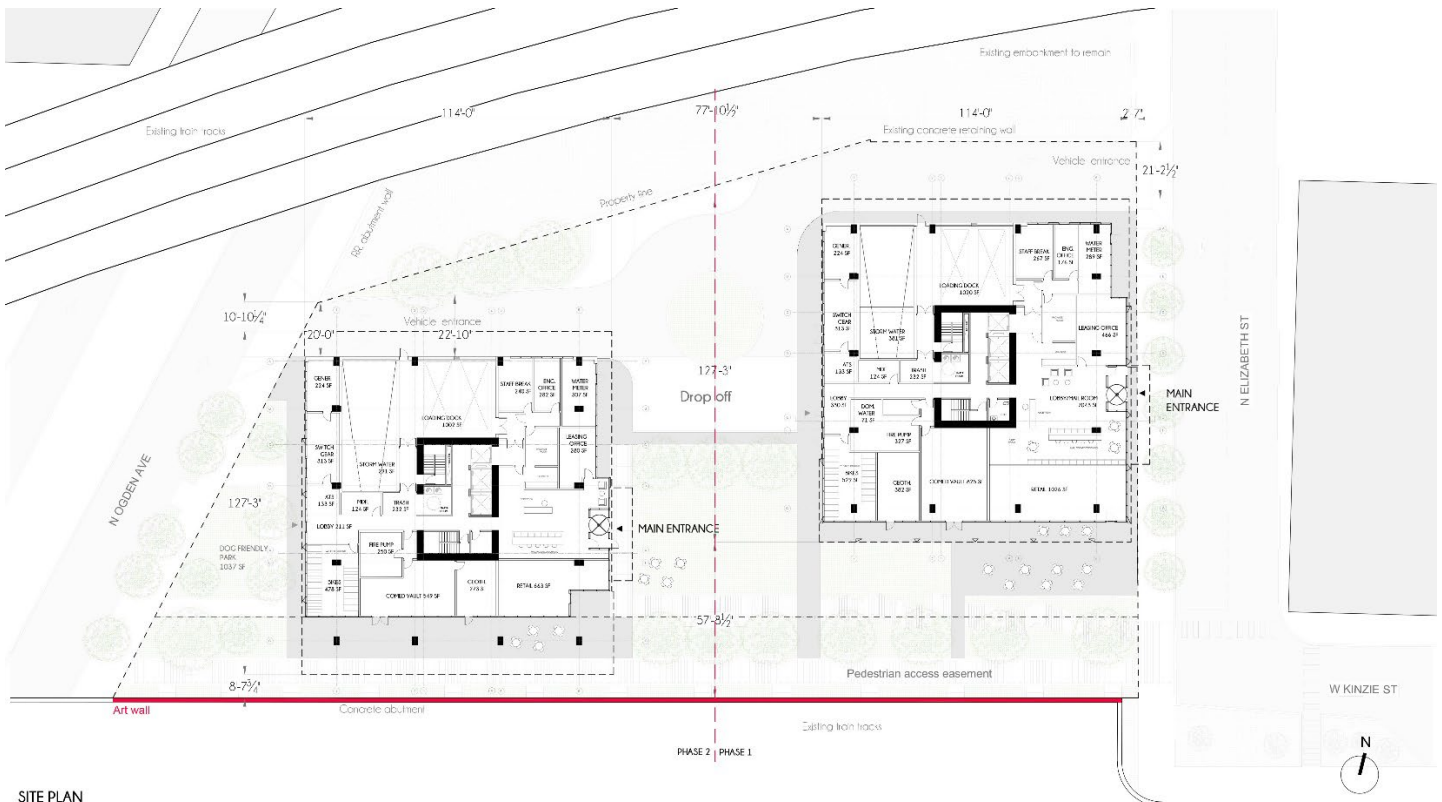


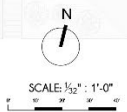
# Travel Demand Management Plan

## 400 North Elizabeth Street

### Chicago, Illinois



SITE PLAN  
**rko** 10.18.2023  
 400 N. ELIZABETH



Prepared For:

# WELDON

# KLOA

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

April 24, 2024

This report summarizes the results of a Travel Demand Management Plan (TDM plan) prepared by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) the proposed 400 N. Elizabeth Street residential development to be located in Chicago, Illinois. As proposed, the site will be redeveloped with two buildings containing 724 residential units and 1,689 square feet of ground floor retail space. Each building will have a bike storage area and a parking garage with a total of 724 bike storage spaces and 300 parking spaces.

The purpose of the TDM plan is to identify existing 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.

The site is located within one-half mile of the Chicago Transit Authority (CTA) rapid transit Green and Pink Lines via the Ashland station. For the purposes of this evaluation, the data encompassing the Ashland transit station and the census tracts surrounding the site were utilized.

## Area Alternative Modes of Transportation

The public transportation serving the area is summarized below and illustrated in **Figure 1**.

**CTA Rapid Transit.** The area is served by the Chicago Transit Authority (CTA) rapid transit Green and Pink Lines via the Morgan and Ashland stations, located about one-half of a mile southeast of the site and one-half of a mile southwest of the site, respectively, and the CTA rapid transit Blue Line via the Grand Avenue station located approximately two-thirds of a mile northeast of the site. The CTA rapid transit Purple Line and Orange Line Armitage and Sedgewick Stations are both located approximately one-half mile from 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 9 (Ashland)
- Route 19 (United Center Express)
- Route 65 (Grand)
- Route 132 (Goose Island Express)

**Pedestrian Accommodations.** Sidewalks are located on both sides of all streets with the exception of the south side of Hubbard Street which does not provide sidewalks between Ogden Avenue and Peoria Street. Additionally, high-visibility crosswalks are provided at all intersections within the study area except for the east and west legs of the intersection of Elizabeth Street with Hubbard Street.

**Bike Facilities.** Hubbard Street (located one block north of the site) provide exclusive bike lanes. According to the City of Chicago’s *Streets for Cycling Plan 2020*, Grand Avenue is designated as a Crosstown Bike Route and Hubbard Street is designated as a Neighborhood Bike Route

**Mode-Sharing Transportation Availability.** Multiple Divvy bike-sharing stations are located within the area with the closest station located on the west side of Ogden Avenue at Race Avenue (15 bike docks).



