

# Travel Demand Management Plan

## 345 N. Aberdeen Street

Chicago, Illinois



Prepared For:



**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 17, 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 residential development to be located at 345 N. Aberdeen Street in Chicago, Illinois.

As proposed, the development will consist of a 44-story residential building containing 559 residential units, approximately 10,000 square feet of new ground floor retail, and a parking garage containing 255 spaces. Access to the parking garage will be provided via a full movement access drive off Aberdeen 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 Kinzie Street on the north, Carpenter Street on the east, Fulton Market on the south, and Aberdeen 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 hospitality 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 the subject development:

- 370/400/401 N. Morgan
- 370 N. Carpenter Street
- 375 N. Morgan Street
- 345 N Aberdeen Street
- 315 N. May Street
- 1000 W. Carroll Avenue
- 1112 W. Carroll Avenue
- 210 N. Aberdeen Street

These planned developments will further enhance the mixed-use nature of the study area and will provide pedestrian facility enhancements on their respective frontages.

## Existing Pedestrian Facilities

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 the north side of the street between Morgan Street and Carpenter Street or on either side of the street west of Carpenter Street.
- Carpenter Street, which does not provide sidewalks on either side of the street between Carroll Avenue and the railroad tracks nor on the east side of the street between the railroad tracks and Kinzie Street.



**Study Area**

**Figure 1**

*345 N. Aberdeen Street  
Chicago, Illinois*

- Aberdeen Street, which does not provide sidewalks on either side of the street between Carroll Avenue and the railroad tracks.

Additionally, high-visibility crosswalks are provided at all intersections within the study area except for the north and west legs of the intersection of Aberdeen Street with Carroll Avenue. It should be noted that enhanced pedestrian facilities including sidewalks, high visibility crosswalks, and/or curb extensions will be provided at these locations as part of other planned developments adjacent to the site as previously discussed.

## 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 (1,000 feet) south of the site and the CTA rapid transit Blue line via the Grand Avenue station located approximately 2,000 feet northeast of the site.

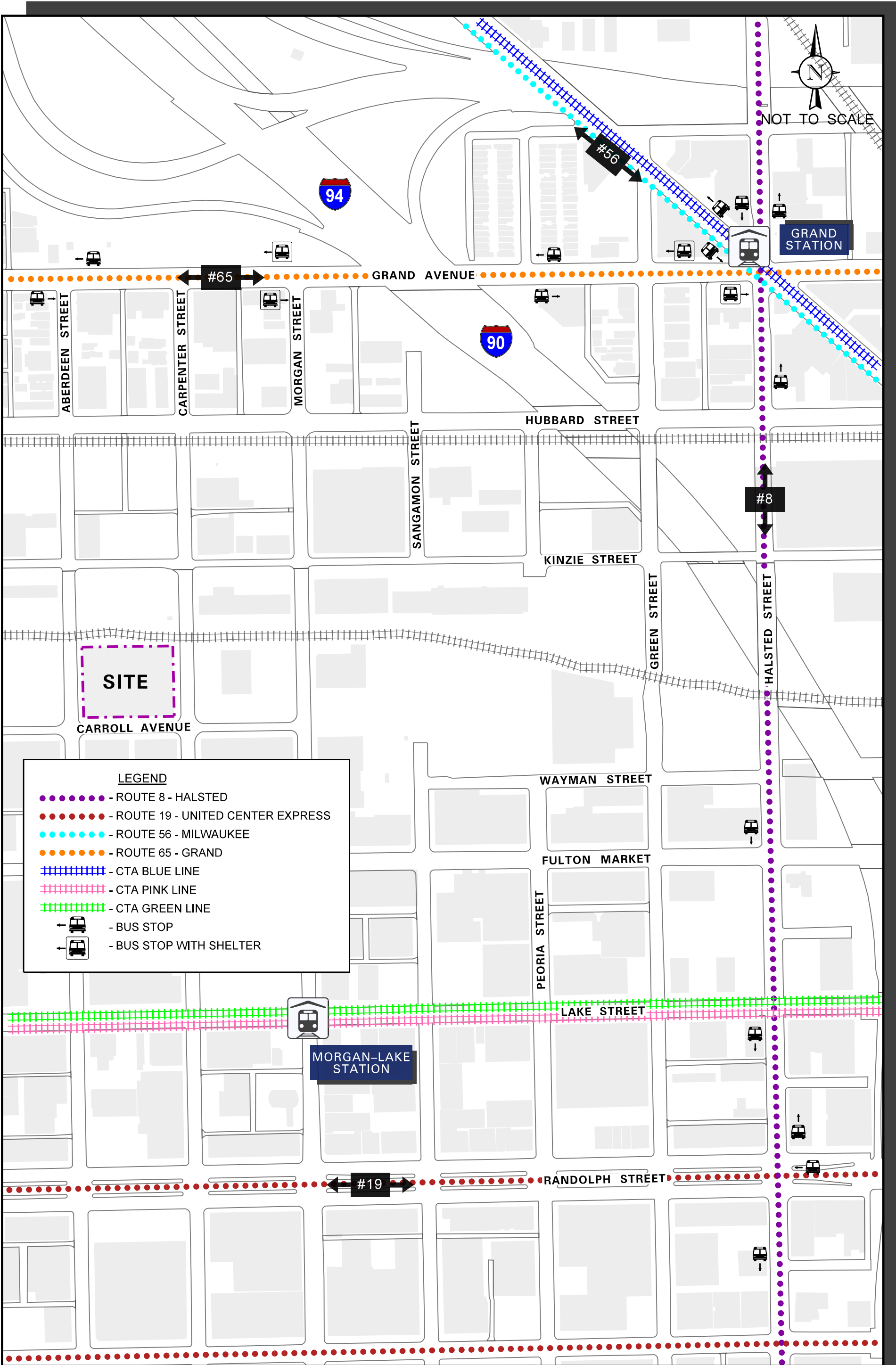
**CTA Bus Routes.** The area is also served by the following bus routes, all of which have bus stops within the study area:

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

**Bike Facilities.** Hubbard Street (750 feet north of the site) provides standard bike lanes and Lake Street (880 feet south of the site) provides standard bike lanes. Additionally, Halsted Street (one-third 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 (one-quarter mile 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, and Ogden Avenue provide 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
- Crosstown Bike Route
  - Randolph Street (west of Des Plaines Street)
  - Des Plaines Street (south of Randolph Street)
  - Halsted Street
  - Kinzie Street
  - Washington Street



NOT TO SCALE

**LEGEND**

- - ROUTE 8 - HALSTED
- - ROUTE 19 - UNITED CENTER EXPRESS
- - ROUTE 56 - MILWAUKEE
- - ROUTE 65 - GRAND
- ▬▬▬▬▬▬ - CTA BLUE LINE
- ▬▬▬▬▬▬ - CTA PINK LINE
- ▬▬▬▬▬▬ - CTA GREEN LINE
- 🚌 - BUS STOP
- 🚌 - BUS STOP WITH SHELTER

345 N. ABERDEEN  
CHICAGO, ILLINOIS

PUBLIC TRANSPORTATION

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 24-046 Figure: 2

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

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

- Fulton Market at Elizabeth Street (12 docks)
- Lake Street at Morgan Street (14 bike docks)
- Lake Street at Sangamon Street (14 bike docks)
- Halsted Street at Fulton Street (15 bike docks)

It should be noted that there is a separate ebike only station located at the intersection of Lake Street with Carpenter Street that can accommodate six docked ebikes. Three additional divvy stations are located along Randolph Street, approximately one-quarter mile south of the site. A review of real time station information for the Divvy stations during the weekday evening indicated the following:

- Fulton Market at Elizabeth Street – 14 percent of bikes available
- Lake Street at Morgan Street – 14 percent of bikes available
- Lake Street at Sangamon Street – 73 percent of bikes available
- Halsted Street at Fulton Street – 60 percent of bikes

Furthermore, there was approximately 9 bikes and five scooters docked at the four stations, with 9 undocked scooters and 7 undocked ebikes within the vicinity of the site.

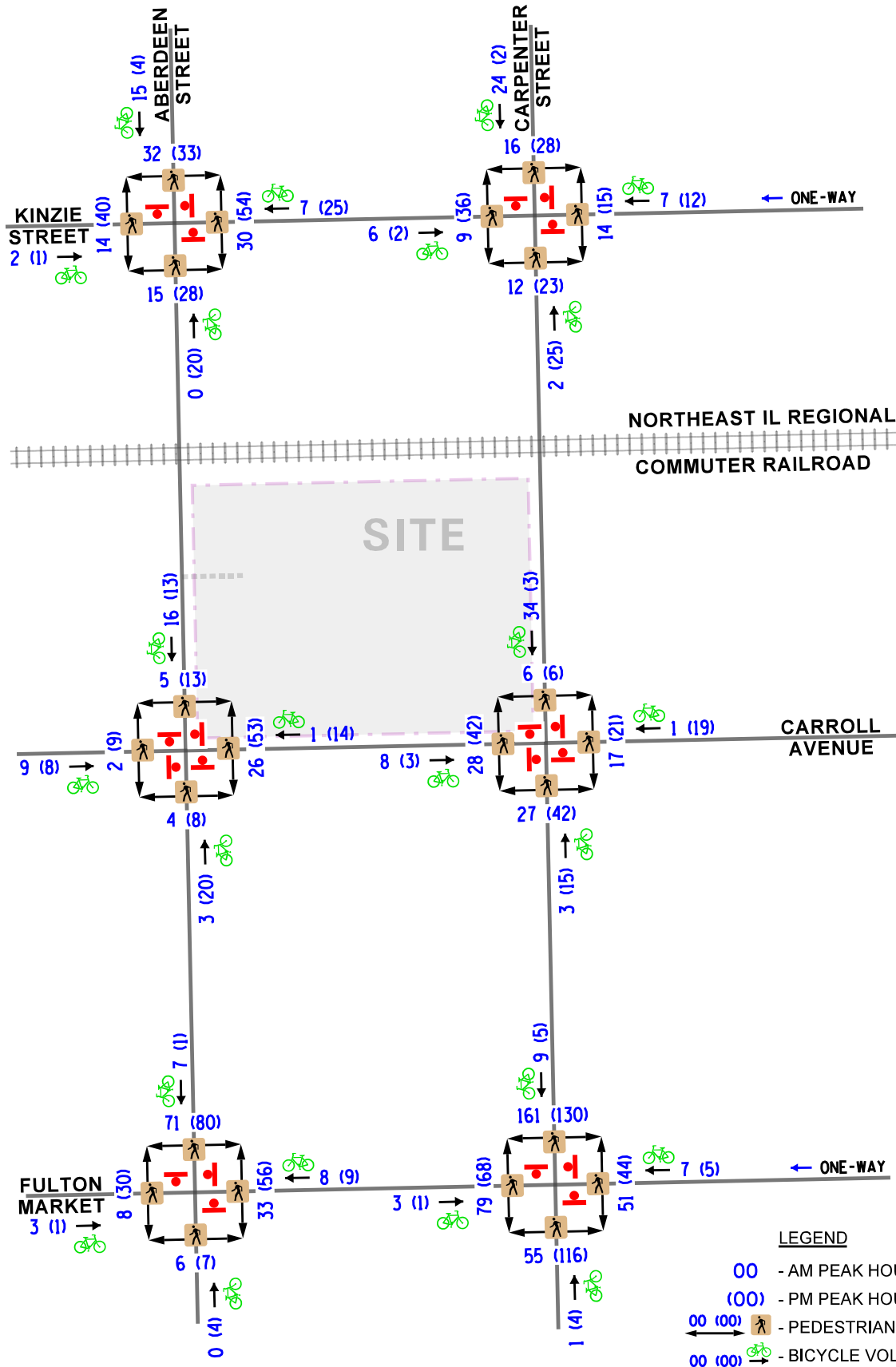
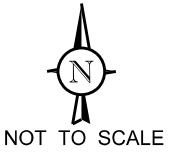
***Carshare Availability.*** There are currently two Zipcar carsharing vehicles available within the vicinity of the site with one vehicle located at 1330 W. Fulton Market (1330 W. Fulton Market Parking), and one vehicle located at 737 W. Washington Boulevard (Halsted and Washington Garage)

## Pedestrian and Bicycle Counts

As part of the traffic impact study prepared by KLOA, Inc. for the proposed development, KLOA, Inc. utilized peak period traffic, pedestrian, and bicycle counts conducted utilizing Miovision Scout Video Collection Units for the following intersections:

- |                                       |  |
|---------------------------------------|--|
| • Aberdeen Street with Kinzie Street  | • Carpenter Street with Kinzie Street  |
| • Aberdeen Street with Carroll Avenue | • Carpenter Street with Carroll Avenue |
| • Aberdeen Street with Fulton Market  | • Carpenter Street with Fulton Market  |

The counts were conducted on weekdays 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.



