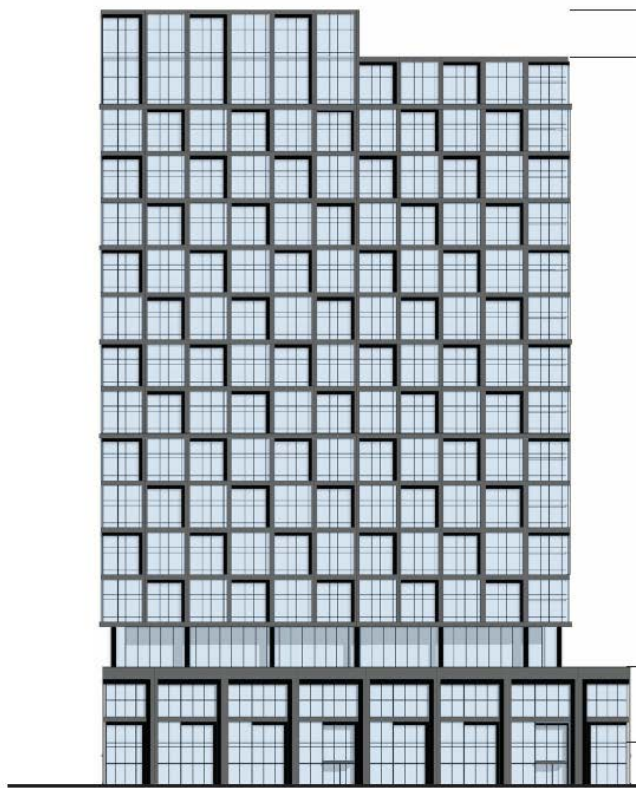


Travel Demand Management Plan

370 N. Carpenter Street

Chicago, Illinois



Prepared For:



September 9, 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 370 N. Carpenter Street in Chicago, Illinois.

As proposed, the development will consist of a 28-story residential building containing 390 residential units, approximately 6,427 square-feet of new ground floor retail, and a parking garage containing 156 spaces.

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 Hubbard Street on the north, Carpenter Street on the east, Carroll Avenue 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
- 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

- 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 (0.25 miles) south of the site and the CTA rapid transit Blue line via the Grand Avenue station located approximately 1,800 feet northeast of the site.

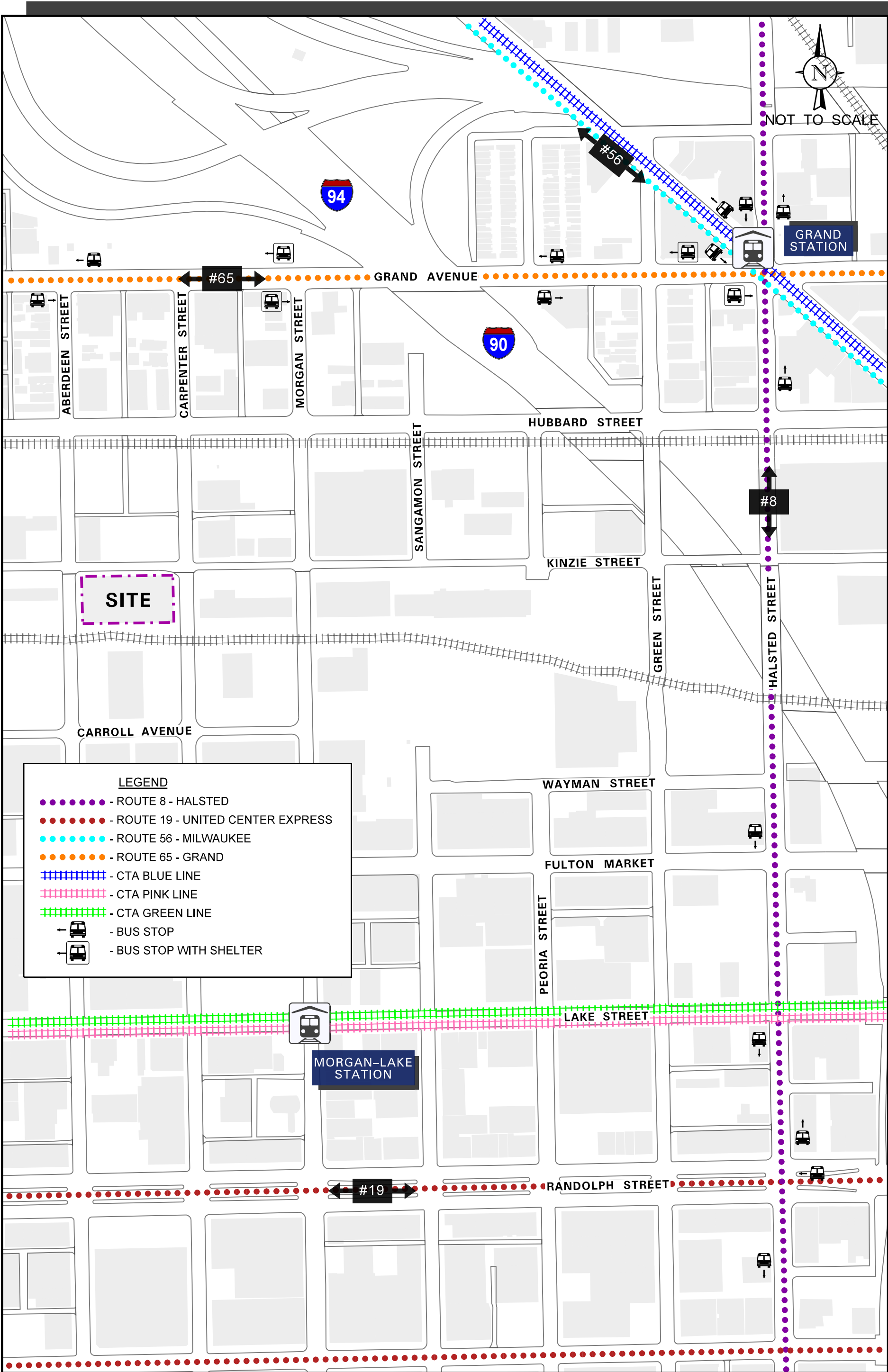
CTA Bus Routes. The area is also served by the following bus routes, all of which have bus stops within the study area:

