

# Travel Demand Management Study 1016 West Jackson Boulevard

Chicago, Illinois



Prepared For:



July 10, 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 1016 West Jackson Boulevard in Chicago, Illinois.

As proposed, the existing buildings on site and their surface parking lots will be redeveloped to provide approximately 380 apartment units, an approximately 23,000 square foot ground floor grocery store, and a parking garage with 160 parking spaces consisting of 84 residential parking spaces and 76 retail parking spaces. Access to the parking garage and truck loading bay for the grocery store will be provided off Morgan Street. Access to the residential loading docks will be provided off Quincy Street.

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 Adams Street on the north, Morgan Street on the east, Jackson Boulevard on the south and Aberdeen Street on the west. **Figure 1** shows an aerial view of the study area.

The land-uses within the vicinity of the site are primarily residential with some office/retail uses most notably Target located approximately 850 feet southwest of the site. Furthermore, the site is located just over one quarter mile north of the University of Illinois – Chicago campus and Mary Bartelme Park is located approximately 850 feet northeast of the site. Within the study area, parcels primarily provide their own parking lots with some buildings built to their respective lot lines including those located on the north side of Adams Street.

As of April 2024, KLOA, Inc. is aware of four proposed developments located within the vicinity of the site at 301 S. Green Street, 1032 W. Jackson Boulevard, 1044 W. Van Buren Street and 1061 W. Van Buren Street. All four developments are residential developments with 301 S. Green Street and 1044 W Van Buren Street providing ground floor retail space. It should be noted that 1032 W. Jackson Boulevard is a redevelopment of several parcels which will eliminate the existing access drives off Jackson Boulevard and provide a building built up to the lot line, thus improving the pedestrian facilities along Jackson Boulevard.

## Existing Pedestrian Facilities

Sidewalks are located on both sides of all streets and high-visibility crosswalks are provided at all intersections within the study area none of which need refreshing. Pedestrian countdown timers are provided at the signalized intersections of Jackson Boulevard with Aberdeen Street and Morgan Street and at the signalized intersection of Morgan Street with Adams Street.





Study Area

Figure 1

1016 W. Jackson Boulevard  
Chicago, Illinois

## 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 Chicago Transit Authority (CTA) rapid transit via the Blue Line with the UIC-Halsted station located approximately one-quarter of a mile southeast of the site. The CTA Blue Line provides rapid transit service between O’Hare and Forest Park connecting through the downtown Loop. Service is provided seven days a week and on holidays.

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

- *Route 126 (Jackson)* provides service between Columbus Park and downtown Chicago along Jackson Boulevard as well as Adams Street and Van Buren Street. This route extends from Michigan Avenue to Austin Avenue. This route provides service from approximately 5:00 A.M. to 10:30 P.M. daily.
- *Route 8 (Halsted)* runs along Halsted Street between 79<sup>th</sup> Street and Waveland Avenue. It operates daily, including holidays, from approximately 4:00 A.M. to 12:40 P.M.

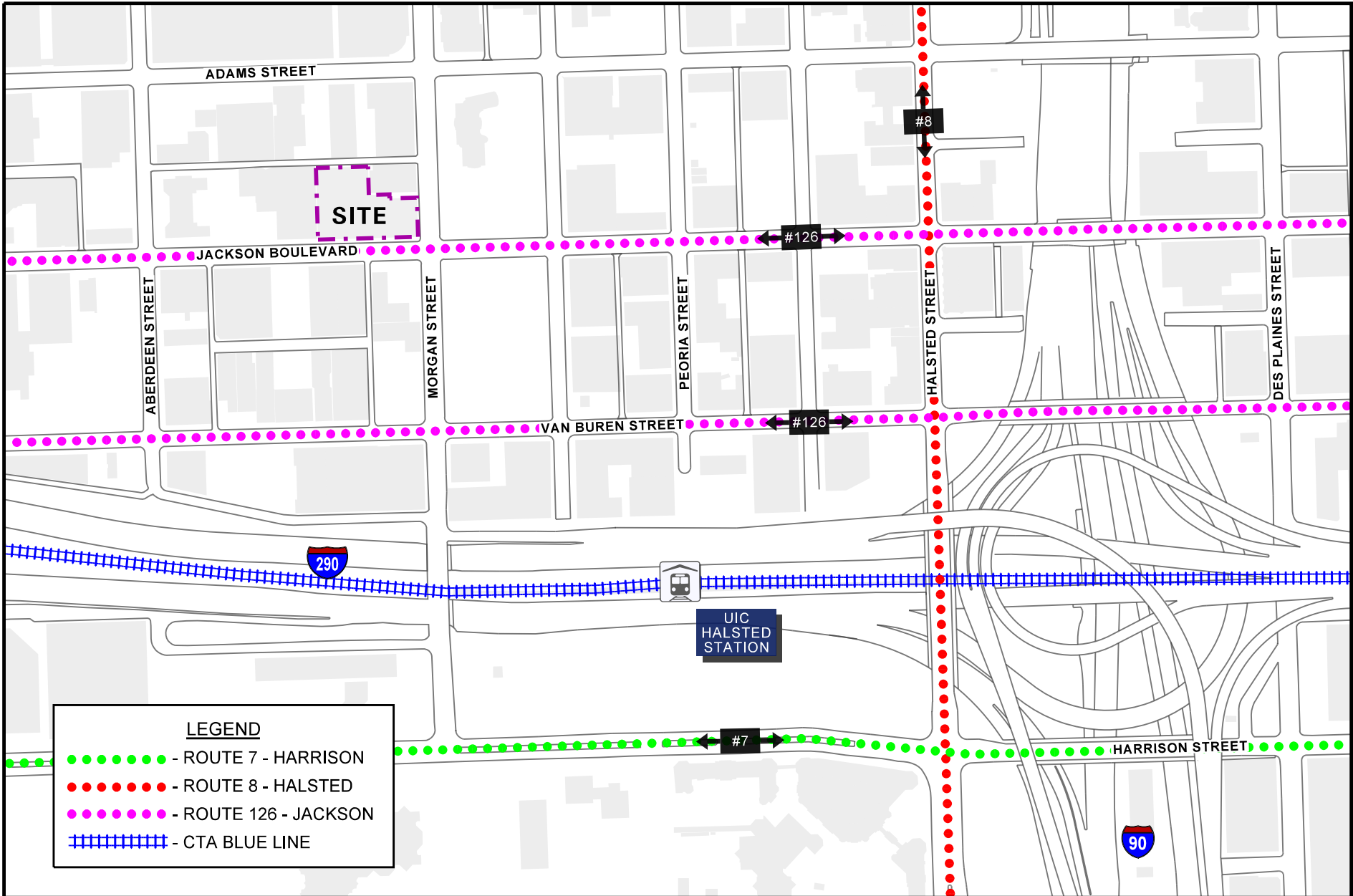
**Bike Facilities.** Within the vicinity of the study area, Jackson Boulevard provides a barrier protected (via parking) eastbound separated bike lane with bike boxes provided on Morgan Street at its signalized intersection with Jackson Boulevard. According to the City of Chicago’s *Streets for Cycling Plan 2020*, Halsted Street, Jackson Boulevard and Adams Street are designated as Crosstown Bike Routes and Morgan Street is designated as a neighborhood bike route.

**Mode-Sharing Transportation Availability.** A number of Divvy bike sharing stations are located within the area, with the closest stations at the following locations:

- Jackson Boulevard with Aberdeen Street (southwest corner) – 18 docks
- Monroe Street west of Aberdeen Street (southside midblock) – 17 docks
- Peoria Street with Jackson Boulevard (southwest corner) – 16 docks
- Green Street with Madison Street (northwest corner) – 24 docks

A review of real time station information for the two Divvy stations during the midday on a typical weekday indicated that the Jackson/Aberdeen station had 36 percent of bikes available, the Monroe/Aberdeen station had 39 percent of bikes available, the Peoria/Jackson station had 73 percent of bikes available and the Green/Madison station had 80 percent of bikes available. Furthermore, there was approximately four e-bikes available (not at a station) and 18 scooters within one-quarter mile of the site.

**Car Sharing Services.** There are two carsharing vehicles located on the west side of Green Street between Jackson Boulevard and Van Buren Street and three carsharing vehicles located in the southeast corner of the intersection of Adams Street with Halsted Street.



**LEGEND**

- - ROUTE 7 - HARRISON
- - ROUTE 8 - HALSTED
- - ROUTE 126 - JACKSON
- ||||| - CTA BLUE LINE

1016 W  
 Jackson Boulevard  
 Chicago, Illinois

Area Public Transportation



## Pedestrian and Bicycle Counts

As part of the traffic impact study prepared by KLOA, Inc. for the proposed development, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts on a typical weekday at the following intersections:

- Adams Street with Aberdeen Street (Thursday, February 15, 2024)
- Adams Street with Morgan Street (Thursday, February 15, 2024)
- Jackson Boulevard with Aberdeen Street (Thursday, February 15, 2024)
- Jackson Boulevard with Morgan Street (Thursday, February 15, 2024)
- Quincy Street with Aberdeen Street (Wednesday, August 24, 2022)
- Quincy Street with Morgan Street (Wednesday, August 24, 2022)

The counts were conducted 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 7:45 A.M. and 8:45 A.M., 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.

## Area Census Data

The site is located within one-quarter mile of the Chicago Transit Authority (CTA) rapid transit Blue Line via the UIC-Halsted Station. For the purposes of this evaluation, the data encompassing the UIC-Halsted Station and the census tract that encompasses the site were utilized. The following was determined related to means of transportation to work:

- CTA Blue Line; UIC-Halsted (within one-half mile)
  - Approximately 24 percent of people utilize public transportation.
  - Approximately 2 percent of people bicycle.
  - Approximately 29 percent of people walk.
- Census Tract 8331 (American Community Survey 2021 Five Year Estimates)
  - Approximately 30 percent of people drove alone.
  - Approximately 2 percent of people carpooled.
  - Approximately 18 percent of people utilize public transportation to get to work.
  - Approximately 19 percent of people walk.
  - Approximately 7 percent of people utilized a taxicab/motorcycle/bicycle.
  - Approximately 24 percent of people work from home.

