

Travel Demand Management Plan 1200 West Fulton Market

Chicago, Illinois



Prepared For:

Fulton Street Companies

Prepared By:



October 11, 2024

Introduction

This report summarizes the results of a Travel Demand Management Plan (TDM plan) prepared by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located at 1200 W. Fulton Market in Chicago, Illinois.

As proposed, the site will be redeveloped with 1,079 apartment units, a 97,000 square-foot fitness center, approximately 27,040 square feet of ground floor retail and a parking garage with 440 parking spaces of which 290 parking spaces will be for residents and 150 spaces will be for the fitness center. Access to the development will be provided via a one-way circulation drive with inbound access off Carroll Avenue and outbound access onto Racine Avenue.

The purpose of the TDM plan is to identify existing pedestrian facilities and alternative modes of transportation serving the area, collect and evaluate data related to the utilization of alternative modes of transportation, and to provide recommendations related to reducing single occupancy vehicle usage as part of the proposed development.

Study Area Characteristics

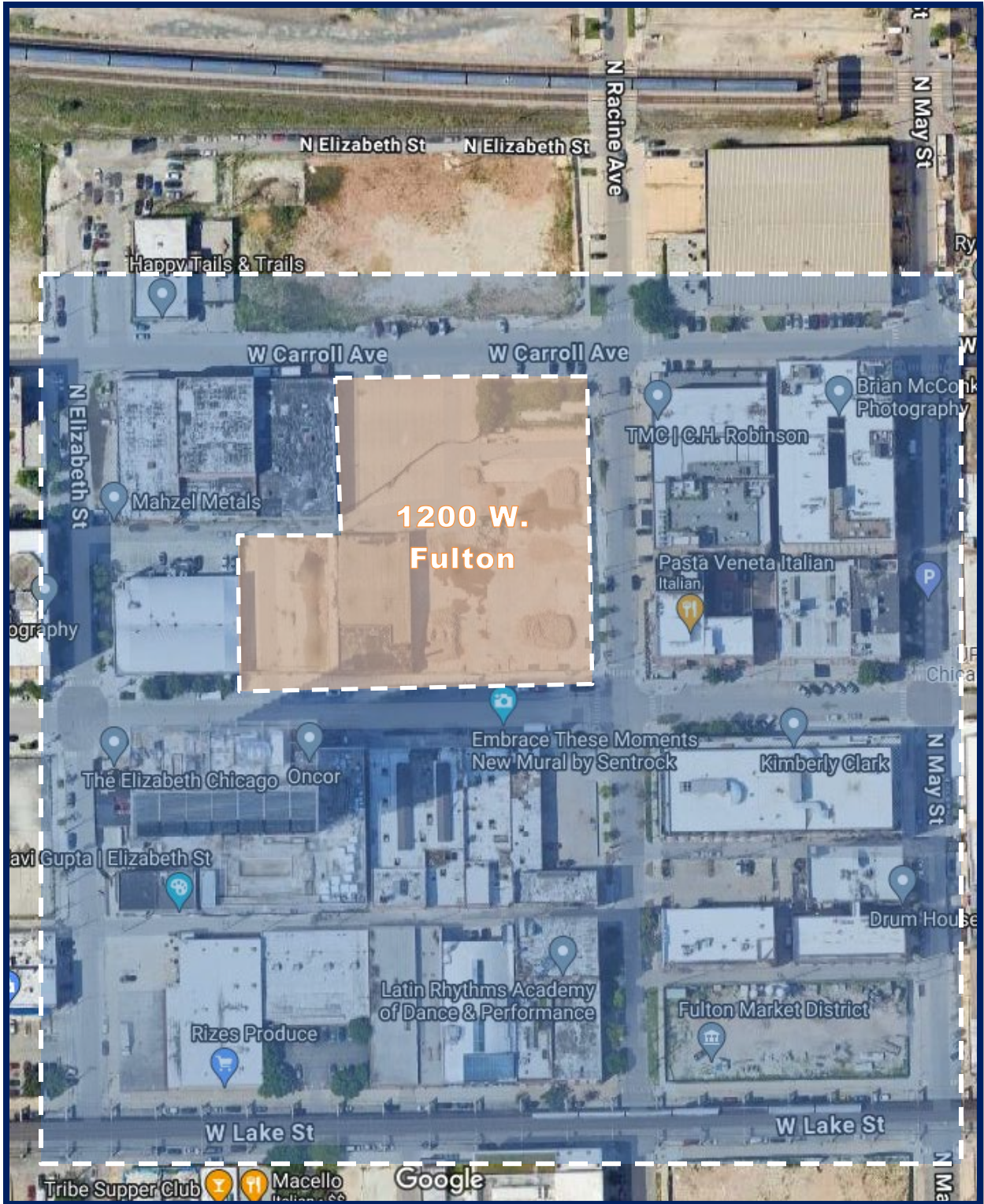
For the purposes of this TDM plan, the study area consists of the area generally bounded by Carroll Avenue on the north, May Street on the east, Lake Street on the south, and Elizabeth Street on the west. **Figure 1** shows an aerial view of the study area.

The existing land-uses within the vicinity of the site are mixed-use providing residential, office, retail, restaurant and industrial land-uses. As of April 2024, KLOA, Inc. is aware of numerous proposed developments located within the vicinity of the site. The following mixed-used developments are located adjacent to or near the subject development:

- 345 N. Aberdeen Street
- KM Development
- 370 N. Carpenter Street
- 1000 W. Carroll Avenue
- 1112 W. Carroll Avenue
- 1200 W. Carroll Avenue
- 315 N. May Street
- 375 N. Morgan Street
- 210 North Aberdeen Street
- 170 N. May St./175 N. Racine Ave.

These planned developments will further enhance the mixed-use nature of the study area and will provide pedestrian facility enhancements on their respective frontages. Sidewalks are located on both sides of all streets within the study area with the exception of the following:

- Carroll Avenue, which does not provide a sidewalk on either side of the street west of Carpenter Street.
- May Street, which does not provide a sidewalk on either side of the street between Carroll Avenue and the railroad tracks.
- Elizabeth Street, which does not provide a sidewalk on the east side of the street between Carroll Avenue and the Public Alley.



Study Area

Figure 1

Additionally, high-visibility crosswalks are provided at all intersections within the study area except for the north leg of the intersection of Carroll Avenue with May Street, the west and south legs of the intersection of Carroll Avenue with Racine Avenue, and all legs of the intersection of Carroll Avenue with Elizabeth Street.

Alternative Modes of Transportation

The public transportation serving the area is summarized below and illustrated in **Figure 2**.

CTA Rapid Transit. The area is served by the CTA rapid transit Green and Pink Lines via the Morgan station, located about three blocks (0.25 miles) south of the site and the CTA rapid transit Blue line via the Grand Avenue station located approximately 1,800 feet northeast of the site.

It should be noted that, according to the *Transit Friendly Development Guide* produced in part by CDOT and the CTA, the area surrounding the Morgan station is considered a Major Activity Center (MC). This classification describes station areas which are intended to be developed at a significant density that supports and provides services for the region and nearby neighborhoods. These areas often provide a balance of residential, retail, and employment uses.

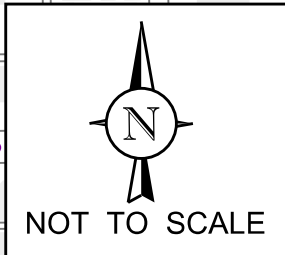
CTA Bus Routes. The area is also served by the following bus routes, all of which have bus stops within the study area:

- Route 8 (Halsted)
- Route 19 (United Center Express)
- Route 20 (Madison)
- Route 65 (Grand)

Bike Facilities. Lake Street (located 620 feet south of the site) provides separate bike lanes, Hubbard Street (1,000 feet north of the site) provides standard bike lanes, and Ogden Avenue (1,200 feet west of the site) provides separate bike lanes. Additionally, Halsted Street (one-half mile to the east) provides marked shared lanes (“sharrows”) and buffer-protected bike lanes north of Lake Street and is designated as a bike route south of Lake Street. Although not classified as a bike route, the frontage streets along Randolph Street (1,000 feet south of the site) were previously observed to carry a significant amount of bicycle traffic. Furthermore, within the vicinity of the study area Washington Avenue provides standard and buffer-protected bike lanes.

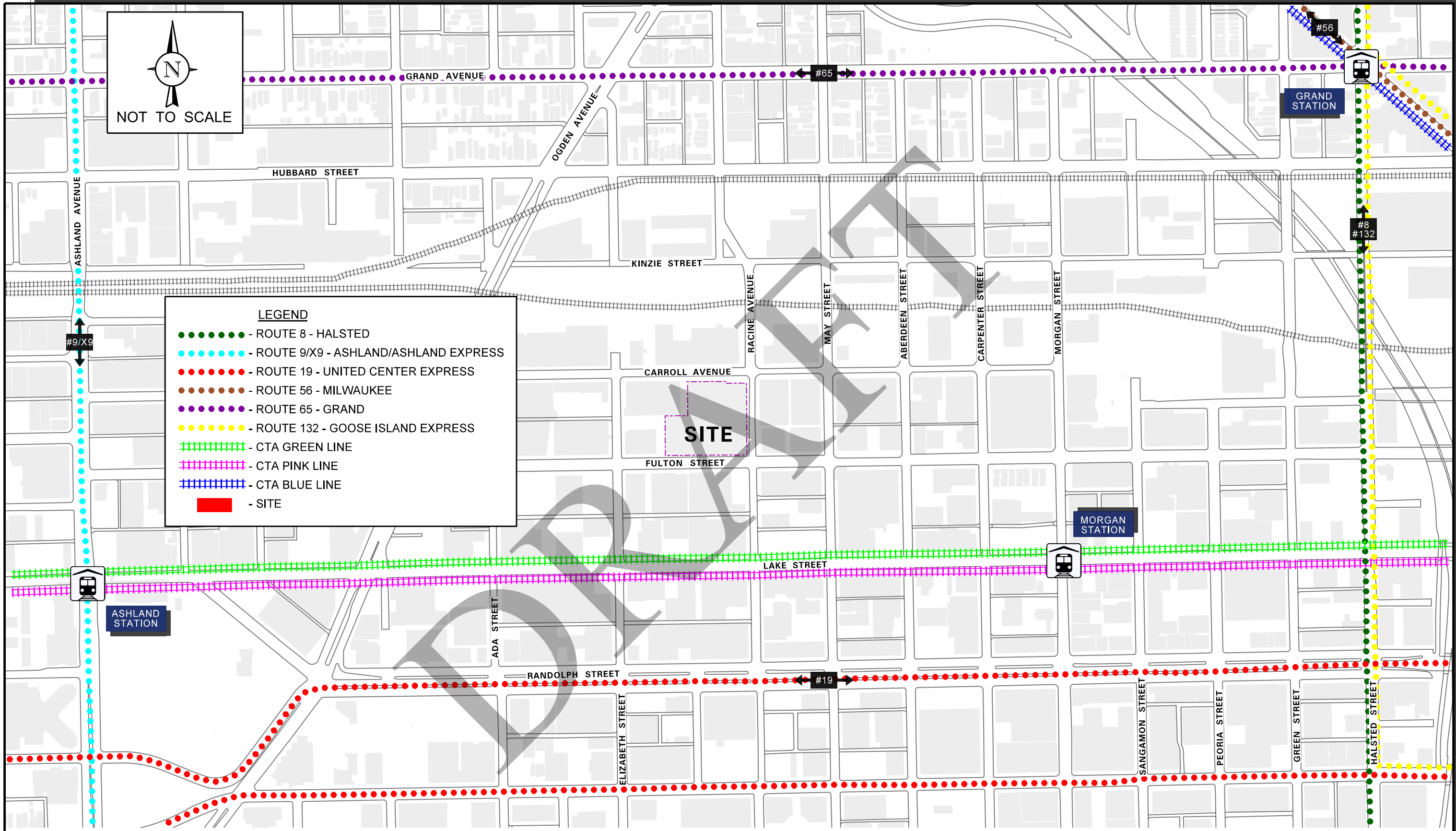
According to the City of Chicago’s *Streets for Cycling Plan 2020*, the following streets in the area are designated as future bike routes:

- Spoke Route
 - Lake Street (west of Des Plaines Street)
 - Des Plaines Street (north of Randolph Street)
 - Randolph Street (east of Des Plaines Street)
 - Milwaukee Avenue



LEGEND

- - ROUTE 8 - HALSTED
- - ROUTE 9/X9 - ASHLAND/ASHLAND EXPRESS
- - ROUTE 19 - UNITED CENTER EXPRESS
- - ROUTE 56 - MILWAUKEE
- - ROUTE 65 - GRAND
- - ROUTE 132 - GOOSE ISLAND EXPRESS
- ||||| - CTA GREEN LINE
- ||||| - CTA PINK LINE
- ||||| - CTA BLUE LINE
- - SITE



1200 W FULTON
CHICAGO, ILLINOIS

PUBLIC TRANSPORTATION

- Crosstown Bike Route
 - Randolph Street (west of Des Plaines Street)
 - Des Plaines Street (south of Randolph Street)
 - Halsted Street
 - Kinzie Street
 - Washington Street

- Neighborhood Bike Route
 - Morgan Street
 - Hubbard Street
 - Green Street (between Kinzie Street and Hubbard Street)

Mode-Sharing Transportation Availability. Multiple Divvy bike-sharing stations are located within the area with the closest stations located on the north side of Fulton Market west of Elizabeth Street (eight docks), the northeast corner of the intersection of Lake Street with Carpenter Street, the southwest corner of the intersection of Lake Street with Morgan Street, the southeast corner of Randolph Street with Aberdeen Street, and the northeast corner of Randolph Street with Racine Avenue. The Lake/Carpenter station provides six bike docks, the Lake/Morgan station provides 20 bike docks and the other two stations provide 15 and 19 bike docks, respectively. In addition, car-sharing is available at a few locations within walking distance of the site, including vehicles near the intersections of Elizabeth Street with Fulton Market.

Carshare Availability. There are currently two Zipcar carsharing vehicles available within the vicinity of the site with one vehicle located at 1330 W. Fulton Market (1330 W. Fulton Market Parking), and one vehicle located at 737 W. Washington Boulevard (Halsted and Washington Garage)

Pedestrian and Bicycle Counts

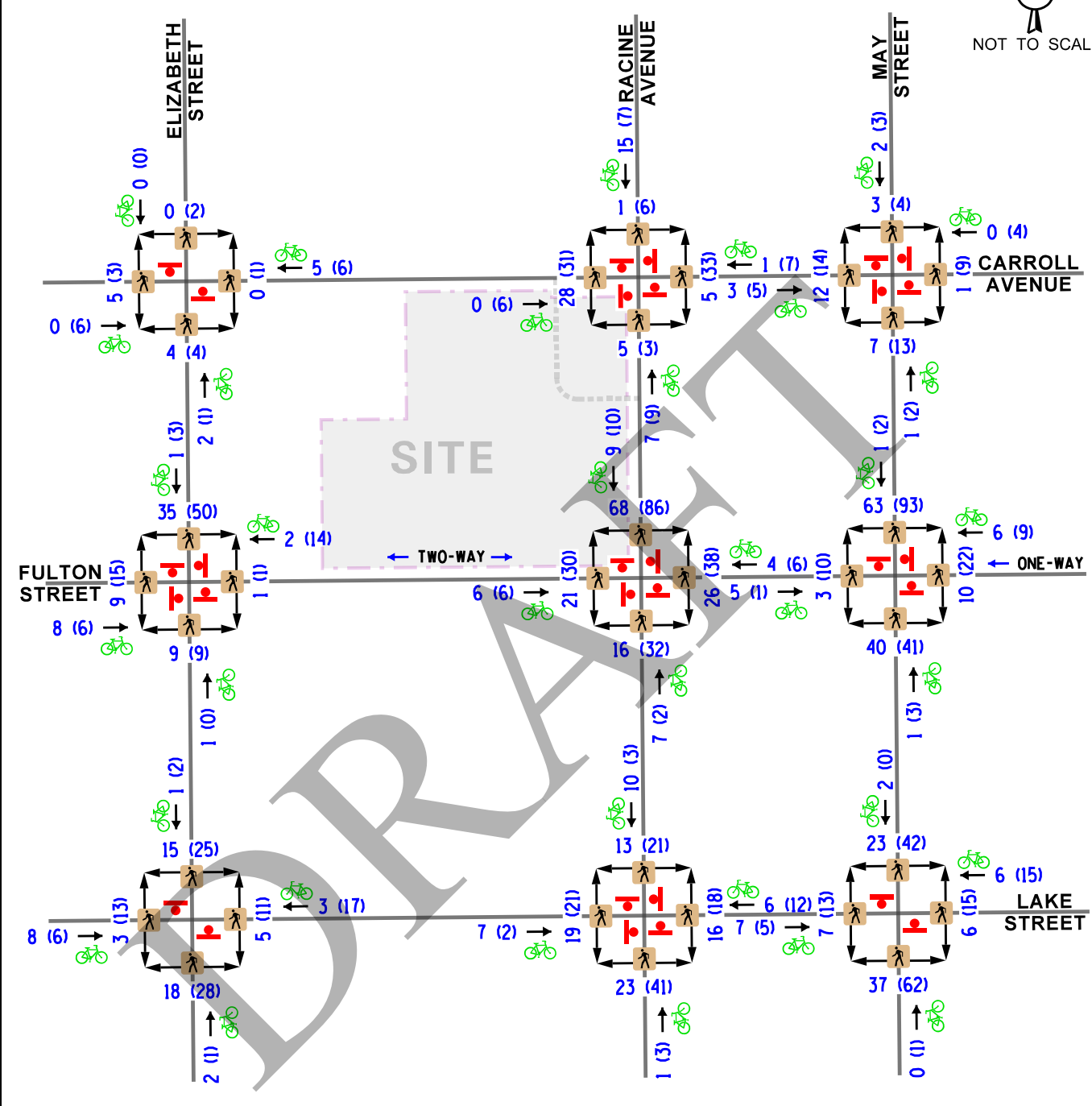
In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. utilized peak period traffic, pedestrian, and bicycle counts for the following intersections:

- | | |
|---------------------------------------|--|
| • Lake Street with Elizabeth Street | • Fulton Market with May Street |
| • Lake Street with Racine Avenue | • Carroll Avenue with Elizabeth Street |
| • Lake Street with May Street | • Carroll Avenue with Racine Avenue |
| • Fulton Market with Elizabeth Street | • Carroll Avenue with May Street |
| • Fulton Market with Racine Avenue | |

The counts were conducted in March 2024 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the weekday morning peak hour generally occurs between 8:00 A.M. and 9:00 A.M. and the weekday evening peak hour generally occurs between 4:45 P.M. and 5:45 P.M. **Figure 3** illustrates the existing peak hour pedestrian and bicycle volumes.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)
- 00 (00) [pedestrian icon] - PEDESTRIAN VOLUME
- 00 (00) [bicycle icon] - BICYCLE VOLUME

1200 W Fulton
Chicago, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes



Job No: 24-064

Figure: 3

Area Census Data

The site is located within one-quarter mile of the Chicago Transit Authority (CTA) rapid transit Green and Pink Lines via the Morgan station and within one-half mile of the CTA rapid transit Green and Pink Lines via the Ashland station. For the purposes of this evaluation, the data encompassing the transit stations and the census tract encompassing the site were utilized. Based on the census data, the following was determined related to means of transportation to work

- Data for the CTA Morgan Station is not currently available. Data for within one-quarter mile of the CTA Ashland Station is provided as the Ashland Station is the next station west of the Morgan Station for both the Pink and Green rapid transit lines.
 - Approximately 16 percent of people utilize public transportation.
 - Approximately 1 percent of people bicycle.
 - Approximately 18 percent of people walk.
 - Approximately 13 percent of people work from home.
- CTA Grand Station (within one-half mile)
 - Approximately 24 percent of people utilize public transportation.
 - Approximately 1 percent of people bicycle.
 - Approximately 24 percent of people walk.
 - Approximately 7 percent of people work from home.
- Census Tract 8330 (American Community Survey 2022 Five Year Estimates)
 - Approximately 25 percent of people drove alone.
 - Approximately 4 percent of people carpooled.
 - Approximately 20 percent of people utilize public transportation to get to work.
 - Approximately 21 percent of people walk.
 - Approximately 6 percent of people utilized a taxicab/motorcycle/bicycle.
 - Approximately 24 percent of people work from home

As can be seen from the available census data for the region, approximately 20 percent of residents within the study area currently utilize public transportation to travel to/from work. Furthermore, when taking into consideration walking, bicycling, and those who work from home, approximately 50 to 70 percent of workers utilize other modes of transportation (or do not commute) other than a single occupancy vehicle.

Furthermore, a review of the population trends for Census Tract 8330 indicated that the census tract experienced an approximately 1.57 times growth in population and a 1.90 times growth in employment (population 16 and over) between 2010 and 2022. It is anticipated with the numerous proposed mixed-use developments within the region, that the population and employment characteristics of the area will continue to grow in the future.

The census data and map illustrating the census tracts surrounding the site is included in the Appendix.

Conclusions from Existing Conditions

Given that the site is located approximately one-quarter mile of the Morgan CTA station, approximately one half mile of the Ashland CTA station and with bus routes provided on Halsted Street, Madison Street and Grand Avenue, the site is well served by public transportation.

A review of the pedestrian counts indicates that eight of the nine of the study area intersections experience similar traffic volumes with the majority of pedestrian activity occurring along Lake Street and Fulton Market. This is attributed to the mixed-use developments already provided on these streets and the availability of pedestrian facilities including sidewalks, high visibility crosswalks and curb extensions. The lowest pedestrian volumes are located at the intersection of Carroll Avenue with Elizabeth Street in which no pedestrian facilities are provided. However, the pedestrian volumes at this intersections are projected to increase with proposed developments in the area and provision of pedestrian facilities along Carroll Avenue and at its intersection with Elizabeth Street. Overall, these pedestrian volumes at all nine intersections are projected to experience an increase with the development of the numerous proposed mixed-use developments located adjacent to the subject site.

A review of the bicycle data for the study area intersections indicate that bicycle traffic is significant on Lake Street given the provision of separate bike lanes on Lake Street.

Overall, within the study area adequate pedestrian facilities are provided under existing conditions and meet CDOT standards or will be incorporated to CDOT standards as part of the subject development or other planned area developments and as such, there is no need for any supplemental facilities to enhance pedestrian connections.

Estimated Development Trips

The number of peak hour trips estimated to be generated by the proposed residential units were based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition. **Table 1** summarizes the multimodal vehicle trip generation during the weekday morning and weekday evening peak hours for the residential units.

Table 1

MULTIMODAL VEHICLE TRIP GENERATION – WEEKDAY PEAK HOUR - RESIDENTIAL

Mode	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Mode Share
Personal Automobile/ Taxi/ Ride Hail Service	74	88	29%
CTA Rapid Transit/Bus	51	61	20%
Bicycle	16	18	6%
Walk	54	64	21%
Work From Home	61	73	24%
Total	256	304	100%

Recommendations

The following provides possible Travel Demand Management (TDM) strategies, an implementation plan, and a monitoring/reporting plan.

Travel Demand Management Strategies

TDM strategies are plans that a development can implement to reduce the number of vehicle trips that would be generated by the proposed residential units. These strategies are meant to not only reduce the traffic to and from the development but also to reduce parking demand, increase the use of alternate modes of transportation and public transit ridership, and promote active lifestyles less dependent on personal vehicles. The following TDM strategies will be incorporated as part of the proposed residential development in order to minimize the single occupancy vehicle trips generated by residents.

- *Car-Sharing* is currently provided via two carsharing vehicles. One located 850 feet northwest of the site at 1300 W. Fulton Market and the other located 2,450 feet southeast of the site at 737 W. Washington Boulevard. In order to enhance the presence of car-sharing vehicles for the area, a car-sharing vehicle will be provided in each of the proposed parking garages and information regarding the car sharing services will be provided to residents via building management.
- *Carpool Matching Services* will be provided to match residents who work near each other and work similar schedules. These services will be implemented by building management who will manage this service and regularly update residents on the availability of the service.
- *Charging for Parking/Unbundling Parking Costs from Unit Leases* is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking. Furthermore, with unbundling parking costs from unit leases, tenants may opt to have no vehicle before moving into their unit. Parking will be an unbundled cost from the leases of the residential units.
- *Transit Information* regarding the CTA Blue, Green, and Pink lines as well as local bus routes will be made available for residents. This information will be made available by the building management via an electronic messaging board in the residential lobby.
- *Real-Time Transit Information* will be made available for residents by management via link to available transit monitoring services to inform potential transit users of approaching trains and buses.
- *Bike Storage and Bike Repair Facilities* provide a secure place to store bicycles, including cargo bikes, out of the elements. In addition, the space and tools to perform minor repairs, when necessary, will further encourage bicycle commuting. These services will be provided to residents via a bicycle storage and repair room and will be maintained by the residential building management. Additional indoor bicycle storage is provided for the fitness center within the fitness entry.

- *Bike Sharing* via Divvy is already available in the area via several stations located within the vicinity of the site with the closest station at the intersection of Fulton Market west of Elizabeth Street. Promotion of Divvy bikes and scooters will be made available to residents via the leasing office. Copies of the most recent Chicago Bike Map, published by CDOT, will also be provided.
- The proposed development is a redevelopment of an existing office building and surface parking lot. The proposed building will provide the following enhancements to pedestrian facilities in the area:
 - The proposed building will be built up to the lot lines on Carroll Avenue, Fulton Market and Racine Avenue except for a proposed pedestrian plaza located in the northwest corner of the intersection of Racine Avenue with Fulton Market
 - Four existing curb cuts on Fulton Market will be eliminated and sidewalk will be provided
 - The existing curb cuts on Racine Avenue will be consolidated into a single inbound only curb cut.
 - The existing depressed curb and provision of perpendicular parking on the south side of Carroll Avenue will be eliminated and replaced with sidewalk with a curb extension at the eastbound Carroll Avenue approach to Racine Avenue. Furthermore, only two curb cuts will be provided on Carroll Avenue one for outbound only movements from the private drive and one for access to the truck loading bays.
- Similarly, as part of the subject development as well as other area developments, sidewalk will be provided on both sides of Carroll Avenue, vehicle traffic control will be provided at the intersection of Carroll Avenue with Elizabeth Street, and high visibility crosswalks will be provided on the west and south legs of the intersection of Carroll Avenue with Racine Avenue.

Implementation Plan

The following provides an outline of the steps that will be taken to implement the recommended TDM strategies. The implementation of the TDM strategies will be the responsibility of building management who will inform and educate staff about the TDM strategies. The implementation for the residential TDM strategies will be as follows:

- *Welcoming/Promotional Documents* will be provided to new tenants upon move in. The management company will be responsible for providing this information to new residents and will include information on car-sharing, bike-sharing, and transit as listed in the TDM Strategies.

- *Lease Agreements* will include the lease of parking spaces as an added cost. The implementation of this strategy is the responsibility of the management company which will be required to unbundle parking spaces from apartment leases.
- *Building Amenities* will consist of 1) an electronic information board located in the residential lobby that will alternate between different information items including real-time transit information and 2) information available in the leasing office that is made available to all tenants regarding bike-sharing and transit as listed in the TDM Strategies. These will be provided upon occupancy. Maintenance and updates of these amenities will be the responsibility of the building management.
- *Bike Amenities* for residents will include a bike storage area with a ratio of one space per unit. Covered bike storage for the fitness center will be provided near the fitness center lobby with a total of 40 bike storage spaces available. Bike maintenance and repair facilities will be made publicly accessible adjacent to the sidewalk and retail entry on Racine Avenue, near the covered parking spaces serving the fitness center. Future maintenance of the storage area and other bike facilities is the responsibility of the building management. Additionally, four additional public bicycle racks have been included, resulting in a total of 11 new exterior bicycle racks in the public right-of-way to be included as part of the proposed development.
- *Reserved Parking* will be dedicated within the parking garage for use with carpooling programs. Signage for the dedicated spaces will be provided upon occupancy. Enforcement of the parking restrictions is the responsibility of the building management.

Outreach and Engagement

As outlined in the TDM Strategies and Implementation Plan, outreach and engagement will primarily occur through welcoming/promotional documentation, information available in the leasing office, monthly newsletters and emails, and routine communication via email or text messaging. This information will be provided to all future residents on an ongoing basis.

Monitoring and Reporting Plan

The development TDM Strategies and Implementation should be monitored in the future to ensure their adequacy. The following summarizes the monitoring and reporting procedures for the residential units.

- *Designated Contacts* for the development will be provided to CDOT and will include a representative from the building management company once selected.
- *Annual Resident Surveys* should be conducted to determine the effectiveness of the TDM Plan. This survey will be managed by the apartment management company and should be submitted to CDOT. This survey should include questions on the following:
 - Unit population/occupancy
 - Vehicle and Bike ownership

- Transit methods used for both commuting and other purposes
- Availability of information on transit and TDM Strategies
- *Annual Operational Surveys/Evaluations* should be conducted by building management to determine the effectiveness of the TDM Plan. The results of the surveys/evaluations should be provided to CDOT. The following surveys and evaluations should be conducted.
 - Parking occupancy surveys of dedicated residential spaces
 - Reserved parking (carpooling) usage surveys
 - Evaluation of the lobby amenities
 - Evaluation of the bike amenities

Estimated Vehicle Trip Reductions

The *TDM Success Stories* report prepared by the Victoria Transport Policy Institute dated March 2024, which is a compilation of studies for existing TDM policies and programs, provides examples of effective transportation demand management strategies that have been implemented in other regions. Based on information provided in the report, it is anticipated that the implementation of the TDM strategies, and the location of the subject development, may result in the following reduction to single occupancy vehicle trips.

- *Car Sharing.* The provision of one car sharing vehicle can replace 12 to 15 private cars.
 - ❖ A total of two carsharing vehicles are available within the vicinity of the site with an additional car sharing vehicle provided within the proposed parking garage.
- *Unbundled Parking.* Unbundled parking from leases will typically reduce vehicle ownership by 5 to 15 percent and vehicle trips by 10 to 30 percent.
 - ❖ Parking for the development will be unbundled from leases and will be a separate cost.
- *Providing Transit Information and Real Time Transit Monitors.* Proximity to available high quality public transportation may increase transit travel by 20 to 50 percent and reduce auto travel by 5 to 15 percent.
 - ❖ The site is located approximately one-quarter mile northwest of the CTA Morgan Station and is in proximity to four CTA bus routes. Information will be provided to residents of the development.
- *Bike Storage and Bike Repair Facilities/Bike Sharing.* The application of Complete Street policies and provision of bike lanes to reduce traffic speeds can increase non-auto travel by 20 to 100 percent and decrease auto travel by 10 to 30 percent.
 - ❖ Exclusive bike lanes are currently provided on Lake Street, Halsted Street, Hubbard Street, and Ogden Avenue and there are plans for separate bicycle facilities on

Racine Avenue and May Street by CDOT. Additionally, five Divvy stations are located within vicinity of the site.

- In general, micro-modes of transportation (walking, bicycling, e-bikes, etc.) may reduce driving 5 to 15 percent.
 - ❖ The study area currently provides sidewalk on both sides of the streets or sidewalk and high visibility crosswalks will be provided by the subject development and numerous other area developments. The study area intersections will provide the necessary pedestrian facilities and adjacent streets provide bike lanes.

Furthermore, mixed-use neighborhoods can reduce annual miles traveled by 20 to 60 percent. The site is located in a mixed-use neighborhood providing access to commercial, residential, and office land-uses and numerous other proposed mixed-use developments.