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

Bike Facilities. Hubbard Street (400 feet north 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 (1,700 feet south of the site) were previously observed to carry a significant amount of bicycle traffic. Furthermore, within the vicinity of the study area, Washington Avenue, 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

370 N. CARPENTER
CHICAGO, ILLINOIS

PUBLIC TRANSPORTATION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 23-239 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 1,600 feet 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.

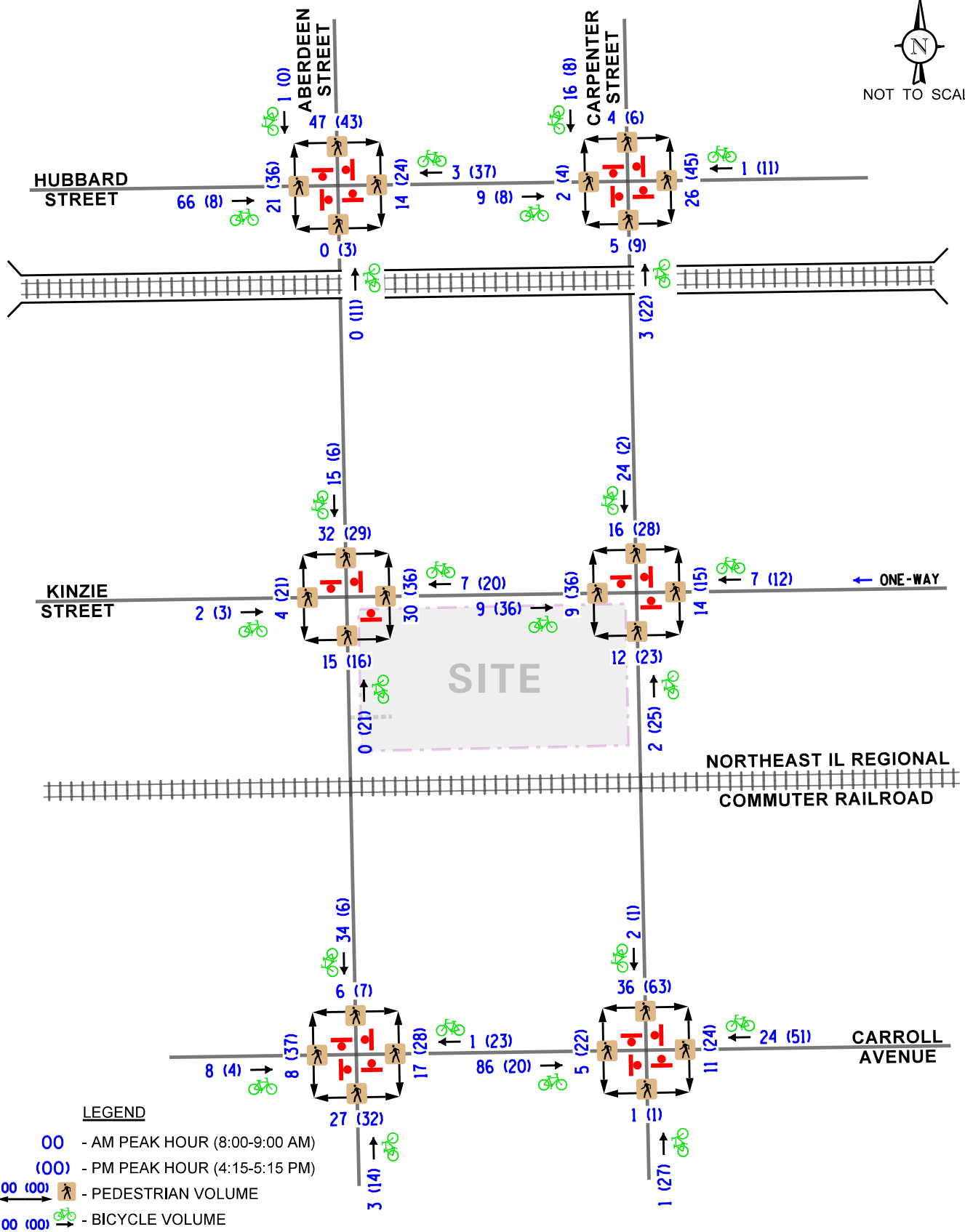
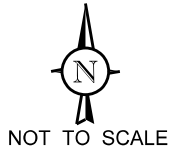
Carshare Availability. There are currently two Zipcar carsharing vehicles available within the vicinity of the site with one vehicle located at 1330 W. Fulton Market (1330 W. Fulton Market Parking), and one vehicle located at 737 W. Washington Boulevard (Halsted and Washington Garage)

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 Hubbard Street | • Carpenter Street with Hubbard Street |
| • Aberdeen Street with Kinzie Street | • Carpenter Street with Kinzie Street |
| • Aberdeen Street with Carroll Avenue | • Carpenter Street with Carroll Avenue |

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 4:15 P.M. and 5:15 P.M. **Figure 3** illustrates the existing peak hour pedestrian and bicycle volumes.