NOT TO SCALE

**LEGEND**

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

**SITE**

GRAND STATION

MORGAN STATION

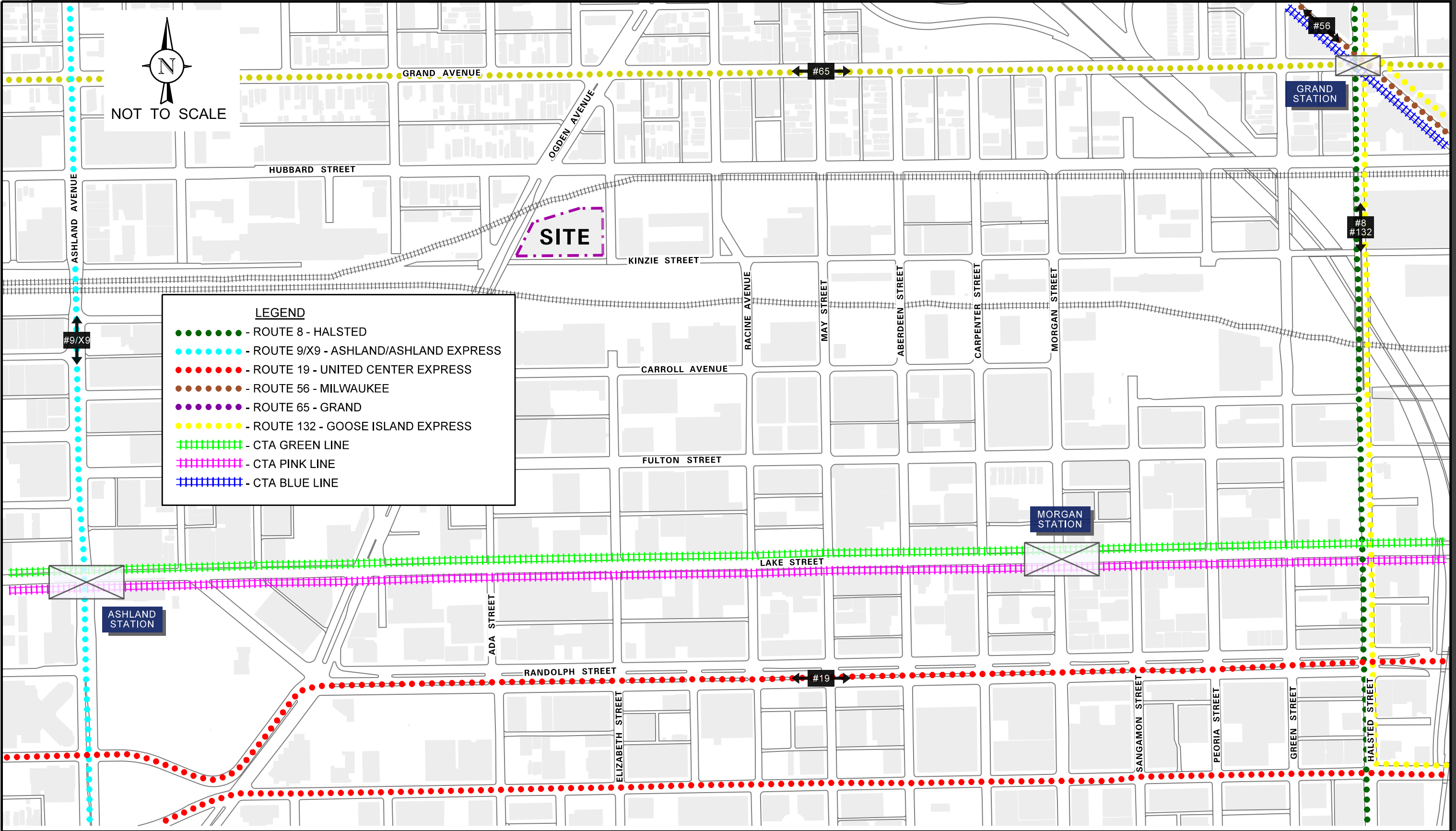
ASHLAND STATION

400 N ELIZABETH ST  
CHICAGO, ILLINOIS

PUBLIC TRANSIT

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

Job No: 23-300      Figure: 1



## 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:

- Ogden Avenue with Grand Avenue
- Ogden Avenue with Hubbard Street
- Elizabeth Street with Ogden Avenue
- Elizabeth Street with Hubbard Street
- Racine Avenue with Hubbard Street
- Racine Avenue with Kinzie Street

The counts were conducted on Tuesday, November 7, 2023 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the weekday morning peak hour generally occurs between 7:30 A.M. and 8:30 A.M., the weekday evening peak hour generally occurs between 4:45 P.M. and 5:45 P.M. **Figure 2** illustrates the existing peak hour pedestrian and bicycle volumes.

## Area Census Data

Based on census data available for residences within one-quarter mile of the CTA Ashland station and for the census tracts surrounding the development, the following was determined related to means of transportation to work:

- Census Tract 2434
  - Approximately 17 percent of people utilize public transportation.
  - Approximately 9 percent of people walked.
  - Approximately 6 percent of people utilize taxicab, motorcycle, bicycle, or other means.
  - Approximately 26 percent of people worked from home.
- Census Tract 8330
  - Approximately 20 percent of people utilize public transportation.
  - Approximately 21 percent of people walked.
  - Approximately 6 percent of people utilize taxicab, motorcycle, bicycle, or other means.
  - Approximately 24 percent of people worked from home.
- CTA Green/Pink Line Ashland Station (within one-half mile)
  - Approximately 38 percent of people utilize public transportation.
  - Approximately 5 percent of people bicycle.
  - Approximately 6 percent of people walk.

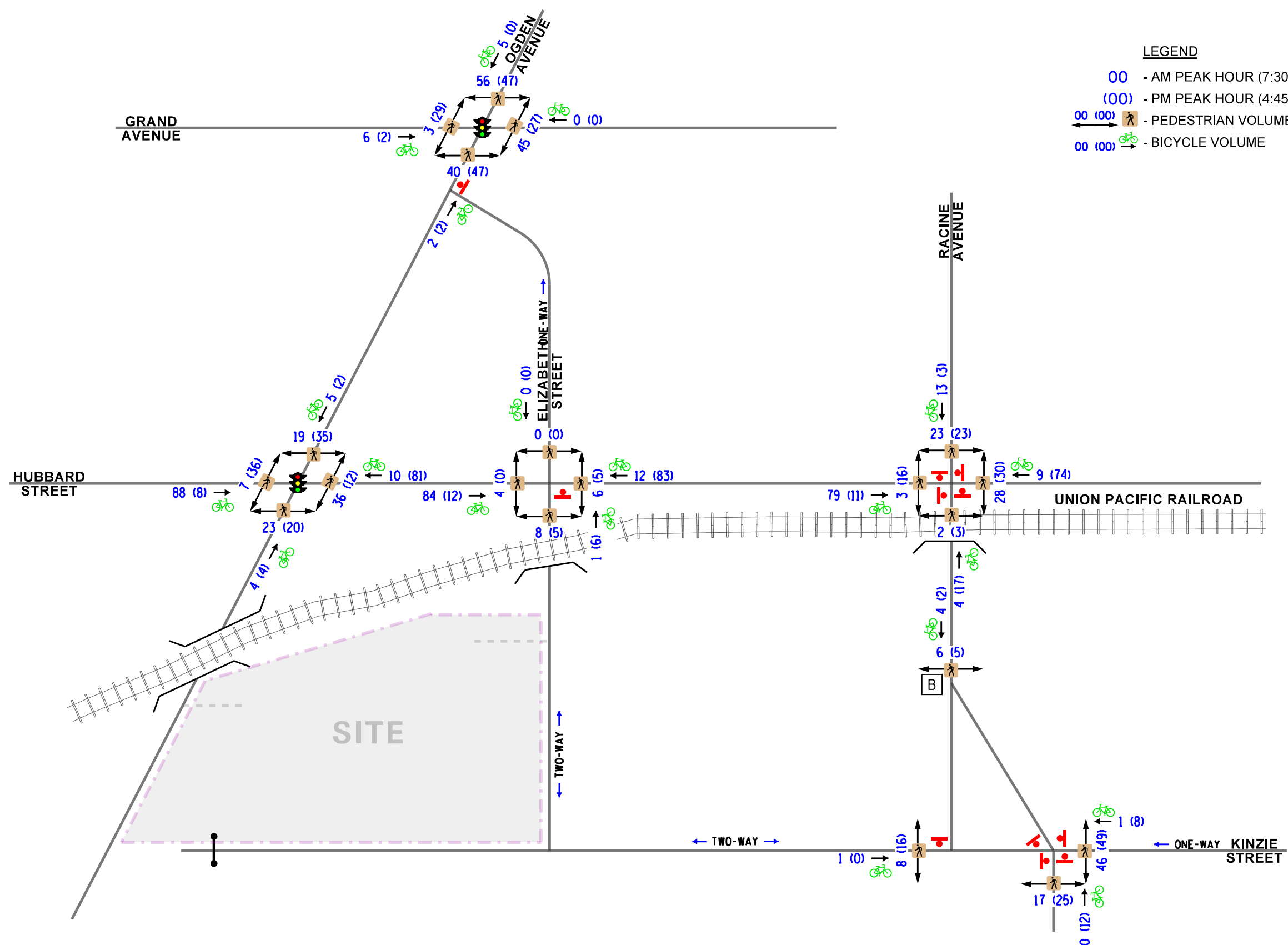
As can be seen from the available census data for the region, approximately 20 percent of residents within the study area currently utilize public transportation to travel to/from work with a higher percent withing one half mile of the Ashland Station. Furthermore, when taking into consideration those who work from home, walk, or bicycle, approximately 50 to 70 percent of workers utilize other modes of transportation (or do not commute) other than a single occupancy vehicle. The census data and map illustrating the census tracts surrounding the site is included in the appendix.