345 N Aberdeen  
Chicago, Illinois

Existing Pedestrian and Bicycle  
Traffic Volumes



Job No: 24-046

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 Blue Line via the Grand 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 within one-quarter mile of the Morgan CTA station and with bus routes provided on Halsted Street and Grand Avenue, the site is well served by public transportation.

A review of the pedestrian counts indicate that the intersections of Carpenter Street with Aberdeen Street with Fulton market experience the highest pedestrian volumes within the study area with the two Kinzie Street intersections experiencing the next highest pedestrian volumes. This is likely due to these intersections being located to the more developed areas of the region, particularly the number of mixed-use and commercial uses located along Fulton Market with the provision of CDOT standard pedestrian facilities that were implemented as part of the Fulton Market streetscape improvements. Overall, these pedestrian volumes at all six intersections are projected to experience a significant 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 Kinzie Street and Carroll Avenue. This is the result of the following:

- The limited volume of vehicle traffic on Carroll Avenue and the connection of Carroll Avenue to Ogden Avenue.
- The one-way orientation of vehicle traffic on Kinzie Street and an effective width of the travel way of up to 16 feet and connection of Kinzie Street to Halsted Street.

However, it should be noted that Carroll Avenue is not a designated bike route per the Streets for Cycling Plan 2020.

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 development 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	44	52	29%
CTA Rapid Transit/Bus	30	36	20%
Bicycle	9	10	6%
Walk	32	38	21%
Work From Home	36	43	24%
<b>Total</b>	<b>151</b>	<b>179</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* services via a third-party car sharing service will be provided via a dedicated parking stall within the parking garage. This service will be provided as long as a third party car sharing service, such as Zipcar, is available. Information regarding the car sharing service will be made available by the building management and tenant mobile application.
- *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 a tenant mobile application.
- *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 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* services serving the area will be enhanced via the provision of a new Divvy station. The location of the Divvy station in proximity to the site will be determined in coordination with CDOT. Divvy is also already available in the area via several stations located with the closest station at the intersection of Fulton Market with 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 industrial building which has a surface parking lot bordering Carpenter Street and a large loading area bordering Aberdeen Street. As a result, no dedicated sidewalks are provided along the site frontage. As proposed, the site is being planned to significantly enhance pedestrian amenities in the study area via the following:
  - The building will be offset from site boundaries resulting in wider than standard sidewalks on all three site frontages.
  - Curb extensions will be provided at the intersections of Carroll Avenue with Carpenter Street and Aberdeen Street.
  - Public bicycle racks will be provided within the vicinity of the ground floor retail spaces
  - High visibility crosswalks will be provided on the north and west legs of the intersection of Carroll Avenue with Aberdeen Street.
- Numerous other area planned developments will provide similar pedestrian facility improvements along the respective site frontages resulting in an overall significant enhancement to the Fulton Market district
- Racine Avenue and May Street are planned by CDOT for the future provision of dedicated bike lanes which will connect to the existing bicycle facilities located on Hubbard Street to the north and Lake Street to the south.

## ***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. It should be noted that 255 parking spaces will be reserved for residents for a ratio of 0.45 parking spaces per unit.
- *Building Amenities* will consist of information available in the leasing office or via a tenant mobile application 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* 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.

## ***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 the resident application, 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
    - 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 car sharing vehicle will be provided in the proposed parking garage via a third party car sharing service. This service will be provided as long as a third party car sharing service, such as Zipcar, is available.
- *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 Information Via Tenant App*. 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 Morgan CTA Pink/Green Line Station and within one-half mile of the Grand CTA Blue Line station and two area 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.
  - ❖ A Divvy station is proposed to be located within the vicinity of the site with the location to be determined via coordination with CDOT. Four other Divvy stations are located in the area.
  - ❖ In the future, Racine Avenue and May Street (located to the west of the site) will provide separate bicycle lanes.
  
- In general, micro-modes of transportation (walking, bicycling, e-bikes, etc.) may reduce driving 5 to 15 percent.
  - ❖ The study area currently provides sidewalks on both sides of the streets, or sidewalks will be provided as part of other planned developments within the study area.

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

# Appendix

Traffic Count Summary Sheets  
Census Data

# Traffic Count Summary Sheets





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Count Name: Fulton Market and Aberdeen  
Street TMC  
Site Code:  
Start Date: 03/05/2024  
Page No: 1

### Turning Movement Data

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Aberdeen Street Northbound						Aberdeen 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	
7:00 AM	0	0	0	0	1	0	0	3	12	3	1	18	0	4	6	0	0	10	0	0	6	3	4	9	37
7:15 AM	0	0	0	0	4	0	0	2	12	2	3	16	0	1	10	0	0	11	0	0	15	1	15	16	43
7:30 AM	0	0	0	0	2	0	0	3	11	4	2	18	2	3	11	0	0	16	0	0	13	2	13	15	49
7:45 AM	0	0	0	0	8	0	0	8	19	2	5	29	0	2	11	0	0	13	0	0	29	2	13	31	73
Hourly Total	0	0	0	0	15	0	0	16	54	11	11	81	2	10	38	0	0	50	0	0	63	8	45	71	202
8:00 AM	0	0	1	0	1	1	0	3	18	4	8	25	0	1	22	0	2	23	0	0	26	2	11	28	77
8:15 AM	0	0	1	0	1	1	0	5	28	6	8	39	0	0	16	0	2	16	0	0	38	1	20	39	95
8:30 AM	0	0	0	0	2	0	0	4	20	3	8	27	0	4	14	0	2	18	0	0	25	3	22	28	73
8:45 AM	0	1	0	0	4	1	0	4	19	6	9	29	0	0	14	0	0	14	1	0	17	2	18	20	64
Hourly Total	0	1	2	0	8	3	0	16	85	19	33	120	0	5	66	0	6	71	1	0	106	8	71	115	309
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	0	8	1	0	2	31	4	11	37	0	2	18	0	6	20	0	0	17	1	39	18	76
4:15 PM	0	1	0	0	6	1	0	1	27	5	7	33	0	5	21	0	4	26	0	0	18	2	24	20	80
4:30 PM	0	0	0	2	1	2	0	2	24	1	17	27	0	1	17	0	1	18	0	0	13	6	22	19	66
4:45 PM	0	0	0	0	2	0	0	4	25	6	13	35	0	2	23	0	2	25	0	0	16	5	12	21	81
Hourly Total	0	1	1	2	17	4	0	9	107	16	48	132	0	10	79	0	13	89	0	0	64	14	97	78	303
5:00 PM	0	0	1	0	9	1	0	8	31	2	13	41	0	3	25	0	4	28	0	0	27	2	29	29	99
5:15 PM	0	0	0	0	14	0	0	3	25	5	23	33	0	3	22	0	0	25	0	0	29	3	20	32	90
5:30 PM	0	0	0	0	5	0	0	2	27	1	7	30	1	3	21	0	1	25	0	0	20	5	19	25	80
5:45 PM	0	0	0	0	3	0	0	5	30	5	12	40	0	3	12	0	0	15	0	0	18	2	15	20	75
Hourly Total	0	0	1	0	31	1	0	18	113	13	55	144	1	12	80	0	5	93	0	0	94	12	83	106	344
Grand Total	0	2	4	2	71	8	0	59	359	59	147	477	3	37	263	0	24	303	1	0	327	42	296	370	1158
Approach %	0.0	25.0	50.0	25.0	-	-	0.0	12.4	75.3	12.4	-	-	1.0	12.2	86.8	0.0	-	-	0.3	0.0	88.4	11.4	-	-	-
Total %	0.0	0.2	0.3	0.2	-	0.7	0.0	5.1	31.0	5.1	-	41.2	0.3	3.2	22.7	0.0	-	26.2	0.1	0.0	28.2	3.6	-	32.0	-
Lights	0	0	0	0	-	0	0	58	302	54	-	414	3	34	250	0	-	287	1	0	301	39	-	341	1042
% Lights	-	0.0	0.0	0.0	-	0.0	-	98.3	84.1	91.5	-	86.8	100.0	91.9	95.1	-	-	94.7	100.0	-	92.0	92.9	-	92.2	90.0
Buses	0	0	0	0	-	0	0	0	23	0	-	23	0	0	0	0	-	0	0	0	4	2	-	6	29
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	6.4	0.0	-	4.8	0.0	0.0	0.0	-	-	0.0	0.0	-	1.2	4.8	-	1.6	2.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	12	1	-	13	0	2	3	0	-	5	0	0	10	1	-	11	29
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	3.3	1.7	-	2.7	0.0	5.4	1.1	-	-	1.7	0.0	-	3.1	2.4	-	3.0	2.5
Articulated Trucks	0	0	0	0	-	0	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	1.7	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	2	4	2	-	8	0	1	20	3	-	24	0	1	10	0	-	11	0	0	12	0	-	12	55

% Bicycles on Road	-	100.0	100.0	100.0	-	100.0	-	1.7	5.6	5.1	-	5.0	0.0	2.7	3.8	-	-	3.6	0.0	-	3.7	0.0	-	3.2	4.7
Pedestrians	-	-	-	-	71	-	-	-	-	-	147	-	-	-	-	-	24	-	-	-	-	-	296	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Market and Aberdeen  
Street TMC  
Site Code:  
Start Date: 03/05/2024  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Aberdeen Street Northbound						Aberdeen 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	1	1	0	3	18	4	8	25	0	1	22	0	2	23	0	0	26	2	11	28	77
8:15 AM	0	0	1	0	1	1	0	5	28	6	8	39	0	0	16	0	2	16	0	0	38	1	20	39	95
8:30 AM	0	0	0	0	2	0	0	4	20	3	8	27	0	4	14	0	2	18	0	0	25	3	22	28	73
8:45 AM	0	1	0	0	4	1	0	4	19	6	9	29	0	0	14	0	0	14	1	0	17	2	18	20	64
Total	0	1	2	0	8	3	0	16	85	19	33	120	0	5	66	0	6	71	1	0	106	8	71	115	309
Approach %	0.0	33.3	66.7	0.0	-	-	0.0	13.3	70.8	15.8	-	-	0.0	7.0	93.0	0.0	-	-	0.9	0.0	92.2	7.0	-	-	-
Total %	0.0	0.3	0.6	0.0	-	1.0	0.0	5.2	27.5	6.1	-	38.8	0.0	1.6	21.4	0.0	-	23.0	0.3	0.0	34.3	2.6	-	37.2	-
PHF	0.000	0.250	0.500	0.000	-	0.750	0.000	0.800	0.759	0.792	-	0.769	0.000	0.313	0.750	0.000	-	0.772	0.250	0.000	0.697	0.667	-	0.737	0.813
Lights	0	0	0	0	-	0	0	15	67	18	-	100	0	5	64	0	-	69	1	0	93	7	-	101	270
% Lights	-	0.0	0.0	-	-	0.0	-	93.8	78.8	94.7	-	83.3	-	100.0	97.0	-	-	97.2	100.0	-	87.7	87.5	-	87.8	87.4
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	1	-	2	4
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	2.4	0.0	-	1.7	-	0.0	0.0	-	-	0.0	0.0	-	0.9	12.5	-	1.7	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	8	1	-	9	0	0	2	0	-	2	0	0	5	0	-	5	16
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.0	9.4	5.3	-	7.5	-	0.0	3.0	-	-	2.8	0.0	-	4.7	0.0	-	4.3	5.2
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	0.0	-	-	0.0	-	0.0	1.2	0.0	-	0.8	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	1	2	0	-	3	0	1	7	0	-	8	0	0	0	0	-	0	0	0	7	0	-	7	18
% Bicycles on Road	-	100.0	100.0	-	-	100.0	-	6.3	8.2	0.0	-	6.7	-	0.0	0.0	-	-	0.0	0.0	-	6.6	0.0	-	6.1	5.8
Pedestrians	-	-	-	-	8	-	-	-	-	-	33	-	-	-	-	-	6	-	-	-	-	-	71	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Market and Aberdeen  
Street TMC  
Site Code:  
Start Date: 03/05/2024  
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### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Aberdeen Street Northbound						Aberdeen 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	0	0	2	0	0	4	25	6	13	35	0	2	23	0	2	25	0	0	16	5	12	21	81
5:00 PM	0	0	1	0	9	1	0	8	31	2	13	41	0	3	25	0	4	28	0	0	27	2	29	29	99
5:15 PM	0	0	0	0	14	0	0	3	25	5	23	33	0	3	22	0	0	25	0	0	29	3	20	32	90
5:30 PM	0	0	0	0	5	0	0	2	27	1	7	30	1	3	21	0	1	25	0	0	20	5	19	25	80
Total	0	0	1	0	30	1	0	17	108	14	56	139	1	11	91	0	7	103	0	0	92	15	80	107	350
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	12.2	77.7	10.1	-	-	1.0	10.7	88.3	0.0	-	-	0.0	0.0	86.0	14.0	-	-	-
Total %	0.0	0.0	0.3	0.0	-	0.3	0.0	4.9	30.9	4.0	-	39.7	0.3	3.1	26.0	0.0	-	29.4	0.0	0.0	26.3	4.3	-	30.6	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.000	0.531	0.871	0.583	-	0.848	0.250	0.917	0.910	0.000	-	0.920	0.000	0.000	0.793	0.750	-	0.836	0.884
Lights	0	0	0	0	-	0	0	17	93	12	-	122	1	9	88	0	-	98	0	0	90	15	-	105	325
% Lights	-	-	0.0	-	-	0.0	-	100.0	86.1	85.7	-	87.8	100.0	81.8	96.7	-	-	95.1	-	-	97.8	100.0	-	98.1	92.9
Buses	0	0	0	0	-	0	0	0	8	0	-	8	0	0	0	0	-	0	0	0	1	0	-	1	9
% Buses	-	-	0.0	-	-	0.0	-	0.0	7.4	0.0	-	5.8	0.0	0.0	0.0	-	-	0.0	-	-	1.1	0.0	-	0.9	2.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	9.1	0.0	-	-	1.0	-	-	0.0	0.0	-	0.0	0.3
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
Bicycles on Road	0	0	1	0	-	1	0	0	7	2	-	9	0	1	3	0	-	4	0	0	1	0	-	1	15
% Bicycles on Road	-	-	100.0	-	-	100.0	-	0.0	6.5	14.3	-	6.5	0.0	9.1	3.3	-	-	3.9	-	-	1.1	0.0	-	0.9	4.3
Pedestrians	-	-	-	-	30	-	-	-	-	-	56	-	-	-	-	-	7	-	-	-	-	-	80	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Market and Carpenter  
Street TMC  
Site Code:  
Start Date: 03/05/2024  
Page No: 1