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Appendix

Traffic Count Summary Sheets
Census Data

DRAFT

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: May Street with Fulton Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Fulton Street Eastbound						Fulton Street Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	1	0	1	1	0	1	46	6	8	53	1	5	36	0	9	42	0	0	16	4	16	20	116
4:15 PM	0	0	0	0	2	0	0	3	33	12	2	48	0	5	35	0	9	40	0	0	29	2	19	31	119
4:30 PM	0	0	0	0	0	0	0	4	44	11	1	59	0	12	101	0	6	113	0	0	26	1	21	27	199
4:45 PM	0	0	1	0	1	1	0	0	45	3	4	48	0	7	62	0	8	69	0	0	25	1	20	26	144
Hourly Total	0	0	2	0	4	2	0	8	168	32	15	208	1	29	234	0	32	264	0	0	96	8	76	104	578
5:00 PM	0	0	0	0	7	0	0	3	40	7	9	50	0	9	53	0	12	62	0	1	24	4	31	29	141
5:15 PM	0	0	0	0	2	0	0	5	49	13	8	67	0	6	89	0	15	95	0	0	23	4	21	27	189
5:30 PM	0	0	1	0	4	1	0	4	48	8	7	60	0	16	80	0	10	96	0	0	20	0	22	20	177
5:45 PM	0	0	1	0	1	1	0	2	39	5	6	46	0	7	46	0	17	53	0	0	22	1	24	23	123
Hourly Total	0	0	2	0	14	2	0	14	176	33	30	223	0	38	268	0	54	306	0	1	89	9	98	99	630
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	0	2	0	0	1	11	3	1	15	0	3	18	0	3	21	0	0	10	1	3	11	47
7:15 AM	0	0	0	0	3	0	0	3	11	5	2	19	0	4	15	0	7	19	0	0	11	4	9	15	53
7:30 AM	0	0	0	0	1	0	0	1	10	7	3	18	0	2	19	0	6	21	0	0	14	7	12	21	60
7:45 AM	0	0	1	0	1	1	0	2	14	5	4	21	0	1	18	0	9	19	0	0	15	4	19	19	60
Hourly Total	0	0	1	0	7	1	0	7	46	20	10	73	0	10	70	0	25	80	0	0	50	16	43	66	220
8:00 AM	0	0	1	0	0	1	0	3	17	0	4	20	0	7	28	0	10	35	0	0	17	2	14	19	75
8:15 AM	0	0	1	0	2	1	0	2	18	4	0	24	1	6	29	0	9	36	0	0	25	1	13	26	87
8:30 AM	0	0	1	0	1	1	0	4	19	3	4	26	0	3	26	0	13	29	0	0	23	3	19	26	82
8:45 AM	0	0	2	0	0	2	0	4	14	8	2	26	1	7	13	0	8	21	0	0	29	2	17	31	80
Hourly Total	0	0	5	0	3	5	0	13	68	15	10	96	2	23	96	0	40	121	0	0	94	8	63	102	324
Grand Total	0	0	10	0	28	10	0	42	458	100	65	600	3	100	668	0	151	771	0	1	329	41	280	371	1752
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	7.0	76.3	16.7	-	-	0.4	13.0	86.6	0.0	-	-	0.0	0.3	88.7	11.1	-	-	-
Total %	0.0	0.0	0.6	0.0	-	0.6	0.0	2.4	26.1	5.7	-	34.2	0.2	5.7	38.1	0.0	-	44.0	0.0	0.1	18.8	2.3	-	21.2	-
Lights	0	0	0	0	-	0	0	40	394	93	-	527	3	92	650	0	-	745	0	0	299	36	-	335	1607
% Lights	-	-	0.0	-	-	0.0	-	95.2	86.0	93.0	-	87.8	100.0	92.0	97.3	-	-	96.6	-	0.0	90.9	87.8	-	90.3	91.7
Buses	0	0	0	0	-	0	0	0	14	1	-	15	0	1	2	0	-	3	0	0	17	0	-	17	35
% Buses	-	-	0.0	-	-	0.0	-	0.0	3.1	1.0	-	2.5	0.0	1.0	0.3	-	-	0.4	-	0.0	5.2	0.0	-	4.6	2.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	22	4	-	27	0	4	10	0	-	14	0	0	9	4	-	13	54
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	2.4	4.8	4.0	-	4.5	0.0	4.0	1.5	-	-	1.8	-	0.0	2.7	9.8	-	3.5	3.1
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	2	1	0	-	3	0	0	0	0	-	0	5
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	0.4	0.0	-	0.3	0.0	2.0	0.1	-	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	10	0	-	10	0	1	26	2	-	29	0	1	5	0	-	6	0	1	4	1	-	6	51

% Bicycles on Road	-	-	100.0	-	-	100.0	-	2.4	5.7	2.0	-	4.8	0.0	1.0	0.7	-	-	0.8	-	100.0	1.2	2.4	-	1.6	2.9
Pedestrians	-	-	-	-	28	-	-	-	-	-	65	-	-	-	-	-	151	-	-	-	-	-	280	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: May Street with Fulton Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	0	1	0	1	1	0	0	45	3	4	48	0	7	62	0	8	69	0	0	25	1	20	26	144
5:00 PM	0	0	0	0	7	0	0	3	40	7	9	50	0	9	53	0	12	62	0	1	24	4	31	29	141
5:15 PM	0	0	0	0	2	0	0	5	49	13	8	67	0	6	89	0	15	95	0	0	23	4	21	27	189
5:30 PM	0	0	1	0	4	1	0	4	48	8	7	60	0	16	80	0	10	96	0	0	20	0	22	20	177
Total	0	0	2	0	14	2	0	12	182	31	28	225	0	38	284	0	45	322	0	1	92	9	94	102	651
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	5.3	80.9	13.8	-	-	0.0	11.8	88.2	0.0	-	-	0.0	1.0	90.2	8.8	-	-	-
Total %	0.0	0.0	0.3	0.0	-	0.3	0.0	1.8	28.0	4.8	-	34.6	0.0	5.8	43.6	0.0	-	49.5	0.0	0.2	14.1	1.4	-	15.7	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.600	0.929	0.596	-	0.840	0.000	0.594	0.798	0.000	-	0.839	0.000	0.250	0.920	0.563	-	0.879	0.861
Lights	0	0	0	0	-	0	0	11	159	29	-	199	0	37	278	0	-	315	0	0	85	8	-	93	607
% Lights	-	-	0.0	-	-	0.0	-	91.7	87.4	93.5	-	88.4	-	97.4	97.9	-	-	97.8	-	0.0	92.4	88.9	-	91.2	93.2
Buses	0	0	0	0	-	0	0	0	6	1	-	7	0	0	2	0	-	2	0	0	7	0	-	7	16
% Buses	-	-	0.0	-	-	0.0	-	0.0	3.3	3.2	-	3.1	-	0.0	0.7	-	-	0.6	-	0.0	7.6	0.0	-	6.9	2.5
Single-Unit Trucks	0	0	0	0	-	0	0	1	5	0	-	6	0	1	1	0	-	2	0	0	0	1	-	1	9
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	8.3	2.7	0.0	-	2.7	-	2.6	0.4	-	-	0.6	-	0.0	0.0	11.1	-	1.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	2	0	-	2	0	0	11	1	-	12	0	0	3	0	-	3	0	1	0	0	-	1	18
% Bicycles on Road	-	-	100.0	-	-	100.0	-	0.0	6.0	3.2	-	5.3	-	0.0	1.1	-	-	0.9	-	100.0	0.0	0.0	-	1.0	2.8
Pedestrians	-	-	-	-	14	-	-	-	-	-	28	-	-	-	-	-	45	-	-	-	-	-	94	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: May Street with Fulton Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	1	0	0	1	0	3	17	0	4	20	0	7	28	0	10	35	0	0	17	2	14	19	75
8:15 AM	0	0	1	0	2	1	0	2	18	4	0	24	1	6	29	0	9	36	0	0	25	1	13	26	87
8:30 AM	0	0	1	0	1	1	0	4	19	3	4	26	0	3	26	0	13	29	0	0	23	3	19	26	82
8:45 AM	0	0	2	0	0	2	0	4	14	8	2	26	1	7	13	0	8	21	0	0	29	2	17	31	80
Total	0	0	5	0	3	5	0	13	68	15	10	96	2	23	96	0	40	121	0	0	94	8	63	102	324
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	13.5	70.8	15.6	-	-	1.7	19.0	79.3	0.0	-	-	0.0	0.0	92.2	7.8	-	-	-
Total %	0.0	0.0	1.5	0.0	-	1.5	0.0	4.0	21.0	4.6	-	29.6	0.6	7.1	29.6	0.0	-	37.3	0.0	0.0	29.0	2.5	-	31.5	-
PHF	0.000	0.000	0.625	0.000	-	0.625	0.000	0.813	0.895	0.469	-	0.923	0.500	0.821	0.828	0.000	-	0.840	0.000	0.000	0.810	0.667	-	0.823	0.931
Lights	0	0	0	0	-	0	0	12	56	13	-	81	2	19	90	0	-	111	0	0	87	7	-	94	286
% Lights	-	-	0.0	-	-	0.0	-	92.3	82.4	86.7	-	84.4	100.0	82.6	93.8	-	-	91.7	-	-	92.6	87.5	-	92.2	88.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	6	2	-	8	0	2	4	0	-	6	0	0	6	1	-	7	21
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	8.8	13.3	-	8.3	0.0	8.7	4.2	-	-	5.0	-	-	6.4	12.5	-	6.9	6.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	2	1	0	-	3	0	0	0	0	-	0	4
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	1.5	0.0	-	1.0	0.0	8.7	1.0	-	-	2.5	-	-	0.0	0.0	-	0.0	1.2
Bicycles on Road	0	0	5	0	-	5	0	1	5	0	-	6	0	0	1	0	-	1	0	0	1	0	-	1	13
% Bicycles on Road	-	-	100.0	-	-	100.0	-	7.7	7.4	0.0	-	6.3	0.0	0.0	1.0	-	-	0.8	-	-	1.1	0.0	-	1.0	4.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	40	-	-	-	-	-	63	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Racine Avenue and Fulton Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
4:00 PM	0	5	1	10	16	16	0	2	38	14	12	54	0	6	33	0	13	39	0	0	36	4	20	40	149	
4:15 PM	0	7	0	7	6	14	0	5	23	10	10	38	0	2	29	0	8	31	0	0	47	5	16	52	135	
4:30 PM	0	10	1	10	4	21	0	4	40	17	11	61	0	3	45	0	15	48	0	0	32	2	16	34	164	
4:45 PM	0	14	0	7	8	21	0	6	29	20	6	55	0	7	76	0	1	83	0	0	31	4	17	35	194	
Hourly Total	0	36	2	34	34	72	0	17	130	61	39	208	0	18	183	0	37	201	0	0	146	15	69	161	642	
5:00 PM	0	12	0	16	8	28	0	3	38	14	15	55	0	8	45	0	8	53	0	0	38	10	32	48	184	
5:15 PM	0	17	0	8	10	25	0	5	38	13	6	56	2	4	29	0	8	35	0	0	40	2	21	42	158	
5:30 PM	0	15	1	7	5	23	0	3	41	18	13	62	0	6	44	0	5	50	0	0	29	4	20	33	168	
5:45 PM	0	13	1	9	4	23	0	2	25	22	4	49	1	3	49	0	3	53	0	0	39	5	16	44	169	
Hourly Total	0	57	2	40	27	99	0	13	142	67	38	222	3	21	167	0	24	191	0	0	146	21	89	167	679	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	3	0	5	1	8	0	3	7	2	3	12	0	2	10	0	0	12	0	0	26	4	3	30	62	
7:15 AM	0	3	0	9	5	12	0	1	11	5	4	17	0	6	15	0	3	21	0	0	33	4	9	37	87	
7:30 AM	0	8	0	5	4	13	0	4	15	2	9	21	1	3	19	1	4	24	0	0	44	3	10	47	105	
7:45 AM	0	7	1	8	3	16	0	0	15	4	6	19	0	6	21	0	4	27	0	0	48	1	17	49	111	
Hourly Total	0	21	1	27	13	49	0	8	48	13	22	69	1	17	65	1	11	84	0	0	151	12	39	163	365	
8:00 AM	0	5	1	14	5	20	0	5	15	5	5	25	0	3	24	0	4	27	0	0	59	3	15	62	134	
8:15 AM	0	7	1	10	5	18	0	5	16	4	8	25	0	2	18	0	4	20	0	0	39	5	11	44	107	
8:30 AM	0	7	0	13	8	20	0	3	16	6	7	25	0	3	21	1	4	25	0	0	40	2	25	42	112	
8:45 AM	0	5	2	8	10	15	0	1	16	5	6	22	0	2	20	0	7	22	0	0	42	2	18	44	103	
Hourly Total	0	24	4	45	28	73	0	14	63	20	26	97	0	10	83	1	19	94	0	0	180	12	69	192	456	
Grand Total	0	138	9	146	102	293	0	52	383	161	125	596	4	66	498	2	91	570	0	0	623	60	266	683	2142	
Approach %	0.0	47.1	3.1	49.8	-	-	0.0	8.7	64.3	27.0	-	-	0.7	11.6	87.4	0.4	-	-	0.0	0.0	91.2	8.8	-	-	-	
Total %	0.0	6.4	0.4	6.8	-	13.7	0.0	2.4	17.9	7.5	-	27.8	0.2	3.1	23.2	0.1	-	26.6	0.0	0.0	29.1	2.8	-	31.9	-	
Lights	0	133	0	124	-	257	0	44	322	158	-	524	4	55	479	1	-	539	0	0	583	48	-	631	1951	
% Lights	-	96.4	0.0	84.9	-	87.7	-	84.6	84.1	98.1	-	87.9	100.0	83.3	96.2	50.0	-	94.6	-	-	93.6	80.0	-	92.4	91.1	
Buses	0	1	0	13	-	14	0	3	13	0	-	16	0	9	1	0	-	10	0	0	9	4	-	13	53	
% Buses	-	0.7	0.0	8.9	-	4.8	-	5.8	3.4	0.0	-	2.7	0.0	13.6	0.2	0.0	-	1.8	-	-	1.4	6.7	-	1.9	2.5	
Single-Unit Trucks	0	2	0	2	-	4	0	3	24	2	-	29	0	1	4	0	-	5	0	0	5	2	-	7	45	
% Single-Unit Trucks	-	1.4	0.0	1.4	-	1.4	-	5.8	6.3	1.2	-	4.9	0.0	1.5	0.8	0.0	-	0.9	-	-	0.8	3.3	-	1.0	2.1	
Articulated Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	2	-	2	5	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	3.3	-	0.3	0.2	
Bicycles on Road	0	2	9	7	-	18	0	2	21	1	-	24	0	1	14	1	-	16	0	0	26	4	-	30	88	