370 N. Carpenter
Chicago, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes



Job No: 23-239

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 indicates that all six of the study area intersections experience similar traffic volumes with the majority of pedestrian activity occurring along Hubbard Street and at the intersection of Carroll Avenue with Carpenter Street. These intersections are located to the more developed areas of the region. 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 all three east-west roadways. This is the result of the following:

- The provision of separate bike lanes on Hubbard Street and connection of Hubbard Street to Halsted Street and Ogden Avenue.
- 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.

It should be noted that the majority of bicycle traffic on Kinzie Street during the peak hours is traveling in the wrong direction (eastbound) this is likely due to the fact that Carroll Avenue is not a through street to Halsted Street. However, eastbound exclusive bicycle lanes are provided one block north of Kinzie Street at Hubbard Street. Additionally, 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	30	36	29%
CTA Rapid Transit/Bus	21	25	20%
Bicycle	7	8	6%
Walk	22	26	21%
Work From Home	25	30	24%
Total	105	125	100%

Recommendations

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

Travel Demand Management Strategies

TDM strategies are plans that a development can implement to reduce the number of vehicle trips that would be generated. 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* via Divvy is already available in the area via several stations located within the vicinity of the site with the closest station at the intersection of Fulton Market with Elizabeth Street. Furthermore, a proposed Divvy station is located within in the vicinity of the proposed 345 N. Aberdeen Street development. 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 with an emphasis on the location of area bicycle facilities including the existing bike lanes on Hubbard Street to minimize the volume of eastbound bicycles on Kinzie Street.
- The proposed development is a redevelopment of an existing industrial building which has surface parking lots or loading areas bordering the existing sidewalk on Kinzie Street, Aberdeen Street, and Carpenter Street.
 - The proposed building will be built up to the lot line on Aberdeen Street and Kinzie Street except for a small pedestrian plaza that will provide direct pedestrian retail access to Kinzie Street.
 - The eastern lot line will provide a pedestrian plaza extending between Kinzie Street and the southern site boundary that will also provide access to the residential lobby.
 - The existing depressed curb along Carpenter Street will be eliminated and two individual curb cuts will be provided on 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 156 parking spaces will be reserved for residents for a ratio of 0.4 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 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 Lake Street.
 - ❖ Four Divvy stations are located within vicinity of the site and one is proposed to be provided within the study 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



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

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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Count Name: Aberdeen+with+Carroll 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						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
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
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 (4:15 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	
4:15 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
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
Total	0	35	52	16	4	103	0	2	35	12	45	49	0	8	132	12	9	152	0	3	91	12	6	106	410
Approach %	0.0	34.0	50.5	15.5	-	-	0.0	4.1	71.4	24.5	-	-	0.0	5.3	86.8	7.9	-	-	0.0	2.8	85.8	11.3	-	-	-
Total %	0.0	8.5	12.7	3.9	-	25.1	0.0	0.5	8.5	2.9	-	12.0	0.0	2.0	32.2	2.9	-	37.1	0.0	0.7	22.2	2.9	-	25.9	-
PHF	0.000	0.795	0.722	0.571	-	0.780	0.000	0.500	0.673	0.750	-	0.721	0.000	0.400	0.868	0.750	-	0.864	0.000	0.375	0.875	0.600	-	0.803	0.876
Lights	0	31	45	13	-	89	0	1	27	10	-	38	0	7	112	11	-	130	0	3	86	6	-	95	352
% Lights	-	88.6	86.5	81.3	-	86.4	-	50.0	77.1	83.3	-	77.6	-	87.5	84.8	91.7	-	85.5	-	100.0	94.5	50.0	-	89.6	85.9
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	1.9	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	0.2
Single-Unit Trucks	0	2	2	1	-	5	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	3	-	3	8
% Single-Unit Trucks	-	5.7	3.8	6.3	-	4.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	25.0	-	2.8	2.0
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	2	4	2	-	8	0	1	8	2	-	11	0	1	20	1	-	22	0	0	5	3	-	8	49
% Bicycles on Road	-	5.7	7.7	12.5	-	7.8	-	50.0	22.9	16.7	-	22.4	-	12.5	15.2	8.3	-	14.5	-	0.0	5.5	25.0	-	7.5	12.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	45	-	-	-	-	-	9	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Aberdeen+with+Hubbard TMC
Site Code:
Start Date: 02/14/2023
Page No: 1