### Turning Movement Data

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Carpenter Street Northbound						Carpenter 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	
7:00 AM	0	0	0	0	3	0	0	3	14	3	2	20	0	4	9	0	5	13	0	0	11	2	9	13	46
7:15 AM	0	0	0	0	8	0	0	2	12	0	4	14	1	4	22	0	4	27	0	0	16	3	14	19	60
7:30 AM	0	1	0	0	3	1	0	4	8	4	6	16	0	3	19	0	3	22	0	1	26	2	19	29	68
7:45 AM	0	0	0	0	15	0	0	8	24	4	5	36	1	6	32	0	10	39	0	0	32	4	22	36	111
Hourly Total	0	1	0	0	29	1	0	17	58	11	17	86	2	17	82	0	22	101	0	1	85	11	64	97	285
8:00 AM	0	0	1	0	22	1	0	3	16	7	11	26	0	7	30	0	9	37	0	0	35	3	31	38	102
8:15 AM	0	0	1	0	19	1	0	8	33	7	16	48	0	5	31	0	12	36	0	0	41	4	43	45	130
8:30 AM	0	0	0	0	13	0	0	8	20	4	11	32	0	6	16	1	18	23	0	0	44	2	41	46	101
8:45 AM	0	0	1	0	25	1	0	1	20	10	13	31	0	7	20	0	16	27	0	0	44	4	46	48	107
Hourly Total	0	0	3	0	79	3	0	20	89	28	51	137	0	25	97	1	55	123	0	0	164	13	161	177	440
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	0	13	1	0	8	27	5	12	40	0	6	24	0	25	30	0	0	26	5	36	31	102
4:15 PM	0	0	0	0	17	0	0	3	24	8	18	35	0	5	28	0	25	33	0	0	37	1	30	38	106
4:30 PM	0	0	1	0	21	1	0	10	23	6	4	39	0	5	44	0	22	49	0	0	20	2	27	22	111
4:45 PM	0	0	0	0	16	0	0	7	26	3	13	36	0	5	25	0	17	30	0	0	40	3	28	43	109
Hourly Total	0	0	2	0	67	2	0	28	100	22	47	150	0	21	121	0	89	142	0	0	123	11	121	134	428
5:00 PM	0	0	1	0	29	1	0	9	24	8	8	41	0	8	30	0	33	38	0	0	39	3	44	42	122
5:15 PM	0	0	0	0	17	0	0	9	22	11	7	42	1	7	38	0	37	46	0	0	40	5	31	45	133
5:30 PM	0	0	0	0	6	0	0	16	26	15	16	57	0	3	37	0	29	40	1	0	31	1	27	33	130
5:45 PM	0	0	0	0	16	0	0	13	32	7	5	52	2	8	29	0	18	39	0	0	32	5	24	37	128
Hourly Total	0	0	1	0	68	1	0	47	104	41	36	192	3	26	134	0	117	163	1	0	142	14	126	157	513
Grand Total	0	1	6	0	243	7	0	112	351	102	151	565	5	89	434	1	283	529	1	1	514	49	472	565	1666
Approach %	0.0	14.3	85.7	0.0	-	-	0.0	19.8	62.1	18.1	-	-	0.9	16.8	82.0	0.2	-	-	0.2	0.2	91.0	8.7	-	-	-
Total %	0.0	0.1	0.4	0.0	-	0.4	0.0	6.7	21.1	6.1	-	33.9	0.3	5.3	26.1	0.1	-	31.8	0.1	0.1	30.9	2.9	-	33.9	-
Lights	0	0	1	0	-	1	0	102	298	98	-	498	4	87	394	1	-	486	1	0	493	43	-	537	1522
% Lights	-	0.0	16.7	-	-	14.3	-	91.1	84.9	96.1	-	88.1	80.0	97.8	90.8	100.0	-	91.9	100.0	0.0	95.9	87.8	-	95.0	91.4
Buses	0	0	0	0	-	0	0	6	21	2	-	29	0	0	19	0	-	19	0	0	1	2	-	3	51
% Buses	-	0.0	0.0	-	-	0.0	-	5.4	6.0	2.0	-	5.1	0.0	0.0	4.4	0.0	-	3.6	0.0	0.0	0.2	4.1	-	0.5	3.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	12	1	-	14	1	1	9	0	-	11	0	0	4	0	-	4	29
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.9	3.4	1.0	-	2.5	20.0	1.1	2.1	0.0	-	2.1	0.0	0.0	0.8	0.0	-	0.7	1.7
Articulated Trucks	0	0	0	0	-	0	0	2	3	0	-	5	0	0	0	0	-	0	0	0	1	0	-	1	6
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	1.8	0.9	0.0	-	0.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	0.4
Bicycles on Road	0	1	5	0	-	6	0	1	17	1	-	19	0	1	12	0	-	13	0	1	15	4	-	20	58

% Bicycles on Road	-	100.0	83.3	-	-	85.7	-	0.9	4.8	1.0	-	3.4	0.0	1.1	2.8	0.0	-	2.5	0.0	100.0	2.9	8.2	-	3.5	3.5
Pedestrians	-	-	-	-	243	-	-	-	-	-	151	-	-	-	-	-	283	-	-	-	-	-	472	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Start Date: 03/05/2024  
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### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Carpenter Street Northbound						Carpenter 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	22	1	0	3	16	7	11	26	0	7	30	0	9	37	0	0	35	3	31	38	102
8:15 AM	0	0	1	0	19	1	0	8	33	7	16	48	0	5	31	0	12	36	0	0	41	4	43	45	130
8:30 AM	0	0	0	0	13	0	0	8	20	4	11	32	0	6	16	1	18	23	0	0	44	2	41	46	101
8:45 AM	0	0	1	0	25	1	0	1	20	10	13	31	0	7	20	0	16	27	0	0	44	4	46	48	107
Total	0	0	3	0	79	3	0	20	89	28	51	137	0	25	97	1	55	123	0	0	164	13	161	177	440
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	14.6	65.0	20.4	-	-	0.0	20.3	78.9	0.8	-	-	0.0	0.0	92.7	7.3	-	-	-
Total %	0.0	0.0	0.7	0.0	-	0.7	0.0	4.5	20.2	6.4	-	31.1	0.0	5.7	22.0	0.2	-	28.0	0.0	0.0	37.3	3.0	-	40.2	-
PHF	0.000	0.000	0.750	0.000	-	0.750	0.000	0.625	0.674	0.700	-	0.714	0.000	0.893	0.782	0.250	-	0.831	0.000	0.000	0.932	0.813	-	0.922	0.846
Lights	0	0	0	0	-	0	0	16	71	28	-	115	0	24	91	1	-	116	0	0	154	12	-	166	397
% Lights	-	-	0.0	-	-	0.0	-	80.0	79.8	100.0	-	83.9	-	96.0	93.8	100.0	-	94.3	-	-	93.9	92.3	-	93.8	90.2
Buses	0	0	0	0	-	0	0	1	2	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	7
% Buses	-	-	0.0	-	-	0.0	-	5.0	2.2	0.0	-	2.2	-	0.0	4.1	0.0	-	3.3	-	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	0	-	0	0	1	8	0	-	9	0	0	2	0	-	2	0	0	1	0	-	1	12
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	5.0	9.0	0.0	-	6.6	-	0.0	2.1	0.0	-	1.6	-	-	0.6	0.0	-	0.6	2.7
Articulated Trucks	0	0	0	0	-	0	0	2	1	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	4
% Articulated Trucks	-	-	0.0	-	-	0.0	-	10.0	1.1	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	-	-	0.6	0.0	-	0.6	0.9
Bicycles on Road	0	0	3	0	-	3	0	0	7	0	-	7	0	1	0	0	-	1	0	0	8	1	-	9	20
% Bicycles on Road	-	-	100.0	-	-	100.0	-	0.0	7.9	0.0	-	5.1	-	4.0	0.0	0.0	-	0.8	-	-	4.9	7.7	-	5.1	4.5
Pedestrians	-	-	-	-	79	-	-	-	-	-	51	-	-	-	-	-	55	-	-	-	-	-	161	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Start Date: 03/05/2024  
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### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Carpenter Street Northbound						Carpenter 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	0	0	16	0	0	7	26	3	13	36	0	5	25	0	17	30	0	0	40	3	28	43	109
5:00 PM	0	0	1	0	29	1	0	9	24	8	8	41	0	8	30	0	33	38	0	0	39	3	44	42	122
5:15 PM	0	0	0	0	17	0	0	9	22	11	7	42	1	7	38	0	37	46	0	0	40	5	31	45	133
5:30 PM	0	0	0	0	6	0	0	16	26	15	16	57	0	3	37	0	29	40	1	0	31	1	27	33	130
Total	0	0	1	0	68	1	0	41	98	37	44	176	1	23	130	0	116	154	1	0	150	12	130	163	494
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	23.3	55.7	21.0	-	-	0.6	14.9	84.4	0.0	-	-	0.6	0.0	92.0	7.4	-	-	-
Total %	0.0	0.0	0.2	0.0	-	0.2	0.0	8.3	19.8	7.5	-	35.6	0.2	4.7	26.3	0.0	-	31.2	0.2	0.0	30.4	2.4	-	33.0	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.000	0.641	0.942	0.617	-	0.772	0.250	0.719	0.855	0.000	-	0.837	0.250	0.000	0.938	0.600	-	0.906	0.929
Lights	0	0	0	0	-	0	0	37	85	36	-	158	1	23	117	0	-	141	1	0	146	11	-	158	457
% Lights	-	-	0.0	-	-	0.0	-	90.2	86.7	97.3	-	89.8	100.0	100.0	90.0	-	-	91.6	100.0	-	97.3	91.7	-	96.9	92.5
Buses	0	0	0	0	-	0	0	3	9	1	-	13	0	0	7	0	-	7	0	0	0	0	-	0	20
% Buses	-	-	0.0	-	-	0.0	-	7.3	9.2	2.7	-	7.4	0.0	0.0	5.4	-	-	4.5	0.0	-	0.0	0.0	-	0.0	4.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.5	-	-	1.3	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
Bicycles on Road	0	0	1	0	-	1	0	1	4	0	-	5	0	0	4	0	-	4	0	0	4	1	-	5	15
% Bicycles on Road	-	-	100.0	-	-	100.0	-	2.4	4.1	0.0	-	2.8	0.0	0.0	3.1	-	-	2.6	0.0	-	2.7	8.3	-	3.1	3.0
Pedestrians	-	-	-	-	68	-	-	-	-	-	44	-	-	-	-	-	116	-	-	-	-	-	130	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Count Name: Aberdeen+with+Carroll TMC  
Site Code:  
Start Date: 10/03/2023  
Page No: 1

### Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen 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	
7:00 AM	1	2	2	3	2	8	0	6	2	0	3	8	0	0	7	1	3	8	0	1	9	2	3	12	36
7:15 AM	1	1	2	2	0	6	0	2	1	2	6	5	0	0	10	1	1	11	0	0	12	1	1	13	35
7:30 AM	0	1	8	3	2	12	1	0	1	2	4	4	0	1	6	1	2	8	0	2	14	2	0	18	42
7:45 AM	0	3	7	3	1	13	0	0	1	0	3	1	0	1	15	4	2	20	0	2	16	5	4	23	57
Hourly Total	2	7	19	11	5	39	1	8	5	4	16	18	0	2	38	7	8	47	0	5	51	10	8	66	170
8:00 AM	0	7	10	0	0	17	0	0	2	2	6	4	0	1	13	3	0	17	0	2	25	6	2	33	71
8:15 AM	1	2	9	4	0	16	0	0	3	1	9	4	0	1	17	1	3	19	0	1	17	3	2	21	60
8:30 AM	0	2	10	4	0	16	1	2	0	0	5	3	0	0	12	2	2	14	0	1	14	4	0	19	52
8:45 AM	0	2	9	4	2	15	0	0	0	3	6	3	0	0	15	2	0	17	0	1	22	4	0	27	62
Hourly Total	1	13	38	12	2	64	1	2	5	6	26	14	0	2	57	8	5	67	0	5	78	17	4	100	245
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	9	0	0	14	0	0	9	0	3	9	0	1	27	1	0	29	0	1	14	2	1	17	69
4:15 PM	0	9	8	0	1	17	0	0	8	4	7	12	0	0	38	4	3	42	0	1	17	3	0	21	92
4:30 PM	0	10	11	4	1	25	0	0	13	4	15	17	0	0	31	4	3	35	0	0	23	2	2	25	102
4:45 PM	0	5	18	5	0	28	0	1	8	4	10	13	0	3	26	2	2	31	0	0	25	2	1	27	99
Hourly Total	0	29	46	9	2	84	0	1	38	12	35	51	0	4	122	11	8	137	0	2	79	9	4	90	362
5:00 PM	0	11	15	7	2	33	0	1	6	0	13	7	0	5	37	2	1	44	0	2	26	5	3	33	117
5:15 PM	0	9	8	6	5	23	0	1	18	1	18	20	1	1	24	1	10	27	0	0	17	6	2	23	93
5:30 PM	0	6	10	0	2	16	0	0	6	2	12	8	0	2	38	1	0	41	0	0	21	2	2	23	88
5:45 PM	0	7	7	3	3	17	0	0	3	1	13	4	0	1	21	3	0	25	1	0	17	9	1	27	73
Hourly Total	0	33	40	16	12	89	0	2	33	4	56	39	1	9	120	7	11	137	1	2	81	22	8	106	371
Grand Total	3	82	143	48	21	276	2	13	81	26	133	122	1	17	337	33	32	388	1	14	289	58	24	362	1148
Approach %	1.1	29.7	51.8	17.4	-	-	1.6	10.7	66.4	21.3	-	-	0.3	4.4	86.9	8.5	-	-	0.3	3.9	79.8	16.0	-	-	-
Total %	0.3	7.1	12.5	4.2	-	24.0	0.2	1.1	7.1	2.3	-	10.6	0.1	1.5	29.4	2.9	-	33.8	0.1	1.2	25.2	5.1	-	31.5	-
Lights	0	72	112	32	-	216	2	8	61	22	-	93	1	14	295	30	-	340	1	12	268	25	-	306	955
% Lights	0.0	87.8	78.3	66.7	-	78.3	100.0	61.5	75.3	84.6	-	76.2	100.0	82.4	87.5	90.9	-	87.6	100.0	85.7	92.7	43.1	-	84.5	83.2
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	3
% Buses	0.0	0.0	1.4	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	3.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	3	6	7	3	-	19	0	2	0	0	-	2	0	0	3	1	-	4	0	0	2	6	-	8	33
% Single-Unit Trucks	100.0	7.3	4.9	6.3	-	6.9	0.0	15.4	0.0	0.0	-	1.6	0.0	0.0	0.9	3.0	-	1.0	0.0	0.0	0.7	10.3	-	2.2	2.9
Articulated Trucks	0	0	2	2	-	4	0	0	1	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	7
% Articulated Trucks	0.0	0.0	1.4	4.2	-	1.4	0.0	0.0	1.2	0.0	-	0.8	0.0	5.9	0.0	0.0	-	0.3	0.0	7.1	0.0	0.0	-	0.3	0.6
Bicycles on Road	0	4	20	11	-	35	0	3	19	4	-	26	0	2	39	1	-	42	0	1	19	27	-	47	150

% Bicycles on Road	0.0	4.9	14.0	22.9	-	12.7	0.0	23.1	23.5	15.4	-	21.3	0.0	11.8	11.6	3.0	-	10.8	0.0	7.1	6.6	46.6	-	13.0	13.1
Pedestrians	-	-	-	-	21	-	-	-	-	-	133	-	-	-	-	-	32	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Site Code:  
Start Date: 10/03/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen 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	7	10	0	0	17	0	0	2	2	6	4	0	1	13	3	0	17	0	2	25	6	2	33	71
8:15 AM	1	2	9	4	0	16	0	0	3	1	9	4	0	1	17	1	3	19	0	1	17	3	2	21	60
8:30 AM	0	2	10	4	0	16	1	2	0	0	5	3	0	0	12	2	2	14	0	1	14	4	0	19	52
8:45 AM	0	2	9	4	2	15	0	0	0	3	6	3	0	0	15	2	0	17	0	1	22	4	0	27	62
<b>Total</b>	1	13	38	12	2	64	1	2	5	6	26	14	0	2	57	8	5	67	0	5	78	17	4	100	245
Approach %	1.6	20.3	59.4	18.8	-	-	7.1	14.3	35.7	42.9	-	-	0.0	3.0	85.1	11.9	-	-	0.0	5.0	78.0	17.0	-	-	-
Total %	0.4	5.3	15.5	4.9	-	26.1	0.4	0.8	2.0	2.4	-	5.7	0.0	0.8	23.3	3.3	-	27.3	0.0	2.0	31.8	6.9	-	40.8	-
PHF	0.250	0.464	0.950	0.750	-	0.941	0.250	0.250	0.417	0.500	-	0.875	0.000	0.500	0.838	0.667	-	0.882	0.000	0.625	0.780	0.708	-	0.758	0.863
Lights	0	8	24	10	-	42	1	1	5	6	-	13	0	1	51	7	-	59	0	5	71	4	-	80	194
% Lights	0.0	61.5	63.2	83.3	-	65.6	100.0	50.0	100.0	100.0	-	92.9	-	50.0	89.5	87.5	-	88.1	-	100.0	91.0	23.5	-	80.0	79.2
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	2.6	0.0	-	1.6	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	1	4	3	0	-	8	0	0	0	0	-	0	0	0	3	1	-	4	0	0	2	2	-	4	16
% Single-Unit Trucks	100.0	30.8	7.9	0.0	-	12.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	5.3	12.5	-	6.0	-	0.0	2.6	11.8	-	4.0	6.5
Articulated Trucks	0	0	2	2	-	4	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	5
% Articulated Trucks	0.0	0.0	5.3	16.7	-	6.3	0.0	0.0	0.0	0.0	-	0.0	-	50.0	0.0	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	2.0
Bicycles on Road	0	1	8	0	-	9	0	1	0	0	-	1	0	0	3	0	-	3	0	0	5	11	-	16	29
% Bicycles on Road	0.0	7.7	21.1	0.0	-	14.1	0.0	50.0	0.0	0.0	-	7.1	-	0.0	5.3	0.0	-	4.5	-	0.0	6.4	64.7	-	16.0	11.8
Pedestrians	-	-	-	-	2	-	-	-	-	-	26	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Aberdeen+with+Carroll TMC  
Site Code:  
Start Date: 10/03/2023  
Page No: 4

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

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen 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	5	18	5	0	28	0	1	8	4	10	13	0	3	26	2	2	31	0	0	25	2	1	27	99
5:00 PM	0	11	15	7	2	33	0	1	6	0	13	7	0	5	37	2	1	44	0	2	26	5	3	33	117
5:15 PM	0	9	8	6	5	23	0	1	18	1	18	20	1	1	24	1	10	27	0	0	17	6	2	23	93
5:30 PM	0	6	10	0	2	16	0	0	6	2	12	8	0	2	38	1	0	41	0	0	21	2	2	23	88
<b>Total</b>	0	31	51	18	9	100	0	3	38	7	53	48	1	11	125	6	13	143	0	2	89	15	8	106	397
Approach %	0.0	31.0	51.0	18.0	-	-	0.0	6.3	79.2	14.6	-	-	0.7	7.7	87.4	4.2	-	-	0.0	1.9	84.0	14.2	-	-	-
Total %	0.0	7.8	12.8	4.5	-	25.2	0.0	0.8	9.6	1.8	-	12.1	0.3	2.8	31.5	1.5	-	36.0	0.0	0.5	22.4	3.8	-	26.7	-
PHF	0.000	0.705	0.708	0.643	-	0.758	0.000	0.750	0.528	0.438	-	0.600	0.250	0.550	0.822	0.750	-	0.813	0.000	0.250	0.856	0.625	-	0.803	0.848
Lights	0	31	43	13	-	87	0	2	28	4	-	34	1	10	106	6	-	123	0	2	83	7	-	92	336
% Lights	-	100.0	84.3	72.2	-	87.0	-	66.7	73.7	57.1	-	70.8	100.0	90.9	84.8	100.0	-	86.0	-	100.0	93.3	46.7	-	86.8	84.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	2.0	0.0	-	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	0.3
Single-Unit Trucks	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	5
% Single-Unit Trucks	-	0.0	5.9	5.6	-	4.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	6.7	-	0.9	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	4	4	-	8	0	1	10	3	-	14	0	1	19	0	-	20	0	0	6	7	-	13	55
% Bicycles on Road	-	0.0	7.8	22.2	-	8.0	-	33.3	26.3	42.9	-	29.2	0.0	9.1	15.2	0.0	-	14.0	-	0.0	6.7	46.7	-	12.3	13.9
Pedestrians	-	-	-	-	9	-	-	-	-	-	53	-	-	-	-	-	13	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll+with+Carpenter TMC  
Site Code:  
Start Date: 10/03/2023  
Page No: 1

### Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter 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	
7:00 AM	0	0	2	0	1	2	0	0	4	2	2	6	0	5	7	1	0	13	0	0	17	2	0	19	40
7:15 AM	0	0	1	4	1	5	0	6	3	2	4	11	0	3	17	4	3	24	0	4	24	2	1	30	70
7:30 AM	0	1	8	4	5	13	0	3	1	0	6	4	0	1	20	7	3	28	0	7	24	2	3	33	78
7:45 AM	0	1	10	3	11	14	0	4	0	2	1	6	2	1	18	5	9	26	0	6	33	2	3	41	87
Hourly Total	0	2	21	11	18	34	0	13	8	6	13	27	2	10	62	17	15	91	0	17	98	8	7	123	275
8:00 AM	0	1	8	5	7	14	0	2	2	0	5	4	0	2	18	4	5	24	0	9	32	2	1	43	85
8:15 AM	0	1	7	2	9	10	0	1	1	1	2	3	0	3	15	4	9	22	0	14	44	2	2	60	95
8:30 AM	0	0	6	6	2	12	0	2	1	4	8	7	0	1	17	9	5	27	0	8	41	1	1	50	96
8:45 AM	0	2	9	1	10	12	0	4	2	1	2	7	3	2	13	2	8	20	0	6	38	1	2	45	84
Hourly Total	0	4	30	14	28	48	0	9	6	6	17	21	3	8	63	19	27	93	0	37	155	6	6	198	360
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	5	3	2	11	0	6	7	3	8	16	1	2	48	6	6	57	0	1	18	0	0	19	103
4:15 PM	0	6	6	3	5	15	0	4	9	8	13	21	0	2	46	4	6	52	0	2	26	0	1	28	116
4:30 PM	0	2	7	6	10	15	0	4	9	7	4	20	0	3	53	6	7	62	0	2	19	0	3	21	118
4:45 PM	0	7	8	6	14	21	0	3	5	6	2	14	0	4	55	5	5	64	0	2	23	3	2	28	127
Hourly Total	0	18	26	18	31	62	0	17	30	24	27	71	1	11	202	21	24	235	0	7	86	3	6	96	464
5:00 PM	0	3	6	11	8	20	0	4	3	6	9	13	0	1	55	6	14	62	0	2	37	1	1	40	135
5:15 PM	0	3	4	2	14	9	0	3	10	7	5	20	0	4	35	7	11	46	0	3	30	4	1	37	112
5:30 PM	0	4	7	2	6	13	0	4	2	5	5	11	0	1	47	2	12	50	0	0	29	4	2	33	107
5:45 PM	1	1	9	0	12	11	0	2	1	7	4	10	0	0	52	3	4	55	0	2	22	3	2	27	103
Hourly Total	1	11	26	15	40	53	0	13	16	25	23	54	0	6	189	18	41	213	0	7	118	12	6	137	457
Grand Total	1	35	103	58	117	197	0	52	60	61	80	173	6	35	516	75	107	632	0	68	457	29	25	554	1556
Approach %	0.5	17.8	52.3	29.4	-	-	0.0	30.1	34.7	35.3	-	-	0.9	5.5	81.6	11.9	-	-	0.0	12.3	82.5	5.2	-	-	-
Total %	0.1	2.2	6.6	3.7	-	12.7	0.0	3.3	3.9	3.9	-	11.1	0.4	2.2	33.2	4.8	-	40.6	0.0	4.4	29.4	1.9	-	35.6	-
Lights	1	33	78	52	-	164	0	45	44	32	-	121	5	28	485	56	-	574	0	27	422	25	-	474	1333
% Lights	100.0	94.3	75.7	89.7	-	83.2	-	86.5	73.3	52.5	-	69.9	83.3	80.0	94.0	74.7	-	90.8	-	39.7	92.3	86.2	-	85.6	85.7
Buses	0	1	0	2	-	3	0	0	0	0	-	0	0	0	5	7	-	12	0	13	4	0	-	17	32
% Buses	0.0	2.9	0.0	3.4	-	1.5	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.0	9.3	-	1.9	-	19.1	0.9	0.0	-	3.1	2.1
Single-Unit Trucks	0	0	5	3	-	8	0	5	1	1	-	7	1	1	5	6	-	13	0	0	5	0	-	5	33
% Single-Unit Trucks	0.0	0.0	4.9	5.2	-	4.1	-	9.6	1.7	1.6	-	4.0	16.7	2.9	1.0	8.0	-	2.1	-	0.0	1.1	0.0	-	0.9	2.1
Articulated Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	1.0	0.0	-	0.5	-	0.0	3.3	0.0	-	1.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	19	1	-	21	0	2	13	28	-	43	0	6	21	6	-	33	0	28	26	4	-	58	155

% Bicycles on Road	0.0	2.9	18.4	1.7	-	10.7	-	3.8	21.7	45.9	-	24.9	0.0	17.1	4.1	8.0	-	5.2	-	41.2	5.7	13.8	-	10.5	10.0
Pedestrians	-	-	-	-	117	-	-	-	-	-	80	-	-	-	-	-	107	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll+with+Carpenter TMC  
Site Code:  
Start Date: 10/03/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter 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	8	5	7	14	0	2	2	0	5	4	0	2	18	4	5	24	0	9	32	2	1	43	85
8:15 AM	0	1	7	2	9	10	0	1	1	1	2	3	0	3	15	4	9	22	0	14	44	2	2	60	95
8:30 AM	0	0	6	6	2	12	0	2	1	4	8	7	0	1	17	9	5	27	0	8	41	1	1	50	96
8:45 AM	0	2	9	1	10	12	0	4	2	1	2	7	3	2	13	2	8	20	0	6	38	1	2	45	84
Total	0	4	30	14	28	48	0	9	6	6	17	21	3	8	63	19	27	93	0	37	155	6	6	198	360
Approach %	0.0	8.3	62.5	29.2	-	-	0.0	42.9	28.6	28.6	-	-	3.2	8.6	67.7	20.4	-	-	0.0	18.7	78.3	3.0	-	-	-
Total %	0.0	1.1	8.3	3.9	-	13.3	0.0	2.5	1.7	1.7	-	5.8	0.8	2.2	17.5	5.3	-	25.8	0.0	10.3	43.1	1.7	-	55.0	-
PHF	0.000	0.500	0.833	0.583	-	0.857	0.000	0.563	0.750	0.375	-	0.750	0.250	0.667	0.875	0.528	-	0.861	0.000	0.661	0.881	0.750	-	0.825	0.938
Lights	0	3	19	12	-	34	0	6	5	5	-	16	2	8	59	13	-	82	0	13	141	5	-	159	291
% Lights	-	75.0	63.3	85.7	-	70.8	-	66.7	83.3	83.3	-	76.2	66.7	100.0	93.7	68.4	-	88.2	-	35.1	91.0	83.3	-	80.3	80.8
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	3	-	3	0	3	0	0	-	3	7
% Buses	-	25.0	0.0	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	15.8	-	3.2	-	8.1	0.0	0.0	-	1.5	1.9
Single-Unit Trucks	0	0	3	1	-	4	0	2	0	1	-	3	1	0	3	1	-	5	0	0	2	0	-	2	14
% Single-Unit Trucks	-	0.0	10.0	7.1	-	8.3	-	22.2	0.0	16.7	-	14.3	33.3	0.0	4.8	5.3	-	5.4	-	0.0	1.3	0.0	-	1.0	3.9
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	3.3	0.0	-	2.1	-	0.0	16.7	0.0	-	4.8	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	7	1	-	8	0	1	0	0	-	1	0	0	1	2	-	3	0	21	12	1	-	34	46
% Bicycles on Road	-	0.0	23.3	7.1	-	16.7	-	11.1	0.0	0.0	-	4.8	0.0	0.0	1.6	10.5	-	3.2	-	56.8	7.7	16.7	-	17.2	12.8
Pedestrians	-	-	-	-	28	-	-	-	-	-	17	-	-	-	-	-	27	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carroll+with+Carpenter TMC  
Site Code:  
Start Date: 10/03/2023  
Page No: 4

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

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter 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	7	8	6	14	21	0	3	5	6	2	14	0	4	55	5	5	64	0	2	23	3	2	28	127
5:00 PM	0	3	6	11	8	20	0	4	3	6	9	13	0	1	55	6	14	62	0	2	37	1	1	40	135
5:15 PM	0	3	4	2	14	9	0	3	10	7	5	20	0	4	35	7	11	46	0	3	30	4	1	37	112
5:30 PM	0	4	7	2	6	13	0	4	2	5	5	11	0	1	47	2	12	50	0	0	29	4	2	33	107
Total	0	17	25	21	42	63	0	14	20	24	21	58	0	10	192	20	42	222	0	7	119	12	6	138	481
Approach %	0.0	27.0	39.7	33.3	-	-	0.0	24.1	34.5	41.4	-	-	0.0	4.5	86.5	9.0	-	-	0.0	5.1	86.2	8.7	-	-	-
Total %	0.0	3.5	5.2	4.4	-	13.1	0.0	2.9	4.2	5.0	-	12.1	0.0	2.1	39.9	4.2	-	46.2	0.0	1.5	24.7	2.5	-	28.7	-
PHF	0.000	0.607	0.781	0.477	-	0.750	0.000	0.875	0.500	0.857	-	0.725	0.000	0.625	0.873	0.714	-	0.867	0.000	0.583	0.804	0.750	-	0.863	0.891
Lights	0	17	20	19	-	56	0	14	13	12	-	39	0	5	181	15	-	201	0	3	112	12	-	127	423
% Lights	-	100.0	80.0	90.5	-	88.9	-	100.0	65.0	50.0	-	67.2	-	50.0	94.3	75.0	-	90.5	-	42.9	94.1	100.0	-	92.0	87.9
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	3	2	-	5	0	4	3	0	-	7	13
% Buses	-	0.0	0.0	4.8	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	10.0	-	2.3	-	57.1	2.5	0.0	-	5.1	2.7
Single-Unit Trucks	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	8.0	4.8	-	4.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.0	-	0.5	-	0.0	0.8	0.0	-	0.7	1.0
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	3	0	-	3	0	0	7	12	-	19	0	5	8	2	-	15	0	0	3	0	-	3	40
% Bicycles on Road	-	0.0	12.0	0.0	-	4.8	-	0.0	35.0	50.0	-	32.8	-	50.0	4.2	10.0	-	6.8	-	0.0	2.5	0.0	-	2.2	8.3
Pedestrians	-	-	-	-	42	-	-	-	-	-	21	-	-	-	-	-	42	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Count Name: Aberdeen+with+Kinzie TMC  
Site Code:  
Start Date: 10/10/2023  
Page No: 1

### Turning Movement Data

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Aberdeen Street Northbound						Aberdeen 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	
7:00 AM	0	0	0	0	7	0	0	3	8	1	6	12	0	2	3	0	6	5	0	0	13	3	4	16	33
7:15 AM	0	0	0	0	0	0	0	1	8	1	4	10	0	2	5	1	0	8	1	0	13	2	2	16	34
7:30 AM	0	0	0	0	5	0	0	2	12	1	7	15	0	0	17	0	1	17	1	0	14	5	6	20	52
7:45 AM	0	0	0	0	6	0	0	4	12	0	6	16	0	4	11	0	4	15	0	0	22	1	12	23	54
Hourly Total	0	0	0	0	18	0	0	10	40	3	23	53	0	8	36	1	11	45	2	0	62	11	24	75	173
8:00 AM	0	0	1	0	5	1	0	5	22	1	9	28	0	0	14	0	4	14	0	1	12	1	14	14	57
8:15 AM	0	0	1	0	1	1	0	5	17	4	8	26	0	3	7	1	5	11	1	0	20	3	7	24	62
8:30 AM	0	0	0	0	5	0	0	5	10	2	8	17	0	1	14	0	2	15	0	0	15	1	7	16	48
8:45 AM	0	0	0	0	3	0	0	9	13	1	5	23	0	1	12	0	4	13	0	0	19	4	4	23	59
Hourly Total	0	0	2	0	14	2	0	24	62	8	30	94	0	5	47	1	15	53	1	1	66	9	32	77	226
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	1	6	1	0	4	68	2	2	74	0	1	26	0	6	27	0	0	8	2	5	10	112
4:15 PM	0	1	0	0	1	1	0	8	90	4	4	102	0	3	34	0	3	37	0	1	19	2	2	22	162
4:30 PM	0	0	0	1	4	1	0	6	69	9	2	84	0	4	34	0	2	38	0	0	12	1	10	13	136
4:45 PM	0	1	0	0	5	1	0	10	82	4	12	96	0	7	54	0	4	61	0	0	21	1	5	22	180
Hourly Total	0	2	0	2	16	4	0	28	309	19	20	356	0	15	148	0	15	163	0	1	60	6	22	67	590
5:00 PM	0	0	0	0	11	0	0	11	70	7	18	88	0	4	48	1	7	53	0	0	17	1	12	18	159
5:15 PM	0	0	0	0	14	0	0	6	88	3	11	97	0	2	62	0	13	64	0	0	13	0	8	13	174
5:30 PM	0	0	0	0	10	0	0	11	84	4	13	99	0	4	54	0	4	58	0	0	15	2	8	17	174
5:45 PM	0	0	0	0	5	0	0	11	76	3	18	90	0	3	45	0	3	48	0	0	13	2	10	15	153
Hourly Total	0	0	0	0	40	0	0	39	318	17	60	374	0	13	209	1	27	223	0	0	58	5	38	63	660
Grand Total	0	2	2	2	88	6	0	101	729	47	133	877	0	41	440	3	68	484	3	2	246	31	116	282	1649
Approach %	0.0	33.3	33.3	33.3	-	-	0.0	11.5	83.1	5.4	-	-	0.0	8.5	90.9	0.6	-	-	1.1	0.7	87.2	11.0	-	-	-
Total %	0.0	0.1	0.1	0.1	-	0.4	0.0	6.1	44.2	2.9	-	53.2	0.0	2.5	26.7	0.2	-	29.4	0.2	0.1	14.9	1.9	-	17.1	-
Lights	0	0	0	0	-	0	0	91	675	42	-	808	0	33	403	1	-	437	3	0	211	27	-	241	1486
% Lights	-	0.0	0.0	0.0	-	0.0	-	90.1	92.6	89.4	-	92.1	-	80.5	91.6	33.3	-	90.3	100.0	0.0	85.8	87.1	-	85.5	90.1
Buses	0	0	0	0	-	0	0	0	9	0	-	9	0	3	1	0	-	4	0	0	0	0	-	0	13
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	0.0	-	1.0	-	7.3	0.2	0.0	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	1	7	1	-	9	0	3	1	0	-	4	0	0	5	3	-	8	21
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.0	1.0	2.1	-	1.0	-	7.3	0.2	0.0	-	0.8	0.0	0.0	2.0	9.7	-	2.8	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	2	2	2	-	6	0	9	38	4	-	51	0	2	35	2	-	39	0	2	30	1	-	33	129