NOT TO SCALE

LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- 00 (00) [pedestrian icon] - PEDESTRIAN VOLUME
- 00 (00) [bicycle icon] - BICYCLE VOLUME



400 N ELIZABETH ST  
CHICAGO, ILLINOIS

YEAR 2021 BASE PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES



## Conclusions from Existing Conditions

Overall, the area surrounding the site is well served by public transportation. This can be seen given the proximity of the site to CTA rapid transit, CTA bus routes, area on-street bicycle facilities, and available bicycle share services provided.

## 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 developments 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 recommendations should be incorporated as part of the proposed development in order to minimize the single occupancy vehicle trips generated by the proposed development:

- *Improved Pedestrian Access* should be provided to increase the connectivity of the proposed development to the surrounding area and accommodate the missing sidewalk on Hubbard Street.
- *Car-Sharing* is not currently serving the study area. To enhance car-sharing services, consideration should be given to reserving parking spaces within the development parking garages for car-sharing vehicles. Information on these services and their locations should be provided to residents.
- *Carpool Matching Services* can be provided to match residents who work near each other and work similar schedules.
- *Charging for Parking/Unbundling Parking Costs from Unit Leases* is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking. Furthermore, with unbundling parking costs from unit leases, tenants may opt to have no vehicle before moving into their unit.
- *Transit Information* should be made available for area services. An information kiosk in the leasing office with information on the CTA Red, Orange, and Purple lines as well as local bus routes is recommended.
- *Real-Time Transit Monitors* should be considered within the residential lobbies 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, including Cargo bikes. In addition, the space and tools to perform minor repairs, when necessary, will further encourage bicycle commuting.
- *Bike Sharing* via Divvy is already available in the area via numerous stations located within the vicinity of the site. Promotion of Divvy bikes and scooters should be made available to residents as well as copies of the most recent Chicago Bike Map, published by CDOT.

### ***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 will be as follows:

- *A Pedestrian Walkway* will be provided along the south side of the site to improve pedestrian access for the development and area uses. The walkway will be able to accommodate any pedestrian traffic that would walk on the south side of Hubbard Street between Ogden Avenue and Elizabeth Street where there is not sidewalk. This walkway is shown on the site plan for the development and will be provided as part of the construction of the building.
- *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, carpooling, bike-sharing, and transit as listed in the TDM Strategies.
- *Lease Agreements* will include the lease of parking spaces as an added cost. The implementation of this strategy is the responsibility of the management company which will be required to unbundle parking spaces from apartment leases. It should be noted that only 300 parking spaces will be reserved for residents for a ratio of 0.41 parking spaces per unit.
- *Building Amenities* will consist of 1) an electronic information board located in the lobby of both buildings that will provide real-time transit information and 2) an information kiosk located in the lobbies of both buildings with information on car-sharing, carpooling, bike-sharing, and transit as listed in the TDM Strategies. The information board and kiosk 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 724 spaces for a ratio of one space per unit. Bike maintenance and repair facilities will be provided within the storage area. The bike amenities and will be provided as part of the construction of the building. Future maintenance of the storage area and other bike facilities is the responsibility of the building management.

- *Reserved Parking* will be dedicated within both parking garages for use with car-sharing programs and carpooling. Signage for the dedicated spaces will be provided upon occupancy. Enforcement of the parking restrictions is the responsibility of the building management.
- The developer will contribute to a “Traffic Mitigation and Neighborhood Beautification Fund” which will be used by CDOT for area improvements which may include the following improvements that would promote alternative means of transportation:
  - Sidewalk or viaduct Repair
  - Installation of lighting and public art
  - Creation of a pedestrian park at Racine Avenue and Kinzie Street

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

As outlined in the TDM Strategies and Implementation Plan, outreach and engagement will primarily occur through welcoming/promotional documentation, info kiosk in the leasing office, and monthly newsletters and emails. This information will be provided to all future residents on an ongoing basis.

### ***Monitoring and Reporting Plan***

The development TDM Strategies and Implementation will be monitored in the future to ensure their adequacy.

- *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* will be conducted to determine the effectiveness of the TDM Plan. This survey will be managed by the apartment management company and will 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* will be conducted by building management to determine the effectiveness of the TDM Plan. The results of the surveys/evaluations will be provided to CDOT. The following surveys and evaluations should be conducted.
  - Parking occupancy surveys
  - Reserved parking (Car-sharing, carpooling) usage surveys
  - Evaluation of the lobby amenities (kiosk, transit monitors)
  - 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.

- *Unbundled Parking.* Unbundled parking from leases will typically reduce vehicle ownership by 5 to 15 percent and vehicle trips by 10 to 30 percent.
  - The proposed development will provide only 0.41 spaces per unit
  - Parking spaces will be an additional and separate cost from unit rental.
- *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.
  - An electronic information board will be located in the lobby of both buildings that will provide real-time transit information and
  - An information kiosk located in the lobbies of both buildings with information on car-sharing, carpooling, bike-sharing, and transit as listed in the TDM Strategies.
- *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.
  - Bike lanes are provided on multiple area streets including Hubbard Avenue
  - Bike parking will be provided at a ratio of one space per unit.
- 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 most streets.
  - The proposed development will provide a pedestrian walkway through the site.
  - The proposed development will provide pedestrian count down timers at the intersection of Ogden Avenue with Hubbard Avenue
  - The developer will contribute to a fund that may be used for sidewalk repair in 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.  
9575 W. Higgins Rd., Suite 400