% Bicycles on Road	-	1.4	100.0	4.8	-	6.1	-	3.8	5.5	0.6	-	4.0	0.0	1.5	2.8	50.0	-	2.8	-	-	4.2	6.7	-	4.4	4.1
Pedestrians	-	-	-	-	102	-	-	-	-	-	125	-	-	-	-	-	91	-	-	-	-	-	266	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Racine Avenue and Fulton Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	14	0	7	8	21	0	6	29	20	6	55	0	7	76	0	1	83	0	0	31	4	17	35	194
5:00 PM	0	12	0	16	8	28	0	3	38	14	15	55	0	8	45	0	8	53	0	0	38	10	32	48	184
5:15 PM	0	17	0	8	10	25	0	5	38	13	6	56	2	4	29	0	8	35	0	0	40	2	21	42	158
5:30 PM	0	15	1	7	5	23	0	3	41	18	13	62	0	6	44	0	5	50	0	0	29	4	20	33	168
Total	0	58	1	38	31	97	0	17	146	65	40	228	2	25	194	0	22	221	0	0	138	20	90	158	704
Approach %	0.0	59.8	1.0	39.2	-	-	0.0	7.5	64.0	28.5	-	-	0.9	11.3	87.8	0.0	-	-	0.0	0.0	87.3	12.7	-	-	-
Total %	0.0	8.2	0.1	5.4	-	13.8	0.0	2.4	20.7	9.2	-	32.4	0.3	3.6	27.6	0.0	-	31.4	0.0	0.0	19.6	2.8	-	22.4	-
PHF	0.000	0.853	0.250	0.594	-	0.866	0.000	0.708	0.890	0.813	-	0.919	0.250	0.781	0.638	0.000	-	0.666	0.000	0.000	0.863	0.500	-	0.823	0.907
Lights	0	55	0	30	-	85	0	16	125	64	-	205	2	22	189	0	-	213	0	0	129	16	-	145	648
% Lights	-	94.8	0.0	78.9	-	87.6	-	94.1	85.6	98.5	-	89.9	100.0	88.0	97.4	-	-	96.4	-	-	93.5	80.0	-	91.8	92.0
Buses	0	0	0	4	-	4	0	1	4	0	-	5	0	2	1	0	-	3	0	0	2	2	-	4	16
% Buses	-	0.0	0.0	10.5	-	4.1	-	5.9	2.7	0.0	-	2.2	0.0	8.0	0.5	-	-	1.4	-	-	1.4	10.0	-	2.5	2.3
Single-Unit Trucks	0	2	0	0	-	2	0	0	7	1	-	8	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	-	3.4	0.0	0.0	-	2.1	-	0.0	4.8	1.5	-	3.5	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	4	-	6	0	0	10	0	-	10	0	1	4	0	-	5	0	0	7	2	-	9	30
% Bicycles on Road	-	1.7	100.0	10.5	-	6.2	-	0.0	6.8	0.0	-	4.4	0.0	4.0	2.1	-	-	2.3	-	-	5.1	10.0	-	5.7	4.3
Pedestrians	-	-	-	-	31	-	-	-	-	-	40	-	-	-	-	-	22	-	-	-	-	-	90	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Racine Avenue and Fulton Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	5	1	14	5	20	0	5	15	5	5	25	0	3	24	0	4	27	0	0	59	3	15	62	134
8:15 AM	0	7	1	10	5	18	0	5	16	4	8	25	0	2	18	0	4	20	0	0	39	5	11	44	107
8:30 AM	0	7	0	13	8	20	0	3	16	6	7	25	0	3	21	1	4	25	0	0	40	2	25	42	112
8:45 AM	0	5	2	8	10	15	0	1	16	5	6	22	0	2	20	0	7	22	0	0	42	2	18	44	103
Total	0	24	4	45	28	73	0	14	63	20	26	97	0	10	83	1	19	94	0	0	180	12	69	192	456
Approach %	0.0	32.9	5.5	61.6	-	-	0.0	14.4	64.9	20.6	-	-	0.0	10.6	88.3	1.1	-	-	0.0	0.0	93.8	6.3	-	-	-
Total %	0.0	5.3	0.9	9.9	-	16.0	0.0	3.1	13.8	4.4	-	21.3	0.0	2.2	18.2	0.2	-	20.6	0.0	0.0	39.5	2.6	-	42.1	-
PHF	0.000	0.857	0.500	0.804	-	0.913	0.000	0.700	0.984	0.833	-	0.970	0.000	0.833	0.865	0.250	-	0.870	0.000	0.000	0.763	0.600	-	0.774	0.851
Lights	0	22	0	38	-	60	0	10	53	18	-	81	0	6	74	0	-	80	0	0	170	8	-	178	399
% Lights	-	91.7	0.0	84.4	-	82.2	-	71.4	84.1	90.0	-	83.5	-	60.0	89.2	0.0	-	85.1	-	-	94.4	66.7	-	92.7	87.5
Buses	0	1	0	3	-	4	0	1	3	0	-	4	0	3	0	0	-	3	0	0	2	1	-	3	14
% Buses	-	4.2	0.0	6.7	-	5.5	-	7.1	4.8	0.0	-	4.1	-	30.0	0.0	0.0	-	3.2	-	-	1.1	8.3	-	1.6	3.1
Single-Unit Trucks	0	0	0	2	-	2	0	1	3	1	-	5	0	1	2	0	-	3	0	0	1	0	-	1	11
% Single-Unit Trucks	-	0.0	0.0	4.4	-	2.7	-	7.1	4.8	5.0	-	5.2	-	10.0	2.4	0.0	-	3.2	-	-	0.6	0.0	-	0.5	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	3.2	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	-	-	0.0	8.3	-	0.5	0.7
Bicycles on Road	0	1	4	2	-	7	0	2	2	1	-	5	0	0	7	1	-	8	0	0	7	2	-	9	29
% Bicycles on Road	-	4.2	100.0	4.4	-	9.6	-	14.3	3.2	5.0	-	5.2	-	0.0	8.4	100.0	-	8.5	-	-	3.9	16.7	-	4.7	6.4
Pedestrians	-	-	-	-	28	-	-	-	-	-	26	-	-	-	-	-	19	-	-	-	-	-	69	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll Avenue with Racine
Avenue TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	2	5	6	10	13	0	3	6	4	6	13	0	0	51	6	2	57	0	2	30	4	1	36	119
4:15 PM	0	8	9	6	8	23	0	1	6	3	5	10	0	0	46	6	3	52	0	6	43	4	0	53	138
4:30 PM	0	6	7	4	8	17	0	0	3	1	4	4	0	1	58	5	1	64	0	4	32	5	2	41	126
4:45 PM	0	9	19	4	7	32	0	1	7	4	3	12	0	2	98	8	1	108	0	3	27	3	3	33	185
Hourly Total	0	25	40	20	33	85	0	5	22	12	18	39	0	3	253	25	7	281	0	15	132	16	6	163	568
5:00 PM	0	6	31	1	6	38	0	4	5	2	9	11	0	1	71	15	0	87	0	3	37	6	0	46	182
5:15 PM	0	6	28	1	10	35	0	3	16	4	6	23	0	4	44	13	0	61	0	3	37	4	1	44	163
5:30 PM	0	4	7	4	8	15	0	0	14	5	15	19	0	3	59	11	2	73	0	2	32	5	2	39	146
5:45 PM	0	5	16	2	7	23	0	0	10	4	3	14	0	1	77	8	0	86	0	7	40	4	1	51	174
Hourly Total	0	21	82	8	31	111	0	7	45	15	33	67	0	9	251	47	2	307	0	15	146	19	4	180	665
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	3	2	2	4	7	0	1	5	2	3	8	0	1	5	5	6	11	0	2	30	6	0	38	64
7:15 AM	0	1	6	4	2	11	0	0	2	0	6	2	0	2	14	5	1	21	0	3	33	4	0	40	74
7:30 AM	0	2	8	2	3	12	0	1	4	1	1	6	0	3	15	6	1	24	0	3	43	1	0	47	89
7:45 AM	0	2	7	3	5	12	0	2	7	0	3	9	0	2	21	7	2	30	0	6	48	2	1	56	107
Hourly Total	0	8	23	11	14	42	0	4	18	3	13	25	0	8	55	23	10	86	0	14	154	13	1	181	334
8:00 AM	0	2	2	1	4	5	0	0	1	4	1	5	0	4	22	8	1	34	0	7	55	6	0	68	112
8:15 AM	0	1	7	3	9	11	0	2	3	1	0	6	0	5	19	7	1	31	0	9	42	11	0	62	110
8:30 AM	0	4	6	1	5	11	0	0	4	1	2	5	0	2	20	7	1	29	0	6	45	4	1	55	100
8:45 AM	0	1	8	2	10	11	0	0	4	1	2	5	0	5	20	6	2	31	0	5	41	7	0	53	100
Hourly Total	0	8	23	7	28	38	0	2	12	7	5	21	0	16	81	28	5	125	0	27	183	28	1	238	422
Grand Total	0	62	168	46	106	276	0	18	97	37	69	152	0	36	640	123	24	799	0	71	615	76	12	762	1989
Approach %	0.0	22.5	60.9	16.7	-	-	0.0	11.8	63.8	24.3	-	-	0.0	4.5	80.1	15.4	-	-	0.0	9.3	80.7	10.0	-	-	-
Total %	0.0	3.1	8.4	2.3	-	13.9	0.0	0.9	4.9	1.9	-	7.6	0.0	1.8	32.2	6.2	-	40.2	0.0	3.6	30.9	3.8	-	38.3	-
Lights	0	60	142	34	-	236	0	13	89	35	-	137	0	34	617	115	-	766	0	68	584	65	-	717	1856
% Lights	-	96.8	84.5	73.9	-	85.5	-	72.2	91.8	94.6	-	90.1	-	94.4	96.4	93.5	-	95.9	-	95.8	95.0	85.5	-	94.1	93.3
Buses	0	0	14	10	-	24	0	0	1	0	-	1	0	0	0	2	-	2	0	0	2	1	-	3	30
% Buses	-	0.0	8.3	21.7	-	8.7	-	0.0	1.0	0.0	-	0.7	-	0.0	0.0	1.6	-	0.3	-	0.0	0.3	1.3	-	0.4	1.5
Single-Unit Trucks	0	0	6	1	-	7	0	1	1	0	-	2	0	1	4	3	-	8	0	0	5	0	-	5	22
% Single-Unit Trucks	-	0.0	3.6	2.2	-	2.5	-	5.6	1.0	0.0	-	1.3	-	2.8	0.6	2.4	-	1.0	-	0.0	0.8	0.0	-	0.7	1.1
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	2.2	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	2	6	0	-	8	0	4	6	2	-	12	0	1	19	3	-	23	0	3	23	10	-	36	79

% Bicycles on Road	-	3.2	3.6	0.0	-	2.9	-	22.2	6.2	5.4	-	7.9	-	2.8	3.0	2.4	-	2.9	-	4.2	3.7	13.2	-	4.7	4.0
Pedestrians	-	-	-	-	106	-	-	-	-	-	69	-	-	-	-	-	24	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Carroll Avenue with Racine
Avenue TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	9	19	4	7	32	0	1	7	4	3	12	0	2	98	8	1	108	0	3	27	3	3	33	185
5:00 PM	0	6	31	1	6	38	0	4	5	2	9	11	0	1	71	15	0	87	0	3	37	6	0	46	182
5:15 PM	0	6	28	1	10	35	0	3	16	4	6	23	0	4	44	13	0	61	0	3	37	4	1	44	163
5:30 PM	0	4	7	4	8	15	0	0	14	5	15	19	0	3	59	11	2	73	0	2	32	5	2	39	146
Total	0	25	85	10	31	120	0	8	42	15	33	65	0	10	272	47	3	329	0	11	133	18	6	162	676
Approach %	0.0	20.8	70.8	8.3	-	-	0.0	12.3	64.6	23.1	-	-	0.0	3.0	82.7	14.3	-	-	0.0	6.8	82.1	11.1	-	-	-
Total %	0.0	3.7	12.6	1.5	-	17.8	0.0	1.2	6.2	2.2	-	9.6	0.0	1.5	40.2	7.0	-	48.7	0.0	1.6	19.7	2.7	-	24.0	-
PHF	0.000	0.694	0.685	0.625	-	0.789	0.000	0.500	0.656	0.750	-	0.707	0.000	0.625	0.694	0.783	-	0.762	0.000	0.917	0.899	0.750	-	0.880	0.914
Lights	0	24	75	7	-	106	0	5	39	13	-	57	0	10	262	44	-	316	0	11	128	15	-	154	633
% Lights	-	96.0	88.2	70.0	-	88.3	-	62.5	92.9	86.7	-	87.7	-	100.0	96.3	93.6	-	96.0	-	100.0	96.2	83.3	-	95.1	93.6
Buses	0	0	5	3	-	8	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	1	-	1	11
% Buses	-	0.0	5.9	30.0	-	6.7	-	0.0	2.4	0.0	-	1.5	-	0.0	0.0	2.1	-	0.3	-	0.0	0.0	5.6	-	0.6	1.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	2	-	3	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	4.3	-	0.9	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	5	0	-	6	0	3	2	2	-	7	0	0	9	0	-	9	0	0	5	2	-	7	29
% Bicycles on Road	-	4.0	5.9	0.0	-	5.0	-	37.5	4.8	13.3	-	10.8	-	0.0	3.3	0.0	-	2.7	-	0.0	3.8	11.1	-	4.3	4.3
Pedestrians	-	-	-	-	31	-	-	-	-	-	33	-	-	-	-	-	3	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll Avenue with Racine Avenue TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	2	2	1	4	5	0	0	1	4	1	5	0	4	22	8	1	34	0	7	55	6	0	68	112
8:15 AM	0	1	7	3	9	11	0	2	3	1	0	6	0	5	19	7	1	31	0	9	42	11	0	62	110
8:30 AM	0	4	6	1	5	11	0	0	4	1	2	5	0	2	20	7	1	29	0	6	45	4	1	55	100
8:45 AM	0	1	8	2	10	11	0	0	4	1	2	5	0	5	20	6	2	31	0	5	41	7	0	53	100
Total	0	8	23	7	28	38	0	2	12	7	5	21	0	16	81	28	5	125	0	27	183	28	1	238	422
Approach %	0.0	21.1	60.5	18.4	-	-	0.0	9.5	57.1	33.3	-	-	0.0	12.8	64.8	22.4	-	-	0.0	11.3	76.9	11.8	-	-	-
Total %	0.0	1.9	5.5	1.7	-	9.0	0.0	0.5	2.8	1.7	-	5.0	0.0	3.8	19.2	6.6	-	29.6	0.0	6.4	43.4	6.6	-	56.4	-
PHF	0.000	0.500	0.719	0.583	-	0.864	0.000	0.250	0.750	0.438	-	0.875	0.000	0.800	0.920	0.875	-	0.919	0.000	0.750	0.832	0.636	-	0.875	0.942
Lights	0	8	17	5	-	30	0	1	12	7	-	20	0	14	75	25	-	114	0	25	173	23	-	221	385
% Lights	-	100.0	73.9	71.4	-	78.9	-	50.0	100.0	100.0	-	95.2	-	87.5	92.6	89.3	-	91.2	-	92.6	94.5	82.1	-	92.9	91.2
Buses	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	6
% Buses	-	0.0	13.0	14.3	-	10.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.6	-	0.8	-	0.0	0.5	0.0	-	0.4	1.4
Single-Unit Trucks	0	0	3	0	-	3	0	0	0	0	-	0	0	1	1	1	-	3	0	0	1	0	-	1	7
% Single-Unit Trucks	-	0.0	13.0	0.0	-	7.9	-	0.0	0.0	0.0	-	0.0	-	6.3	1.2	3.6	-	2.4	-	0.0	0.5	0.0	-	0.4	1.7
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	14.3	-	2.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	1	5	1	-	7	0	2	8	5	-	15	23
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	50.0	0.0	0.0	-	4.8	-	6.3	6.2	3.6	-	5.6	-	7.4	4.4	17.9	-	6.3	5.5
Pedestrians	-	-	-	-	28	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll Avenue with Elizabeth Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	7	2	7	9	0	6	5	1	0	12	1	1	1	4	0	7	0	0	2	1	4	3	31
4:15 PM	0	0	7	1	9	8	0	7	5	0	1	12	1	1	1	4	1	7	0	3	3	3	4	9	36
4:30 PM	0	0	13	0	3	13	0	5	6	0	0	11	1	1	0	2	0	4	0	0	0	0	0	0	28
4:45 PM	0	0	18	3	1	21	0	7	5	0	0	12	0	2	0	12	1	14	0	2	0	0	0	2	49
Hourly Total	0	0	45	6	20	51	0	25	21	1	1	47	3	5	2	22	2	32	0	5	5	4	8	14	144
5:00 PM	0	2	20	1	1	23	0	5	8	0	0	13	1	4	0	16	0	21	0	1	2	0	0	3	60
5:15 PM	0	0	22	1	0	23	0	7	16	0	1	23	0	2	0	10	2	12	0	0	0	1	1	1	59
5:30 PM	0	0	11	2	1	13	0	4	16	1	0	21	0	2	0	7	1	9	0	0	2	0	1	2	45
5:45 PM	0	0	13	0	2	13	1	4	10	2	0	17	0	4	0	7	0	11	0	2	3	0	3	5	46
Hourly Total	0	2	66	4	4	72	1	20	50	3	1	74	1	12	0	40	3	53	0	3	7	1	5	11	210
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	2	5	4	5	11	0	1	5	2	3	8	1	4	0	2	2	7	0	0	0	0	0	0	26
7:15 AM	4	1	6	2	1	13	0	2	2	1	0	5	0	2	0	3	0	5	0	0	1	0	0	1	24
7:30 AM	0	0	6	1	1	7	0	4	1	0	0	5	2	2	2	3	0	9	0	0	1	0	0	1	22
7:45 AM	1	0	6	2	2	9	0	2	6	0	0	8	0	2	0	3	1	5	0	0	0	0	0	0	22
Hourly Total	5	3	23	9	9	40	0	9	14	3	3	26	3	10	2	11	3	26	0	0	2	0	0	2	94
8:00 AM	0	1	3	3	1	7	0	5	7	0	0	12	0	1	2	1	1	4	0	0	0	0	0	0	23
8:15 AM	1	1	4	8	2	14	0	4	11	1	0	16	0	9	0	6	0	15	0	1	0	1	0	2	47
8:30 AM	1	0	3	1	1	5	0	2	8	0	0	10	0	4	1	4	1	9	0	0	0	0	0	0	24
8:45 AM	1	2	4	2	1	9	0	7	4	0	0	11	0	6	1	8	2	15	0	0	0	2	0	2	37
Hourly Total	3	4	14	14	5	35	0	18	30	1	0	49	0	20	4	19	4	43	0	1	0	3	0	4	131
Grand Total	8	9	148	33	38	198	1	72	115	8	5	196	7	47	8	92	12	154	0	9	14	8	13	31	579
Approach %	4.0	4.5	74.7	16.7	-	-	0.5	36.7	58.7	4.1	-	-	4.5	30.5	5.2	59.7	-	-	0.0	29.0	45.2	25.8	-	-	-
Total %	1.4	1.6	25.6	5.7	-	34.2	0.2	12.4	19.9	1.4	-	33.9	1.2	8.1	1.4	15.9	-	26.6	0.0	1.6	2.4	1.4	-	5.4	-
Lights	8	9	118	31	-	166	1	59	106	7	-	173	7	46	8	75	-	136	0	9	14	8	-	31	506
% Lights	100.0	100.0	79.7	93.9	-	83.8	100.0	81.9	92.2	87.5	-	88.3	100.0	97.9	100.0	81.5	-	88.3	-	100.0	100.0	100.0	-	100.0	87.4
Buses	0	0	14	0	-	14	0	3	0	0	-	3	0	0	0	11	-	11	0	0	0	0	-	0	28
% Buses	0.0	0.0	9.5	0.0	-	7.1	0.0	4.2	0.0	0.0	-	1.5	0.0	0.0	0.0	12.0	-	7.1	-	0.0	0.0	0.0	-	0.0	4.8
Single-Unit Trucks	0	0	9	2	-	11	0	1	1	0	-	2	0	0	0	3	-	3	0	0	0	0	-	0	16
% Single-Unit Trucks	0.0	0.0	6.1	6.1	-	5.6	0.0	1.4	0.9	0.0	-	1.0	0.0	0.0	0.0	3.3	-	1.9	-	0.0	0.0	0.0	-	0.0	2.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	7	0	-	7	0	9	8	1	-	18	0	1	0	3	-	4	0	0	0	0	-	0	29