% Bicycles on Road	-	100.0	100.0	100.0	-	100.0	-	8.9	5.2	8.5	-	5.8	-	4.9	8.0	66.7	-	8.1	0.0	100.0	12.2	3.2	-	11.7	7.8
Pedestrians	-	-	-	-	88	-	-	-	-	-	133	-	-	-	-	-	68	-	-	-	-	-	116	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Aberdeen+with+Kinzie TMC  
Site Code:  
Start Date: 10/10/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Aberdeen Street Northbound						Aberdeen 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	5	1	0	5	22	1	9	28	0	0	14	0	4	14	0	1	12	1	14	14	57
8:15 AM	0	0	1	0	1	1	0	5	17	4	8	26	0	3	7	1	5	11	1	0	20	3	7	24	62
8:30 AM	0	0	0	0	5	0	0	5	10	2	8	17	0	1	14	0	2	15	0	0	15	1	7	16	48
8:45 AM	0	0	0	0	3	0	0	9	13	1	5	23	0	1	12	0	4	13	0	0	19	4	4	23	59
Total	0	0	2	0	14	2	0	24	62	8	30	94	0	5	47	1	15	53	1	1	66	9	32	77	226
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	25.5	66.0	8.5	-	-	0.0	9.4	88.7	1.9	-	-	1.3	1.3	85.7	11.7	-	-	-
Total %	0.0	0.0	0.9	0.0	-	0.9	0.0	10.6	27.4	3.5	-	41.6	0.0	2.2	20.8	0.4	-	23.5	0.4	0.4	29.2	4.0	-	34.1	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.667	0.705	0.500	-	0.839	0.000	0.417	0.839	0.250	-	0.883	0.250	0.250	0.825	0.563	-	0.802	0.911
Lights	0	0	0	0	-	0	0	20	55	7	-	82	0	3	46	1	-	50	1	0	52	9	-	62	194
% Lights	-	-	0.0	-	-	0.0	-	83.3	88.7	87.5	-	87.2	-	60.0	97.9	100.0	-	94.3	100.0	0.0	78.8	100.0	-	80.5	85.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	2	1	0	-	3	0	0	0	0	-	0	4
% Buses	-	-	0.0	-	-	0.0	-	0.0	1.6	0.0	-	1.1	-	40.0	2.1	0.0	-	5.7	0.0	0.0	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	4.8	12.5	-	4.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.8
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
Bicycles on Road	0	0	2	0	-	2	0	4	3	0	-	7	0	0	0	0	-	0	0	1	14	0	-	15	24
% Bicycles on Road	-	-	100.0	-	-	100.0	-	16.7	4.8	0.0	-	7.4	-	0.0	0.0	0.0	-	0.0	0.0	100.0	21.2	0.0	-	19.5	10.6
Pedestrians	-	-	-	-	14	-	-	-	-	-	30	-	-	-	-	-	15	-	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
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Count Name: Aberdeen+with+Kinzie TMC  
Site Code:  
Start Date: 10/10/2023  
Page No: 4

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

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Aberdeen Street Northbound						Aberdeen 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	1	0	0	5	1	0	10	82	4	12	96	0	7	54	0	4	61	0	0	21	1	5	22	180
5:00 PM	0	0	0	0	11	0	0	11	70	7	18	88	0	4	48	1	7	53	0	0	17	1	12	18	159
5:15 PM	0	0	0	0	14	0	0	6	88	3	11	97	0	2	62	0	13	64	0	0	13	0	8	13	174
5:30 PM	0	0	0	0	10	0	0	11	84	4	13	99	0	4	54	0	4	58	0	0	15	2	8	17	174
Total	0	1	0	0	40	1	0	38	324	18	54	380	0	17	218	1	28	236	0	0	66	4	33	70	687
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	10.0	85.3	4.7	-	-	0.0	7.2	92.4	0.4	-	-	0.0	0.0	94.3	5.7	-	-	-
Total %	0.0	0.1	0.0	0.0	-	0.1	0.0	5.5	47.2	2.6	-	55.3	0.0	2.5	31.7	0.1	-	34.4	0.0	0.0	9.6	0.6	-	10.2	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.000	0.864	0.920	0.643	-	0.960	0.000	0.607	0.879	0.250	-	0.922	0.000	0.000	0.786	0.500	-	0.795	0.954
Lights	0	0	0	0	-	0	0	34	298	16	-	348	0	17	199	0	-	216	0	0	62	4	-	66	630
% Lights	-	0.0	-	-	-	0.0	-	89.5	92.0	88.9	-	91.6	-	100.0	91.3	0.0	-	91.5	-	-	93.9	100.0	-	94.3	91.7
Buses	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	-	-	-	0.0	-	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	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
Bicycles on Road	0	1	0	0	-	1	0	4	19	2	-	25	0	0	19	1	-	20	0	0	4	0	-	4	50
% Bicycles on Road	-	100.0	-	-	-	100.0	-	10.5	5.9	11.1	-	6.6	-	0.0	8.7	100.0	-	8.5	-	-	6.1	0.0	-	5.7	7.3
Pedestrians	-	-	-	-	40	-	-	-	-	-	54	-	-	-	-	-	28	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carpenter+with+Kinzie TMC  
Site Code:  
Start Date: 05/18/2023  
Page No: 1

### Turning Movement Data

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter 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	
7:00 AM	0	0	0	0	0	0	0	1	10	2	2	13	0	1	9	0	5	10	0	0	9	2	4	11	34
7:15 AM	0	0	1	0	1	1	0	2	7	0	2	9	0	2	14	0	1	16	0	0	17	1	4	18	44
7:30 AM	0	0	0	0	5	0	0	3	13	3	2	19	0	0	11	0	2	11	0	1	15	0	0	16	46
7:45 AM	0	0	1	0	8	1	0	7	8	2	2	17	0	1	18	1	6	20	0	0	29	0	1	29	67
Hourly Total	0	0	2	0	14	2	0	13	38	7	8	58	0	4	52	1	14	57	0	1	70	3	9	74	191
8:00 AM	0	0	2	1	2	3	0	5	13	2	3	20	0	0	24	1	5	25	0	0	35	0	5	35	83
8:15 AM	0	0	1	0	3	1	0	8	28	2	3	38	0	1	13	0	3	14	0	0	28	1	3	29	82
8:30 AM	0	0	2	0	2	2	0	6	16	6	4	28	0	0	20	0	1	20	0	0	29	2	4	31	81
8:45 AM	0	0	0	0	2	0	0	7	16	1	4	24	0	1	33	0	3	34	0	0	39	2	4	41	99
Hourly Total	0	0	5	1	9	6	0	26	73	11	14	110	0	2	90	1	12	93	0	0	131	5	16	136	345
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	0	5	1	0	9	71	5	7	85	0	33	51	0	5	84	0	0	16	0	4	16	186
4:15 PM	0	0	0	0	2	0	0	10	79	8	2	97	0	23	72	0	3	95	0	0	22	0	7	22	214
4:30 PM	0	0	0	0	6	0	0	6	65	9	2	80	0	19	100	0	5	119	0	0	25	3	9	28	227
4:45 PM	0	0	0	0	8	0	0	7	92	3	2	102	0	11	60	1	6	72	0	0	22	0	5	22	196
Hourly Total	0	0	1	0	21	1	0	32	307	25	13	364	0	86	283	1	19	370	0	0	85	3	25	88	823
5:00 PM	0	0	1	0	9	1	0	7	83	1	6	91	0	15	78	0	3	93	0	0	13	3	10	16	201
5:15 PM	0	0	0	1	10	1	0	8	74	9	5	91	0	15	97	0	8	112	0	0	22	3	5	25	229
5:30 PM	0	0	0	0	9	0	0	11	78	17	2	106	0	8	93	0	6	101	0	0	25	1	8	26	233
5:45 PM	0	0	0	0	12	0	0	10	65	7	3	82	0	13	55	0	4	68	0	0	19	1	8	20	170
Hourly Total	0	0	1	1	40	2	0	36	300	34	16	370	0	51	323	0	21	374	0	0	79	8	31	87	833
Grand Total	0	0	9	2	84	11	0	107	718	77	51	902	0	143	748	3	66	894	0	1	365	19	81	385	2192
Approach %	0.0	0.0	81.8	18.2	-	-	0.0	11.9	79.6	8.5	-	-	0.0	16.0	83.7	0.3	-	-	0.0	0.3	94.8	4.9	-	-	-
Total %	0.0	0.0	0.4	0.1	-	0.5	0.0	4.9	32.8	3.5	-	41.1	0.0	6.5	34.1	0.1	-	40.8	0.0	0.0	16.7	0.9	-	17.6	-
Lights	0	0	0	0	-	0	0	95	673	74	-	842	0	137	693	1	-	831	0	0	320	18	-	338	2011
% Lights	-	-	0.0	0.0	-	0.0	-	88.8	93.7	96.1	-	93.3	-	95.8	92.6	33.3	-	93.0	-	0.0	87.7	94.7	-	87.8	91.7
Buses	0	0	0	0	-	0	0	4	3	0	-	7	0	3	7	0	-	10	0	0	1	0	-	1	18
% Buses	-	-	0.0	0.0	-	0.0	-	3.7	0.4	0.0	-	0.8	-	2.1	0.9	0.0	-	1.1	-	0.0	0.3	0.0	-	0.3	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	3	6	0	-	9	0	2	12	0	-	14	0	0	5	0	-	5	28
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	2.8	0.8	0.0	-	1.0	-	1.4	1.6	0.0	-	1.6	-	0.0	1.4	0.0	-	1.3	1.3
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	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	9	2	-	11	0	5	35	3	-	43	0	1	36	2	-	39	0	1	39	1	-	41	134

% Bicycles on Road	-	-	100.0	100.0	-	100.0	-	4.7	4.9	3.9	-	4.8	-	0.7	4.8	66.7	-	4.4	-	100.0	10.7	5.3	-	10.6	6.1
Pedestrians	-	-	-	-	84	-	-	-	-	-	51	-	-	-	-	-	66	-	-	-	-	-	81	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carpenter+with+Kinzie TMC  
Site Code:  
Start Date: 05/18/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter 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	2	1	2	3	0	5	13	2	3	20	0	0	24	1	5	25	0	0	35	0	5	35	83
8:15 AM	0	0	1	0	3	1	0	8	28	2	3	38	0	1	13	0	3	14	0	0	28	1	3	29	82
8:30 AM	0	0	2	0	2	2	0	6	16	6	4	28	0	0	20	0	1	20	0	0	29	2	4	31	81
8:45 AM	0	0	0	0	2	0	0	7	16	1	4	24	0	1	33	0	3	34	0	0	39	2	4	41	99
Total	0	0	5	1	9	6	0	26	73	11	14	110	0	2	90	1	12	93	0	0	131	5	16	136	345
Approach %	0.0	0.0	83.3	16.7	-	-	0.0	23.6	66.4	10.0	-	-	0.0	2.2	96.8	1.1	-	-	0.0	0.0	96.3	3.7	-	-	-
Total %	0.0	0.0	1.4	0.3	-	1.7	0.0	7.5	21.2	3.2	-	31.9	0.0	0.6	26.1	0.3	-	27.0	0.0	0.0	38.0	1.4	-	39.4	-
PHF	0.000	0.000	0.625	0.250	-	0.500	0.000	0.813	0.652	0.458	-	0.724	0.000	0.500	0.682	0.250	-	0.684	0.000	0.000	0.840	0.625	-	0.829	0.871
Lights	0	0	0	0	-	0	0	21	64	11	-	96	0	2	87	0	-	89	0	0	106	4	-	110	295
% Lights	-	-	0.0	0.0	-	0.0	-	80.8	87.7	100.0	-	87.3	-	100.0	96.7	0.0	-	95.7	-	-	80.9	80.0	-	80.9	85.5
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Buses	-	-	0.0	0.0	-	0.0	-	7.7	0.0	0.0	-	1.8	-	0.0	1.1	0.0	-	1.1	-	-	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	3	2	0	-	5	0	0	1	0	-	1	0	0	2	0	-	2	8
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	11.5	2.7	0.0	-	4.5	-	0.0	1.1	0.0	-	1.1	-	-	1.5	0.0	-	1.5	2.3
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
Bicycles on Road	0	0	5	1	-	6	0	0	7	0	-	7	0	0	1	1	-	2	0	0	23	1	-	24	39
% Bicycles on Road	-	-	100.0	100.0	-	100.0	-	0.0	9.6	0.0	-	6.4	-	0.0	1.1	100.0	-	2.2	-	-	17.6	20.0	-	17.6	11.3
Pedestrians	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Carpenter+with+Kinzie TMC  
Site Code:  
Start Date: 05/18/2023  
Page No: 4