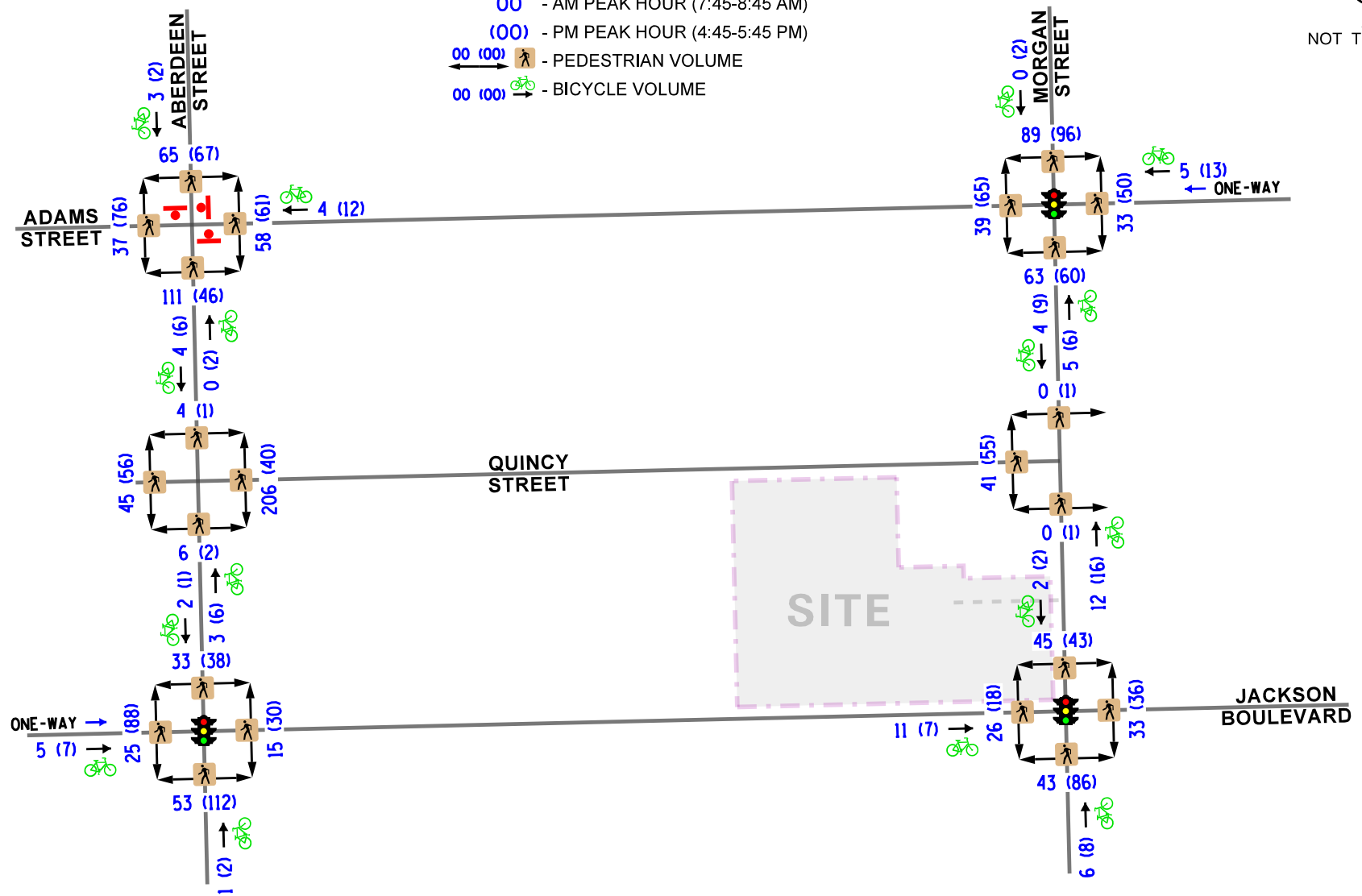
As can be seen from the available census data for the region, approximately 21 percent of residents within the study area currently utilize public transportation to travel to/from work. Furthermore, when taking into consideration those who work from home, walk, or bicycle, approximately 68 percent of workers utilize modes of transportation (or do not commute) other than a single occupancy vehicle.



NOT TO SCALE

**LEGEND**

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- 00 (00) [pedestrian icon] - PEDESTRIAN VOLUME
- 00 (00) [bicycle icon] - BICYCLE VOLUME



1016 W  
Jackson Boulevard  
Chicago, Illinois

Existing Pedestrian and Bicycle  
Traffic Volumes



Furthermore, a review of the population trends for Census Tract 8311 indicated that the census tract experienced an approximately 40 percent population growth between 2010 and 2022 or approximately 3 percent per year.

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 within one-quarter mile of the UIC-Halsted CTA station and with bus routes provided on Jackson Boulevard, the site is well served by public transportation.

A review of the pedestrian counts indicates that all four of the study area intersections experience significant pedestrian volumes consistent with the pedestrian volumes at all four intersections. This is due to the following:

- The mixed-use nature of the study area providing office, commercial and residential land-uses
- The provision of sidewalk and street lights on both sides of the study area streets
- Each of the signalized intersections provides high visibility crosswalks, pedestrian countdown signals, and upon visual inspection appear to provide ADA compliant ramps.
- Proximity of the site to area residential land-uses and Target which is a major retailer
- The provision of separate bicycle facilities and a CTA Bus route on Jackson Boulevard.

A review of the bicycle data for the study area intersections indicate that bicycle traffic is consistent in the east-west and north-south directions. Higher bicycle volumes are observed on Jackson Boulevard and Adams Street with slightly lower volumes observed on Morgan Street. While designated as a Crosstown Bike Route (consistent with Jackson Boulevard), Adams Street currently does not provide any separate bicycle facilities. Adams Street currently provides two-travel lanes with on-street parking provided on both sides of the street. In order to provide an exclusive bicycle lane, the number of travel lanes would need to be reduced or parking would need to be restricted on one side of the street.

Overall, within the study area adequate pedestrian facilities are provided and meet CDOT standards 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 development were based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition. Land-Use Code 222 (Multi-Family Housing High-Rise) was utilized for the proposed residential units and Land-Use Code 822 (Strip Retail Plaza) was utilized for the proposed retail space. **Tables 1** and **2** summarize the multimodal vehicle trip generation during the weekday morning and weekday evening peak hours for the residential and commercial uses, respectively.

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	29	33	27%
CTA Rapid Transit/Bus	21	26	21%
Bicycle	4	5	4%
Walk	24	29	24%
Work From Home	24	29	24%
<b>Total</b>	<b>102</b>	<b>122</b>	<b>100%</b>

Table 2

MULTIMODAL VEHICLE TRIP GENERATION – WEEKDAY PEAK HOUR - COMMERCIAL

Mode	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Mode Share
Personal Automobile/ Taxi/ Ride Hail Service	32	121	51%
CTA Rapid Transit/Bus	14	49	21%
Bicycle	3	9	4%
Walk	16	56	24%
<b>Total</b>	<b>65</b>	<b>235</b>	<b>100%</b>

## 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. 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 located on the west side of Green Street between Jackson Boulevard and Van Buren Street and three carsharing vehicles located in the southeast corner of the intersection of Adams Street with Halsted Street. 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. Building management will work with commercial management to encourage commercial employees to carpool should employees with same shifts live near one another.
- *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.
- *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. Building management will also provide this information to the management of the commercial space to be distributed to commercial employees.
- *Real-Time Transit Monitors* will be provided in the residential lobby to inform potential transit users of approaching trains and buses.
- *Bike Storage and Bike Repair Facilities* provide a secure place to store bicycles 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 and will be maintained by the residential building management.

- *Bike Sharing* via Divvy is already available in the area via several stations located within the vicinity of the site with the closest stations on Jackson Boulevard with Aberdeen Street (18 docks), Monroe Street west of Aberdeen Street (17 docks), Peoria Street with Jackson Boulevard (16 docks) and Green Street with Madison Street (24 docks). 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. Building management will also provide these materials to commercial management to be provided in the employee area.
- The proposed development is a redevelopment of an existing office building and surface parking lot. The proposed commercial space provides a building that is built up to the lot line providing direct pedestrian access to Jackson Boulevard. The existing curb cut on Jackson Boulevard serving the site will be eliminated which will eliminate vehicles traversing both the sidewalk and the buffer protected bike lane.
- A proposed pedestrian paseo will be provided on the west side of the subject site that will provide additional public space within the vicinity of the residential and commercial entrances.
- A total of 18 additional public bike racks are proposed as part of the proposed development. Eight bike racks will be provided on Jackson Boulevard and 10 bike racks will be provided on the pedestrian paseo. The bicycle racks, which will also accommodate Cargo bikes, will be available for use by commercial patrons and employees.
- Overall, the proposed commercial space is anticipated to have a limited number of employees with four to eight employees on site at one time. With the aforementioned enhancements to the pedestrian way and available bicycle racks, it is anticipated that the commercial employees will generate a limited volume of single occupancy vehicle trips.

### ***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 building management company will be responsible for providing this information to new residents and should include information on carpooling, 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. It should be noted that only 84 parking spaces will be reserved for residents for a ratio of 0.22 parking spaces per unit.

- *Building Amenities* will consist of 1) an electronic information board located in the lobby of the building that will provide real-time transit information and 2) information available in the leasing office regarding carpooling, 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* will include a bike storage area with a ratio of one space per unit. Bike maintenance and repair facilities will be provided within the storage area and the bike storage spaces will be wide enough to accommodate cargo bicycles. Future maintenance of the storage area and other bike facilities is the responsibility of the building management.
- *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. A parking space for carpooling employees of the commercial space will be provided upon request.