Turning Movement Data

Start Time	Hubbard Street Eastbound						Hubbard 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	35	4	2	39	1	0	18	0	1	19	0	1	5	3	0	9	0	1	7	1	4	9	76
7:15 AM	0	0	26	1	3	27	0	1	19	0	1	20	0	3	3	1	1	7	0	0	4	1	3	5	59
7:30 AM	0	0	55	5	1	60	0	3	17	2	2	22	0	0	4	2	1	6	0	1	10	0	6	11	99
7:45 AM	0	3	78	5	4	86	0	1	32	1	1	34	0	2	5	4	1	11	0	3	12	2	12	17	148
Hourly Total	0	3	194	15	10	212	1	5	86	3	5	95	0	6	17	10	3	33	0	5	33	4	25	42	382
8:00 AM	0	5	83	6	2	94	0	1	35	5	4	41	0	3	9	4	0	16	0	2	13	2	9	17	168
8:15 AM	0	2	103	6	9	111	0	0	44	5	3	49	0	3	9	1	0	13	0	4	10	1	13	15	188
8:30 AM	0	4	86	5	4	95	0	3	33	7	4	43	0	4	7	2	0	13	0	0	24	1	9	25	176
8:45 AM	0	0	94	8	6	102	0	3	33	6	3	42	0	2	3	3	0	8	0	3	21	1	16	25	177
Hourly Total	0	11	366	25	21	402	0	7	145	23	14	175	0	12	28	10	0	50	0	9	68	5	47	82	709
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	52	4	3	58	0	1	58	9	5	68	0	7	14	5	0	26	0	2	9	2	10	13	165
4:15 PM	0	2	58	2	5	62	0	1	69	5	3	75	0	9	20	8	0	37	0	3	6	2	7	11	185
4:30 PM	0	6	59	1	4	66	0	0	92	7	5	99	0	14	13	4	1	31	0	3	12	4	7	19	215
4:45 PM	0	3	66	2	4	71	0	4	82	12	4	98	0	9	21	3	1	33	0	2	6	4	12	12	214
Hourly Total	0	13	235	9	16	257	0	6	301	33	17	340	0	39	68	20	2	127	0	10	33	12	36	55	779
5:00 PM	0	6	51	1	13	58	0	6	93	11	8	110	0	13	27	5	1	45	0	5	6	6	14	17	230
5:15 PM	0	4	62	2	15	68	0	1	105	7	7	113	0	21	23	8	0	52	0	2	8	4	10	14	247
5:30 PM	0	2	54	1	12	57	0	5	59	7	4	71	0	16	33	9	0	58	0	9	6	6	6	21	207
5:45 PM	0	1	40	1	0	42	0	0	90	5	3	95	0	7	20	3	0	30	0	1	14	4	16	19	186
Hourly Total	0	13	207	5	40	225	0	12	347	30	22	389	0	57	103	25	1	185	0	17	34	20	46	71	870
Grand Total	0	40	1002	54	87	1096	1	30	879	89	58	999	0	114	216	65	6	395	0	41	168	41	154	250	2740
Approach %	0.0	3.6	91.4	4.9	-	-	0.1	3.0	88.0	8.9	-	-	0.0	28.9	54.7	16.5	-	-	0.0	16.4	67.2	16.4	-	-	-
Total %	0.0	1.5	36.6	2.0	-	40.0	0.0	1.1	32.1	3.2	-	36.5	0.0	4.2	7.9	2.4	-	14.4	0.0	1.5	6.1	1.5	-	9.1	-
Lights	0	39	875	45	-	959	1	28	799	86	-	914	0	101	209	52	-	362	0	39	164	40	-	243	2478
% Lights	-	97.5	87.3	83.3	-	87.5	100.0	93.3	90.9	96.6	-	91.5	-	88.6	96.8	80.0	-	91.6	-	95.1	97.6	97.6	-	97.2	90.4
Buses	0	0	3	0	-	3	0	0	0	0	-	0	0	4	0	10	-	14	0	0	0	0	-	0	17
% Buses	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	3.5	0.0	15.4	-	3.5	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	24	0	-	25	0	1	15	0	-	16	0	0	3	0	-	3	0	0	2	1	-	3	47
% Single-Unit Trucks	-	2.5	2.4	0.0	-	2.3	0.0	3.3	1.7	0.0	-	1.6	-	0.0	1.4	0.0	-	0.8	-	0.0	1.2	2.4	-	1.2	1.7
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	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	0.1
Bicycles on Road	0	0	98	9	-	107	0	1	64	3	-	68	0	9	4	3	-	16	0	2	2	0	-	4	195