% Bicycles on Road	0.0	0.0	4.7	0.0	-	3.5	0.0	12.5	7.0	12.5	-	9.2	0.0	2.1	0.0	3.3	-	2.6	-	0.0	0.0	0.0	-	0.0	5.0
Pedestrians	-	-	-	-	38	-	-	-	-	5	-	-	-	-	-	-	12	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Carroll Avenue with Elizabeth Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	0	18	3	1	21	0	7	5	0	0	12	0	2	0	12	1	14	0	2	0	0	0	2	49
5:00 PM	0	2	20	1	1	23	0	5	8	0	0	13	1	4	0	16	0	21	0	1	2	0	0	3	60
5:15 PM	0	0	22	1	0	23	0	7	16	0	1	23	0	2	0	10	2	12	0	0	0	1	1	1	59
5:30 PM	0	0	11	2	1	13	0	4	16	1	0	21	0	2	0	7	1	9	0	0	2	0	1	2	45
Total	0	2	71	7	3	80	0	23	45	1	1	69	1	10	0	45	4	56	0	3	4	1	2	8	213
Approach %	0.0	2.5	88.8	8.8	-	-	0.0	33.3	65.2	1.4	-	-	1.8	17.9	0.0	80.4	-	-	0.0	37.5	50.0	12.5	-	-	-
Total %	0.0	0.9	33.3	3.3	-	37.6	0.0	10.8	21.1	0.5	-	32.4	0.5	4.7	0.0	21.1	-	26.3	0.0	1.4	1.9	0.5	-	3.8	-
PHF	0.000	0.250	0.807	0.583	-	0.870	0.000	0.821	0.703	0.250	-	0.750	0.250	0.625	0.000	0.703	-	0.667	0.000	0.375	0.500	0.250	-	0.667	0.888
Lights	0	2	58	7	-	67	0	18	42	1	-	61	1	9	0	42	-	52	0	3	4	1	-	8	188
% Lights	-	100.0	81.7	100.0	-	83.8	-	78.3	93.3	100.0	-	88.4	100.0	90.0	-	93.3	-	92.9	-	100.0	100.0	100.0	-	100.0	88.3
Buses	0	0	4	0	-	4	0	2	0	0	-	2	0	0	0	3	-	3	0	0	0	0	-	0	9
% Buses	-	0.0	5.6	0.0	-	5.0	-	8.7	0.0	0.0	-	2.9	0.0	0.0	-	6.7	-	5.4	-	0.0	0.0	0.0	-	0.0	4.2
Single-Unit Trucks	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	4.2	0.0	-	3.8	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	6	0	-	6	0	3	3	0	-	6	0	1	0	0	-	1	0	0	0	0	-	0	13
% Bicycles on Road	-	0.0	8.5	0.0	-	7.5	-	13.0	6.7	0.0	-	8.7	0.0	10.0	-	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	6.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll Avenue with Elizabeth Street TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	3	3	1	7	0	5	7	0	0	12	0	1	2	1	1	4	0	0	0	0	0	0	23
8:15 AM	1	1	4	8	2	14	0	4	11	1	0	16	0	9	0	6	0	15	0	1	0	1	0	2	47
8:30 AM	1	0	3	1	1	5	0	2	8	0	0	10	0	4	1	4	1	9	0	0	0	0	0	0	24
8:45 AM	1	2	4	2	1	9	0	7	4	0	0	11	0	6	1	8	2	15	0	0	0	2	0	2	37
Total	3	4	14	14	5	35	0	18	30	1	0	49	0	20	4	19	4	43	0	1	0	3	0	4	131
Approach %	8.6	11.4	40.0	40.0	-	-	0.0	36.7	61.2	2.0	-	-	0.0	46.5	9.3	44.2	-	-	0.0	25.0	0.0	75.0	-	-	-
Total %	2.3	3.1	10.7	10.7	-	26.7	0.0	13.7	22.9	0.8	-	37.4	0.0	15.3	3.1	14.5	-	32.8	0.0	0.8	0.0	2.3	-	3.1	-
PHF	0.750	0.500	0.875	0.438	-	0.625	0.000	0.643	0.682	0.250	-	0.766	0.000	0.556	0.500	0.594	-	0.717	0.000	0.250	0.000	0.375	-	0.500	0.697
Lights	3	4	10	13	-	30	0	16	26	1	-	43	0	20	4	13	-	37	0	1	0	3	-	4	114
% Lights	100.0	100.0	71.4	92.9	-	85.7	-	88.9	86.7	100.0	-	87.8	-	100.0	100.0	68.4	-	86.0	-	100.0	-	100.0	-	100.0	87.0
Buses	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	2	-	2	0	0	0	0	-	0	5
% Buses	0.0	0.0	21.4	0.0	-	8.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	10.5	-	4.7	-	0.0	-	0.0	-	0.0	3.8
Single-Unit Trucks	0	0	1	1	-	2	0	0	1	0	-	1	0	0	0	2	-	2	0	0	0	0	-	0	5
% Single-Unit Trucks	0.0	0.0	7.1	7.1	-	5.7	-	0.0	3.3	0.0	-	2.0	-	0.0	0.0	10.5	-	4.7	-	0.0	-	0.0	-	0.0	3.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	2	3	0	-	5	0	0	0	2	-	2	0	0	0	0	-	0	7
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	11.1	10.0	0.0	-	10.2	-	0.0	0.0	10.5	-	4.7	-	0.0	-	0.0	-	0.0	5.3
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: Carroll Avenue with May Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	8	6	4	14	0	0	5	3	4	8	0	2	36	5	2	43	0	2	16	2	4	20	85
4:15 PM	0	3	13	5	4	21	0	1	5	3	2	9	0	1	44	1	4	46	0	1	21	4	3	26	102
4:30 PM	0	4	11	3	1	18	0	3	3	1	3	7	0	1	106	4	3	111	0	1	20	1	1	22	158
4:45 PM	0	4	26	6	1	36	0	1	8	1	2	10	0	4	57	5	3	66	0	2	20	0	0	22	134
Hourly Total	0	11	58	20	10	89	0	5	21	8	11	34	0	8	243	15	12	266	0	6	77	7	8	90	479
5:00 PM	0	9	36	2	4	47	0	1	7	3	4	11	1	0	51	7	5	59	0	0	23	4	1	27	144
5:15 PM	0	10	28	3	5	41	0	2	9	1	2	12	0	5	85	8	2	98	0	1	24	6	3	31	182
5:30 PM	0	5	16	0	4	21	0	0	12	1	1	13	0	3	82	6	3	91	0	0	21	2	0	23	148
5:45 PM	0	2	24	4	0	30	0	0	9	5	3	14	0	3	48	1	2	52	0	2	19	1	0	22	118
Hourly Total	0	26	104	9	13	139	0	3	37	10	10	50	1	11	266	22	12	300	0	3	87	13	4	103	592
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	3	4	3	1	10	1	0	3	1	1	5	0	2	19	0	2	21	0	1	8	2	1	11	47
7:15 AM	0	2	6	4	5	12	0	0	1	1	1	2	0	2	18	2	3	22	0	1	9	1	1	11	47
7:30 AM	1	3	11	4	2	19	0	1	1	0	0	2	0	2	24	0	0	26	0	1	16	1	0	18	65
7:45 AM	0	1	14	4	2	19	0	1	4	1	5	6	0	3	18	1	1	22	0	1	14	2	1	17	64
Hourly Total	1	9	35	15	10	60	1	2	9	3	7	15	0	9	79	3	6	91	0	4	47	6	3	57	223
8:00 AM	0	1	12	3	6	16	0	1	3	0	0	4	1	1	29	0	3	31	0	1	15	4	2	20	71
8:15 AM	0	3	13	8	1	24	0	2	3	4	1	9	1	1	28	3	0	33	0	1	17	4	1	22	88
8:30 AM	0	2	7	7	1	16	0	1	1	1	0	3	1	2	25	5	3	33	0	3	21	2	0	26	78
8:45 AM	0	5	8	8	4	21	0	3	4	3	0	10	0	1	13	6	1	20	0	1	23	3	0	27	78
Hourly Total	0	11	40	26	12	77	0	7	11	8	1	26	3	5	95	14	7	117	0	6	76	13	3	95	315
Grand Total	1	57	237	70	45	365	1	17	78	29	29	125	4	33	683	54	37	774	0	19	287	39	18	345	1609
Approach %	0.3	15.6	64.9	19.2	-	-	0.8	13.6	62.4	23.2	-	-	0.5	4.3	88.2	7.0	-	-	0.0	5.5	83.2	11.3	-	-	-
Total %	0.1	3.5	14.7	4.4	-	22.7	0.1	1.1	4.8	1.8	-	7.8	0.2	2.1	42.4	3.4	-	48.1	0.0	1.2	17.8	2.4	-	21.4	-
Lights	1	56	216	55	-	328	1	15	71	27	-	114	4	30	668	46	-	748	0	19	265	36	-	320	1510
% Lights	100.0	98.2	91.1	78.6	-	89.9	100.0	88.2	91.0	93.1	-	91.2	100.0	90.9	97.8	85.2	-	96.6	-	100.0	92.3	92.3	-	92.8	93.8
Buses	0	1	6	10	-	17	0	0	1	0	-	1	0	0	2	0	-	2	0	0	8	0	-	8	28
% Buses	0.0	1.8	2.5	14.3	-	4.7	0.0	0.0	1.3	0.0	-	0.8	0.0	0.0	0.3	0.0	-	0.3	-	0.0	2.8	0.0	-	2.3	1.7
Single-Unit Trucks	0	0	6	2	-	8	0	2	0	0	-	2	0	2	8	8	-	18	0	0	8	0	-	8	36
% Single-Unit Trucks	0.0	0.0	2.5	2.9	-	2.2	0.0	11.8	0.0	0.0	-	1.6	0.0	6.1	1.2	14.8	-	2.3	-	0.0	2.8	0.0	-	2.3	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	9	3	-	12	0	0	6	2	-	8	0	1	4	0	-	5	0	0	6	3	-	9	34

% Bicycles on Road	0.0	0.0	3.8	4.3	-	3.3	0.0	0.0	7.7	6.9	-	6.4	0.0	3.0	0.6	0.0	-	0.6	-	0.0	2.1	7.7	-	2.6	2.1
Pedestrians	-	-	-	-	45	-	-	-	-	-	29	-	-	-	-	-	37	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Carroll Avenue with May Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	4	26	6	1	36	0	1	8	1	2	10	0	4	57	5	3	66	0	2	20	0	0	22	134
5:00 PM	0	9	36	2	4	47	0	1	7	3	4	11	1	0	51	7	5	59	0	0	23	4	1	27	144
5:15 PM	0	10	28	3	5	41	0	2	9	1	2	12	0	5	85	8	2	98	0	1	24	6	3	31	182
5:30 PM	0	5	16	0	4	21	0	0	12	1	1	13	0	3	82	6	3	91	0	0	21	2	0	23	148
Total	0	28	106	11	14	145	0	4	36	6	9	46	1	12	275	26	13	314	0	3	88	12	4	103	608
Approach %	0.0	19.3	73.1	7.6	-	-	0.0	8.7	78.3	13.0	-	-	0.3	3.8	87.6	8.3	-	-	0.0	2.9	85.4	11.7	-	-	-
Total %	0.0	4.6	17.4	1.8	-	23.8	0.0	0.7	5.9	1.0	-	7.6	0.2	2.0	45.2	4.3	-	51.6	0.0	0.5	14.5	2.0	-	16.9	-
PHF	0.000	0.700	0.736	0.458	-	0.771	0.000	0.500	0.750	0.500	-	0.885	0.250	0.600	0.809	0.813	-	0.801	0.000	0.375	0.917	0.500	-	0.831	0.835
Lights	0	28	98	6	-	132	0	4	32	5	-	41	1	12	270	26	-	309	0	3	83	9	-	95	577
% Lights	-	100.0	92.5	54.5	-	91.0	-	100.0	88.9	83.3	-	89.1	100.0	100.0	98.2	100.0	-	98.4	-	100.0	94.3	75.0	-	92.2	94.9
Buses	0	0	3	3	-	6	0	0	1	0	-	1	0	0	2	0	-	2	0	0	4	0	-	4	13
% Buses	-	0.0	2.8	27.3	-	4.1	-	0.0	2.8	0.0	-	2.2	0.0	0.0	0.7	0.0	-	0.6	-	0.0	4.5	0.0	-	3.9	2.1
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	4
% Single-Unit Trucks	-	0.0	1.9	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.3	-	0.0	1.1	0.0	-	1.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	2	-	5	0	0	3	1	-	4	0	0	2	0	-	2	0	0	0	3	-	3	14
% Bicycles on Road	-	0.0	2.8	18.2	-	3.4	-	0.0	8.3	16.7	-	8.7	0.0	0.0	0.7	0.0	-	0.6	-	0.0	0.0	25.0	-	2.9	2.3
Pedestrians	-	-	-	-	14	-	-	-	-	-	9	-	-	-	-	-	13	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll Avenue with May Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						May Street Northbound						May Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	12	3	6	16	0	1	3	0	0	4	1	1	29	0	3	31	0	1	15	4	2	20	71
8:15 AM	0	3	13	8	1	24	0	2	3	4	1	9	1	1	28	3	0	33	0	1	17	4	1	22	88
8:30 AM	0	2	7	7	1	16	0	1	1	1	0	3	1	2	25	5	3	33	0	3	21	2	0	26	78
8:45 AM	0	5	8	8	4	21	0	3	4	3	0	10	0	1	13	6	1	20	0	1	23	3	0	27	78
Total	0	11	40	26	12	77	0	7	11	8	1	26	3	5	95	14	7	117	0	6	76	13	3	95	315
Approach %	0.0	14.3	51.9	33.8	-	-	0.0	26.9	42.3	30.8	-	-	2.6	4.3	81.2	12.0	-	-	0.0	6.3	80.0	13.7	-	-	-
Total %	0.0	3.5	12.7	8.3	-	24.4	0.0	2.2	3.5	2.5	-	8.3	1.0	1.6	30.2	4.4	-	37.1	0.0	1.9	24.1	4.1	-	30.2	-
PHF	0.000	0.550	0.769	0.813	-	0.802	0.000	0.583	0.688	0.500	-	0.650	0.750	0.625	0.819	0.583	-	0.886	0.000	0.500	0.826	0.813	-	0.880	0.895
Lights	0	11	35	21	-	67	0	5	11	8	-	24	3	5	91	8	-	107	0	6	72	13	-	91	289
% Lights	-	100.0	87.5	80.8	-	87.0	-	71.4	100.0	100.0	-	92.3	100.0	100.0	95.8	57.1	-	91.5	-	100.0	94.7	100.0	-	95.8	91.7
Buses	0	0	1	2	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	2.5	7.7	-	3.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	2	2	-	4	0	2	0	0	-	2	0	0	2	6	-	8	0	0	2	0	-	2	16
% Single-Unit Trucks	-	0.0	5.0	7.7	-	5.2	-	28.6	0.0	0.0	-	7.7	0.0	0.0	2.1	42.9	-	6.8	-	0.0	2.6	0.0	-	2.1	5.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.1	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	2	1	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	6
% Bicycles on Road	-	0.0	5.0	3.8	-	3.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.1	0.0	-	0.9	-	0.0	2.6	0.0	-	2.1	1.9
Pedestrians	-	-	-	-	12	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Street and Elizabeth Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 1

Turning Movement Data

Start Time	Fulton Market Eastbound						Fulton Market Westbound						Elizabeth St Northbound						Elizabeth St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	2	13	6	10	21	0	1	47	4	0	52	0	4	1	0	2	5	0	0	5	7	18	12	90
4:15 PM	0	1	11	4	4	16	0	2	31	2	0	35	0	4	0	0	1	4	0	3	7	2	15	12	67
4:30 PM	0	4	16	4	1	24	0	1	38	1	0	40	0	5	1	3	3	9	0	0	4	4	17	8	81
4:45 PM	0	4	17	6	1	27	0	3	30	3	0	36	0	3	7	5	1	15	0	0	3	6	9	9	87
Hourly Total	0	11	57	20	16	88	0	7	146	10	0	163	0	16	9	8	7	33	0	3	19	19	59	41	325
5:00 PM	0	7	23	4	1	34	0	5	47	0	0	52	0	4	15	1	2	20	0	1	4	5	16	10	116
5:15 PM	0	4	20	5	10	29	0	4	40	2	0	46	0	7	7	1	2	15	0	0	6	5	13	11	101
5:30 PM	0	3	19	7	3	29	0	5	44	1	1	50	0	3	4	4	4	11	0	0	4	5	12	9	99
5:45 PM	0	1	21	3	5	25	0	0	31	3	0	34	0	6	7	2	3	15	0	0	7	3	14	10	84
Hourly Total	0	15	83	19	19	117	0	14	162	6	1	182	0	20	33	8	11	61	0	1	21	18	55	40	400
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	7	3	0	2	10	0	1	13	1	1	15	0	2	0	3	0	5	0	2	1	4	3	7	37
7:15 AM	0	2	12	2	6	16	0	0	17	4	0	21	0	1	0	1	0	2	0	2	0	3	8	5	44
7:30 AM	0	5	8	1	1	14	0	3	19	2	2	24	0	4	1	2	1	7	0	0	1	3	10	4	49
7:45 AM	0	4	12	8	7	24	0	1	15	2	0	18	0	4	2	0	3	6	0	1	1	2	11	4	52
Hourly Total	0	18	35	11	16	64	0	5	64	9	3	78	0	11	3	6	4	20	0	5	3	12	32	20	182
8:00 AM	0	3	19	5	3	27	0	6	16	1	1	23	0	1	0	1	0	2	0	0	2	3	9	5	57
8:15 AM	0	10	15	7	1	32	1	2	17	2	0	22	0	3	3	2	0	8	0	2	0	9	7	11	73
8:30 AM	0	8	16	2	2	26	0	3	16	0	0	19	0	6	3	3	5	12	0	0	1	2	9	3	60
8:45 AM	1	8	13	4	3	26	0	2	17	4	0	23	0	6	5	2	4	13	0	1	5	4	10	10	72
Hourly Total	1	29	63	18	9	111	1	13	66	7	1	87	0	16	11	8	9	35	0	3	8	18	35	29	262
Grand Total	1	73	238	68	60	380	1	39	438	32	5	510	0	63	56	30	31	149	0	12	51	67	181	130	1169
Approach %	0.3	19.2	62.6	17.9	-	-	0.2	7.6	85.9	6.3	-	-	0.0	42.3	37.6	20.1	-	-	0.0	9.2	39.2	51.5	-	-	-
Total %	0.1	6.2	20.4	5.8	-	32.5	0.1	3.3	37.5	2.7	-	43.6	0.0	5.4	4.8	2.6	-	12.7	0.0	1.0	4.4	5.7	-	11.1	-
Lights	1	69	210	61	-	341	1	33	372	20	-	426	0	52	56	29	-	137	0	11	49	56	-	116	1020
% Lights	100.0	94.5	88.2	89.7	-	89.7	100.0	84.6	84.9	62.5	-	83.5	-	82.5	100.0	96.7	-	91.9	-	91.7	96.1	83.6	-	89.2	87.3
Buses	0	0	14	0	-	14	0	0	9	11	-	20	0	0	0	0	-	0	0	0	0	3	-	3	37
% Buses	0.0	0.0	5.9	0.0	-	3.7	0.0	0.0	2.1	34.4	-	3.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	4.5	-	2.3	3.2
Single-Unit Trucks	0	2	2	4	-	8	0	3	29	1	-	33	0	9	0	1	-	10	0	1	1	1	-	3	54
% Single-Unit Trucks	0.0	2.7	0.8	5.9	-	2.1	0.0	7.7	6.6	3.1	-	6.5	-	14.3	0.0	3.3	-	6.7	-	8.3	2.0	1.5	-	2.3	4.6
Articulated Trucks	0	0	0	0	-	0	0	2	4	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	5.1	0.9	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	2	12	3	-	17	0	1	24	0	-	25	0	2	0	0	-	2	0	0	1	7	-	8	52