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

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter 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	0	0	8	0	0	7	92	3	2	102	0	11	60	1	6	72	0	0	22	0	5	22	196
5:00 PM	0	0	1	0	9	1	0	7	83	1	6	91	0	15	78	0	3	93	0	0	13	3	10	16	201
5:15 PM	0	0	0	1	10	1	0	8	74	9	5	91	0	15	97	0	8	112	0	0	22	3	5	25	229
5:30 PM	0	0	0	0	9	0	0	11	78	17	2	106	0	8	93	0	6	101	0	0	25	1	8	26	233
<b>Total</b>	0	0	1	1	36	2	0	33	327	30	15	390	0	49	328	1	23	378	0	0	82	7	28	89	859
Approach %	0.0	0.0	50.0	50.0	-	-	0.0	8.5	83.8	7.7	-	-	0.0	13.0	86.8	0.3	-	-	0.0	0.0	92.1	7.9	-	-	-
Total %	0.0	0.0	0.1	0.1	-	0.2	0.0	3.8	38.1	3.5	-	45.4	0.0	5.7	38.2	0.1	-	44.0	0.0	0.0	9.5	0.8	-	10.4	-
PHF	0.000	0.000	0.250	0.250	-	0.500	0.000	0.750	0.889	0.441	-	0.920	0.000	0.817	0.845	0.250	-	0.844	0.000	0.000	0.820	0.583	-	0.856	0.922
Lights	0	0	0	0	-	0	0	32	314	29	-	375	0	45	297	1	-	343	0	0	79	7	-	86	804
% Lights	-	-	0.0	0.0	-	0.0	-	97.0	96.0	96.7	-	96.2	-	91.8	90.5	100.0	-	90.7	-	-	96.3	100.0	-	96.6	93.6
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	2	3	0	-	5	0	0	1	0	-	1	7
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	4.1	0.9	0.0	-	1.3	-	-	1.2	0.0	-	1.1	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	1	4	0	-	5	0	0	0	0	-	0	7
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	2.0	1.2	0.0	-	1.3	-	-	0.0	0.0	-	0.0	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	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	1	10	1	-	12	0	1	24	0	-	25	0	0	2	0	-	2	41
% Bicycles on Road	-	-	100.0	100.0	-	100.0	-	3.0	3.1	3.3	-	3.1	-	2.0	7.3	0.0	-	6.6	-	-	2.4	0.0	-	2.2	4.8
Pedestrians	-	-	-	-	36	-	-	-	-	-	15	-	-	-	-	-	23	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



## Census Data

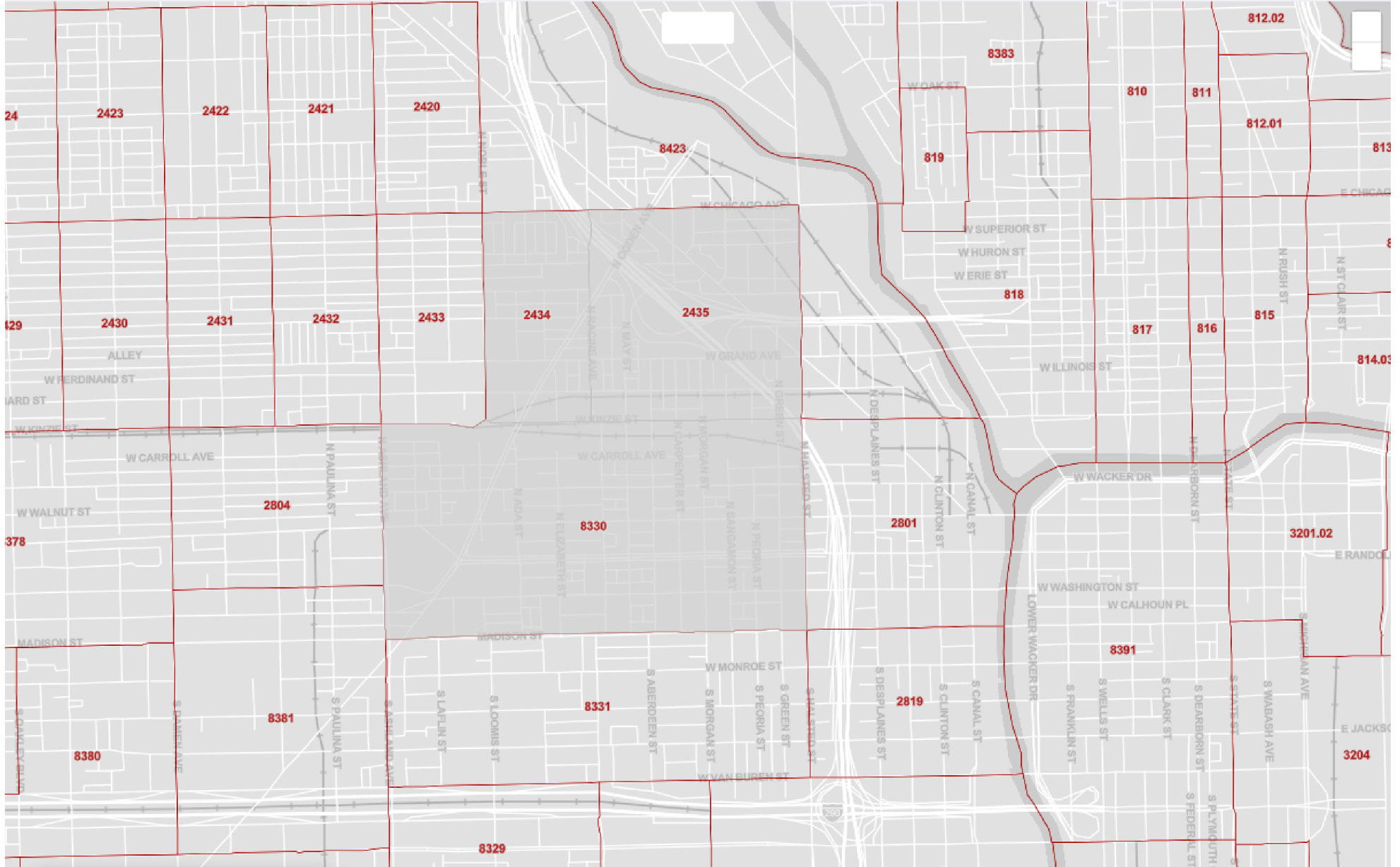
Table: ACSDT5Y2021.B08006

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

### 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

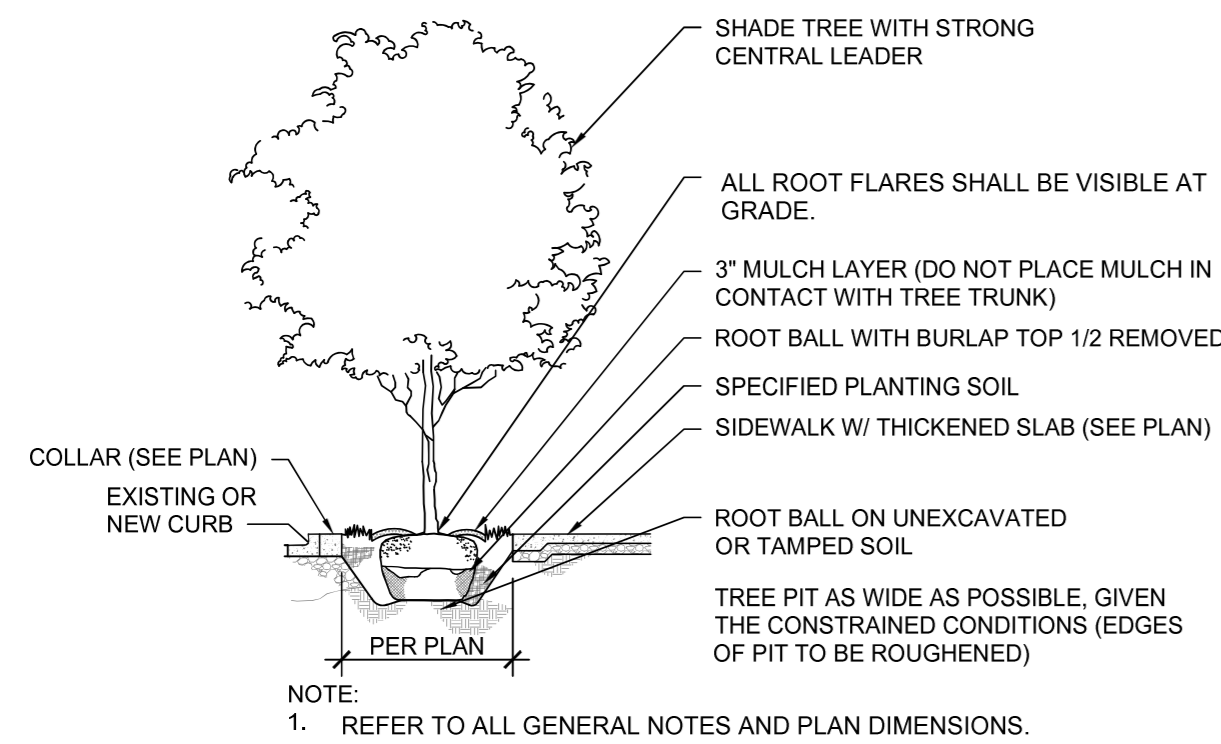
## CTA STATION TRANSIT DATA

<b>Station .5 Mile Transit Zone: CTA Blue Line; Grand-Blue</b>	
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

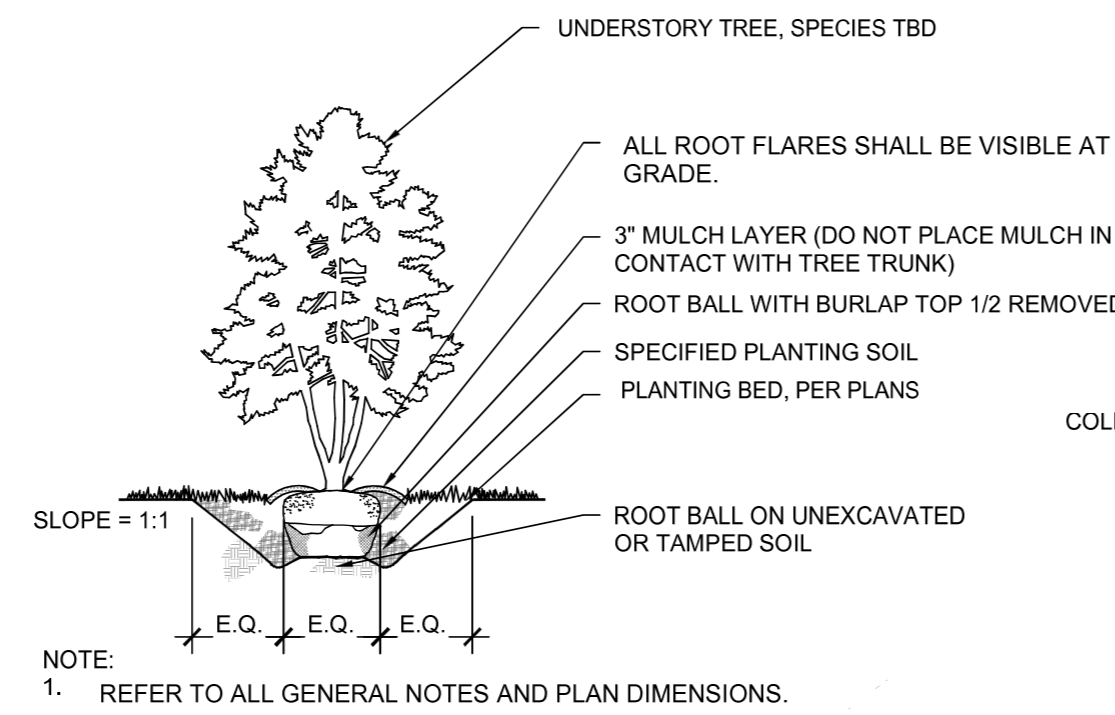
<b>Station .25 Mile Transit Zone: CTA Pink Line, Green Line; Ashland-Lake</b>	
Year Opened: (1)	Pre-2000
Latitude: (2)	41.885269
Longitude: (2)	-87.666969
Workers 16 years and over: Total: (3)	573
Percent who take public transportation: (4)	15.63
Percent who take public transportation, bicycle or walk: (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