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

Count Name: Hubbard Elizabeth COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Hubbard St Eastbound						Hubbard St Westbound						Elizabeth St Northbound						Elizabeth St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	11	1	0	13	0	0	7	0	1	7	0	1	0	0	0	1	0	0	0	0	0	0	21
7:15 AM	1	1	15	0	0	17	0	0	9	0	0	9	0	1	2	3	0	6	0	0	0	0	0	0	32
7:30 AM	0	5	17	0	0	22	1	1	12	1	3	15	0	0	1	4	0	5	0	0	0	0	0	0	42
7:45 AM	1	4	21	1	0	27	0	0	15	1	0	16	0	0	1	0	0	1	0	0	0	0	0	0	44
Hourly Total	2	11	64	2	0	79	1	1	43	2	4	47	0	2	4	7	0	13	0	0	0	0	0	0	139
8:00 AM	0	2	23	0	0	25	0	0	21	4	3	25	0	0	0	2	0	2	0	0	0	0	0	0	52
8:15 AM	0	4	38	0	0	42	3	0	18	3	2	24	0	0	0	2	0	2	0	0	0	0	0	0	68
8:30 AM	0	6	57	1	2	64	1	0	25	1	2	27	0	1	0	2	3	3	0	0	0	0	0	0	94
8:45 AM	0	6	86	0	2	92	1	0	28	3	2	32	0	1	0	2	4	3	0	0	0	0	0	0	127
Hourly Total	0	18	204	1	4	223	5	0	92	11	9	108	0	2	0	8	7	10	0	0	0	0	0	0	341
9:00 AM	0	5	95	1	0	101	0	0	36	4	2	40	0	0	0	1	0	1	0	0	0	0	0	0	142
9:15 AM	0	7	93	0	0	100	0	0	34	4	0	38	0	0	2	3	1	5	0	0	0	0	0	0	143
9:30 AM	0	6	109	1	1	116	0	1	35	3	1	39	0	0	0	2	0	2	0	0	0	0	0	0	157
9:45 AM	0	5	87	0	0	92	0	0	38	5	0	43	0	1	0	0	0	1	0	0	0	0	0	0	136
Hourly Total	0	23	384	2	1	409	0	1	143	16	3	160	0	1	2	6	1	9	0	0	0	0	0	0	578
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	27	0	0	31	0	0	57	3	0	60	0	2	0	0	0	2	0	0	0	0	0	0	93
4:15 PM	1	5	41	0	0	47	0	0	86	4	0	90	0	5	0	0	0	5	0	1	0	0	0	1	143
4:30 PM	0	3	34	0	0	37	2	0	69	4	2	75	0	6	1	0	0	7	0	0	0	0	1	0	119
4:45 PM	0	0	42	0	0	42	0	0	89	5	5	94	0	5	2	0	1	7	0	0	0	0	0	0	143
Hourly Total	1	12	144	0	0	157	2	0	301	16	7	319	0	18	3	0	1	21	0	1	0	0	1	1	498
5:00 PM	1	2	27	0	0	30	1	0	99	3	2	103	0	3	0	2	1	5	0	0	0	0	0	0	138
5:15 PM	0	2	41	1	0	44	0	0	124	2	0	126	0	5	1	0	0	6	0	0	0	0	0	0	176
5:30 PM	0	1	41	0	0	42	0	0	108	4	0	112	0	7	1	0	0	8	0	0	0	0	0	0	162
5:45 PM	0	0	49	0	0	49	0	0	122	10	0	132	0	12	7	1	0	20	0	0	0	2	0	2	203
Hourly Total	1	5	158	1	0	165	1	0	453	19	2	473	0	27	9	3	1	39	0	0	0	2	0	2	679
6:00 PM	0	2	47	0	0	49	1	0	140	4	1	145	0	5	5	0	1	10	0	0	0	0	0	0	204
6:15 PM	0	2	48	1	0	51	0	0	137	5	3	142	0	3	3	1	4	7	0	0	0	0	0	0	200
6:30 PM	0	0	42	1	0	43	1	0	125	7	1	133	0	7	5	1	0	13	0	0	0	0	0	0	189
6:45 PM	0	0	39	0	0	39	1	0	129	3	0	133	0	16	11	1	1	28	0	0	0	2	0	2	202
Hourly Total	0	4	176	2	0	182	3	0	531	19	5	553	0	31	24	3	6	58	0	0	0	2	0	2	795
Grand Total	4	73	1130	8	5	1215	12	2	1563	83	30	1660	0	81	42	27	16	150	0	1	0	4	1	5	3030
Approach %	0.3	6.0	93.0	0.7	-	-	0.7	0.1	94.2	5.0	-	-	0.0	54.0	28.0	18.0	-	-	0.0	20.0	0.0	80.0	-	-	-
Total %	0.1	2.4	37.3	0.3	-	40.1	0.4	0.1	51.6	2.7	-	54.8	0.0	2.7	1.4	0.9	-	5.0	0.0	0.0	0.0	0.1	-	0.2	-
Lights	4	71	914	7	-	996	12	2	1358	74	-	1446	0	73	40	26	-	139	0	0	0	4	-	4	2585

% Lights	100.0	97.3	80.9	87.5	-	82.0	100.0	100.0	86.9	89.2	-	87.1	-	90.1	95.2	96.3	-	92.7	-	0.0	-	100.0	-	80.0	85.3
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	2	20	0	-	22	0	0	25	1	-	26	0	0	0	0	-	0	0	0	0	0	-	0	48
% Single-Unit Trucks	0.0	2.7	1.8	0.0	-	1.8	0.0	0.0	1.6	1.2	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.6
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	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	190	1	-	191	0	0	177	8	-	185	0	8	2	1	-	11	0	1	0	0	-	1	388
% Bicycles on Road	0.0	0.0	16.8	12.5	-	15.7	0.0	0.0	11.3	9.6	-	11.1	-	9.9	4.8	3.7	-	7.3	-	100.0	-	0.0	-	20.0	12.8
Pedestrians	-	-	-	-	5	-	-	-	-	-	30	-	-	-	-	-	16	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-







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### Turning Movement Peak Hour Data (5:45 PM)