% Bicycles on Road	-	0.0	9.8	16.7	-	9.8	0.0	3.3	7.3	3.4	-	6.8	-	7.9	1.9	4.6	-	4.1	-	4.9	1.2	0.0	-	1.6	7.1
Pedestrians	-	-	-	-	87	-	-	-	-	-	58	-	-	-	-	-	6	-	-	-	-	-	154	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Aberdeen+with+Hubbard TMC
Site Code:
Start Date: 02/14/2023
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Hubbard Street Eastbound						Hubbard 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	5	83	6	2	94	0	1	35	5	4	41	0	3	9	4	0	16	0	2	13	2	9	17	168
8:15 AM	0	2	103	6	9	111	0	0	44	5	3	49	0	3	9	1	0	13	0	4	10	1	13	15	188
8:30 AM	0	4	86	5	4	95	0	3	33	7	4	43	0	4	7	2	0	13	0	0	24	1	9	25	176
8:45 AM	0	0	94	8	6	102	0	3	33	6	3	42	0	2	3	3	0	8	0	3	21	1	16	25	177
Total	0	11	366	25	21	402	0	7	145	23	14	175	0	12	28	10	0	50	0	9	68	5	47	82	709
Approach %	0.0	2.7	91.0	6.2	-	-	0.0	4.0	82.9	13.1	-	-	0.0	24.0	56.0	20.0	-	-	0.0	11.0	82.9	6.1	-	-	-
Total %	0.0	1.6	51.6	3.5	-	56.7	0.0	1.0	20.5	3.2	-	24.7	0.0	1.7	3.9	1.4	-	7.1	0.0	1.3	9.6	0.7	-	11.6	-
PHF	0.000	0.550	0.888	0.781	-	0.905	0.000	0.583	0.824	0.821	-	0.893	0.000	0.750	0.778	0.625	-	0.781	0.000	0.563	0.708	0.625	-	0.820	0.943
Lights	0	10	295	17	-	322	0	6	134	23	-	163	0	12	27	8	-	47	0	9	66	4	-	79	611
% Lights	-	90.9	80.6	68.0	-	80.1	-	85.7	92.4	100.0	-	93.1	-	100.0	96.4	80.0	-	94.0	-	100.0	97.1	80.0	-	96.3	86.2
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	2	-	2	0	0	0	0	-	0	3
% Buses	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	20.0	-	4.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	1	10	0	-	11	0	0	9	0	-	9	0	0	1	0	-	1	0	0	1	1	-	2	23
% Single-Unit Trucks	-	9.1	2.7	0.0	-	2.7	-	0.0	6.2	0.0	-	5.1	-	0.0	3.6	0.0	-	2.0	-	0.0	1.5	20.0	-	2.4	3.2
Articulated Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	58	8	-	66	0	1	2	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	70
% Bicycles on Road	-	0.0	15.8	32.0	-	16.4	-	14.3	1.4	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	0.0	-	1.2	9.9
Pedestrians	-	-	-	-	21	-	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Start Date: 02/14/2023
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Hubbard Street Eastbound						Hubbard 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	
4:30 PM	0	6	59	1	4	66	0	0	92	7	5	99	0	14	13	4	1	31	0	3	12	4	7	19	215
4:45 PM	0	3	66	2	4	71	0	4	82	12	4	98	0	9	21	3	1	33	0	2	6	4	12	12	214
5:00 PM	0	6	51	1	13	58	0	6	93	11	8	110	0	13	27	5	1	45	0	5	6	6	14	17	230
5:15 PM	0	4	62	2	15	68	0	1	105	7	7	113	0	21	23	8	0	52	0	2	8	4	10	14	247
Total	0	19	238	6	36	263	0	11	372	37	24	420	0	57	84	20	3	161	0	12	32	18	43	62	906
Approach %	0.0	7.2	90.5	2.3	-	-	0.0	2.6	88.6	8.8	-	-	0.0	35.4	52.2	12.4	-	-	0.0	19.4	51.6	29.0	-	-	-
Total %	0.0	2.1	26.3	0.7	-	29.0	0.0	1.2	41.1	4.1	-	46.4	0.0	6.3	9.3	2.2	-	17.8	0.0	1.3	3.5	2.0	-	6.8	-
PHF	0.000	0.792	0.902	0.750	-	0.926	0.000	0.458	0.886	0.771	-	0.929	0.000	0.679	0.778	0.625	-	0.774	0.000	0.600	0.667	0.750	-	0.816	0.917
Lights	0	19	227	6	-	252	0	11	335	34	-	380	0	48	82	14	-	144	0	12	32	18	-	62	838
% Lights	-	100.0	95.4	100.0	-	95.8	-	100.0	90.1	91.9	-	90.5	-	84.2	97.6	70.0	-	89.4	-	100.0	100.0	100.0	-	100.0	92.5
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	2	0	4	-	6	0	0	0	0	-	0	8
% Buses	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	3.5	0.0	20.0	-	3.7	-	0.0	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
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	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	8	0	-	8	0	0	34	3	-	37	0	7	2	2	-	11	0	0	0	0	-	0	56
% Bicycles on Road	-	0.0	3.4	0.0	-	3.0	-	0.0	9.1	8.1	-	8.8	-	12.3	2.4	10.0	-	6.8	-	0.0	0.0	0.0	-	0.0	6.2
Pedestrians	-	-	-	-	36	-	-	-	-	-	24	-	-	-	-	-	3	-	-	-	-	-	43	-	-
% 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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Count Name: Aberdeen+with+Kinzie TMC
Site Code:
Start Date: 10/10/2023
Page No: 4

Turning Movement Peak Hour Data (4:15 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	
4:15 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
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
Total	0	2	0	1	21	3	0	35	311	24	36	370	0	18	170	1	16	189	0	1	69	5	29	75	637
Approach %	0.0	66.7	0.0	33.3	-	-	0.0	9.5	84.1	6.5	-	-	0.0	9.5	89.9	0.5	-	-	0.0	1.3	92.0	6.7	-	-	-
Total %	0.0	0.3	0.0	0.2	-	0.5	0.0	5.5	48.8	3.8	-	58.1	0.0	2.8	26.7	0.2	-	29.7	0.0	0.2	10.8	0.8	-	11.8	-
PHF	0.000	0.500	0.000	0.250	-	0.750	0.000	0.795	0.864	0.667	-	0.907	0.000	0.643	0.787	0.250	-	0.775	0.000	0.250	0.821	0.625	-	0.852	0.885
Lights	0	0	0	0	-	0	0	31	293	22	-	346	0	17	150	0	-	167	0	0	61	5	-	66	579
% Lights	-	0.0	-	0.0	-	0.0	-	88.6	94.2	91.7	-	93.5	-	94.4	88.2	0.0	-	88.4	-	0.0	88.4	100.0	-	88.0	90.9
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	-	0.0	1.3	0.0	-	1.1	-	0.0	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	0	0	-	0	0	1	0	0	-	1	0	0	3	0	-	3	4
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	5.6	0.0	0.0	-	0.5	-	0.0	4.3	0.0	-	4.0	0.6
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	2	0	1	-	3	0	4	14	2	-	20	0	0	20	1	-	21	0	1	5	0	-	6	50
% Bicycles on Road	-	100.0	-	100.0	-	100.0	-	11.4	4.5	8.3	-	5.4	-	0.0	11.8	100.0	-	11.1	-	100.0	7.2	0.0	-	8.0	7.8
Pedestrians	-	-	-	-	21	-	-	-	-	-	36	-	-	-	-	-	16	-	-	-	-	-	29	-	-
% 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
Total	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	-	-