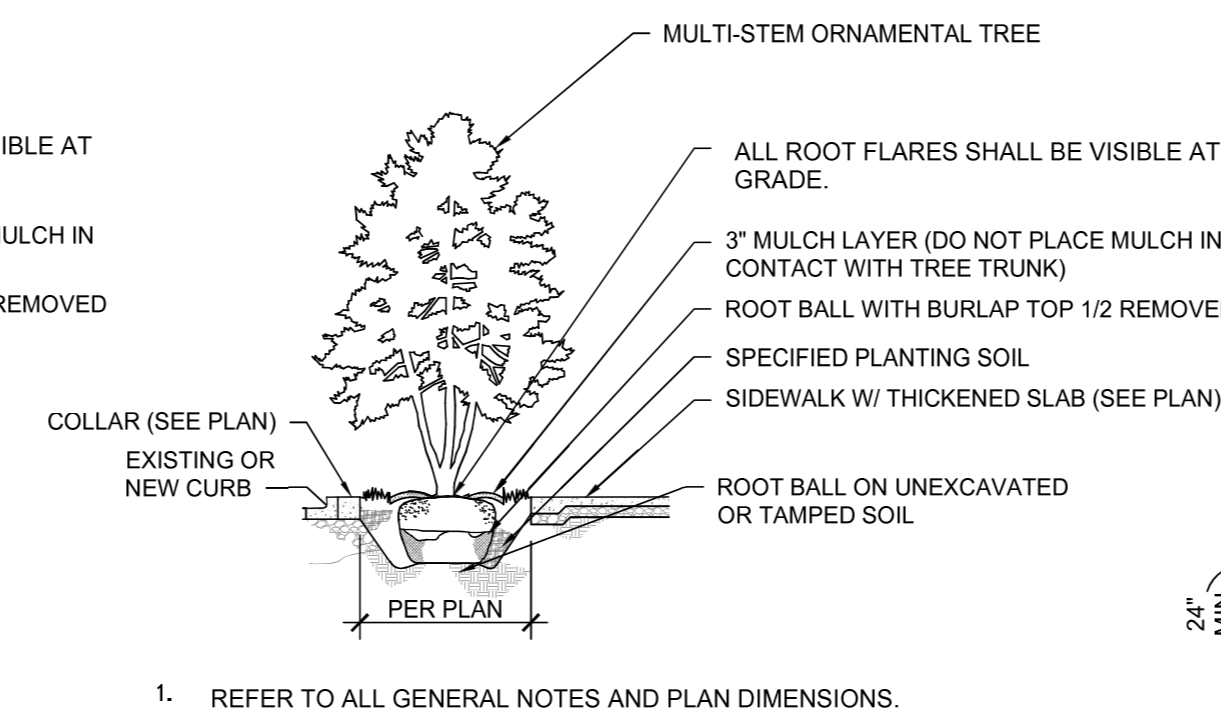
- 5 American Community Survey 2005-2009 5-Year Estimates  $(b08301\_010 + b08301\_018 + b08301\_019) / (b08301\_001)$  aggregated from Census 2009 Block Groups
- 6 American Community Survey 2005-2009 5-Year Estimates b08301\_010 aggregated from Census 2009 Block Groups
- 7 American Community Survey 2005-2009 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



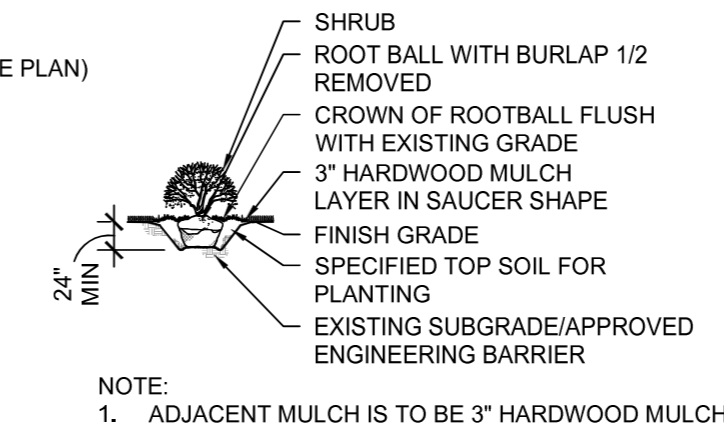
2.1 SHADE TREE IN PARKWAY SECTION  
NOT TO SCALE



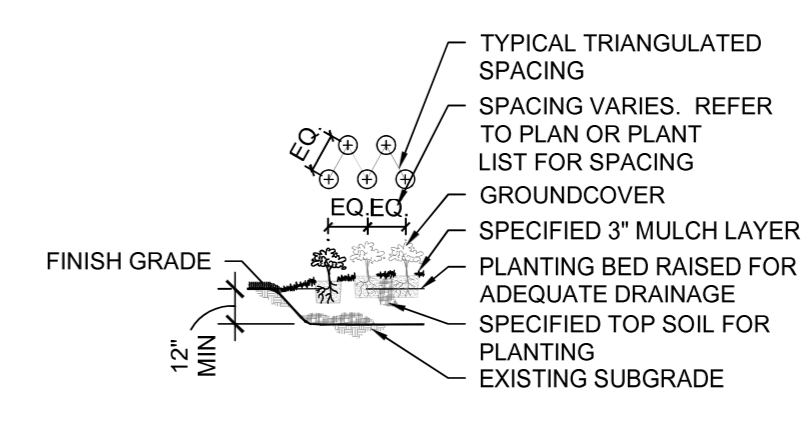
2.2 UNDERSTORY TREE PLANTING SECTION  
NOT TO SCALE



2.3 ORNAMENTAL TREE IN PARKWAY SECTION  
NOT TO SCALE

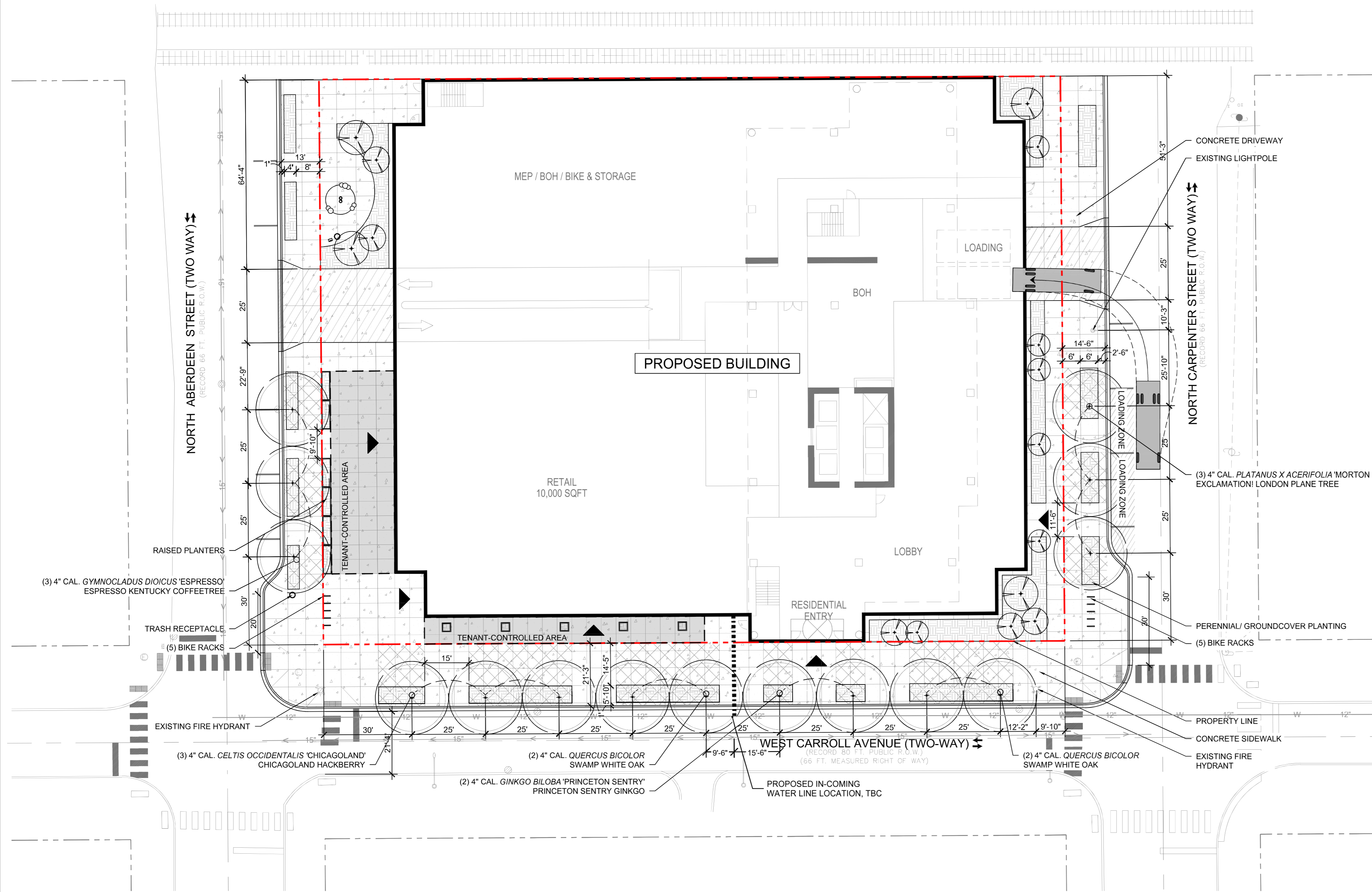


2.4 SHRUB PLANTING SECTION  
NOT TO SCALE



2.5 PERENNIAL PLANTING SECTION  
NOT TO SCALE

**2 SITE LANDSCAPE DETAILS**  
NOT TO SCALE



**LEGEND**

- PROPERTY LINE
- CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- PERENNIAL/ GROUND COVER PLANTING
- SHADE TREE OR ORNAMENTAL TREE
- UNDERSTORY TREE
- RAISED PLANTERS
- BIKE RACKS
- TRASH RECEPTACLE
- STRUCTURAL SOIL FROM CURB TO PROPERTY LINE

**GENERAL NOTES:**

1. REMOVE ALL TWINE, ROPE, WIRE, AND BURLAP FROM TOP HALF OF ROOTBALL (IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT WIRE IN FOUR PLACES AND FOLD DOWN 8" INTO PLANTING HOLE).
2. STRUCTURAL SOIL SHALL BE PROVIDED FOR ALL NEW PARKWAY TREES FROM THE CURB TO THE PROPERTY LINE UNDER ALL PAVED SURFACES.
3. NEW TOPSOIL SHALL BE PROVIDED THROUGHOUT THE FULLEST DIMENSIONS OF ALL AFOREMENTIONED PLANTERS OR PARKWAY TREES 2'-6" DEEP. ALL CONSTRUCTION SPILL SUCH AS DEBRIS, GARBAGE, BARRICADES, LINED STONE, BLACK TOP, AND ALL OTHER NON-TOPSOIL ITEMS MUST BE REMOVED FROM EACH PLANTER PRIOR TO SOIL INSTALLATION.
4. ALL REQUIRED LANDSCAPING WITHIN THE PUBLIC RIGHT-OF-WAY TO BE REPLACED, IF NEEDED, FOR A MINIMUM OF FIVE (5) YEARS BY THE ORIGINAL APPLICANT AND ANY SUBSEQUENT OWNERS.

Date	Description
------	-------------

Seal / Signature

**NOT FOR CONSTRUCTION**

Project Name	345 North Aberdeen
Project Number	21.1312.000
Description	Unnamed
Scale	

CITY OF CHICAGO  
Department of Transportation  
Plan Review Committee Approval\*  
 Site Plan  Over-sized Driveway  
 Other: *Karl M. ...*  
Signed: *Karl M. ...*  
Date: 6/18/2024  
Project Title: 345 N. Aberdeen St.  
\*Subject to acceptable construction drawings, addressing and other program approvals.  
Non-transferable, revocable if modified.

1 CDOT SITE & LANDSCAPE PLAN  
SCALE: 1"=20'-0"

CDOT  
SITE & LANDSCAPE PLAN  
+ DETAILS