Start Time	Hubbard St Eastbound						Hubbard St Westbound						Elizabeth St Northbound						Elizabeth St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:45 PM	0	0	49	0	0	49	0	0	122	10	0	132	0	12	7	1	0	20	0	0	0	2	0	2	203
6:00 PM	0	2	47	0	0	49	1	0	140	4	1	145	0	5	5	0	1	10	0	0	0	0	0	0	204
6:15 PM	0	2	48	1	0	51	0	0	137	5	3	142	0	3	3	1	4	7	0	0	0	0	0	0	200
6:30 PM	0	0	42	1	0	43	1	0	125	7	1	133	0	7	5	1	0	13	0	0	0	0	0	0	189
Total	0	4	186	2	0	192	2	0	524	26	5	552	0	27	20	3	5	50	0	0	0	2	0	2	796
Approach %	0.0	2.1	96.9	1.0	-	-	0.4	0.0	94.9	4.7	-	-	0.0	54.0	40.0	6.0	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.5	23.4	0.3	-	24.1	0.3	0.0	65.8	3.3	-	69.3	0.0	3.4	2.5	0.4	-	6.3	0.0	0.0	0.0	0.3	-	0.3	-
PHF	0.000	0.500	0.949	0.500	-	0.941	0.500	0.000	0.936	0.650	-	0.952	0.000	0.563	0.714	0.750	-	0.625	0.000	0.000	0.000	0.250	-	0.250	0.975
Lights	0	4	172	2	-	178	2	0	438	24	-	464	0	23	18	3	-	44	0	0	0	2	-	2	688
% Lights	-	100.0	92.5	100.0	-	92.7	100.0	-	83.6	92.3	-	84.1	-	85.2	90.0	100.0	-	88.0	-	-	-	100.0	-	100.0	86.4
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	0.5	0.0	-	0.5	0.0	-	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	0.0	-	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.5
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	12	0	-	12	0	0	81	2	-	83	0	4	2	0	-	6	0	0	0	0	-	0	101
% Bicycles on Road	-	0.0	6.5	0.0	-	6.3	0.0	-	15.5	7.7	-	15.0	-	14.8	10.0	0.0	-	12.0	-	-	-	0.0	-	0.0	12.7
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
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Count Name: Hubbard Racine COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Hubbard St Eastbound						Hubbard St Westbound						Racine Ave Northbound						Racine Ave 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	9	0	0	9	2	1	5	0	0	8	0	1	2	1	0	4	0	2	12	0	1	14	35
7:15 AM	0	0	11	1	1	12	0	0	9	3	0	12	0	1	2	1	2	4	0	0	22	0	3	22	50
7:30 AM	0	2	13	5	0	20	1	1	12	0	1	14	0	0	4	9	0	13	0	5	28	3	2	36	83
7:45 AM	0	3	19	0	5	22	0	2	10	2	3	14	0	3	6	2	3	11	0	1	32	3	3	36	83
Hourly Total	0	5	52	6	6	63	3	4	36	5	4	48	0	5	14	13	5	32	0	8	94	6	9	108	251
8:00 AM	0	0	18	6	2	24	0	1	13	2	1	16	0	5	9	5	1	19	0	3	29	7	1	39	98
8:15 AM	0	1	34	8	2	43	0	0	15	1	2	16	0	5	7	1	1	13	0	5	21	4	5	30	102
8:30 AM	0	1	48	4	2	53	0	4	21	6	8	31	0	2	15	7	0	24	0	6	34	2	3	42	150
8:45 AM	0	1	80	5	1	86	0	3	22	8	9	33	0	4	15	13	0	32	0	8	41	3	2	52	203
Hourly Total	0	3	180	23	7	206	0	8	71	17	20	96	0	16	46	26	2	88	0	22	125	16	11	163	553
9:00 AM	0	3	85	8	3	96	0	6	31	3	6	40	0	5	16	16	0	37	0	22	28	4	8	54	227
9:15 AM	0	1	84	8	7	93	0	3	24	4	5	31	0	10	15	15	2	40	0	17	39	4	10	60	224
9:30 AM	0	1	91	16	5	108	0	2	28	3	11	33	0	5	11	11	0	27	0	12	29	6	4	47	215
9:45 AM	0	3	85	4	4	92	0	2	29	2	4	33	0	9	10	9	1	28	0	18	35	5	4	58	211
Hourly Total	0	8	345	36	19	389	0	13	112	12	26	137	0	29	52	51	3	132	0	69	131	19	26	219	877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	24	2	0	29	0	3	46	8	2	57	0	15	27	11	1	53	0	9	18	4	3	31	170
4:15 PM	0	2	33	4	3	39	0	3	68	9	6	80	0	21	47	11	1	79	0	5	30	4	3	39	237
4:30 PM	0	3	32	5	3	40	0	2	56	10	6	68	0	15	30	4	2	49	0	10	23	7	3	40	197
4:45 PM	0	1	37	5	1	43	0	3	80	14	2	97	0	14	69	5	0	88	0	3	28	4	5	35	263
Hourly Total	0	9	126	16	7	151	0	11	250	41	16	302	0	65	173	31	4	269	0	27	99	19	14	145	867
5:00 PM	0	3	23	0	5	26	0	0	72	9	0	81	0	21	74	4	0	99	0	5	24	8	1	37	243
5:15 PM	0	2	29	4	9	35	0	1	79	6	5	86	0	24	59	19	0	102	0	8	24	7	9	39	262
5:30 PM	0	1	41	2	3	44	0	1	84	13	3	98	0	25	66	11	1	102	0	2	11	3	3	16	260
5:45 PM	0	6	34	7	2	47	1	1	102	8	3	112	0	29	71	15	0	115	0	13	31	4	2	48	322
Hourly Total	0	12	127	13	19	152	1	3	337	36	11	377	0	99	270	49	1	418	0	28	90	22	15	140	1087
6:00 PM	0	1	46	6	5	53	0	3	104	15	10	122	0	23	68	9	0	100	0	9	18	13	6	40	315
6:15 PM	0	7	41	4	2	52	0	3	93	7	10	103	0	33	75	15	3	123	0	8	20	9	3	37	315
6:30 PM	0	3	38	7	7	48	0	3	95	16	7	114	0	31	68	19	0	118	0	9	9	5	12	23	303
6:45 PM	0	3	35	2	4	40	1	4	104	11	14	120	0	30	68	14	2	112	0	13	19	8	9	40	312
Hourly Total	0	14	160	19	18	193	1	13	396	49	41	459	0	117	279	57	5	453	0	39	66	35	30	140	1245
Grand Total	0	51	990	113	76	1154	5	52	1202	160	118	1419	0	331	834	227	20	1392	0	193	605	117	105	915	4880
Approach %	0.0	4.4	85.8	9.8	-	-	0.4	3.7	84.7	11.3	-	-	0.0	23.8	59.9	16.3	-	-	0.0	21.1	66.1	12.8	-	-	-
Total %	0.0	1.0	20.3	2.3	-	23.6	0.1	1.1	24.6	3.3	-	29.1	0.0	6.8	17.1	4.7	-	28.5	0.0	4.0	12.4	2.4	-	18.8	-
Lights	0	50	811	93	-	954	5	50	1031	140	-	1226	0	311	817	209	-	1337	0	177	577	116	-	870	4387

% Lights	-	98.0	81.9	82.3	-	82.7	100.0	96.2	85.8	87.5	-	86.4	-	94.0	98.0	92.1	-	96.0	-	91.7	95.4	99.1	-	95.1	89.9
Buses	0	0	5	1	-	6	0	0	3	0	-	3	0	0	0	5	-	5	0	0	2	0	-	2	16
% Buses	-	0.0	0.5	0.9	-	0.5	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	2.2	-	0.4	-	0.0	0.3	0.0	-	0.2	0.3
Single-Unit Trucks	0	1	10	0	-	11	0	0	20	3	-	23	0	3	3	3	-	9	0	4	4	0	-	8	51
% Single-Unit Trucks	-	2.0	1.0	0.0	-	1.0	0.0	0.0	1.7	1.9	-	1.6	-	0.9	0.4	1.3	-	0.6	-	2.1	0.7	0.0	-	0.9	1.0
Articulated Trucks	0	0	2	1	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	1	-	2	6
% Articulated Trucks	-	0.0	0.2	0.9	-	0.3	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.9	-	0.2	0.1
Bicycles on Road	0	0	162	18	-	180	0	2	147	17	-	166	0	17	14	10	-	41	0	12	21	0	-	33	420
% Bicycles on Road	-	0.0	16.4	15.9	-	15.6	0.0	3.8	12.2	10.6	-	11.7	-	5.1	1.7	4.4	-	2.9	-	6.2	3.5	0.0	-	3.6	8.6
Pedestrians	-	-	-	-	76	-	-	-	-	-	118	-	-	-	-	-	20	-	-	-	-	-	105	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



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Count Name: Hubbard Racine COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:30 AM)