### ***Outreach and Engagement***

As outlined in the TDM Strategies and Implementation Plan, outreach and engagement for residents will primarily occur through welcoming/promotional documentation, information in the leasing office, and monthly newsletters and emails. This information will be provided to all future residents on an ongoing basis. Building management will coordinate with commercial management to distribute appropriate information regarding alternative forms of transportation as outlined in the strategies.

### ***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
  - Transit methods used by commercial employees. Information should be obtained from building management coordinating with commercial management.



- *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 five carsharing vehicles are available within the vicinity of the site.
- *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 UIC-Halsted Station and is adjacent to the Jackson CTA bus route. 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 enhance bicycle safety 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 Jackson Boulevard. Additionally, four 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, the study area intersections 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.

# Appendix

Traffic Count Summary Sheets  
Census Data

# Traffic Count Summary Sheets





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Count Name: Jackson Blvd with Morgan St TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 1

### Turning Movement Data

Start Time	Jackson Blvd. Eastbound					Jackson Blvd. Westbound					Morgan Street Northbound					Morgan Street Southbound						
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	Peds	Int. Total
7:00 AM	0	7	38	5	50	0	0	0	0	0	0	0	37	17	3	0	2	30	0	5	32	136
7:15 AM	0	6	57	4	67	0	0	0	0	0	0	53	11	9	64	0	7	17	0	2	24	155
7:30 AM	0	18	108	11	137	0	0	0	0	0	0	70	22	2	92	0	11	20	0	2	31	260
7:45 AM	0	10	150	3	163	0	0	0	0	0	0	88	15	4	103	0	8	23	0	5	31	297
Hourly Total	0	41	353	23	417	0	0	0	0	0	0	248	65	18	313	0	28	90	0	14	118	848
8:00 AM	1	14	106	9	130	0	0	0	0	0	0	74	16	15	90	0	15	26	0	10	41	261
8:15 AM	0	22	109	12	143	0	0	0	0	0	0	78	21	14	99	0	12	47	0	15	59	301
8:30 AM	0	20	126	6	152	0	0	0	0	0	0	59	17	10	76	0	14	37	0	15	51	279
8:45 AM	0	18	113	14	145	0	0	0	0	0	0	57	27	1	84	0	4	30	0	9	34	263
Hourly Total	1	74	454	41	570	0	0	0	0	0	0	288	81	40	349	0	45	140	0	49	185	1104
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	13	112	9	134	0	0	0	0	0	0	65	19	5	84	0	7	39	0	11	46	264
4:15 PM	0	9	102	11	122	0	0	0	0	0	0	64	25	6	89	0	7	34	0	6	41	252
4:30 PM	0	10	105	12	127	0	0	0	0	0	0	91	17	13	108	0	6	25	0	8	31	266
4:45 PM	0	22	108	13	143	0	0	0	0	0	0	96	13	15	109	0	11	41	0	9	52	304
Hourly Total	0	54	427	45	526	0	0	0	0	0	0	316	74	39	390	0	31	139	0	34	170	1086
5:00 PM	0	13	108	22	143	0	0	0	0	0	0	81	24	27	105	0	18	46	0	8	64	312
5:15 PM	0	20	119	7	146	0	0	0	0	0	0	81	25	32	106	0	9	37	0	12	46	298
5:30 PM	0	18	132	9	159	0	0	0	0	0	0	78	23	12	101	0	10	37	0	14	47	307
5:45 PM	0	12	103	16	131	0	0	0	0	0	0	73	15	17	88	0	7	24	0	14	31	250
Hourly Total	0	63	462	54	579	0	0	0	0	0	0	313	87	88	400	0	44	144	0	48	188	1167
Grand Total	1	232	1696	163	2092	0	0	0	0	0	0	1145	307	185	1452	0	148	513	0	145	661	4205
Approach %	0.0	11.1	81.1	7.8	-	0.0	0.0	0.0	0.0	-	0.0	78.9	21.1	-	-	0.0	22.4	77.6	0.0	-	-	-
Total %	0.0	5.5	40.3	3.9	49.8	0.0	0.0	0.0	0.0	0.0	0.0	27.2	7.3	34.5	0.0	3.5	12.2	0.0	0.0	-	15.7	-
Lights	1	227	1621	156	2005	0	0	0	0	0	0	1115	305	-	1420	0	142	491	0	-	633	4058
% Lights	100.0	97.8	95.6	95.7	95.8	-	-	-	-	-	-	97.4	99.3	-	97.8	-	95.9	95.7	-	-	95.8	96.5
Buses	0	1	20	0	21	0	0	0	0	0	0	5	0	-	5	0	0	3	0	-	3	29
% Buses	0.0	0.4	1.2	0.0	1.0	-	-	-	-	-	-	0.4	0.0	-	0.3	-	0.0	0.6	-	-	0.5	0.7
Single-Unit Trucks	0	2	25	6	33	0	0	0	0	0	0	8	1	-	9	0	5	9	0	-	14	56
% Single-Unit Trucks	0.0	0.9	1.5	3.7	1.6	-	-	-	-	-	-	0.7	0.3	-	0.6	-	3.4	1.8	-	-	2.1	1.3
Articulated Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Articulated Trucks	0.0	0.0	0.0	0.6	0.0	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.2	-	-	0.2	0.0
Bicycles on Road	0	2	30	0	32	0	0	0	0	0	0	17	1	-	18	0	1	9	0	-	10	60







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Count Name: Jackson Blvd with Morgan St TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Jackson Blvd. Eastbound					Jackson Blvd. Westbound					Morgan Street Northbound					Morgan Street Southbound												
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	Int. Total		
4:45 PM	0	22	108	13	143	0	0	0	0	0	0	0	96	13	15	0	11	41	0	0	109	0	11	41	0	9	52	304
5:00 PM	0	13	108	22	143	0	0	0	0	0	0	81	24	27	105	0	18	46	0	0	105	0	18	46	0	8	64	312
5:15 PM	0	20	119	7	146	0	0	0	0	0	0	81	25	32	106	0	9	37	0	0	106	0	9	37	0	12	46	298
5:30 PM	0	18	132	9	159	0	0	0	0	0	0	78	23	12	101	0	10	37	0	0	101	0	10	37	0	14	47	307
Total	0	73	467	51	591	0	0	0	0	0	0	336	85	86	421	0	48	161	0	0	421	0	48	161	0	43	209	1221
Approach %	0.0	12.4	79.0	8.6	-	0.0	0.0	0.0	0.0	-	0.0	0.0	79.8	20.2	-	0.0	23.0	77.0	0.0	-	-	0.0	23.0	77.0	0.0	-	-	-
Total %	0.0	6.0	38.2	4.2	48.4	0.0	0.0	0.0	0.0	0.0	0.0	27.5	7.0	-	34.5	0.0	3.9	13.2	0.0	-	34.5	0.0	3.9	13.2	0.0	-	17.1	-
PHF	0.000	0.830	0.884	0.580	0.929	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.850	-	0.966	0.000	0.667	0.875	0.000	-	0.966	0.000	0.667	0.875	0.000	-	0.816	0.978
% Lights	0	72	455	51	578	0	0	0	0	0	0	325	85	-	410	0	47	155	0	-	410	0	47	155	0	-	202	1190
% Buses	-	98.6	97.4	100.0	97.8	-	-	-	-	-	-	96.7	100.0	-	97.4	-	97.9	96.3	-	-	97.4	-	97.9	96.3	-	-	96.7	97.5
% Single-Unit Trucks	0	0	4	0	4	0	0	0	0	0	0	2	0	-	2	0	0	0	0	-	2	0	0	0	0	-	0	6
% Articulated Trucks	-	0.0	0.9	0.0	0.7	-	-	-	-	-	-	0.6	0.0	-	0.5	-	0.0	0.0	-	-	0.5	-	0.0	0.0	-	-	0.0	0.5
% Bicycles on Road	0	0	2	0	2	0	0	0	0	0	0	1	0	-	1	0	1	4	0	-	1	0	1	4	0	-	5	8
% Pedestrians	-	0.0	0.4	0.0	0.3	-	-	-	-	-	-	0.3	0.0	-	0.2	-	2.1	2.5	-	-	0.2	-	2.1	2.5	-	-	2.4	0.7
% Bicycles on Road	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	6	0	7	0	0	0	0	0	0	8	0	-	8	0	0	2	0	-	8	0	0	2	0	-	2	17
% Pedestrians	-	1.4	1.3	0.0	1.2	-	-	-	-	-	-	2.4	0.0	-	1.9	-	0.0	1.2	-	-	1.9	-	0.0	1.2	-	-	1.0	1.4
% Pedestrians	-	-	-	-	2	-	-	-	-	-	-	36	-	-	36	-	-	-	-	-	36	-	-	-	-	-	43	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-





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Count Name: Jackson Blvd with Aberdeen St  
TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 1

