766	6372	1528	1731	22648	18072
HARBOR FWY OFF RAMP	20221	0	1222	0	12	0	0	0	21455	0
6TH ST.	11280	0	843	0	8435	0	1312	958	21870	958
5TH ST.	0	32874	0	2530	0	7941	682	557	682	43902
LOWER 4TH ST.	5514	0	320	0	0	0	92	68	5926	68
4TH ST. VIADUCT	19797	0	1413	0	0	0	10	26	21220	26
3RD ST.	0	18880	0	1376	0	0	118	150	118	20406
2ND ST.	5226	1883	878	622	0	0	274	266	6378	2771
1ST ST.	10620	10688	478	458	3949	4059	393	399	15440	15604
DIAMOND ST.	670	1449	0	0	0	0	0	0	670	1449
TEMPLE ST.	7313	6339	753	593	6985	6609	394	409	15445	13950
SUB TOTAL	159170	148253	11993	10676	42881	42594	16023	16121	230067	217644
NORTH BOUNDARY										
NORTH OF TEMPLE ST. ON										
FIGUEROA ST.	7374	10463	385	547	834	963	155	336	8748	12309
HARBOR FWY OFF RAMP	5631	0	189	0	0	0	0	0	5820	0
HOLLYWOOD FWY RAMPS	5894	0	152	0	3947	0	0	0	9993	0
HOLLYWOOD FWY RAMPS	0	8215	0	216	0	0	0	0	0	8431
GRAND AVE.	10153	13524	1092	448	7221	11182	517	459	18983	25613
HILL ST.	11103	9823	648	427	178	186	1184	1028	13113	11464
BROADWAY	11471	10681	699	718	8719	8939	2052	1936	22941	22274
SPRING ST.	10819	8847	645	671	7929	8275	2667	2615	22060	20408
MAIN ST.	10275	9989	830	830	6385	7162	1473	1274	18963	19255
LOS ANGELES ST.	12684	16813	1074	1273	0	0	2527	2967	16285	21053
SUB TOTAL	85404	88355	5714	5130	35213	36707	10575	10615	136906	140807
GRAND TOTAL	382248	382414	32523	30464	133879	136706	68145	67660	616795	617244

TABLE 4

SUMMARY OF VEHICLES BY HALF HOUR PERIODS

DOWNTOWN LOS ANGELES, MAY 1969

6AM - 10PM

TIME PERIOD ENDING	PASSENGER CARS			TRUCKS OTHER VEHICLES			BUSES			TOTAL VEHICLES		
	IN	OUT	ACCUM	IN	OUT	ACCUM	IN	OUT	ACCUM	IN	OUT	ACCUM
			6000			500			100			6600
630	4346	2595	7751	566	429	637	113	104	109	5025	3128	8497
700	9462	5070	12143	937	638	936	162	136	135	10561	5844	13214
730	15918	7978	20083	1060	749	1247	273	178	230	17251	8905	21560
800	18709	9506	29286	1096	795	1548	264	219	275	20069	10520	31109
830	15911	8150	37047	1280	1046	1782	238	176	337	17429	9372	39166
900	14094	6653	44488	1411	1106	2087	169	152	354	15674	7911	46929
930	10372	6205	48655	1497	1207	2377	136	137	353	12005	7549	51385
1000	9096	6735	51016	1501	1137	2741	120	122	351	10717	7994	54108
1030	8624	7366	52274	1547	1230	3058	124	117	358	10295	8713	55690
1100	8543	7754	53063	1419	1380	3097	122	117	363	10084	9251	56523
1130	8207	8555	52715	1510	1412	3195	126	123	366	9843	10090	56276
1200	8760	8960	52515	1389	1438	3146	122	123	365	10271	10521	56026
1230	8574	8915	52174	1268	1199	3215	119	128	356	9961	10242	55745
1300	8676	8430	52420	1189	1167	3237	112	125	343	9977	9722	56000
1330	8517	8428	52509	1381	1280	3338	125	127	341	10023	9835	56188
1400	8726	9145	52090	1465	1238	3565	114	115	340	10305	10498	55995
1430	8701	9223	51568	1316	1354	3527	124	125	339	10141	10702	55434
1500	8081	9295	50354	1483	1441	3569	127	126	340	9691	10862	54263
1530	7788	9575	48567	1372	1436	3505	151	142	349	9311	11153	52421
1600	9132	11408	46291	1391	1513	3383	182	155	376	10705	13076	50050
1630	10670	15962	40999	1309	1529	3163	203	196	383	12182	17687	44545
1700	11676	20486	32189	1087	1099	3151	209	267	325	12972	21852	35665
1730	10131	19591	22729	817	1016	2952	177	293	209	11125	20900	25890
1800	7645	13452	16922	644	772	2824	158	224	143	8447	14448	19889
SUB TOTAL	240359	229437		29935	27611		3770	3727		274064	260775	
1830	5915	9737	13100	512	544	2792	135	168	110	6562	10449	16002
1900	4920	6469	11551	486	489	2789	114	117	107	5520	7075	14447
1930	4416	5160	10807	371	412	2748	91	94	104	4878	5666	13659
2000	4590	4487	10910	298	317	2729	64	76	92	4952	4880	13731
2030	3893	4292	10511	291	278	2742	61	62	91	4245	4632	13344
2100	3040	4089	9462	258	326	2674	52	59	84	3350	4474	12220
2130	3033	3959	8536	184	263	2595	61	48	97	3278	4270	11228
2200	2811	3955	7392	188	224	2559	39	50	86	3038	4229	10037
SUB TOTAL	32618	42148		2588	2353		617	674		35823	45675	
GRAND TOTAL	272977	271585		32523	30464		4387	4401		309887	306450	