Start Time	Hubbard St Eastbound						Hubbard St Westbound						Racine Ave Northbound						Racine Ave 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	
8:30 AM	0	1	48	4	2	53	0	4	21	6	8	31	0	2	15	7	0	24	0	6	34	2	3	42	150
8:45 AM	0	1	80	5	1	86	0	3	22	8	9	33	0	4	15	13	0	32	0	8	41	3	2	52	203
9:00 AM	0	3	85	8	3	96	0	6	31	3	6	40	0	5	16	16	0	37	0	22	28	4	8	54	227
9:15 AM	0	1	84	8	7	93	0	3	24	4	5	31	0	10	15	15	2	40	0	17	39	4	10	60	224
Total	0	6	297	25	13	328	0	16	98	21	28	135	0	21	61	51	2	133	0	53	142	13	23	208	804
Approach %	0.0	1.8	90.5	7.6	-	-	0.0	11.9	72.6	15.6	-	-	0.0	15.8	45.9	38.3	-	-	0.0	25.5	68.3	6.3	-	-	-
Total %	0.0	0.7	36.9	3.1	-	40.8	0.0	2.0	12.2	2.6	-	16.8	0.0	2.6	7.6	6.3	-	16.5	0.0	6.6	17.7	1.6	-	25.9	-
PHF	0.000	0.500	0.874	0.781	-	0.854	0.000	0.667	0.790	0.656	-	0.844	0.000	0.525	0.953	0.797	-	0.831	0.000	0.602	0.866	0.813	-	0.867	0.885
Lights	0	6	220	15	-	241	0	16	90	17	-	123	0	18	61	47	-	126	0	46	133	13	-	192	682
% Lights	-	100.0	74.1	60.0	-	73.5	-	100.0	91.8	81.0	-	91.1	-	85.7	100.0	92.2	-	94.7	-	86.8	93.7	100.0	-	92.3	84.8
Buses	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	2	-	2	0	0	1	0	-	1	7
% Buses	-	0.0	1.3	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.9	-	1.5	-	0.0	0.7	0.0	-	0.5	0.9
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	1	-	2	0	0	0	1	-	1	0	0	1	0	-	1	6
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	1.0	4.8	-	1.5	-	0.0	0.0	2.0	-	0.8	-	0.0	0.7	0.0	-	0.5	0.7
Articulated Trucks	0	0	1	1	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	4
% Articulated Trucks	-	0.0	0.3	4.0	-	0.6	-	0.0	1.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	0.5
Bicycles on Road	0	0	70	9	-	79	0	0	6	3	-	9	0	3	0	1	-	4	0	7	6	0	-	13	105
% Bicycles on Road	-	0.0	23.6	36.0	-	24.1	-	0.0	6.1	14.3	-	6.7	-	14.3	0.0	2.0	-	3.0	-	13.2	4.2	0.0	-	6.3	13.1
Pedestrians	-	-	-	-	13	-	-	-	-	-	28	-	-	-	-	-	2	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Count Name: Hubbard Racine COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 4

### Turning Movement Peak Hour Data (5:45 PM)

Start Time	Hubbard St Eastbound						Hubbard St Westbound						Racine Ave Northbound						Racine Ave 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	
5:45 PM	0	6	34	7	2	47	1	1	102	8	3	112	0	29	71	15	0	115	0	13	31	4	2	48	322
6:00 PM	0	1	46	6	5	53	0	3	104	15	10	122	0	23	68	9	0	100	0	9	18	13	6	40	315
6:15 PM	0	7	41	4	2	52	0	3	93	7	10	103	0	33	75	15	3	123	0	8	20	9	3	37	315
6:30 PM	0	3	38	7	7	48	0	3	95	16	7	114	0	31	68	19	0	118	0	9	9	5	12	23	303
<b>Total</b>	0	17	159	24	16	200	1	10	394	46	30	451	0	116	282	58	3	456	0	39	78	31	23	148	1255
Approach %	0.0	8.5	79.5	12.0	-	-	0.2	2.2	87.4	10.2	-	-	0.0	25.4	61.8	12.7	-	-	0.0	26.4	52.7	20.9	-	-	-
Total %	0.0	1.4	12.7	1.9	-	15.9	0.1	0.8	31.4	3.7	-	35.9	0.0	9.2	22.5	4.6	-	36.3	0.0	3.1	6.2	2.5	-	11.8	-
PHF	0.000	0.607	0.864	0.857	-	0.943	0.250	0.833	0.947	0.719	-	0.924	0.000	0.879	0.940	0.763	-	0.927	0.000	0.750	0.629	0.596	-	0.771	0.974
Lights	0	17	148	22	-	187	1	10	320	41	-	372	0	110	274	54	-	438	0	39	73	31	-	143	1140
% Lights	-	100.0	93.1	91.7	-	93.5	100.0	100.0	81.2	89.1	-	82.5	-	94.8	97.2	93.1	-	96.1	-	100.0	93.6	100.0	-	96.6	90.8
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	0.6	0.0	-	0.5	0.0	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	1	0	0	-	1	0	0	2	0	-	2	7
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.5	0.0	0.0	0.8	0.0	-	0.7	-	0.9	0.0	0.0	-	0.2	-	0.0	2.6	0.0	-	1.4	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	-	0.0	0.0
Bicycles on Road	0	0	9	2	-	11	0	0	69	5	-	74	0	5	8	4	-	17	0	0	3	0	-	3	105
% Bicycles on Road	-	0.0	5.7	8.3	-	5.5	0.0	0.0	17.5	10.9	-	16.4	-	4.3	2.8	6.9	-	3.7	-	0.0	3.8	0.0	-	2.0	8.4
Pedestrians	-	-	-	-	16	-	-	-	-	-	30	-	-	-	-	-	3	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Ogden Elizabeth COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Elizabeth Street Westbound					Ogden Avenue Northbound					Ogden Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	0	0	1	0	0	65	0	0	65	0	0	71	0	71	136
7:15 AM	0	0	2	4	2	0	95	0	0	95	0	0	81	0	81	178
7:30 AM	0	0	2	3	2	0	120	0	1	120	0	0	123	0	123	245
7:45 AM	0	0	1	4	1	0	154	0	0	154	0	0	128	0	128	283
Hourly Total	0	0	5	12	5	0	434	0	1	434	0	0	403	0	403	842
8:00 AM	0	0	0	4	0	0	171	0	3	171	0	0	129	10	129	300
8:15 AM	0	0	2	3	2	0	203	1	0	204	0	0	156	10	156	362
8:30 AM	0	0	0	9	0	0	255	0	0	255	0	0	228	9	228	483
8:45 AM	0	0	2	4	2	0	240	0	0	240	0	0	262	11	262	504
Hourly Total	0	0	4	20	4	0	869	1	3	870	0	0	775	40	775	1649
9:00 AM	0	0	0	8	0	0	210	0	0	210	0	0	183	0	183	393
9:15 AM	0	0	2	4	2	1	211	0	0	212	0	0	189	0	189	403
9:30 AM	0	0	4	7	4	2	183	0	0	185	0	0	176	0	176	365
9:45 AM	0	0	1	3	1	0	182	0	0	182	0	0	173	0	173	356
Hourly Total	0	0	7	22	7	3	786	0	0	789	0	0	721	0	721	1517
Grand Total	0	0	16	54	16	3	2089	1	4	2093	0	0	1899	40	1899	4008
Approach %	0.0	0.0	100.0	-	-	0.1	99.8	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.1	52.1	0.0	-	52.2	0.0	0.0	47.4	-	47.4	-
Lights	0	0	14	-	14	3	1970	1	-	1974	0	0	1821	-	1821	3809
% Lights	-	-	87.5	-	87.5	100.0	94.3	100.0	-	94.3	-	-	95.9	-	95.9	95.0
Buses	0	0	0	-	0	0	8	0	-	8	0	0	8	-	8	16
% Buses	-	-	0.0	-	0.0	0.0	0.4	0.0	-	0.4	-	-	0.4	-	0.4	0.4
Single-Unit Trucks	0	0	1	-	1	0	74	0	-	74	0	0	52	-	52	127
% Single-Unit Trucks	-	-	6.3	-	6.3	0.0	3.5	0.0	-	3.5	-	-	2.7	-	2.7	3.2
Articulated Trucks	0	0	0	-	0	0	30	0	-	30	0	0	9	-	9	39
% Articulated Trucks	-	-	0.0	-	0.0	0.0	1.4	0.0	-	1.4	-	-	0.5	-	0.5	1.0
Bicycles on Road	0	0	1	-	1	0	7	0	-	7	0	0	9	-	9	17
% Bicycles on Road	-	-	6.3	-	6.3	0.0	0.3	0.0	-	0.3	-	-	0.5	-	0.5	0.4
Pedestrians	-	-	-	54	-	-	-	-	4	-	-	-	-	40	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Ogden Elizabeth COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 2