% Bicycles on Road	0.0	2.7	5.0	4.4	-	4.5	0.0	2.6	5.5	0.0	-	4.9	-	3.2	0.0	0.0	-	1.3	-	0.0	2.0	10.4	-	6.2	4.4
Pedestrians	-	-	-	-	60	-	-	-	-	-	5	-	-	-	-	-	31	-	-	-	-	-	181	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Fulton Street and Elizabeth Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fulton Market Eastbound						Fulton Market Westbound						Elizabeth St Northbound						Elizabeth St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	4	17	6	1	27	0	3	30	3	0	36	0	3	7	5	1	15	0	0	3	6	9	9	87
5:00 PM	0	7	23	4	1	34	0	5	47	0	0	52	0	4	15	1	2	20	0	1	4	5	16	10	116
5:15 PM	0	4	20	5	10	29	0	4	40	2	0	46	0	7	7	1	2	15	0	0	6	5	13	11	101
5:30 PM	0	3	19	7	3	29	0	5	44	1	1	50	0	3	4	4	4	11	0	0	4	5	12	9	99
Total	0	18	79	22	15	119	0	17	161	6	1	184	0	17	33	11	9	61	0	1	17	21	50	39	403
Approach %	0.0	15.1	66.4	18.5	-	-	0.0	9.2	87.5	3.3	-	-	0.0	27.9	54.1	18.0	-	-	0.0	2.6	43.6	53.8	-	-	-
Total %	0.0	4.5	19.6	5.5	-	29.5	0.0	4.2	40.0	1.5	-	45.7	0.0	4.2	8.2	2.7	-	15.1	0.0	0.2	4.2	5.2	-	9.7	-
PHF	0.000	0.643	0.859	0.786	-	0.875	0.000	0.850	0.856	0.500	-	0.885	0.000	0.607	0.550	0.550	-	0.763	0.000	0.250	0.708	0.875	-	0.886	0.869
Lights	0	18	69	21	-	108	0	17	137	3	-	157	0	15	33	11	-	59	0	1	17	16	-	34	358
% Lights	-	100.0	87.3	95.5	-	90.8	-	100.0	85.1	50.0	-	85.3	-	88.2	100.0	100.0	-	96.7	-	100.0	100.0	76.2	-	87.2	88.8
Buses	0	0	4	0	-	4	0	0	2	3	-	5	0	0	0	0	-	0	0	0	0	2	-	2	11
% Buses	-	0.0	5.1	0.0	-	3.4	-	0.0	1.2	50.0	-	2.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	9.5	-	5.1	2.7
Single-Unit Trucks	0	0	1	0	-	1	0	0	8	0	-	8	0	2	0	0	-	2	0	0	0	0	-	0	11
% Single-Unit Trucks	-	0.0	1.3	0.0	-	0.8	-	0.0	5.0	0.0	-	4.3	-	11.8	0.0	0.0	-	3.3	-	0.0	0.0	0.0	-	0.0	2.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	5	1	-	6	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	3	-	3	23
% Bicycles on Road	-	0.0	6.3	4.5	-	5.0	-	0.0	8.7	0.0	-	7.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	14.3	-	7.7	5.7
Pedestrians	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Street and Elizabeth Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Fulton Market Eastbound						Fulton Market Westbound						Elizabeth St Northbound						Elizabeth St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	3	19	5	3	27	0	6	16	1	1	23	0	1	0	1	0	2	0	0	2	3	9	5	57
8:15 AM	0	10	15	7	1	32	1	2	17	2	0	22	0	3	3	2	0	8	0	2	0	9	7	11	73
8:30 AM	0	8	16	2	2	26	0	3	16	0	0	19	0	6	3	3	5	12	0	0	1	2	9	3	60
8:45 AM	1	8	13	4	3	26	0	2	17	4	0	23	0	6	5	2	4	13	0	1	5	4	10	10	72
Total	1	29	63	18	9	111	1	13	66	7	1	87	0	16	11	8	9	35	0	3	8	18	35	29	262
Approach %	0.9	26.1	56.8	16.2	-	-	1.1	14.9	75.9	8.0	-	-	0.0	45.7	31.4	22.9	-	-	0.0	10.3	27.6	62.1	-	-	-
Total %	0.4	11.1	24.0	6.9	-	42.4	0.4	5.0	25.2	2.7	-	33.2	0.0	6.1	4.2	3.1	-	13.4	0.0	1.1	3.1	6.9	-	11.1	-
PHF	0.250	0.725	0.829	0.643	-	0.867	0.250	0.542	0.971	0.438	-	0.946	0.000	0.667	0.550	0.667	-	0.673	0.000	0.375	0.400	0.500	-	0.659	0.897
Lights	1	25	53	16	-	95	1	9	54	5	-	69	0	11	11	7	-	29	0	3	7	17	-	27	220
% Lights	100.0	86.2	84.1	88.9	-	85.6	100.0	69.2	81.8	71.4	-	79.3	-	68.8	100.0	87.5	-	82.9	-	100.0	87.5	94.4	-	93.1	84.0
Buses	0	0	4	0	-	4	0	0	5	2	-	7	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	0.0	0.0	6.3	0.0	-	3.6	0.0	0.0	7.6	28.6	-	8.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	4.2
Single-Unit Trucks	0	2	1	1	-	4	0	3	3	0	-	6	0	4	0	1	-	5	0	0	1	0	-	1	16
% Single-Unit Trucks	0.0	6.9	1.6	5.6	-	3.6	0.0	23.1	4.5	0.0	-	6.9	-	25.0	0.0	12.5	-	14.3	-	0.0	12.5	0.0	-	3.4	6.1
Articulated Trucks	0	0	0	0	-	0	0	1	2	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	7.7	3.0	0.0	-	3.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.1
Bicycles on Road	0	2	5	1	-	8	0	0	2	0	-	2	0	1	0	0	-	1	0	0	0	1	-	1	12
% Bicycles on Road	0.0	6.9	7.9	5.6	-	7.2	0.0	0.0	3.0	0.0	-	2.3	-	6.3	0.0	0.0	-	2.9	-	0.0	0.0	5.6	-	3.4	4.6
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Lake Street and Elizabeth Street
 TMC
 Site Code:
 Start Date: 03/20/2024
 Page No: 1

Turning Movement Data

Start Time	Lake Street Eastbound						Lake Street Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	57	10	5	67	0	6	109	2	2	117	0	5	5	8	2	18	0	5	5	6	7	16	218
4:15 PM	0	0	58	7	7	65	0	5	89	5	1	99	1	4	1	3	2	9	0	2	7	5	2	14	187
4:30 PM	0	1	67	7	1	75	0	11	91	5	3	107	0	4	5	4	7	13	0	2	1	5	4	8	203
4:45 PM	0	8	60	9	2	77	0	6	113	0	4	119	0	6	11	15	11	32	0	4	6	5	8	15	243
Hourly Total	0	9	242	33	15	284	0	28	402	12	10	442	1	19	22	30	22	72	0	13	19	21	21	53	851
5:00 PM	0	10	64	11	1	85	0	6	95	1	3	102	0	4	10	4	2	18	0	5	7	4	11	16	221
5:15 PM	0	3	54	10	5	67	0	13	103	0	2	116	0	5	12	8	12	25	0	4	9	9	3	22	230
5:30 PM	1	3	35	10	5	49	0	5	112	1	2	118	0	8	7	11	3	26	0	3	13	3	3	19	212
5:45 PM	0	1	66	7	1	74	0	9	82	3	2	94	2	3	13	10	12	28	0	0	5	5	4	10	206
Hourly Total	1	17	219	38	12	275	0	33	392	5	9	430	2	20	42	33	29	97	0	12	34	21	21	67	869
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	1	35	4	1	40	0	1	36	1	0	38	0	10	1	3	3	14	0	1	0	1	0	2	94
7:15 AM	1	2	57	6	0	66	0	6	35	2	1	43	0	1	0	3	2	4	0	2	1	2	0	5	118
7:30 AM	0	2	83	6	1	91	0	2	34	7	0	43	0	3	0	4	5	7	0	1	2	2	1	5	146
7:45 AM	1	3	70	5	1	79	0	6	36	4	3	46	0	7	1	8	4	16	0	2	3	5	4	10	151
Hourly Total	2	8	245	21	3	276	0	15	141	14	4	170	0	21	2	18	14	41	0	6	6	10	5	22	509
8:00 AM	0	2	89	4	1	95	0	7	43	1	2	51	0	3	0	12	2	15	0	3	3	3	6	9	170
8:15 AM	0	2	95	4	1	101	0	4	42	3	2	49	0	5	4	10	1	19	0	4	6	2	4	12	181
8:30 AM	0	3	80	11	0	94	1	4	55	2	1	62	0	3	8	10	8	21	0	2	3	1	3	6	183
8:45 AM	0	3	95	7	1	105	0	3	50	9	0	62	0	4	4	4	7	12	0	4	4	3	2	11	190
Hourly Total	0	10	359	26	3	395	1	18	190	15	5	224	0	15	16	36	18	67	0	13	16	9	15	38	724
Grand Total	3	44	1065	118	33	1230	1	94	1125	46	28	1266	3	75	82	117	83	277	0	44	75	61	62	180	2953
Approach %	0.2	3.6	86.6	9.6	-	-	0.1	7.4	88.9	3.6	-	-	1.1	27.1	29.6	42.2	-	-	0.0	24.4	41.7	33.9	-	-	-
Total %	0.1	1.5	36.1	4.0	-	41.7	0.0	3.2	38.1	1.6	-	42.9	0.1	2.5	2.8	4.0	-	9.4	0.0	1.5	2.5	2.1	-	6.1	-
Lights	2	36	991	108	-	1137	1	88	1070	45	-	1204	3	72	77	113	-	265	0	40	68	55	-	163	2769
% Lights	66.7	81.8	93.1	91.5	-	92.4	100.0	93.6	95.1	97.8	-	95.1	100.0	96.0	93.9	96.6	-	95.7	-	90.9	90.7	90.2	-	90.6	93.8
Buses	0	0	4	2	-	6	0	0	9	0	-	9	0	0	1	1	-	2	0	0	0	0	-	0	17
% Buses	0.0	0.0	0.4	1.7	-	0.5	0.0	0.0	0.8	0.0	-	0.7	0.0	0.0	1.2	0.9	-	0.7	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	1	8	44	4	-	57	0	3	19	0	-	22	0	1	2	0	-	3	0	3	1	5	-	9	91
% Single-Unit Trucks	33.3	18.2	4.1	3.4	-	4.6	0.0	3.2	1.7	0.0	-	1.7	0.0	1.3	2.4	0.0	-	1.1	-	6.8	1.3	8.2	-	5.0	3.1
Articulated Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	1	1	0	-	2	0	0	3	0	-	3	9
% Articulated Trucks	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.3	0.0	-	0.2	0.0	1.3	1.2	0.0	-	0.7	-	0.0	4.0	0.0	-	1.7	0.3
Bicycles on Road	0	0	25	4	-	29	0	3	24	1	-	28	0	1	1	3	-	5	0	1	3	1	-	5	67

% Bicycles on Road	0.0	0.0	2.3	3.4	-	2.4	0.0	3.2	2.1	2.2	-	2.2	0.0	1.3	1.2	2.6	-	1.8	-	2.3	4.0	1.6	-	2.8	2.3
Pedestrians	-	-	-	-	33	-	-	-	-	-	28	-	-	-	-	-	83	-	-	-	-	-	62	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

DRAFT



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: Lake Street and Elizabeth Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lake Street Eastbound						Lake Street Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	8	60	9	2	77	0	6	113	0	4	119	0	6	11	15	11	32	0	4	6	5	8	15	243
5:00 PM	0	10	64	11	1	85	0	6	95	1	3	102	0	4	10	4	2	18	0	5	7	4	11	16	221
5:15 PM	0	3	54	10	5	67	0	13	103	0	2	116	0	5	12	8	12	25	0	4	9	9	3	22	230
5:30 PM	1	3	35	10	5	49	0	5	112	1	2	118	0	8	7	11	3	26	0	3	13	3	3	19	212
Total	1	24	213	40	13	278	0	30	423	2	11	455	0	23	40	38	28	101	0	16	35	21	25	72	906
Approach %	0.4	8.6	76.6	14.4	-	-	0.0	6.6	93.0	0.4	-	-	0.0	22.8	39.6	37.6	-	-	0.0	22.2	48.6	29.2	-	-	-
Total %	0.1	2.6	23.5	4.4	-	30.7	0.0	3.3	46.7	0.2	-	50.2	0.0	2.5	4.4	4.2	-	11.1	0.0	1.8	3.9	2.3	-	7.9	-
PHF	0.250	0.600	0.832	0.909	-	0.818	0.000	0.577	0.936	0.500	-	0.956	0.000	0.719	0.833	0.633	-	0.789	0.000	0.800	0.673	0.583	-	0.818	0.932
Lights	0	22	206	35	-	263	0	27	401	2	-	430	0	22	38	38	-	98	0	16	33	20	-	69	860
% Lights	0.0	91.7	96.7	87.5	-	94.6	-	90.0	94.8	100.0	-	94.5	-	95.7	95.0	100.0	-	97.0	-	100.0	94.3	95.2	-	95.8	94.9
Buses	0	0	1	2	-	3	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	0.0	0.0	0.5	5.0	-	1.1	-	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	1	2	1	2	-	6	0	1	2	0	-	3	0	1	1	0	-	2	0	0	1	0	-	1	12
% Single-Unit Trucks	100.0	8.3	0.5	5.0	-	2.2	-	3.3	0.5	0.0	-	0.7	-	4.3	2.5	0.0	-	2.0	-	0.0	2.9	0.0	-	1.4	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	5	1	-	6	0	2	15	0	-	17	0	0	1	0	-	1	0	0	1	1	-	2	26
% Bicycles on Road	0.0	0.0	2.3	2.5	-	2.2	-	6.7	3.5	0.0	-	3.7	-	0.0	2.5	0.0	-	1.0	-	0.0	2.9	4.8	-	2.8	2.9
Pedestrians	-	-	-	-	13	-	-	-	-	-	11	-	-	-	-	-	28	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Lake Street and Elizabeth Street
TMC
Site Code:
Start Date: 03/20/2024
Page No: 4