TABLE 5

SUMMARY OF PERSONS BY HALF HOUR PERIODS

DOWNTOWN LOS ANGELES, MAY 1969

6AM - 10PM

TIME PERIOD ENDING	AUTO PASSENGERS			PASSENGERS IN OTHER VEHICLES			BUS PASSENGERS			PEDESTRIANS			TOTAL PERSONS		
	IN	OUT	ACCUM	IN	OUT	ACCUM	IN	OUT	ACCUM	IN	OUT	ACCUM	IN	OUT	ACCUM
			7000			500			6000			4500			18000
630	5699	3233	9466	566	429	637	4091	1902	8189	822	503	4819	11178	6067	23111
700	13170	6500	16136	937	638	936	7942	3735	12396	1675	997	5497	23724	11870	34965
730	23608	10104	29640	1060	749	1247	14838	5041	22193	3713	1919	7291	43219	17813	60371
800	27240	11766	45114	1096	795	1548	13713	5858	30048	4995	2502	9784	47044	20921	86494
830	21137	9839	56412	1280	1046	1782	10256	3558	36746	4032	2006	11810	36705	16449	106750
900	17770	7951	66231	1411	1106	2087	6200	2249	40697	3146	1718	13238	28527	13024	122253
930	13202	7679	71754	1497	1207	2377	4458	1660	43495	2133	1567	13804	21290	12113	131430
1000	12125	9081	74798	1501	1137	2741	4278	1579	46194	2261	1850	14215	20165	13647	137948
1030	11633	10049	76382	1547	1230	3058	3988	1539	48643	2452	2119	14548	19620	14937	142631
1100	11578	10539	77421	1419	1380	3097	3676	1949	50370	2381	2272	14657	19054	16140	145545
1130	11177	11790	76808	1510	1412	3195	3382	2201	51551	2458	2273	14842	18527	17676	146396
1200	12686	12657	76837	1389	1438	3146	2936	2603	51884	2786	3080	14548	19797	19778	146415
1230	12208	12994	76051	1268	1199	3215	3009	2878	52015	3503	3369	14682	19988	20440	145963
1300	12501	11834	76718	1189	1167	3237	2490	3039	51466	3179	3289	14572	19359	19329	145993
1330	12117	12075	76760	1381	1280	3338	2560	3049	50977	2789	2861	14500	18847	19265	145575
1400	12498	12772	76486	1465	1238	3565	2727	3059	50645	2268	2457	14311	18958	19526	145007
1430	11743	12696	75533	1316	1354	3527	3046	3613	50078	1891	2079	14123	17996	19742	143261
1500	10594	12824	73303	1483	1441	3569	3096	4249	48925	1725	2023	13825	16898	20537	139622
1530	10475	12797	70981	1372	1436	3505	3954	4570	48309	1723	1926	13622	17524	20729	136417
1600	12150	15349	67782	1391	1513	3383	5290	6325	47274	2054	2270	13406	20885	25457	131845
1630	14353	22316	59819	1309	1529	3163	6022	8767	44529	2808	3878	12336	24492	36490	119847
1700	15772	30676	44915	1087	1099	3151	5858	14435	35952	3040	5174	10202	25757	51384	94220
1730	13611	29361	29165	817	1016	2952	4619	16456	24115	2122	4364	7960	21169	51197	64192
1800	10370	19919	19616	644	772	2824	2642	11103	15654	1372	2650	6682	15028	34444	44776
SUB TOTAL	329417	316801		29935	27611		125071	115417		61328	59146		545751	518975	
1830	8263	14678	13201	512	544	2792	2282	8483	9453	1221	1943	5960	12278	25648	31406
1900	7546	9791	10956	486	489	2789	2059	3969	7543	1082	1346	5696	11173	15595	26984
1930	7214	7842	10328	371	412	2748	1170	2610	6103	928	1107	5517	9683	11971	24696
2000	8048	7434	10942	298	317	2729	898	1874	5127	896	873	5540	10140	10498	24338
2030	7243	6916	11269	291	278	2742	629	1210	4546	843	874	5509	9006	9278	24066
2100	5053	6584	9738	258	326	2674	549	1123	3972	628	853	5284	6488	8886	21668
2130	5067	6164	8641	184	263	2595	739	959	3752	672	899	5057	6662	8285	20045
2200	4397	6204	6834	188	224	2559	482	1061	3173	547	619	4985	5614	8108	17551
SUB TOTAL	52831	65613		2588	2853		8808	21289		6817	8514		71044	98269	
GRAND TOTAL	382248	382414		32523	30464		133879	136706		68145	67660		616795	617244	