### Turning Movement Peak Hour Data (8:30 AM)

Start Time	Elizabeth Street Westbound					Ogden Avenue Northbound					Ogden Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
8:30 AM	0	0	0	9	0	0	255	0	0	255	0	0	228	9	228	483
8:45 AM	0	0	2	4	2	0	240	0	0	240	0	0	262	11	262	504
9:00 AM	0	0	0	8	0	0	210	0	0	210	0	0	183	0	183	393
9:15 AM	0	0	2	4	2	1	211	0	0	212	0	0	189	0	189	403
Total	0	0	4	25	4	1	916	0	0	917	0	0	862	20	862	1783
Approach %	0.0	0.0	100.0	-	-	0.1	99.9	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.1	51.4	0.0	-	51.4	0.0	0.0	48.3	-	48.3	-
PHF	0.000	0.000	0.500	-	0.500	0.250	0.898	0.000	-	0.899	0.000	0.000	0.823	-	0.823	0.884
Lights	0	0	3	-	3	1	879	0	-	880	0	0	832	-	832	1715
% Lights	-	-	75.0	-	75.0	100.0	96.0	-	-	96.0	-	-	96.5	-	96.5	96.2
Buses	0	0	0	-	0	0	2	0	-	2	0	0	7	-	7	9
% Buses	-	-	0.0	-	0.0	0.0	0.2	-	-	0.2	-	-	0.8	-	0.8	0.5
Single-Unit Trucks	0	0	0	-	0	0	21	0	-	21	0	0	18	-	18	39
% Single-Unit Trucks	-	-	0.0	-	0.0	0.0	2.3	-	-	2.3	-	-	2.1	-	2.1	2.2
Articulated Trucks	0	0	0	-	0	0	12	0	-	12	0	0	4	-	4	16
% Articulated Trucks	-	-	0.0	-	0.0	0.0	1.3	-	-	1.3	-	-	0.5	-	0.5	0.9
Bicycles on Road	0	0	1	-	1	0	2	0	-	2	0	0	1	-	1	4
% Bicycles on Road	-	-	25.0	-	25.0	0.0	0.2	-	-	0.2	-	-	0.1	-	0.1	0.2
Pedestrians	-	-	-	25	-	-	-	-	0	-	-	-	-	20	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Ogden Grand COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Grand Avenue Eastbound						Grand Avenue Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	38	0	1	45	0	6	11	1	1	18	0	1	50	13	1	64	1	4	64	9	1	78	205
7:15 AM	0	20	53	2	1	75	0	8	20	1	1	29	0	3	73	10	0	86	0	3	72	3	1	78	268
7:30 AM	0	23	71	4	7	98	0	19	15	6	2	40	0	6	101	12	3	119	0	5	93	11	1	109	366
7:45 AM	0	24	85	13	6	122	0	16	18	4	4	38	0	14	119	10	6	143	0	7	113	8	3	128	431
Hourly Total	0	74	247	19	15	340	0	49	64	12	8	125	0	24	343	45	10	412	1	19	342	31	6	393	1270
8:00 AM	0	19	83	8	2	110	0	20	33	7	12	60	0	22	128	14	10	164	0	2	101	8	6	111	445
8:15 AM	0	28	127	8	5	163	0	20	48	4	0	72	0	26	164	17	15	207	0	9	123	8	5	140	582
8:30 AM	0	34	132	12	7	178	0	31	53	5	14	89	0	42	186	24	11	252	0	6	174	11	12	191	710
8:45 AM	0	41	168	21	23	230	0	27	66	8	9	101	0	55	193	19	15	267	0	7	217	15	19	239	837
Hourly Total	0	122	510	49	37	681	0	98	200	24	35	322	0	145	671	74	51	890	0	24	615	42	42	681	2574
9:00 AM	0	27	162	18	14	207	0	33	58	10	14	101	1	32	147	24	6	204	0	15	150	13	11	178	690
9:15 AM	0	26	113	11	19	150	0	31	57	10	8	98	1	30	146	28	8	205	0	16	170	6	14	192	645
9:30 AM	0	27	149	11	11	187	0	19	64	8	4	91	2	21	141	20	7	184	0	10	167	17	14	194	656
9:45 AM	0	26	148	10	4	184	0	24	39	5	6	68	0	22	109	32	7	163	0	13	149	17	8	179	594
Hourly Total	0	106	572	50	48	728	0	107	218	33	32	358	4	105	543	104	28	756	0	54	636	53	47	743	2585
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	20	77	5	7	102	0	29	105	17	5	151	0	48	190	17	4	255	0	7	128	10	9	145	653
4:15 PM	0	11	80	14	13	105	0	24	140	16	9	180	0	50	186	28	4	264	0	10	163	26	21	199	748
4:30 PM	0	6	94	10	6	110	0	21	114	16	3	151	0	27	200	43	10	270	0	12	163	15	21	190	721
4:45 PM	0	19	85	10	12	114	0	31	186	17	16	234	0	49	175	35	6	259	0	8	152	12	16	172	779
Hourly Total	0	56	336	39	38	431	0	105	545	66	33	716	0	174	751	123	24	1048	0	37	606	63	67	706	2901
5:00 PM	0	17	102	4	4	123	0	32	210	18	11	260	0	61	166	33	0	260	0	5	176	17	13	198	841
5:15 PM	1	13	76	11	2	101	0	19	179	9	11	207	1	61	189	39	5	290	0	6	165	12	10	183	781
5:30 PM	0	11	84	3	18	98	0	19	150	11	13	180	0	32	130	34	5	196	0	3	145	21	12	169	643
5:45 PM	0	10	86	11	11	107	0	25	215	23	4	263	2	41	162	41	14	246	0	2	151	13	14	166	782
Hourly Total	1	51	348	29	35	429	0	95	754	61	39	910	3	195	647	147	24	992	0	16	637	63	49	716	3047
6:00 PM	0	10	60	8	5	78	0	30	209	32	7	271	0	62	158	30	8	250	0	4	171	21	14	196	795
6:15 PM	0	3	60	2	7	65	0	38	173	3	14	214	0	76	127	25	10	228	0	9	157	15	15	181	688
6:30 PM	0	5	65	5	6	75	0	21	183	14	2	218	1	42	125	31	15	199	0	8	142	18	4	168	660
6:45 PM	0	4	61	16	11	81	0	30	193	17	9	240	0	49	157	27	8	233	0	11	147	15	19	173	727
Hourly Total	0	22	246	31	29	299	0	119	758	66	32	943	1	229	567	113	41	910	0	32	617	69	52	718	2870
Grand Total	1	431	2259	217	202	2908	0	573	2539	262	179	3374	8	872	3522	606	178	5008	1	182	3453	321	263	3957	15247
Approach %	0.0	14.8	77.7	7.5	-	-	0.0	17.0	75.3	7.8	-	-	0.2	17.4	70.3	12.1	-	-	0.0	4.6	87.3	8.1	-	-	-
Total %	0.0	2.8	14.8	1.4	-	19.1	0.0	3.8	16.7	1.7	-	22.1	0.1	5.7	23.1	4.0	-	32.8	0.0	1.2	22.6	2.1	-	26.0	-
Lights	1	402	2142	212	-	2757	0	552	2477	252	-	3281	8	862	3394	597	-	4861	1	178	3335	299	-	3813	14712