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Lake Street Eastbound						Lake Street Westbound						Elizabeth Street Northbound						Elizabeth Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	2	89	4	1	95	0	7	43	1	2	51	0	3	0	12	2	15	0	3	3	3	6	9	170
8:15 AM	0	2	95	4	1	101	0	4	42	3	2	49	0	5	4	10	1	19	0	4	6	2	4	12	181
8:30 AM	0	3	80	11	0	94	1	4	55	2	1	62	0	3	8	10	8	21	0	2	3	1	3	6	183
8:45 AM	0	3	95	7	1	105	0	3	50	9	0	62	0	4	4	4	7	12	0	4	4	3	2	11	190
Total	0	10	359	26	3	395	1	18	190	15	5	224	0	15	16	36	18	67	0	13	16	9	15	38	724
Approach %	0.0	2.5	90.9	6.6	-	-	0.4	8.0	84.8	6.7	-	-	0.0	22.4	23.9	53.7	-	-	0.0	34.2	42.1	23.7	-	-	-
Total %	0.0	1.4	49.6	3.6	-	54.6	0.1	2.5	26.2	2.1	-	30.9	0.0	2.1	2.2	5.0	-	9.3	0.0	1.8	2.2	1.2	-	5.2	-
PHF	0.000	0.833	0.945	0.591	-	0.940	0.250	0.643	0.864	0.417	-	0.903	0.000	0.750	0.500	0.750	-	0.798	0.000	0.813	0.667	0.750	-	0.792	0.953
Lights	0	7	323	24	-	354	1	18	179	14	-	212	0	15	15	34	-	64	0	11	13	8	-	32	662
% Lights	-	70.0	90.0	92.3	-	89.6	100.0	100.0	94.2	93.3	-	94.6	-	100.0	93.8	94.4	-	95.5	-	84.6	81.3	88.9	-	84.2	91.4
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	3	26	2	-	31	0	0	7	0	-	7	0	0	1	0	-	1	0	2	0	1	-	3	42
% Single-Unit Trucks	-	30.0	7.2	7.7	-	7.8	0.0	0.0	3.7	0.0	-	3.1	-	0.0	6.3	0.0	-	1.5	-	15.4	0.0	11.1	-	7.9	5.8
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.1	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	12.5	0.0	-	5.3	0.6
Bicycles on Road	0	0	8	0	-	8	0	0	2	1	-	3	0	0	0	2	-	2	0	0	1	0	-	1	14
% Bicycles on Road	-	0.0	2.2	0.0	-	2.0	0.0	0.0	1.1	6.7	-	1.3	-	0.0	0.0	5.6	-	3.0	-	0.0	6.3	0.0	-	2.6	1.9
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	18	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Lake Street and May Street TMC - TMC

Tue Mar 26, 2024

Full Length (7 AM-9 AM, 4 PM-8 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165693, Location: 41.88552, -87.655628



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	May Street Southbound						Lake Street Westbound						May Street Northbound						Lake Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-03-26																									
7:00AM	0	10	5	0	15	3	1	47	3	0	51	0	1	12	3	0	16	3	5	43	6	1	55	1	137
7:15AM	1	9	2	0	12	9	3	47	2	0	52	1	1	12	0	0	13	5	4	55	1	0	60	1	137
7:30AM	2	12	1	0	15	4	6	45	2	0	53	5	2	20	6	0	28	8	6	68	2	0	76	2	172
7:45AM	2	9	1	0	12	5	6	35	5	0	46	2	1	12	5	0	18	10	2	71	4	0	77	0	153
Hourly Total	5	40	9	0	54	21	16	174	12	0	202	8	5	56	14	0	75	26	17	237	13	1	268	4	599
8:00AM	0	13	4	0	17	2	1	47	2	0	50	1	1	24	2	0	27	5	19	76	3	0	98	0	192
8:15AM	4	11	4	0	19	4	5	41	3	0	49	2	2	10	9	0	21	9	7	80	4	0	91	2	180
8:30AM	2	6	2	0	10	11	1	45	3	0	49	2	1	12	2	0	15	15	7	78	7	0	92	1	166
8:45AM	2	9	3	0	14	6	7	42	5	0	54	1	1	16	2	0	19	8	19	69	1	0	89	4	176
Hourly Total	8	39	13	0	60	23	14	175	13	0	202	6	5	62	15	0	82	37	52	303	15	0	370	7	714
4:00PM	6	13	2	0	21	6	21	77	3	0	101	4	5	31	5	0	41	16	8	63	2	0	73	1	236
4:15PM	7	10	4	0	21	6	4	92	4	0	100	1	1	33	6	0	40	14	8	67	2	0	77	3	238
4:30PM	4	12	2	0	18	9	12	72	3	0	87	1	1	55	3	0	59	9	10	62	7	0	79	1	243
4:45PM	4	16	2	0	22	12	12	97	5	0	114	2	2	54	6	0	62	15	8	64	4	0	76	2	274
Hourly Total	21	51	10	0	82	33	49	338	15	0	402	8	9	173	20	0	202	54	34	256	15	0	305	7	991
5:00PM	4	11	6	0	21	10	11	89	0	0	100	6	2	41	7	0	50	18	5	55	4	0	64	7	235
5:15PM	5	19	3	0	27	11	13	90	1	0	104	6	7	37	6	0	50	20	13	51	3	0	67	3	248
5:30PM	4	16	3	0	23	6	6	85	5	0	96	5	7	50	11	0	68	11	9	48	2	0	59	4	246
5:45PM	5	22	5	0	32	7	9	90	3	0	102	5	5	36	7	0	48	9	9	57	6	0	72	4	254
Hourly Total	18	68	17	0	103	34	39	354	9	0	402	22	21	164	31	0	216	58	36	211	15	0	262	18	983
6:00PM	2	13	5	0	20	8	8	66	3	0	77	4	5	45	9	0	59	5	7	43	5	0	55	0	211
6:15PM	5	16	1	0	22	3	7	62	4	0	73	0	2	33	7	0	42	14	8	57	7	0	72	3	209
6:30PM	6	21	1	0	28	8	5	63	5	0	73	1	2	30	4	0	36	7	13	50	3	0	66	0	203
6:45PM	5	9	4	0	18	2	5	76	2	0	83	0	3	29	7	0	39	3	5	54	1	0	60	4	200
Hourly Total	18	59	11	0	88	21	25	267	14	0	306	5	12	137	27	0	176	29	33	204	16	0	253	7	823
7:00PM	3	10	1	0	14	6	10	65	5	0	80	3	1	36	7	0	44	2	7	57	2	0	66	5	204
7:15PM	4	12	2	0	18	1	8	50	6	0	64	2	1	26	6	0	33	4	5	62	1	0	68	0	183
7:30PM	1	14	3	0	18	3	9	49	2	0	60	0	3	21	7	0	31	1	11	59	3	0	73	1	182
7:45PM	1	9	3	0	13	5	3	31	2	0	36	2	6	22	3	0	31	4	9	34	2	0	45	0	125
Hourly Total	9	45	9	0	63	15	30	195	15	0	240	7	11	105	23	0	139	11	32	212	8	0	252	6	694
Total	79	302	69	0	450	147	173	1503	78	0	1754	56	63	697	130	0	890	215	204	1423	82	1	1710	49	4804
% Approach	17.6%	67.1%	15.3%	0%	-	-	9.9%	85.7%	4.4%	0%	-	-	7.1%	78.3%	14.6%	0%	-	-	11.9%	83.2%	4.8%	0.1%	-	-	-
% Total	1.6%	6.3%	1.4%	0%	9.4%	-	3.6%	31.3%	1.6%	0%	36.5%	-	1.3%	14.5%	2.7%	0%	18.5%	-	4.2%	29.6%	1.7%	0%	35.6%	-	-
Lights	71	294	68	0	433	-	168	1435	76	0	1679	-	62	688	127	0	877	-	198	1354	78	1	1631	-	4620
% Lights	89.9%	97.4%	98.6%	0%	96.2%	-	97.1%	95.5%	97.4%	0%	95.7%	-	98.4%	98.7%	97.7%	0%	98.5%	-	97.1%	95.2%	95.1%	100%	95.4%	-	96.2%
Single-Unit Trucks	0	2	1	0	3	-	1	20	2	0	23	-	1	6	2	0	9	-	4	44	3	0	51	-	86
% Single-Unit Trucks	0%	0.7%	1.4%	0%	0.7%	-	0.6%	1.3%	2.6%	0%	1.3%	-	1.6%	0.9%	1.5%	0%	1.0%	-	2.0%	3.1%	3.7%	0%	3.0%	-	1.8%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%
Buses	6	2	0	0	8	-	1	0	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	10
% Buses	7.6%	0.7%	0%	0%	1.8%	-	0.6%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.5%	0%	0%	0%	0.1%	-	0.2%
Bicycles on Road	2	4	0	0	6	-	3	47	0	0	50	-	0	3	1	0	4	-	1	24	1	0	26	-	86
% Bicycles on Road	2.5%	1.3%	0%	0%	1.3%	-	1.7%	3.1%	0%	0%	2.9%	-	0%	0.4%	0.8%	0%	0.4%	-	0.5%	1.7%	1.2%	0%	1.5%	-	1.8%
Pedestrians	-	-	-	-	-	147	-	-	-	-	-	56	-	-	-	-	-	215	-	-	-	-	-	49	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake Street and May Street TMC - TMC

Tue Mar 26, 2024

AM Peak (8 AM - 9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165693, Location: 41.88552, -87.655628



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	May Street Southbound							Lake Street Westbound							May Street Northbound							Lake Street Eastbound									
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-03-26																															
8:00AM	0	13	4	0	17	2	1	47	2	0	50	1	1	24	2	0	27	5	19	76	3	0	98	0							192
8:15AM	4	11	4	0	19	4	5	41	3	0	49	2	2	10	9	0	21	9	7	80	4	0	91	2							180
8:30AM	2	6	2	0	10	11	1	45	3	0	49	2	1	12	2	0	15	15	7	78	7	0	92	1							166
8:45AM	2	9	3	0	14	6	7	42	5	0	54	1	1	16	2	0	19	8	19	69	1	0	89	4							176
Total	8	39	13	0	60	23	14	175	13	0	202	6	5	62	15	0	82	37	52	303	15	0	370	7							714
% Approach	13.3%	65.0%	21.7%	0%	-	-	6.9%	86.6%	6.4%	0%	-	-	6.1%	75.6%	18.3%	0%	-	-	14.1%	81.9%	4.1%	0%	-	-							-
% Total	1.1%	5.5%	1.8%	0%	8.4%	-	2.0%	24.5%	1.8%	0%	28.3%	-	0.7%	8.7%	2.1%	0%	11.5%	-	7.3%	42.4%	2.1%	0%	51.8%	-							-
PHF	0.500	0.712	0.813	-	0.763	-	0.500	0.918	0.650	-	0.942	-	0.625	0.646	0.417	-	0.759	-	0.671	0.940	0.536	-	0.936	-							0.920
Lights	8	37	13	0	58	-	13	162	13	0	188	-	5	60	14	0	79	-	49	277	14	0	340	-							665
% Lights	100%	94.9%	100%	0%	96.7%	-	92.9%	92.6%	100%	0%	93.1%	-	100%	96.8%	93.3%	0%	96.3%	-	94.2%	91.4%	93.3%	0%	91.9%	-							93.1%
Single-Unit Trucks	0	0	0	0	0	-	1	7	0	0	8	-	0	2	1	0	3	-	2	20	1	0	23	-							34
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	7.1%	4.0%	0%	0%	4.0%	-	0%	3.2%	6.7%	0%	3.7%	-	3.8%	6.6%	6.7%	0%	6.2%	-							4.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-							0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-							0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-							0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-							0%
Bicycles on Road	0	2	0	0	2	-	0	6	0	0	6	-	0	0	0	0	0	-	1	6	0	0	7	-							15
% Bicycles on Road	0%	5.1%	0%	0%	3.3%	-	0%	3.4%	0%	0%	3.0%	-	0%	0%	0%	0%	0%	-	1.9%	2.0%	0%	0%	1.9%	-							2.1%
Pedestrians	-	-	-	-	-	23	-	-	-	-	-	6	-	-	-	-	-	37	-	-	-	-	-	7							-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%							-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



Lake Street and May Street TMC - TMC

Tue Mar 26, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165693, Location: 41.88552, -87.655628



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	May Street Southbound						Lake Street Westbound						May Street Northbound						Lake Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-03-26																									
4:30PM	4	12	2	0	18	9	12	72	3	0	87	1	1	55	3	0	59	9	10	62	7	0	79	1	243
4:45PM	4	16	2	0	22	12	12	97	5	0	114	2	2	54	6	0	62	15	8	64	4	0	76	2	274
5:00PM	4	11	6	0	21	10	11	89	0	0	100	6	2	41	7	0	50	18	5	55	4	0	64	7	235
5:15PM	5	19	3	0	27	11	13	90	1	0	104	6	7	37	6	0	50	20	13	51	3	0	67	3	248
Total	17	58	13	0	88	42	48	348	9	0	405	15	12	187	22	0	221	62	36	232	18	0	286	13	1000
% Approach	19.3%	65.9%	14.8%	0%	-	-	11.9%	85.9%	2.2%	0%	-	-	5.4%	84.6%	10.0%	0%	-	-	12.6%	81.1%	6.3%	0%	-	-	-
% Total	1.7%	5.8%	1.3%	0%	8.8%	-	4.8%	34.8%	0.9%	0%	40.5%	-	1.2%	18.7%	2.2%	0%	22.1%	-	3.6%	23.2%	1.8%	0%	28.6%	-	-
PHF	0.850	0.763	0.542	-	0.815	-	0.979	0.918	0.450	-	0.903	-	0.429	0.845	0.786	-	0.887	-	0.692	0.905	0.708	-	0.912	-	0.917
Lights	15	56	13	0	84	-	46	332	9	0	387	-	12	185	22	0	219	-	35	225	17	0	277	-	967
% Lights	88.2%	96.6%	100%	0%	95.5%	-	95.8%	95.4%	100%	0%	95.6%	-	100%	98.9%	100%	0%	99.1%	-	97.2%	97.0%	94.4%	0%	96.9%	-	96.7%
Single-Unit Trucks	0	1	0	0	1	-	0	2	0	0	2	-	0	1	0	0	1	-	0	3	0	0	3	-	7
% Single-Unit Trucks	0%	1.7%	0%	0%	1.1%	-	0%	0.6%	0%	0%	0.5%	-	0%	0.5%	0%	0%	0.5%	-	0%	1.3%	0%	0%	1.0%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	2	1	0	0	3	-	1	0	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	5
% Buses	11.8%	1.7%	0%	0%	3.4%	-	2.1%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	2.8%	0%	0%	0%	0.3%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	1	14	0	0	15	-	0	1	0	0	1	-	0	4	1	0	5	-	21
% Bicycles on Road	0%	0%	0%	0%	0%	-	2.1%	4.0%	0%	0%	3.7%	-	0%	0.5%	0%	0%	0.5%	-	0%	1.7%	5.6%	0%	1.7%	-	2.1%
Pedestrians	-	-	-	-	-	42	-	-	-	-	-	15	-	-	-	-	-	62	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake and Racine TMC - TMC

Tue Mar 26, 2024

Full Length (7 AM-9 AM, 4 PM-8 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165692, Location: 41.885509, -87.656826