### Turning Movement Data

Start Time	Jackson Blvd. Eastbound					Jackson Blvd. Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound															
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	Int. Total					
7:00 AM	0	5	37	2	5	44	0	1	0	0	2	1	0	0	10	9	5	19	0	8	10	0	2	18	0	8	8	0	1	16	82
7:15 AM	0	7	53	5	4	65	0	0	0	0	3	0	0	0	7	9	4	16	0	8	8	0	1	16	0	7	9	0	3	16	154
7:30 AM	0	5	153	2	4	160	0	0	0	0	1	0	0	0	13	6	9	19	0	11	9	0	3	20	0	11	9	0	3	20	199
7:45 AM	0	24	358	9	15	391	0	1	0	0	7	1	0	0	40	30	20	70	0	34	36	0	9	70	0	34	36	0	9	70	532
8:00 AM	0	14	115	8	5	137	0	0	0	0	2	0	0	0	13	10	12	23	0	18	6	1	7	25	0	12	16	0	6	28	184
8:15 AM	0	32	126	5	10	163	0	0	0	0	10	0	0	0	28	9	20	37	0	14	13	0	17	27	0	14	13	0	17	27	227
8:30 AM	0	28	123	4	10	155	0	0	0	0	3	0	0	0	29	18	3	47	0	12	23	0	20	35	0	12	23	0	20	35	237
8:45 AM	0	88	475	19	31	582	0	0	0	0	17	0	0	0	86	50	47	136	0	56	58	1	50	115	0	56	58	1	50	115	833
*** BREAK ***																															
4:00 PM	0	21	116	3	9	140	0	0	0	0	5	0	0	0	19	7	13	26	0	8	20	0	14	28	0	8	20	0	14	28	194
4:15 PM	0	16	99	10	12	125	0	0	0	0	4	0	0	0	20	7	7	27	0	13	17	0	11	30	0	13	17	0	11	30	182
4:30 PM	0	11	111	4	19	126	0	0	0	0	4	0	0	0	21	6	20	27	0	7	12	1	11	20	0	7	12	1	11	20	173
4:45 PM	0	22	119	7	16	148	0	0	1	0	3	1	0	0	26	4	27	30	0	13	18	0	7	31	0	13	18	0	7	31	210
Hourly Total	0	70	445	24	56	539	0	0	1	0	16	1	0	0	86	24	67	110	0	41	67	1	43	109	0	41	67	1	43	109	759
5:00 PM	0	17	111	10	24	138	0	0	0	0	10	0	0	0	31	16	27	47	0	22	17	0	11	39	0	22	17	0	11	39	224
5:15 PM	0	22	109	4	28	135	0	0	0	0	7	0	0	1	27	14	31	42	0	20	22	0	14	42	0	20	22	0	14	42	219
5:30 PM	0	29	112	5	20	146	0	0	0	0	10	0	0	0	23	13	27	36	0	21	14	0	6	35	0	21	14	0	6	35	217
5:45 PM	0	24	107	6	28	137	0	0	0	0	7	0	0	0	30	13	33	43	0	11	16	0	12	27	0	11	16	0	12	27	207
Hourly Total	0	92	439	25	100	556	0	0	0	0	34	0	0	1	111	56	118	168	0	74	69	0	43	143	0	74	69	0	43	143	867
Grand Total	0	274	1717	77	202	2068	0	1	1	0	74	2	0	1	323	160	252	484	0	205	230	2	145	437	0	205	230	2	145	437	2991
Approach %	0.0	13.2	83.0	3.7	-	-	0.0	50.0	50.0	0.0	-	-	0.0	0.2	66.7	33.1	-	-	0.0	46.9	52.6	0.5	-	-	0.0	46.9	52.6	0.5	-	-	-
Total %	0.0	9.2	57.4	2.6	-	69.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	10.8	5.3	-	16.2	0.0	6.9	7.7	0.1	-	-	0.0	6.9	7.7	0.1	-	14.6	-
Lights	0	270	1646	76	-	1982	0	1	0	0	-	1	0	1	318	152	-	471	0	196	228	1	-	425	0	196	228	1	-	425	2889
% Lights	-	98.5	95.9	98.7	-	96.3	-	100.0	0.0	-	-	50.0	-	100.0	98.5	95.0	-	97.3	-	95.6	99.1	50.0	-	97.3	-	95.6	99.1	50.0	-	97.3	96.6
Buses	0	1	20	1	-	22	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	22
% Buses	-	0.4	1.2	1.3	-	1.1	-	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	0.7
Single-Unit Trucks	0	2	24	0	-	26	0	0	0	0	-	0	0	0	3	3	-	6	0	6	1	0	-	7	0	6	1	0	-	7	39
% Single-Unit Trucks	-	0.7	1.4	0.0	-	1.3	-	0.0	0.0	-	-	0.0	-	0.0	0.9	1.9	-	1.2	-	2.9	0.4	0.0	-	1.6	-	2.9	0.4	0.0	-	1.6	1.3
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.1	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.6	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	26	0	-	27	0	0	1	0	-	1	0	0	2	4	-	6	0	3	1	1	-	5	0	3	1	1	-	5	39

% Bicycles on Road	-	0.4	1.5	0.0	-	1.3	-	0.0	100.0	-	-	50.0	-	0.0	0.6	2.5	-	1.2	-	1.1	1.3	
Pedestrians	-	-	-	-	202	-	-	-	74	-	-	-	-	-	-	-	252	-	-	-	145	-
% Pedestrians	-	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-



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Count Name: Jackson Blvd with Aberdeen St  
TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 3

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Jackson Blvd. Eastbound					Jackson Blvd. Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound										
	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	Int. Total	
7:45 AM	0	5	153	2	4	160	0	0	0	0	1	0	0	0	13	6	9	19	0	11	9	0	3	20	199	
8:00 AM	0	14	115	8	5	137	0	0	0	0	2	0	0	0	13	10	12	23	0	18	6	1	7	25	185	
8:15 AM	0	14	111	2	6	127	0	0	0	0	2	0	0	0	16	13	12	29	0	12	16	0	6	28	184	
8:30 AM	0	32	126	5	10	163	0	0	0	0	10	0	0	0	28	9	20	37	0	14	13	0	17	27	227	
Total	0	65	505	17	25	587	0	0	0	0	15	0	0	0	70	38	53	108	0	55	44	1	33	100	795	
Approach %	0.0	11.1	86.0	2.9	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	64.8	35.2	-	-	0.0	55.0	44.0	1.0	-	-	-	
Total %	0.0	8.2	63.5	2.1	-	73.8	0.0	0.0	0.0	0.0	-	13.6	0.0	6.9	5.5	0.1	-	12.6	0.0	0.000	0.764	0.688	0.250	-	0.893	0.876
PHF	0.000	0.508	0.825	0.531	-	0.900	0.000	0.000	0.000	0.000	-	0.730	0.000	0.764	0.688	0.250	-	0.893	0.000	0.764	0.688	0.250	-	-	0.893	0.876
Lights	0	64	485	16	-	565	0	0	0	0	-	105	0	52	44	1	-	97	0	52	44	1	-	97	767	
% Lights	-	98.5	96.0	94.1	-	96.3	-	-	-	-	-	97.2	-	94.5	100.0	100.0	-	97.0	-	94.5	100.0	100.0	-	97.0	96.5	
Buses	0	1	8	1	-	10	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	10	
% Buses	-	1.5	1.6	5.9	-	1.7	-	-	-	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3	
Single-Unit Trucks	0	0	6	0	-	6	0	0	0	0	-	1	0	0	1	0	-	1	0	1	0	0	-	1	8	
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.0	-	-	-	-	-	0.9	-	-	1.4	0.0	-	0.9	-	1.8	0.0	0.0	-	1.0	1.0	
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2	
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	-	-	-	-	-	0.9	-	-	0.0	2.6	-	0.9	-	0.0	0.0	0.0	-	0.0	0.3	
Bicycles on Road	0	0	5	0	-	5	0	0	0	0	-	1	0	0	0	1	-	1	0	2	0	0	-	2	8	
% Bicycles on Road	-	0.0	1.0	0.0	-	0.9	-	-	-	-	-	0.9	-	-	0.0	2.6	-	0.9	-	3.6	0.0	0.0	-	2.0	1.0	
Pedestrians	-	-	-	-	25	-	-	-	-	-	15	-	-	-	-	-	53	-	-	-	-	-	33	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Jackson Blvd with Aberdeen St  
TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Jackson Blvd. Eastbound					Jackson Blvd. Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound									
	U-Turn	Left	Thru	Right	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	Int. Total	
4:45 PM	0	22	119	7	148	0	0	1	0	3	1	0	0	26	4	27	30	0	13	18	0	7	31	210	
5:00 PM	0	17	111	10	138	0	0	0	0	10	0	0	0	31	16	27	47	0	22	17	0	11	39	224	
5:15 PM	0	22	109	4	135	0	0	0	0	7	0	0	1	27	14	31	42	0	20	22	0	14	42	219	
5:30 PM	0	29	112	5	146	0	0	0	0	10	0	0	0	23	13	27	36	0	21	14	0	6	35	217	
Total	0	90	451	26	567	0	0	1	0	30	1	0	1	107	47	112	155	0	76	71	0	38	147	870	
Approach %	0.0	15.9	79.5	4.6	-	0.0	0.0	100.0	0.0	-	-	0.0	0.6	69.0	30.3	-	-	0.0	51.7	48.3	0.0	-	-	-	-
Total %	0.0	10.3	51.8	3.0	65.2	0.0	0.0	0.1	0.0	-	0.1	0.0	0.1	12.3	5.4	-	17.8	0.0	8.7	8.2	0.0	-	16.9	-	
PHF	0.000	0.776	0.947	0.650	0.958	0.000	0.000	0.250	0.000	-	0.250	0.000	0.250	0.863	0.734	-	0.824	0.000	0.864	0.807	0.000	-	0.875	0.971	
% Lights	0	90	438	26	554	0	0	0	0	-	0	0	1	106	46	-	153	0	75	71	0	-	146	853	
% Lights	-	100.0	97.1	100.0	97.7	-	-	0.0	-	-	0.0	-	100.0	99.1	97.9	-	98.7	-	98.7	100.0	-	-	99.3	98.0	
Buses	0	0	4	0	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4	
% Buses	-	0.0	0.9	0.0	0.7	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.5	
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Single-Unit Trucks	-	0.0	0.4	0.0	0.4	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.2	
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	
Bicycles on Road	0	0	7	0	7	0	0	1	0	-	1	0	0	1	1	-	2	0	1	0	0	-	1	11	
% Bicycles on Road	-	0.0	1.6	0.0	1.2	-	-	100.0	-	-	100.0	-	0.0	0.9	2.1	-	1.3	-	1.3	0.0	-	-	0.7	1.3	
Pedestrians	-	-	-	-	88	-	-	-	-	30	-	-	-	-	-	112	-	-	-	-	-	-	38	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	





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Count Name: Adams Street with Morgan Street  
TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 1