Table 6

Comparison of Total Vehicle and Passenger Car
Statistics, Downtown Los Angeles, Selected Years

		CORDON COUNT						
		<u>1941</u>	<u>1957</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
16-Hour	Total	-	327,046	296,676	295,828	289,882	297,937	309,887
Total In	Pass. Cars	288,000	283,097	257,941	254,694	253,203	264,011	272,977
16-Hour	Total	-	323,624	289,666	283,271	276,164	290,342	306,450
Total Out	Pass. Cars	-	278,224	250,140	244,897	242,649	258,568	271,585
High	Total	18,500	22,077	19,780	20,158	20,345	20,835	20,069
$\frac{1}{2}$ -Hour In	Pass. Cars	-	20,402	17,284	18,654	18,891	19,580	18,709
Same	Total	12,000	12,689	10,727	10,564	9,735	9,935	10,520
$\frac{1}{2}$ -Hour Out	Pass. Cars	-	11,202	9,163	9,404	8,782	9,048	9,506
High	Total	20,500	22,760	20,922	20,449	20,488	21,194	21,852
$\frac{1}{2}$ -Hour Out	Pass. Cars	-	20,884	18,140	18,857	18,959	19,942	20,486
Same	Total	13,500	15,602	12,624	12,851	12,099	12,906	12,972
$\frac{1}{2}$ -Hour In	Pass. Cars	-	13,876	10,825	11,359	10,758	11,581	11,676
Highest Veh.	Total	49,000	48,306	53,810	58,889	62,100	58,002	56,523
Accum. Incl.	Pass. Cars	-	46,007	48,930	55,287	57,470	54,770	53,063
Initial								

Table 7

Comparison of Total Person and Auto Passenger
Statistics, Downtown Los Angeles, Selected Years

CORDON COUNT

		<u>1941</u>	<u>1957</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
16-Hour	Persons	757,120	687,906	614,361	593,689	570,928	601,361	616,795
Total In	Auto Pass.	441,647	403,015	372,818	364,034	350,323	377,689	382,248
	% Auto Passengers	58	59	61	61	61	63	62
16-Hour	Persons	723,191	692,195	595,887	568,310	549,977	589,350	617,244
Total Out	Auto Pass.	415,403	402,399	356,690	339,426	337,627	370,029	382,414
	% Auto Passengers	57	58	60	60	61	63	62
High	Persons	50,161	59,411	49,458	50,014	50,673	49,844	47,044
$\frac{1}{2}$ -Hour In	Auto Pass.	25,982	31,257	27,474	28,705	28,630	29,638	27,240
	% Auto Passengers	52	53	56	57	57	59	58
Same	Persons	26,298	28,010	20,652	20,539	18,914	20,175	20,921
$\frac{1}{2}$ -Hour Out	Auto Pass.	14,499	17,100	11,481	11,784	11,003	11,596	11,766
	% Auto Passengers	55	61	55	58	58	57	57
High	Persons	61,710	61,592	49,076	48,857	48,994	49,624	51,384
$\frac{1}{2}$ -Hour Out	Auto Pass.	31,558	31,362	29,402	28,549	28,506	29,453	30,676
	% Auto Passengers	51	51	60	58	58	59	60
Same	Persons	29,629	29,888	25,738	25,790	19,253	20,855	25,757
$\frac{1}{2}$ -Hour In	Auto Pass.	18,160	19,201	15,604	15,955	12,180	13,836	15,772
	% Auto Passengers	61	64	61	62	63	66	61
High	Persons	174,758	132,618	136,582	138,600	136,194	129,969	128,415
Accum.*	Auto Pass.	67,593	57,128	70,504	81,017	74,162	74,238	69,837
	% Auto Passengers	39	43	52	58	54	59	54

*Persons Crossing Cordon