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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 (4:15 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	
4:15 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
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
Total	0	18	27	26	37	71	0	15	26	27	28	68	0	10	209	21	32	240	0	8	105	4	7	117	496
Approach %	0.0	25.4	38.0	36.6	-	-	0.0	22.1	38.2	39.7	-	-	0.0	4.2	87.1	8.8	-	-	0.0	6.8	89.7	3.4	-	-	-
Total %	0.0	3.6	5.4	5.2	-	14.3	0.0	3.0	5.2	5.4	-	13.7	0.0	2.0	42.1	4.2	-	48.4	0.0	1.6	21.2	0.8	-	23.6	-
PHF	0.000	0.643	0.844	0.591	-	0.845	0.000	0.938	0.722	0.844	-	0.810	0.000	0.625	0.950	0.875	-	0.938	0.000	1.000	0.709	0.333	-	0.731	0.919
Lights	0	17	23	24	-	64	0	14	19	11	-	44	0	9	193	19	-	221	0	3	96	4	-	103	432
% Lights	-	94.4	85.2	92.3	-	90.1	-	93.3	73.1	40.7	-	64.7	-	90.0	92.3	90.5	-	92.1	-	37.5	91.4	100.0	-	88.0	87.1
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	3	2	-	5	0	5	2	0	-	7	13
% Buses	-	0.0	0.0	3.8	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	9.5	-	2.1	-	62.5	1.9	0.0	-	6.0	2.6
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	3.7	3.8	-	2.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	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	0.0	0.0	-	0.0	-	0.0	3.8	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	3	0	-	4	0	1	6	16	-	23	0	1	13	0	-	14	0	0	6	0	-	6	47
% Bicycles on Road	-	5.6	11.1	0.0	-	5.6	-	6.7	23.1	59.3	-	33.8	-	10.0	6.2	0.0	-	5.8	-	0.0	5.7	0.0	-	5.1	9.5
Pedestrians	-	-	-	-	37	-	-	-	-	-	28	-	-	-	-	-	32	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Turning Movement Data

Start Time	Hubbard Street Eastbound						Hubbard 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	2	1	24	1	2	28	1	2	21	3	1	27	0	5	1	1	1	7	0	2	18	5	3	25	87
7:15 AM	1	2	36	5	1	44	0	2	28	0	3	30	0	1	10	2	1	13	0	1	16	1	11	18	105
7:30 AM	0	0	67	1	2	68	0	7	37	2	7	46	0	2	6	7	1	15	0	1	31	0	8	32	161
7:45 AM	0	3	69	6	3	78	0	6	33	1	2	40	0	2	10	2	0	14	0	5	26	1	11	32	164
Hourly Total	3	6	196	13	8	218	1	17	119	6	13	143	0	10	27	12	3	49	0	9	91	7	33	107	517
8:00 AM	0	1	100	6	1	107	0	6	42	2	5	50	0	2	12	2	0	16	0	11	25	2	10	38	211
8:15 AM	0	1	98	8	6	107	0	10	53	5	3	68	0	1	4	5	0	10	0	12	35	3	6	50	235
8:30 AM	0	2	84	8	6	94	0	8	36	0	3	44	0	5	5	2	0	12	0	5	37	3	15	45	195
8:45 AM	0	5	89	7	2	101	1	12	37	2	0	52	0	2	6	4	1	12	0	1	31	1	5	33	198
Hourly Total	0	9	371	29	15	409	1	36	168	9	11	214	0	10	27	13	1	50	0	29	128	9	36	166	839
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	43	2	3	45	0	1	76	5	4	82	1	8	35	3	0	47	0	1	9	0	5	10	184
4:15 PM	0	0	46	0	5	46	0	2	96	4	10	102	2	11	27	10	0	50	0	7	10	0	5	17	215
4:30 PM	0	2	38	0	4	40	0	6	99	5	7	110	0	11	38	12	0	61	0	2	8	1	23	11	222
4:45 PM	0	3	52	5	7	60	0	6	94	2	1	102	0	15	24	22	0	61	0	3	8	4	19	15	238
Hourly Total	0	5	179	7	19	191	0	15	365	16	22	396	3	45	124	47	0	219	0	13	35	5	52	53	859
5:00 PM	0	4	47	4	6	55	0	5	73	4	6	82	0	14	46	9	1	69	0	3	13	0	16	16	222
5:15 PM	0	0	41	1	10	42	0	6	33	0	3	39	0	4	28	8	0	40	0	2	9	0	2	11	132
5:30 PM	0	2	46	0	2	48	0	9	84	1	2	94	0	9	28	4	1	41	0	0	8	1	3	9	192
5:45 PM	0	2	48	0	6	50	0	1	93	5	2	99	0	6	40	7	2	53	0	2	12	2	9	16	218
Hourly Total	0	8	182	5	24	195	0	21	283	10	13	314	0	33	142	28	4	203	0	7	42	3	30	52	764
Grand Total	3	28	928	54	66	1013	2	89	935	41	59	1067	3	98	320	100	8	521	0	58	296	24	151	378	2979
Approach %	0.3	2.8	91.6	5.3	-	-	0.2	8.3	87.6	3.8	-	-	0.6	18.8	61.4	19.2	-	-	0.0	15.3	78.3	6.3	-	-	-
Total %	0.1	0.9	31.2	1.8	-	34.0	0.1	3.0	31.4	1.4	-	35.8	0.1	3.3	10.7	3.4	-	17.5	0.0	1.9	9.9	0.8	-	12.7	-
Lights	3	25	720	51	-	799	2	72	803	41	-	918	3	75	307	92	-	477	0	58	292	24	-	374	2568
% Lights	100.0	89.3	77.6	94.4	-	78.9	100.0	80.9	85.9	100.0	-	86.0	100.0	76.5	95.9	92.0	-	91.6	-	100.0	98.6	100.0	-	98.9	86.2
Buses	0	1	8	0	-	9	0	4	9	0	-	13	0	0	0	1	-	1	0	0	0	0	-	0	23
% Buses	0.0	3.6	0.9	0.0	-	0.9	0.0	4.5	1.0	0.0	-	1.2	0.0	0.0	0.0	1.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	2	20	1	-	23	0	4	13	0	-	17	0	0	3	0	-	3	0	0	1	0	-	1	44
% Single-Unit Trucks	0.0	7.1	2.2	1.9	-	2.3	0.0	4.5	1.4	0.0	-	1.6	0.0	0.0	0.9	0.0	-	0.6	-	0.0	0.3	0.0	-	0.3	1.5
Articulated Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	179	2	-	181	0	9	108	0	-	117	0	23	9	7	-	39	0	0	3	0	-	3	340