### Turning Movement Data

Start Time	Adams Street Eastbound					Adams Street Westbound					Morgan Street Northbound					Morgan Street Southbound										
	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	Int. Total	
7:00 AM	0	0	0	0	2	0	0	13	54	6	0	73	0	14	31	0	0	6	45	0	0	24	10	7	34	152
7:15 AM	0	0	0	0	2	0	0	7	57	12	0	76	0	15	35	1	5	51	0	0	24	10	9	34	161	
7:30 AM	0	0	0	0	5	0	0	3	78	3	0	84	0	28	54	1	7	83	0	0	23	7	12	30	197	
7:45 AM	0	0	0	0	10	0	0	5	87	12	0	104	0	47	50	2	11	99	1	0	32	15	22	48	251	
Hourly Total	0	0	0	0	19	0	0	28	276	33	0	337	0	104	170	4	29	278	1	0	103	42	50	146	761	
8:00 AM	0	0	0	0	8	0	0	7	75	13	0	95	0	34	56	0	15	90	0	0	27	11	13	38	223	
8:15 AM	0	0	0	0	12	0	0	14	66	9	0	89	0	38	60	0	26	98	0	0	40	10	21	50	237	
8:30 AM	0	1	0	0	9	1	0	9	79	6	1	94	0	33	48	0	11	81	0	0	36	15	33	51	227	
8:45 AM	0	0	0	0	9	0	0	8	57	9	0	74	0	28	48	0	18	76	0	0	19	13	11	32	182	
Hourly Total	0	1	0	0	38	1	0	38	277	37	1	352	0	133	212	0	70	345	0	0	122	49	78	171	869	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	0	0	0	21	0	0	9	62	6	0	77	0	14	60	0	25	74	0	0	34	10	19	44	195	
4:15 PM	0	0	0	0	6	0	0	8	100	13	1	121	0	16	58	0	15	74	0	0	28	10	28	38	233	
4:30 PM	0	0	0	0	9	0	0	7	102	19	0	128	0	31	78	0	14	109	0	0	24	8	22	32	269	
4:45 PM	0	0	0	0	25	0	0	4	109	12	1	125	0	30	89	0	18	119	0	0	49	10	30	59	303	
Hourly Total	0	0	0	0	61	0	0	28	373	50	2	451	0	91	285	0	72	376	0	0	135	38	99	173	1000	
5:00 PM	0	0	0	0	12	0	0	11	129	15	0	155	0	28	63	0	16	91	0	0	45	14	15	59	305	
5:15 PM	0	0	0	0	17	0	0	10	128	24	0	162	0	40	62	1	13	103	0	0	35	10	29	45	310	
5:30 PM	0	0	0	0	11	0	0	10	111	25	1	146	0	30	66	0	13	96	0	0	35	14	22	49	291	
5:45 PM	0	0	0	0	15	0	0	8	98	18	0	124	0	30	54	0	7	84	0	0	21	6	13	27	235	
Hourly Total	0	0	0	0	55	0	0	39	466	82	1	587	0	128	245	1	49	374	0	0	136	44	79	180	1141	
Grand Total	0	1	0	0	173	1	0	133	1392	202	4	1727	0	456	912	5	220	1373	1	0	496	173	306	670	3771	
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	7.7	80.6	11.7	-	-	0.0	33.2	66.4	0.4	-	-	0.1	0.0	74.0	25.8	-	-	-	
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	3.5	36.9	5.4	-	45.8	0.0	12.1	24.2	0.1	-	36.4	0.0	0.0	13.2	4.6	-	17.8	-	
Lights	0	0	0	0	-	0	0	125	1351	167	-	1643	0	448	887	0	-	1335	1	0	472	169	-	642	3620	
% Lights	-	0.0	-	-	-	0.0	-	94.0	97.1	82.7	-	95.1	-	98.2	97.3	0.0	-	97.2	100.0	-	95.2	97.7	-	95.8	96.0	
Buses	0	0	0	0	-	0	0	0	8	32	-	40	0	5	3	0	-	8	0	0	1	1	-	2	50	
% Buses	-	0.0	-	-	-	0.0	-	0.0	0.6	15.8	-	2.3	-	1.1	0.3	0.0	-	0.6	0.0	-	0.2	0.6	-	0.3	1.3	
Single-Unit Trucks	0	0	0	0	-	0	0	4	8	1	-	13	0	3	8	0	-	11	0	0	11	2	-	13	37	
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	3.0	0.6	0.5	-	0.8	-	0.7	0.9	0.0	-	0.8	0.0	-	2.2	1.2	-	1.9	1.0	
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	2	
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	-	0.2	0.0	-	0.1	0.1	
Bicycles on Road	0	1	0	0	-	1	0	4	24	2	-	30	0	0	14	5	-	19	0	0	11	1	-	12	62	





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Count Name: Adams Street with Morgan Street  
TMC  
Site Code:  
Start Date: 02/15/2024  
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### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Adams Street Eastbound					Adams Street Westbound					Morgan Street Northbound					Morgan Street Southbound									
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total
7:45 AM	0	0	0	0	0	0	5	87	12	104	0	47	50	2	11	1	0	32	15	22	48	251			
8:00 AM	0	0	0	0	0	0	7	75	13	95	0	34	56	0	15	0	0	27	11	13	38	223			
8:15 AM	0	0	0	0	0	0	14	66	9	89	0	38	60	0	26	0	0	40	10	21	50	237			
8:30 AM	0	1	0	0	1	0	9	79	6	94	0	33	48	0	11	0	0	36	15	33	51	227			
Total	0	1	0	0	1	0	35	307	40	382	0	152	214	2	63	1	0	135	51	89	187	938			
Approach %	0.0	100.0	0.0	0.0	-	0.0	9.2	80.4	10.5	-	0.0	41.3	58.2	0.5	-	0.5	0.0	72.2	27.3	-	-	-			
Total %	0.0	0.1	0.0	0.0	0.1	0.0	3.7	32.7	4.3	40.7	0.0	16.2	22.8	0.2	-	0.1	0.0	14.4	5.4	-	19.9	-			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.625	0.882	0.769	0.918	0.000	0.809	0.892	0.250	-	0.250	0.000	0.844	0.850	-	0.917	0.934			
Lights	0	0	0	0	0	0	34	298	31	363	0	147	206	0	-	1	0	131	49	-	181	897			
% Lights	-	0.0	-	-	0.0	-	97.1	97.1	77.5	95.0	-	96.7	96.3	0.0	-	100.0	-	97.0	96.1	-	96.8	95.6			
Buses	0	0	0	0	0	0	0	1	8	9	0	3	1	0	-	0	0	0	1	-	1	14			
% Buses	-	0.0	-	-	0.0	-	0.0	0.3	20.0	2.4	-	2.0	0.5	0.0	-	0.0	-	0.0	2.0	-	0.5	1.5			
Single-Unit Trucks	0	0	0	0	0	0	0	4	1	5	0	2	4	0	-	0	0	3	1	-	4	15			
% Single-Unit Trucks	-	0.0	-	-	0.0	-	0.0	1.3	2.5	1.3	-	1.3	1.9	0.0	-	0.0	-	2.2	2.0	-	2.1	1.6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	1	0	-	1	1			
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	-	0.5	0.1			
Bicycles on Road	0	1	0	0	1	0	1	4	0	5	0	0	3	2	-	0	0	0	0	-	0	11			
% Bicycles on Road	-	100.0	-	-	100.0	-	2.9	1.3	0.0	1.3	-	0.0	1.4	100.0	-	0.0	-	0.0	0.0	-	0.0	1.2			
Pedestrians	-	-	-	-	39	-	-	-	-	1	-	-	-	-	63	-	-	-	-	-	89	-			
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-			



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Count Name: Adams Street with Morgan Street  
TMC  
Site Code:  
Start Date: 02/15/2024  
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### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Adams Street Eastbound					Adams Street Westbound					Morgan Street Northbound					Morgan Street Southbound									
	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	Int. Total
4:45 PM	0	0	0	0	25	0	0	4	109	12	1	125	0	30	89	0	18	119	0	0	49	10	30	59	303
5:00 PM	0	0	0	0	12	0	0	11	129	15	0	155	0	28	63	0	16	91	0	0	45	14	15	59	305
5:15 PM	0	0	0	0	17	0	0	10	128	24	0	162	0	40	62	1	13	103	0	0	35	10	29	45	310
5:30 PM	0	0	0	0	11	0	0	10	111	25	1	146	0	30	66	0	13	96	0	0	35	14	22	49	291
Total	0	0	0	0	65	0	0	35	477	76	2	588	0	128	280	1	60	409	0	0	164	48	96	212	1209
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	6.0	81.1	12.9	-	-	0.0	31.3	68.5	0.2	-	-	0.0	0.0	77.4	22.6	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	2.9	39.5	6.3	-	48.6	0.0	10.6	23.2	0.1	-	33.8	0.0	0.0	13.6	4.0	-	17.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.795	0.924	0.760	-	0.907	0.000	0.800	0.787	0.250	-	0.859	0.000	0.000	0.837	0.857	-	0.898	0.975
Lights	0	0	0	0	-	0	0	29	463	67	-	559	0	128	272	0	-	400	0	0	159	48	-	207	1166
% Lights	-	-	-	-	-	-	-	82.9	97.1	88.2	-	95.1	-	100.0	97.1	0.0	-	97.8	-	-	97.0	100.0	-	97.6	96.4
Buses	0	0	0	0	-	0	0	0	3	8	-	11	0	0	2	0	-	2	0	0	1	0	-	1	14
% Buses	-	-	-	-	-	-	-	0.0	0.6	10.5	-	1.9	-	0.0	0.7	0.0	-	0.5	-	-	0.6	0.0	-	0.5	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	3	1	0	-	4	0	0	1	0	-	1	0	0	2	0	-	2	7
% Single-Unit Trucks	-	-	-	-	-	-	-	8.6	0.2	0.0	-	0.7	-	0.0	0.4	0.0	-	0.2	-	-	1.2	0.0	-	0.9	0.6
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	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	3	9	1	-	13	0	0	5	1	-	6	0	0	2	0	-	2	21
% Bicycles on Road	-	-	-	-	-	-	-	8.6	1.9	1.3	-	2.2	-	0.0	1.8	100.0	-	1.5	-	-	1.2	0.0	-	0.9	1.7
Pedestrians	-	-	-	-	65	-	-	-	-	-	2	-	-	-	-	-	60	-	-	-	-	-	96	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Aberdeen St with Adams St TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 1