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Racine Avenue Southbound						Lake Street Westbound						Racine Avenue Northbound						Lake Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-26																									
7:00AM	4	14	10	0	28	2	0	47	2	0	49	4	5	7	3	0	15	0	2	41	3	0	46	2	138
7:15AM	2	18	8	0	28	0	1	44	2	0	47	0	2	9	2	0	13	4	5	53	2	0	60	1	148
7:30AM	8	24	13	0	45	1	2	48	1	1	52	3	5	10	4	0	19	5	6	58	2	0	66	2	182
7:45AM	4	27	12	0	43	2	1	37	5	1	44	5	0	14	2	0	16	2	7	67	2	0	76	0	179
Hourly Total	18	83	43	0	144	5	4	176	10	2	192	12	12	40	11	0	63	11	20	219	9	0	248	5	647
8:00AM	5	18	12	0	35	0	3	41	3	0	47	5	3	17	6	0	26	6	4	79	5	0	88	2	196
8:15AM	8	28	9	0	45	5	2	51	4	0	57	3	6	18	3	0	27	2	7	80	2	0	89	6	218
8:30AM	3	34	14	0	51	2	2	45	1	0	48	6	4	11	8	0	23	10	6	69	8	0	83	3	205
8:45AM	3	31	12	0	46	6	5	42	0	0	47	2	3	12	5	0	20	5	5	76	1	0	82	8	195
Hourly Total	19	111	47	0	177	13	12	179	8	0	199	16	16	58	22	0	96	23	22	304	16	0	342	19	814
4:00PM	6	33	11	0	50	7	6	79	4	0	89	5	7	27	5	0	39	11	2	54	5	0	61	7	239
4:15PM	9	26	14	0	49	3	6	89	6	0	101	2	6	22	6	0	34	8	5	66	5	0	76	3	260
4:30PM	1	30	10	0	41	6	2	83	3	0	88	8	3	22	5	0	30	6	8	56	4	0	68	4	227
4:45PM	8	26	13	0	47	5	2	98	4	0	104	3	6	28	7	0	41	16	2	60	2	0	64	7	256
Hourly Total	24	115	48	0	187	21	16	349	17	0	382	18	22	99	23	0	144	41	17	236	16	0	269	21	982
5:00PM	13	26	14	0	53	4	5	93	7	0	105	8	2	16	3	0	21	12	5	47	3	0	55	2	234
5:15PM	4	36	14	0	54	5	2	88	6	0	96	5	4	23	6	0	33	16	6	45	2	0	53	13	236
5:30PM	6	30	10	0	46	5	5	96	2	0	103	6	5	30	7	0	42	8	7	48	4	0	59	3	250
5:45PM	9	24	13	0	46	8	6	86	4	0	96	5	8	31	1	0	40	3	4	51	4	0	59	13	241
Hourly Total	32	116	51	0	199	22	18	363	19	0	400	24	19	100	17	0	136	39	22	191	13	0	226	31	961
6:00PM	7	34	15	0	56	9	3	70	5	0	78	1	3	15	5	0	23	2	6	43	2	0	51	7	208
6:15PM	8	18	6	0	32	6	3	63	4	0	70	5	8	28	6	0	42	10	4	60	0	0	64	1	208
6:30PM	7	24	5	0	36	4	3	68	4	0	75	6	7	27	4	0	38	6	4	48	0	1	53	5	202
6:45PM	6	22	8	0	36	3	4	81	2	0	87	1	4	24	3	0	31	2	13	52	1	0	66	2	220
Hourly Total	28	98	34	0	160	22	13	282	15	0	310	13	22	94	18	0	134	20	27	203	3	1	234	15	838
7:00PM	2	24	8	0	34	6	3	75	4	0	82	2	5	18	3	0	26	3	10	50	5	0	65	8	207
7:15PM	4	26	5	0	35	1	1	52	1	0	54	4	7	16	3	0	26	3	8	62	2	0	72	4	187
7:30PM	4	16	7	0	27	0	0	56	3	0	59	3	5	9	3	0	17	0	5	52	1	1	59	3	162
7:45PM	5	15	4	0	24	8	2	25	1	0	28	0	6	7	7	0	20	2	12	31	2	0	45	2	117
Hourly Total	15	81	24	0	120	15	6	208	9	0	223	9	23	50	16	0	89	8	35	195	10	1	241	17	673
Total	136	604	247	0	987	98	69	1557	78	2	1706	92	114	441	107	0	662	142	143	1348	67	2	1560	108	4915
% Approach	13.8%	61.2%	25.0%	0%	-	-	4.0%	91.3%	4.6%	0.1%	-	-	17.2%	66.6%	16.2%	0%	-	-	9.2%	86.4%	4.3%	0.1%	-	-	-
% Total	2.8%	12.3%	5.0%	0%	20.1%	-	1.4%	31.7%	1.6%	0%	34.7%	-	2.3%	9.0%	2.2%	0%	13.5%	-	2.9%	27.4%	1.4%	0%	31.7%	-	-
Lights	128	563	237	0	928	-	66	1483	75	2	1626	-	110	427	102	0	639	-	141	1283	63	2	1489	-	4682
% Lights	94.1%	93.2%	96.0%	0%	94.0%	-	95.7%	95.2%	96.2%	100%	95.3%	-	96.5%	96.8%	95.3%	0%	96.5%	-	98.6%	95.2%	94.0%	100%	95.4%	-	95.3%
Single-Unit Trucks	2	3	3	0	8	-	0	20	1	0	21	-	2	2	3	0	7	-	1	42	1	0	44	-	80
% Single-Unit Trucks	1.5%	0.5%	1.2%	0%	0.8%	-	0%	1.3%	1.3%	0%	1.2%	-	1.8%	0.5%	2.8%	0%	1.1%	-	0.7%	3.1%	1.5%	0%	2.8%	-	1.6%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	1	0	0	1	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
Buses	4	19	0	0	23	-	0	6	0	0	6	-	0	0	0	0	0	-	0	1	0	0	1	-	30
% Buses	2.9%	3.1%	0%	0%	2.3%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.6%
Bicycles on Road	2	19	7	0	28	-	3	47	2	0	52	-	2	11	2	0	15	-	1	21	3	0	25	-	120
% Bicycles on Road	1.5%	3.1%	2.8%	0%	2.8%	-	4.3%	3.0%	2.6%	0%	3.0%	-	1.8%	2.5%	1.9%	0%	2.3%	-	0.7%	1.6%	4.5%	0%	1.6%	-	2.4%
Pedestrians	-	-	-	-	-	98	-	-	-	-	-	92	-	-	-	-	-	142	-	-	-	-	-	108	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lake and Racine TMC - TMC

Tue Mar 26, 2024

AM Peak (8 AM - 9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165692, Location: 41.885509, -87.656826



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Racine Avenue Southbound						Lake Street Westbound						Racine Avenue Northbound						Lake Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-26																									
8:00AM	5	18	12	0	35	0	3	41	3	0	47	5	3	17	6	0	26	6	4	79	5	0	88	2	196
8:15AM	8	28	9	0	45	5	2	51	4	0	57	3	6	18	3	0	27	2	7	80	2	0	89	6	218
8:30AM	3	34	14	0	51	2	2	45	1	0	48	6	4	11	8	0	23	10	6	69	8	0	83	3	205
8:45AM	3	31	12	0	46	6	5	42	0	0	47	2	3	12	5	0	20	5	5	76	1	0	82	8	195
Total	19	111	47	0	177	13	12	179	8	0	199	16	16	58	22	0	96	23	22	304	16	0	342	19	814
% Approach	10.7%	62.7%	26.6%	0%	-	-	6.0%	89.9%	4.0%	0%	-	-	16.7%	60.4%	22.9%	0%	-	-	6.4%	88.9%	4.7%	0%	-	-	-
% Total	2.3%	13.6%	5.8%	0%	21.7%	-	1.5%	22.0%	1.0%	0%	24.4%	-	2.0%	7.1%	2.7%	0%	11.8%	-	2.7%	37.3%	2.0%	0%	42.0%	-	-
PHF	0.594	0.867	0.786	-	0.888	-	0.550	0.888	0.500	-	0.894	-	0.667	0.838	0.688	-	0.913	-	0.750	0.955	0.500	-	0.963	-	0.940
Lights	19	100	43	0	162	-	11	166	8	0	185	-	16	57	20	0	93	-	21	285	15	0	321	-	761
% Lights	100%	90.1%	91.5%	0%	91.5%	-	91.7%	92.7%	100%	0%	93.0%	-	100%	98.3%	90.9%	0%	96.9%	-	95.5%	93.8%	93.8%	0%	93.9%	-	93.5%
Single-Unit Trucks	0	2	1	0	3	-	0	8	0	0	8	-	0	0	2	0	2	-	0	13	1	0	14	-	27
% Single-Unit Trucks	0%	1.8%	2.1%	0%	1.7%	-	0%	4.5%	0%	0%	4.0%	-	0%	0%	9.1%	0%	2.1%	-	0%	4.3%	6.3%	0%	4.1%	-	3.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Buses	0%	1.8%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	7	3	0	10	-	1	5	0	0	6	-	0	1	0	0	1	-	1	6	0	0	7	-	24
% Bicycles on Road	0%	6.3%	6.4%	0%	5.6%	-	8.3%	2.8%	0%	0%	3.0%	-	0%	1.7%	0%	0%	1.0%	-	4.5%	2.0%	0%	0%	2.0%	-	2.9%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	16	-	-	-	-	-	23	-	-	-	-	-	19	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



Lake and Racine TMC - TMC

Tue Mar 26, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1165692, Location: 41.885509, -87.656826



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Racine Avenue Southbound						Lake Street Westbound						Racine Avenue Northbound						Lake Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-26																									
4:00PM	6	33	11	0	50	7	6	79	4	0	89	5	7	27	5	0	39	11	2	54	5	0	61	7	239
4:15PM	9	26	14	0	49	3	6	89	6	0	101	2	6	22	6	0	34	8	5	66	5	0	76	3	260
4:30PM	1	30	10	0	41	6	2	83	3	0	88	8	3	22	5	0	30	6	8	56	4	0	68	4	227
4:45PM	8	26	13	0	47	5	2	98	4	0	104	3	6	28	7	0	41	16	2	60	2	0	64	7	256
Total	24	115	48	0	187	21	16	349	17	0	382	18	22	99	23	0	144	41	17	236	16	0	269	21	982
% Approach	12.8%	61.5%	25.7%	0%	-	-	4.2%	91.4%	4.5%	0%	-	-	15.3%	68.8%	16.0%	0%	-	-	6.3%	87.7%	5.9%	0%	-	-	-
% Total	2.4%	11.7%	4.9%	0%	19.0%	-	1.6%	35.5%	1.7%	0%	38.9%	-	2.2%	10.1%	2.3%	0%	14.7%	-	1.7%	24.0%	1.6%	0%	27.4%	-	-
PHF	0.639	0.856	0.857	-	0.939	-	0.667	0.906	0.708	-	0.934	-	0.786	0.898	0.786	-	0.881	-	0.531	0.900	0.800	-	0.890	-	0.939
Lights	21	107	48	0	176	-	16	331	17	0	364	-	22	97	22	0	141	-	17	229	16	0	262	-	943
% Lights	87.5%	93.0%	100%	0%	94.1%	-	100%	94.8%	100%	0%	95.3%	-	100%	98.0%	95.7%	0%	97.9%	-	100%	97.0%	100%	0%	97.4%	-	96.0%
Single-Unit Trucks	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	0	4	0	0	4	-	8
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	1.7%	0%	0%	1.5%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	2	6	0	0	8	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	11
% Buses	8.3%	5.2%	0%	0%	4.3%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	1.1%
Bicycles on Road	1	2	0	0	3	-	0	12	0	0	12	-	0	2	1	0	3	-	0	2	0	0	2	-	20
% Bicycles on Road	4.2%	1.7%	0%	0%	1.6%	-	0%	3.4%	0%	0%	3.1%	-	0%	2.0%	4.3%	0%	2.1%	-	0%	0.8%	0%	0%	0.7%	-	2.0%
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	18	-	-	-	-	-	41	-	-	-	-	-	21	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



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Census Data

Table: ACSDT5Y2021.B08006

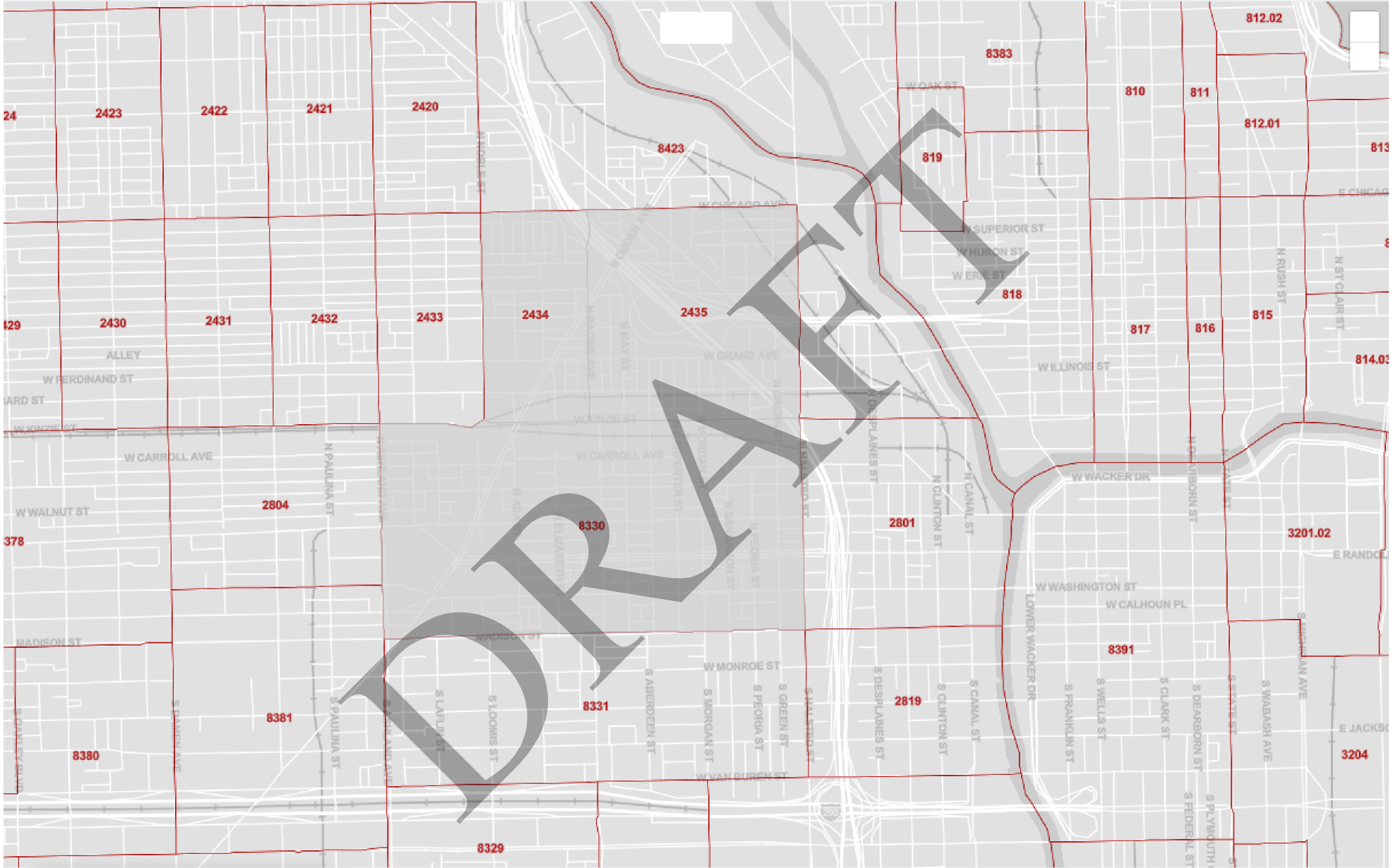
Label	Census Tract 2434, Cook County, Illinois		Census Tract 2435, Cook County, Illinois		Census Tract 8330, Cook County, Illinois	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	2,086	±342	3,245	±340	3,513	±465
Drove alone	915	±264	1,003	±236	910	±235
Carpooled:	73	±52	69	±46	144	±112
Public transportation (excluding taxicab)	431	±148	973	±227	778	±349
Bicycle	64	±58	97	±84	63	±53
Walked	208	±114	522	±176	808	±251
Taxicab, motorcycle, or other means	32	±34	54	±44	104	±122
Worked from home	363	±174	527	±150	706	±248

DRAFT

Number of firms

21 - Mining, quarrying, and oil and gas extraction | All establishments | All establishments | 2022 | +1

Select | Clear Geos | Layer | Year | Basemap | Boundaries | Colors | Identify | Table | Notes | Print | More Tools



Number by Census Tract

No Data	3
2022	Geographies: 3

CTA STATION TRANSIT DATA

Station .5 Mile Transit Zone: CTA Blue Line; Grand-Blue	
Year Opened: (1)	Pre-2000
Latitude: (2)	41.891189
Longitude: (2)	-87.647578
Workers 16 years and over: Total: (3)	7,098
Percent who take public transportation: (4)	23.95
Percent who take public transportation, bicycle or walk: (5)	48.85
Public transportation: (6)	1,700
Walked: (7)	1,725
Bicycle: (8)	42.43
Car; truck; or van: (9)	2,796
Motorcycle: (10)	0.00
Other means: (11)	65.73
Worked at home: (12)	463

Station .25 Mile Transit Zone: CTA Pink Line, Green Line; Ashland-Lake	
Year Opened: (1)	Pre-2000
Latitude: (2)	41.885269
Longitude: (2)	-87.666969
Workers 16 years and over: Total: (3)	573
Percent who take public transportation: (4)	15.63
Percent who take public transportation, bicycle or walk: (5)	34.27
Public transportation: (6)	89.62
Walked: (7)	102
Bicycle: (8)	4.50
Car; truck; or van: (9)	303
Motorcycle: (10)	0.00
Other means: (11)	0.00
Worked at home: (12)	73.68

- 1 The year in which this station opened. This value is intended to inform the analysis of available statistics, and therefore all stations open prior to 2000 report as "Pre-2000", the year of the earliest available statistic.
- 2 Station location, current as of October 1, 2023. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.
- 3 American Community Survey 2005-2009 5-Year Estimates b08301_001 aggregated from Census 2009 Block Groups
- 4 American Community Survey 2005-2009 5-Year Estimates (b08301_010) / (b08301_001) aggregated from Census 2009 Block Groups

- 5 American Community Survey 2005-2009 5-Year Estimates $(b08301_010 + b08301_018 + b08301_019) / (b08301_001)$ aggregated from Census 2009 Block Groups
- 6 American Community Survey 2005-2009 5-Year Estimates b08301_010 aggregated from Census 2009 Block Groups
- 7 American Community Survey 2005-2009 5-Year Estimates b08301_019 aggregated from Census 2009 Block Groups
- 8 American Community Survey 2005-2009 5-Year Estimates b08301_018 aggregated from Census 2009 Block Groups
- 9 American Community Survey 2005-2009 5-Year Estimates b08301_002 aggregated from Census 2009 Block Groups
- 10 American Community Survey 2005-2009 5-Year Estimates b08301_017 aggregated from Census 2009 Block Groups
- 11 American Community Survey 2005-2009 5-Year Estimates b08301_020 aggregated from Census 2009 Block Groups
- 12 American Community Survey 2005-2009 5-Year Estimates b08301_021 aggregated from Census 2009 Block Groups

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