% Bicycles on Road	0.0	0.0	19.3	3.7	-	17.9	0.0	10.1	11.6	0.0	-	11.0	0.0	23.5	2.8	7.0	-	7.5	-	0.0	1.0	0.0	-	0.8	11.4
Pedestrians	-	-	-	-	66	-	-	-	-	-	59	-	-	-	-	-	8	-	-	-	-	-	151	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Hubbard Street Eastbound						Hubbard 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	1	100	6	1	107	0	6	42	2	5	50	0	2	12	2	0	16	0	11	25	2	10	38	211
8:15 AM	0	1	98	8	6	107	0	10	53	5	3	68	0	1	4	5	0	10	0	12	35	3	6	50	235
8:30 AM	0	2	84	8	6	94	0	8	36	0	3	44	0	5	5	2	0	12	0	5	37	3	15	45	195
8:45 AM	0	5	89	7	2	101	1	12	37	2	0	52	0	2	6	4	1	12	0	1	31	1	5	33	198
Total	0	9	371	29	15	409	1	36	168	9	11	214	0	10	27	13	1	50	0	29	128	9	36	166	839
Approach %	0.0	2.2	90.7	7.1	-	-	0.5	16.8	78.5	4.2	-	-	0.0	20.0	54.0	26.0	-	-	0.0	17.5	77.1	5.4	-	-	-
Total %	0.0	1.1	44.2	3.5	-	48.7	0.1	4.3	20.0	1.1	-	25.5	0.0	1.2	3.2	1.5	-	6.0	0.0	3.5	15.3	1.1	-	19.8	-
PHF	0.000	0.450	0.928	0.906	-	0.956	0.250	0.750	0.792	0.450	-	0.787	0.000	0.500	0.563	0.650	-	0.781	0.000	0.604	0.865	0.750	-	0.830	0.893
Lights	0	7	274	27	-	308	1	26	144	9	-	180	0	9	24	12	-	45	0	29	125	9	-	163	696
% Lights	-	77.8	73.9	93.1	-	75.3	100.0	72.2	85.7	100.0	-	84.1	-	90.0	88.9	92.3	-	90.0	-	100.0	97.7	100.0	-	98.2	83.0
Buses	0	1	2	0	-	3	0	4	0	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	8
% Buses	-	11.1	0.5	0.0	-	0.7	0.0	11.1	0.0	0.0	-	1.9	-	0.0	0.0	7.7	-	2.0	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	1	10	0	-	11	0	2	3	0	-	5	0	0	2	0	-	2	0	0	1	0	-	1	19
% Single-Unit Trucks	-	11.1	2.7	0.0	-	2.7	0.0	5.6	1.8	0.0	-	2.3	-	0.0	7.4	0.0	-	4.0	-	0.0	0.8	0.0	-	0.6	2.3
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.6	0.0	-	0.5	-	0.0	3.7	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	84	2	-	86	0	4	20	0	-	24	0	1	0	0	-	1	0	0	2	0	-	2	113
% Bicycles on Road	-	0.0	22.6	6.9	-	21.0	0.0	11.1	11.9	0.0	-	11.2	-	10.0	0.0	0.0	-	2.0	-	0.0	1.6	0.0	-	1.2	13.5
Pedestrians	-	-	-	-	15	-	-	-	-	-	11	-	-	-	-	-	1	-	-	-	-	-	36	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Hubbard Street Eastbound						Hubbard 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	
4:15 PM	0	0	46	0	5	46	0	2	96	4	10	102	2	11	27	10	0	50	0	7	10	0	5	17	215
4:30 PM	0	2	38	0	4	40	0	6	99	5	7	110	0	11	38	12	0	61	0	2	8	1	23	11	222
4:45 PM	0	3	52	5	7	60	0	6	94	2	1	102	0	15	24	22	0	61	0	3	8	4	19	15	238
5:00 PM	0	4	47	4	6	55	0	5	73	4	6	82	0	14	46	9	1	69	0	3	13	0	16	16	222
Total	0	9	183	9	22	201	0	19	362	15	24	396	2	51	135	53	1	241	0	15	39	5	63	59	897
Approach %	0.0	4.5	91.0	4.5	-	-	0.0	4.8	91.4	3.8	-	-	0.8	21.2	56.0	22.0	-	-	0.0	25.4	66.1	8.5	-	-	-
Total %	0.0	1.0	20.4	1.0	-	22.4	0.0	2.1	40.4	1.7	-	44.1	0.2	5.7	15.1	5.9	-	26.9	0.0	1.7	4.3	0.6	-	6.6	-
PHF	0.000	0.563	0.880	0.450	-	0.838	0.000	0.792	0.914	0.750	-	0.900	0.250	0.850	0.734	0.602	-	0.873	0.000	0.536	0.750	0.313	-	0.868	0.942
Lights	0	8	159	9	-	176	0	17	306	15	-	338	2	38	127	46	-	213	0	15	38	5	-	58	785
% Lights	-	88.9	86.9	100.0	-	87.6	-	89.5	84.5	100.0	-	85.4	100.0	74.5	94.1	86.8	-	88.4	-	100.0	97.4	100.0	-	98.3	87.5
Buses	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	1.1	0.0	-	1.0	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	1	2	0	-	3	0	1	5	0	-	6	0	0	1	0	-	1	0	0	0	0	-	0	10
% Single-Unit Trucks	-	11.1	1.1	0.0	-	1.5	-	5.3	1.4	0.0	-	1.5	0.0	0.0	0.7	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	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
% 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	20	0	-	20	0	1	50	0	-	51	0	13	7	7	-	27	0	0	1	0	-	1	99
% Bicycles on Road	-	0.0	10.9	0.0	-	10.0	-	5.3	13.8	0.0	-	12.9	0.0	25.5	5.2	13.2	-	11.2	-	0.0	2.6	0.0	-	1.7	11.0
Pedestrians	-	-	-	-	22	-	-	-	-	-	24	-	-	-	-	-	1	-	-	-	-	-	63	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Census Data