### Turning Movement Data

Start Time	Adams Street Eastbound					Adams Street Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound										
	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	Int. Total	
7:00 AM	0	0	0	0	2	0	0	7	57	14	3	78	0	2	9	0	0	0	11	0	0	12	6	4	18	107
7:15 AM	0	0	0	0	3	0	0	7	66	10	3	83	0	3	12	0	0	15	1	0	11	8	5	20	118	
7:30 AM	0	0	0	0	3	0	0	6	94	21	1	121	0	3	12	0	0	15	0	0	10	17	9	27	163	
7:45 AM	0	0	0	0	6	0	0	9	132	6	2	147	0	5	17	0	0	22	0	0	19	15	12	34	203	
Hourly Total	0	0	0	0	14	0	0	29	349	51	9	429	0	13	50	0	0	63	1	0	52	46	30	99	591	
8:00 AM	0	0	0	0	6	0	0	13	83	15	11	111	0	3	17	0	1	20	0	0	19	10	15	29	160	
8:15 AM	0	0	0	0	8	0	0	8	75	17	9	100	0	11	12	0	1	23	0	0	22	3	15	25	148	
8:30 AM	0	0	0	0	17	0	0	10	95	15	36	120	0	20	40	0	1	60	0	0	22	13	23	35	215	
8:45 AM	0	0	0	0	12	0	0	14	72	16	19	102	0	20	32	0	0	52	0	0	17	9	13	26	180	
Hourly Total	0	0	0	0	43	0	0	45	325	63	75	433	0	54	101	0	3	155	0	0	80	35	66	115	703	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	0	0	0	6	0	0	13	71	10	3	94	0	12	25	0	0	37	0	0	16	1	23	17	148	
4:15 PM	0	0	0	0	4	0	0	16	86	13	15	115	0	6	24	0	1	30	0	0	14	7	20	21	166	
4:30 PM	0	0	0	0	4	0	0	7	123	12	15	142	0	7	24	0	0	31	0	0	17	9	16	26	199	
4:45 PM	0	0	0	0	17	0	0	14	117	20	13	151	0	17	30	0	0	47	0	0	16	8	16	24	222	
Hourly Total	0	0	0	0	31	0	0	50	397	55	46	502	0	42	103	0	1	145	0	0	63	25	75	88	735	
5:00 PM	0	0	0	0	20	0	0	23	134	20	17	177	0	15	31	0	0	46	0	0	18	15	18	33	256	
5:15 PM	0	0	0	0	17	0	0	17	138	26	19	181	0	17	30	0	0	47	0	0	27	8	20	35	263	
5:30 PM	0	0	0	0	22	0	0	14	125	18	12	157	0	17	31	0	0	48	0	0	14	8	13	22	227	
5:45 PM	0	0	0	0	14	0	0	11	113	12	8	136	0	19	33	0	0	52	0	0	14	9	7	23	211	
Hourly Total	0	0	0	0	73	0	0	65	510	76	56	651	0	68	125	0	0	193	0	0	73	40	58	113	957	
Grand Total	0	0	0	0	161	0	0	189	1581	245	186	2015	0	177	379	0	4	556	1	0	268	146	229	415	2986	
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	9.4	78.5	12.2	-	-	0.0	31.8	68.2	0.0	-	-	0.2	0.0	64.6	35.2	-	-	-	
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	6.3	52.9	8.2	-	67.5	0.0	5.9	12.7	0.0	-	18.6	0.0	0.0	9.0	4.9	-	13.9	-	
Lights	0	0	0	0	-	0	0	184	1542	237	-	1963	0	176	372	0	-	548	1	0	253	146	-	400	2911	
% Lights	-	-	-	-	-	-	-	97.4	97.5	96.7	-	97.4	-	99.4	98.2	-	-	98.6	100.0	-	94.4	100.0	-	96.4	97.5	
Buses	0	0	0	0	-	0	0	1	6	0	-	7	0	0	2	0	-	2	0	0	2	0	-	2	11	
% Buses	-	-	-	-	-	-	-	0.5	0.4	0.0	-	0.3	-	0.0	0.5	-	-	0.4	0.0	-	0.7	0.0	-	0.5	0.4	
Single-Unit Trucks	0	0	0	0	-	0	0	1	11	3	-	15	0	1	2	0	-	3	0	0	4	0	-	4	22	
% Single-Unit Trucks	-	-	-	-	-	-	-	0.5	0.7	1.2	-	0.7	-	0.6	0.5	-	-	0.5	0.0	-	1.5	0.0	-	1.0	0.7	
Articulated Trucks	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.1	0.4	-	0.1	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.1	
Bicycles on Road	0	0	0	0	-	0	0	3	21	4	-	28	0	0	3	0	-	3	0	0	9	0	-	9	40	







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Site Code:  
Start Date: 02/15/2024  
Page No: 3

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Adams Street Eastbound					Adams Street Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound									
	U-Turn	Left	Thru	Right	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	Int. Total	
7:45 AM	0	0	0	0	0	0	9	132	6	2	147	0	5	17	0	0	0	22	0	0	19	15	12	34	203
8:00 AM	0	0	0	0	0	0	13	83	15	11	111	0	3	17	0	1	20	0	0	19	10	15	29	160	
8:15 AM	0	0	0	0	0	0	8	75	17	9	100	0	11	12	0	1	23	0	0	22	3	15	25	148	
8:30 AM	0	0	0	0	0	0	10	95	15	36	120	0	20	40	0	1	60	0	0	22	13	23	35	215	
Total	0	0	0	0	0	0	40	385	53	58	478	0	39	86	0	3	125	0	0	82	41	65	123	726	
Approach %	0.0	0.0	0.0	0.0	-	0.0	8.4	80.5	11.1	-	-	0.0	31.2	68.8	0.0	-	-	0.0	0.0	66.7	33.3	-	-	-	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	5.5	53.0	7.3	-	65.8	0.0	5.4	11.8	0.0	-	17.2	0.0	0.0	11.3	5.6	-	16.9	-	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.769	0.729	0.779	-	0.813	0.000	0.488	0.538	0.000	-	0.521	0.000	0.000	0.932	0.683	-	0.879	0.844	
Lights	0	0	0	0	0	0	39	377	50	-	466	0	39	84	0	-	123	0	0	78	41	-	119	708	
% Lights	-	-	-	-	-	-	97.5	97.9	94.3	-	97.5	-	100.0	97.7	-	-	98.4	-	-	95.1	100.0	-	96.7	97.5	
Buses	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2	
% Buses	-	-	-	-	-	-	0.0	0.3	0.0	-	0.2	-	0.0	1.2	-	-	0.8	-	-	0.0	0.0	-	0.0	0.3	
Single-Unit Trucks	0	0	0	0	0	0	0	4	2	-	6	0	0	1	0	-	1	0	0	1	0	-	1	8	
% Single-Unit Trucks	-	-	-	-	-	-	0.0	1.0	3.8	-	1.3	-	0.0	1.2	-	-	0.8	-	-	1.2	0.0	-	0.8	1.1	
Articulated Trucks	0	0	0	0	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	1.9	-	0.2	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.1	
Bicycles on Road	0	0	0	0	0	0	1	3	0	-	4	0	0	0	0	-	0	0	0	3	0	-	3	7	
% Bicycles on Road	-	-	-	-	-	-	2.5	0.8	0.0	-	0.8	-	0.0	0.0	-	-	0.0	-	-	3.7	0.0	-	2.4	1.0	
Pedestrians	-	-	-	-	-	-	-	-	-	58	-	-	-	-	-	3	-	-	-	-	-	-	65	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	



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Count Name: Aberdeen St with Adams St TMC  
Site Code:  
Start Date: 02/15/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Adams Street Eastbound					Adams Street Westbound					Aberdeen Street Northbound					Aberdeen Street Southbound										
	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	Int. Total	
4:45 PM	0	0	0	0	17	0	0	14	117	20	13	151	0	17	30	0	0	0	47	0	0	16	8	16	24	222
5:00 PM	0	0	0	0	20	0	0	23	134	20	17	177	0	15	31	0	0	46	0	0	18	15	18	33	256	
5:15 PM	0	0	0	0	17	0	0	17	138	26	19	181	0	17	30	0	0	47	0	0	27	8	20	35	263	
5:30 PM	0	0	0	0	22	0	0	14	125	18	12	157	0	17	31	0	0	48	0	0	14	8	13	22	227	
Total	0	0	0	0	76	0	0	68	514	84	61	666	0	66	122	0	0	188	0	0	75	39	67	114	968	
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	10.2	77.2	12.6	-	-	0.0	35.1	64.9	0.0	-	-	0.0	0.0	65.8	34.2	-	-	-	
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	7.0	53.1	8.7	-	68.8	0.0	6.8	12.6	0.0	-	19.4	0.0	0.0	7.7	4.0	-	11.8	-	
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.739	0.931	0.808	-	0.920	0.000	0.971	0.984	0.000	-	0.979	0.000	0.000	0.694	0.650	-	0.814	0.920	
Lights	0	0	0	0	-	0	0	66	502	81	-	649	0	66	120	0	-	186	0	0	71	39	-	110	945	
% Lights	-	-	-	-	-	-	-	97.1	97.7	96.4	-	97.4	-	100.0	98.4	-	-	98.9	-	-	94.7	100.0	-	96.5	97.6	
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	4	
% Buses	-	-	-	-	-	-	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	-	-	0.0	-	-	2.7	0.0	-	1.8	0.4	
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.2	
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	0.2	0.0	-	0.2	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.1	
Bicycles on Road	0	0	0	0	-	0	0	2	7	3	-	12	0	0	2	0	-	2	0	0	2	0	-	2	16	
% Bicycles on Road	-	-	-	-	-	-	-	2.9	1.4	3.6	-	1.8	-	0.0	1.6	-	-	1.1	-	-	2.7	0.0	-	1.8	1.7	
Pedestrians	-	-	-	-	76	-	-	-	-	-	61	-	-	-	-	-	0	-	-	-	-	-	67	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	



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Count Name: S Morgan St with W Quincy st  
Site Code:  
Start Date: 08/24/2022  
Page No: 1

### Turning Movement Data

Start Time	W Quincy St Eastbound				S Morgan St Northbound				S Morgan St Southbound				Int. Total			
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru		Right	Peds	App. Total
7:00 AM	0	0	0	5	0	0	0	51	0	51	0	38	0	0	38	
7:15 AM	0	0	0	7	0	0	54	0	54	0	32	0	0	0	32	
7:30 AM	0	0	0	7	0	0	63	0	63	0	30	0	0	0	30	
7:45 AM	0	0	0	5	0	2	83	0	85	0	25	0	0	0	25	
Hourly Total	0	0	0	24	0	2	251	0	253	0	125	0	0	0	125	
8:00 AM	0	0	0	10	0	2	104	0	106	0	45	0	1	0	46	
8:15 AM	0	1	1	8	2	0	102	0	102	0	37	0	2	0	39	
8:30 AM	0	1	2	9	3	0	95	0	97	0	39	0	0	0	39	
8:45 AM	0	0	0	14	0	0	95	0	95	0	44	0	1	0	45	
Hourly Total	0	2	3	41	5	4	396	0	400	0	165	0	4	0	169	
*** BREAK ***																
4:00 PM	0	0	3	17	3	0	83	0	83	0	45	0	0	0	45	
4:15 PM	0	3	0	17	3	0	96	0	98	0	43	0	0	0	43	
4:30 PM	0	0	2	9	2	1	90	0	91	0	40	0	0	0	40	
4:45 PM	0	1	1	11	2	0	99	0	99	0	52	0	0	0	52	
Hourly Total	0	4	6	54	10	3	368	0	371	0	180	0	0	0	180	
5:00 PM	0	2	0	19	2	0	90	0	90	0	42	0	0	0	42	
5:15 PM	0	0	1	16	1	0	86	1	86	0	49	0	0	1	49	
5:30 PM	0	2	0	10	2	0	84	0	85	0	39	0	0	0	40	
5:45 PM	0	0	0	10	0	0	99	0	99	0	48	0	0	0	48	
Hourly Total	0	4	1	55	5	0	359	1	360	1	178	0	0	1	179	
Grand Total	0	10	10	174	20	3	1374	1	1384	1	648	4	4	1	653	
Approach %	0.0	50.0	50.0	-	-	0.2	99.3	-	-	0.2	99.2	0.6	-	-	-	
Total %	0.0	0.5	0.5	-	1.0	0.1	66.8	-	67.3	0.0	31.5	0.2	-	-	31.7	
Lights	0	10	10	-	20	2	1296	-	1305	1	610	3	-	-	614	
% Lights	-	100.0	100.0	-	100.0	66.7	94.3	-	94.3	100.0	94.1	75.0	-	-	94.0	
Buses	0	0	0	-	0	0	13	-	13	0	1	0	-	-	1	
% Buses	-	0.0	0.0	-	0.0	0.0	0.9	-	0.9	0.0	0.2	0.0	-	-	0.2	
Single-Unit Trucks	0	0	0	-	0	0	12	-	12	0	3	0	-	-	3	
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.9	-	0.9	0.0	0.5	0.0	-	-	0.5	
Articulated Trucks	0	0	0	-	0	0	3	-	3	0	0	0	-	-	0	
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.2	-	0.2	0.0	0.0	0.0	-	-	0.0	
Bicycles on Road	0	0	0	-	0	1	50	-	51	0	34	1	-	-	35	
% Bicycles on Road	-	0.0	0.0	-	0.0	33.3	3.6	-	3.7	0.0	5.2	25.0	-	-	5.4	
Pedestrians	-	-	-	174	-	-	-	1	-	-	-	-	-	1	-	
% Pedestrians	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	100.0	-	





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Count Name: S Morgan St with W Quincy st  
Site Code:  
Start Date: 08/24/2022  
Page No: 3

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	W Quincy St Eastbound				S Morgan St Northbound				S Morgan St Southbound							
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	2	9	2	1	0	90	0	91	0	40	0	0	40	133
4:45 PM	0	1	1	11	2	0	0	99	0	99	0	52	0	0	52	153
5:00 PM	0	2	0	19	2	0	0	90	0	90	0	42	0	0	42	134
5:15 PM	0	0	1	16	1	0	0	86	1	86	0	49	0	1	49	136
Total	0	3	4	55	7	1	0	365	1	366	0	183	0	1	183	556
Approach %	0.0	42.9	57.1	-	-	0.3	0.0	99.7	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.5	0.7	-	1.3	0.2	0.0	65.6	-	65.8	0.0	32.9	0.0	-	32.9	-
PHF	0.000	0.375	0.500	-	0.875	0.250	0.000	0.922	-	0.924	0.000	0.880	0.000	-	0.880	0.908
Lights	0	3	4	-	7	1	0	345	-	346	0	174	0	-	174	527
% Lights	-	100.0	100.0	-	100.0	100.0	-	94.5	-	94.5	-	95.1	-	-	95.1	94.8
Buses	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Buses	-	0.0	0.0	-	0.0	0.0	-	0.5	-	0.5	-	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	-	0.5	-	0.5	-	0.0	-	-	0.0	0.4
Articulated Trucks	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
Bicycles on Road	0	0	0	-	0	0	0	16	-	16	0	9	0	-	9	25
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	-	4.4	-	4.4	-	4.9	-	-	4.9	4.5
Pedestrians	-	-	-	55	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: S Aberdeen St with W Quincy St  
Site Code:  
Start Date: 08/24/2022  
Page No: 1

### Turning Movement Data

Start Time	Eastbound Approach Eastbound					W Quincy St Westbound					S Aberdeen St Northbound					S Aberdeen St Southbound											
	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	Int. Total		
7:00 AM	0	0	0	0	4	0	0	0	0	0	4	0	0	3	9	0	0	1	12	0	0	19	1	0	0	20	32
7:15 AM	0	0	0	0	4	0	0	0	0	0	3	0	0	2	17	0	0	0	19	0	0	20	0	1	0	20	39
7:30 AM	0	0	0	0	8	0	0	0	0	0	7	0	0	0	15	0	0	0	15	0	0	12	0	0	0	12	27
7:45 AM	0	0	0	0	4	0	0	0	0	0	7	0	0	2	46	0	0	0	48	2	0	12	0	0	0	14	62
Hourly Total	0	0	0	0	20	0	0	0	0	0	21	0	0	7	87	0	1	94	2	0	63	1	1	0	66	160	
8:00 AM	0	0	0	0	12	0	0	0	0	0	10	0	0	1	43	0	0	44	1	1	33	1	0	0	36	80	
8:15 AM	0	0	0	0	8	0	0	1	0	2	48	3	0	2	21	0	3	23	0	2	29	0	2	0	31	57	
8:30 AM	0	0	0	0	19	0	0	0	0	1	120	1	0	0	42	1	1	43	1	2	25	0	0	0	28	72	
8:45 AM	0	0	0	1	6	1	0	0	0	1	28	1	0	0	30	0	2	30	0	0	21	1	2	0	22	54	
Hourly Total	0	0	0	1	45	1	0	1	0	4	206	5	0	3	136	1	6	140	2	5	108	2	4	0	117	263	
*** BREAK ***																											
4:00 PM	0	0	0	0	9	0	0	1	0	0	16	1	0	2	44	0	0	46	2	0	24	0	0	0	26	73	
4:15 PM	0	0	0	0	3	0	0	0	0	0	7	0	0	0	47	0	0	47	0	0	19	0	1	0	19	66	
4:30 PM	0	0	0	0	9	0	0	0	0	0	8	0	0	0	49	0	1	49	0	0	20	0	0	0	20	69	
4:45 PM	0	0	0	0	14	0	0	0	0	0	6	0	0	0	38	0	0	38	0	0	24	0	0	0	24	62	
Hourly Total	0	0	0	0	35	0	0	1	0	0	37	1	0	2	178	0	1	180	2	0	87	0	1	0	89	270	
5:00 PM	0	0	0	0	15	0	0	0	0	0	10	0	0	0	41	0	0	41	0	0	24	0	0	0	24	65	
5:15 PM	0	0	0	0	18	0	0	0	0	0	16	0	0	2	51	0	1	53	0	0	18	0	1	0	18	71	
5:30 PM	0	0	0	0	22	0	0	1	0	0	9	1	0	0	33	0	0	33	0	0	18	0	0	0	18	52	
5:45 PM	0	0	0	0	15	0	0	0	0	0	16	0	0	0	50	0	3	50	0	0	18	0	0	0	18	68	
Hourly Total	0	0	0	0	70	0	0	1	0	0	51	1	0	2	175	0	4	177	0	0	78	0	1	0	78	256	
Grand Total	0	0	0	1	170	1	0	3	0	4	315	7	0	14	576	1	12	591	6	5	336	3	7	0	350	949	
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	42.9	0.0	57.1	-	-	0.0	2.4	97.5	0.2	-	-	1.7	1.4	96.0	0.9	-	-	-	-	
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	0.3	0.0	0.4	-	0.7	0.0	1.5	60.7	0.1	-	62.3	0.6	0.5	35.4	0.3	-	-	36.9	-	
Lights	0	0	0	1	-	1	0	3	0	4	-	7	0	14	555	1	-	570	6	4	320	3	-	-	333	911	
% Lights	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.4	100.0	-	96.4	100.0	80.0	95.2	100.0	-	-	95.1	96.0	
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	0.0	0.0	0.0	-	-	0.0	0.0	
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	3	0	-	-	3	6	
% Single-Unit Trucks	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	0.0	0.0	0.9	0.0	-	-	0.9	0.6	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	-	0	2	
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.2	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	16	0	-	16	0	1	13	0	-	-	14	30	

% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	2.7	0.0	20.0	3.9	0.0	-	4.0	3.2
Pedestrians	-	-	-	170	-	315	-	-	-	-	-	12	-	-	-	-	-	7	-
% Pedestrians	-	-	-	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-







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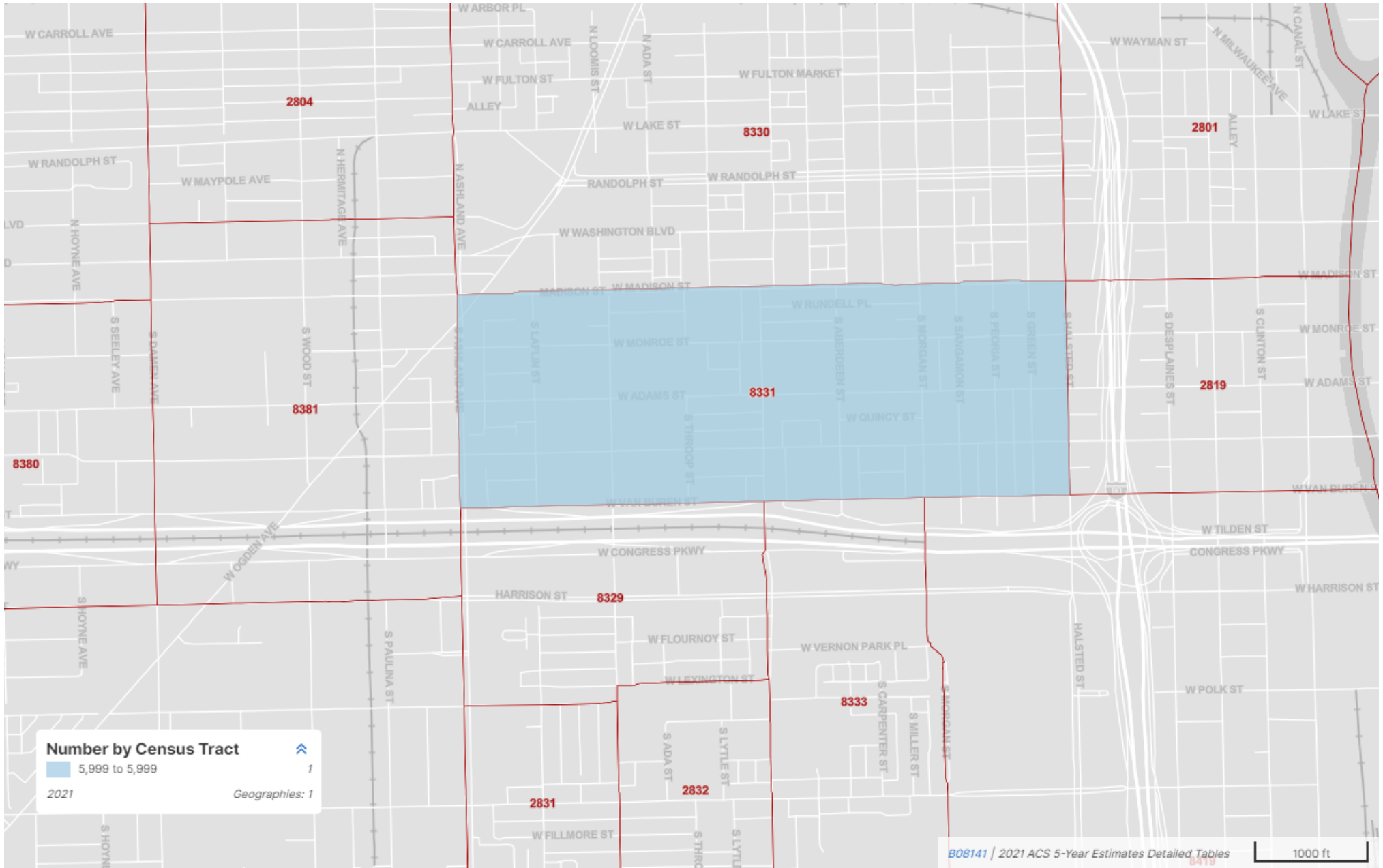
Count Name: S Aberdeen St with W Quincy St  
Site Code:  
Start Date: 08/24/2022  
Page No: 4

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Eastbound Approach					W Quincy St Westbound					S Aberdeen St Northbound					S Aberdeen St Southbound																
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total					
4:30 PM	0	0	0	0	9	0	0	0	0	8	0	0	0	0	1	0	0	20	0	0	0	0	0	0	0	0	0	20	0	0	49	20
4:45 PM	0	0	0	0	14	0	0	0	0	6	0	0	38	0	0	0	0	24	0	0	0	0	0	0	0	0	0	24	0	0	38	24
5:00 PM	0	0	0	0	15	0	0	0	0	10	0	0	41	0	0	0	0	24	0	0	0	0	0	0	0	0	0	24	0	0	41	24
5:15 PM	0	0	0	0	18	0	0	0	0	16	0	2	51	0	1	0	0	18	0	0	0	0	0	0	1	0	0	18	0	1	53	18
Total	0	0	0	0	56	0	0	0	0	40	0	2	179	0	2	0	0	86	0	1	0	0	86	0	1	0	0	86	0	1	181	86
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	1.1	98.9	0.0	-	0.0	0.0	100.0	0.0	-	0.0	0.0	100.0	0.0	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.7	67.0	0.0	-	0.0	0.0	32.2	0.0	-	0.0	0.0	32.2	0.0	-	0.0	0.0	32.2	0.0	-	67.8	32.2
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	-	0.000	0.250	0.877	0.000	-	0.000	0.000	0.896	0.000	-	0.000	0.000	0.896	0.000	-	0.000	0.000	0.896	0.000	-	0.854	0.896
Lights	0	0	0	0	-	0	0	0	0	-	0	2	172	0	-	0	0	80	0	-	0	0	80	0	-	0	0	80	0	-	174	80
% Lights	-	-	-	-	-	-	-	-	-	-	100.0	96.1	-	-	-	-	-	93.0	-	-	-	-	93.0	-	-	-	-	93.0	-	-	96.1	93.0
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
% Buses	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	1	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	1	0
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	-	-	0.0	0.6	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	0.6	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	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	6	0	-	0	0	6	0	-	0	0	6	0	-	0	0	6	0	-	6	6
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	0.0	3.4	-	-	-	-	7.0	-	-	-	-	7.0	-	-	-	-	7.0	-	-	3.3	4.5
Pedestrians	-	-	-	-	56	-	-	-	-	40	-	-	-	-	2	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

## Census Data

Total:




**Number by Census Tract**   
5,999 to 5,999 1  
2021 Geographies: 1

Table: ACSDT5Y2021.B08141

	<b>Census Tract 8331, Cook County, Illinois</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>
Total:	5,999	±718
No vehicle available	869	±401
1 vehicle available	3,823	±786
2 vehicles available	1,268	±494
3 or more vehicles available	39	±72
Car, truck, or van - drove alone:	2,003	±456
Car, truck, or van - carpooled:	137	±154
Public transportation (excluding taxicab):	1,092	±360
Walked:	1,210	±365
Taxicab, motorcycle, bicycle, or other means:	327	±164
Worked from home:	1,230	±362

Station .5 Mile Transit Zone: CTA Blue Line; UIC-Halsted

Year Opened: (1)	Pre-2000
Latitude: (2)	41.875474
Longitude: (2)	-87.649707
Average Travel Time to Work: (3)	25.92
Median Household Income 2009: (4)	86,182
Percent who take public transportation 2009: (5)	24.01
Percent who bicycle 2009: (6)	1.91
Percent who walk 2009: (7)	28.11
Percent who take public transportation, bicycle or walk 2009: (8)	54.03
Average number of vehicles available per household 2009: (9)	0.99
Average number of vehicles available per household 2009: Owner Occupied: (10)	1.19
Average number of vehicles available per household 2009: Renter Occupied: (11)	0.77
Percent of households with 0 or 1 vehicle available 2009: (12)	81.03
Median Year Structure Built 2009: (13)	1,980

- 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 April 1, 2024. 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 b08013\_001 / b08132\_001 aggregated from Census 2009 Tracts
- 4 American Community Survey 2005-2009 5-Year Estimates b19013\_001 aggregated from Census 2009 Block Groups
- 5 American Community Survey 2005-2009 5-Year Estimates (b08301\_010) / (b08301\_001) aggregated from Census 2009 Block Groups
- 6 American Community Survey 2005-2009 5-Year Estimates (b08301\_018) / (b08301\_001) aggregated from Census 2009 Block Groups
- 7 American Community Survey 2005-2009 5-Year Estimates (b08301\_019) / (b08301\_001) aggregated from Census 2009 Block Groups
- 8 American Community Survey 2005-2009 5-Year Estimates (b08301\_010 + b08301\_018 + b08301\_019) / (b08301\_001) aggregated from Census 2009 Block Groups
- 9 American Community Survey 2005-2009 5-Year Estimates b25046\_001 / b25044\_001 aggregated from Census 2009 Block Groups
- 10 American Community Survey 2005-2009 5-Year Estimates b25046\_002 / b25044\_002 aggregated from Census 2009 Block Groups
- 11 American Community Survey 2005-2009 5-Year Estimates b25046\_003 / b25044\_009 aggregated from Census 2009 Block Groups
- 12 American Community Survey 2005-2009 5-Year Estimates (b25044\_003+b25044\_004+b25044\_010+b25044\_011) / b25044\_001 aggregated from Census 2009 Block Groups
- 13 American Community Survey 2005-2009 5-Year Estimates b25035\_001 aggregated from Census 2009 Block Groups