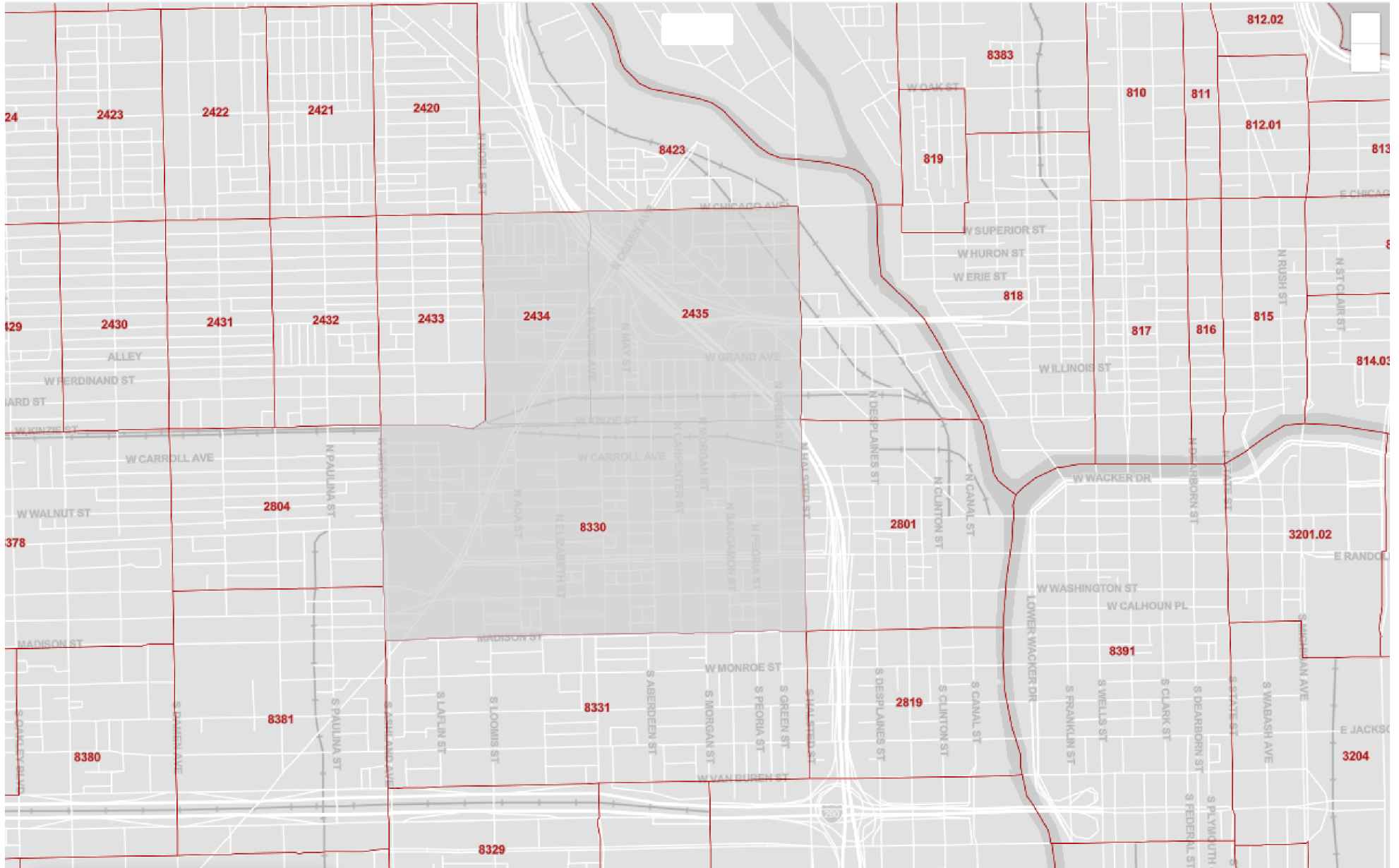
Table: ACSDT5Y2021.B08006

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

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

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

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

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