% Lights	100.0	93.3	94.8	97.7	-	94.8	-	96.3	97.6	96.2	-	97.2	100.0	98.9	96.4	98.5	-	97.1	100.0	97.8	96.6	93.1	-	96.4	96.5
Buses	0	0	44	0	-	44	0	1	27	0	-	28	0	2	11	1	-	14	0	0	16	1	-	17	103
% Buses	0.0	0.0	1.9	0.0	-	1.5	-	0.2	1.1	0.0	-	0.8	0.0	0.2	0.3	0.2	-	0.3	0.0	0.0	0.5	0.3	-	0.4	0.7
Single-Unit Trucks	0	24	41	4	-	69	0	17	27	9	-	53	0	6	87	4	-	97	0	0	79	20	-	99	318
% Single-Unit Trucks	0.0	5.6	1.8	1.8	-	2.4	-	3.0	1.1	3.4	-	1.6	0.0	0.7	2.5	0.7	-	1.9	0.0	0.0	2.3	6.2	-	2.5	2.1
Articulated Trucks	0	5	8	0	-	13	0	3	1	1	-	5	0	1	21	2	-	24	0	0	5	1	-	6	48
% Articulated Trucks	0.0	1.2	0.4	0.0	-	0.4	-	0.5	0.0	0.4	-	0.1	0.0	0.1	0.6	0.3	-	0.5	0.0	0.0	0.1	0.3	-	0.2	0.3
Bicycles on Road	0	0	24	1	-	25	0	0	7	0	-	7	0	1	9	2	-	12	0	4	18	0	-	22	66
% Bicycles on Road	0.0	0.0	1.1	0.5	-	0.9	-	0.0	0.3	0.0	-	0.2	0.0	0.1	0.3	0.3	-	0.2	0.0	2.2	0.5	0.0	-	0.6	0.4
Pedestrians	-	-	-	-	202	-	-	-	-	-	179	-	-	-	-	-	178	-	-	-	-	-	263	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Count Name: Ogden Grand COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:30 AM)

Start Time	Grand Avenue Eastbound						Grand Avenue Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:30 AM	0	34	132	12	7	178	0	31	53	5	14	89	0	42	186	24	11	252	0	6	174	11	12	191	710
8:45 AM	0	41	168	21	23	230	0	27	66	8	9	101	0	55	193	19	15	267	0	7	217	15	19	239	837
9:00 AM	0	27	162	18	14	207	0	33	58	10	14	101	1	32	147	24	6	204	0	15	150	13	11	178	690
9:15 AM	0	26	113	11	19	150	0	31	57	10	8	98	1	30	146	28	8	205	0	16	170	6	14	192	645
Total	0	128	575	62	63	765	0	122	234	33	45	389	2	159	672	95	40	928	0	44	711	45	56	800	2882
Approach %	0.0	16.7	75.2	8.1	-	-	0.0	31.4	60.2	8.5	-	-	0.2	17.1	72.4	10.2	-	-	0.0	5.5	88.9	5.6	-	-	-
Total %	0.0	4.4	20.0	2.2	-	26.5	0.0	4.2	8.1	1.1	-	13.5	0.1	5.5	23.3	3.3	-	32.2	0.0	1.5	24.7	1.6	-	27.8	-
PHF	0.000	0.780	0.856	0.738	-	0.832	0.000	0.924	0.886	0.825	-	0.963	0.500	0.723	0.870	0.848	-	0.869	0.000	0.688	0.819	0.750	-	0.837	0.861
Lights	0	124	551	60	-	735	0	118	225	27	-	370	2	157	651	91	-	901	0	44	687	42	-	773	2779
% Lights	-	96.9	95.8	96.8	-	96.1	-	96.7	96.2	81.8	-	95.1	100.0	98.7	96.9	95.8	-	97.1	-	100.0	96.6	93.3	-	96.6	96.4
Buses	0	0	6	0	-	6	0	0	3	0	-	3	0	0	1	0	-	1	0	0	7	0	-	7	17
% Buses	-	0.0	1.0	0.0	-	0.8	-	0.0	1.3	0.0	-	0.8	0.0	0.0	0.1	0.0	-	0.1	-	0.0	1.0	0.0	-	0.9	0.6
Single-Unit Trucks	0	4	9	2	-	15	0	3	6	5	-	14	0	1	17	2	-	20	0	0	12	3	-	15	64
% Single-Unit Trucks	-	3.1	1.6	3.2	-	2.0	-	2.5	2.6	15.2	-	3.6	0.0	0.6	2.5	2.1	-	2.2	-	0.0	1.7	6.7	-	1.9	2.2
Articulated Trucks	0	0	3	0	-	3	0	1	0	1	-	2	0	0	3	1	-	4	0	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.8	0.0	3.0	-	0.5	0.0	0.0	0.4	1.1	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	6	0	-	6	0	0	0	0	-	0	0	1	0	1	-	2	0	0	5	0	-	5	13
% Bicycles on Road	-	0.0	1.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	1.1	-	0.2	-	0.0	0.7	0.0	-	0.6	0.5
Pedestrians	-	-	-	-	63	-	-	-	-	-	45	-	-	-	-	-	40	-	-	-	-	-	56	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Ogden Grand COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 4

### Turning Movement Peak Hour Data (5:45 PM)

Start Time	Grand Avenue Eastbound						Grand Avenue Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:45 PM	0	10	86	11	11	107	0	25	215	23	4	263	2	41	162	41	14	246	0	2	151	13	14	166	782
6:00 PM	0	10	60	8	5	78	0	30	209	32	7	271	0	62	158	30	8	250	0	4	171	21	14	196	795
6:15 PM	0	3	60	2	7	65	0	38	173	3	14	214	0	76	127	25	10	228	0	9	157	15	15	181	688
6:30 PM	0	5	65	5	6	75	0	21	183	14	2	218	1	42	125	31	15	199	0	8	142	18	4	168	660
<b>Total</b>	<b>0</b>	<b>28</b>	<b>271</b>	<b>26</b>	<b>29</b>	<b>325</b>	<b>0</b>	<b>114</b>	<b>780</b>	<b>72</b>	<b>27</b>	<b>966</b>	<b>3</b>	<b>221</b>	<b>572</b>	<b>127</b>	<b>47</b>	<b>923</b>	<b>0</b>	<b>23</b>	<b>621</b>	<b>67</b>	<b>47</b>	<b>711</b>	<b>2925</b>
Approach %	0.0	8.6	83.4	8.0	-	-	0.0	11.8	80.7	7.5	-	-	0.3	23.9	62.0	13.8	-	-	0.0	3.2	87.3	9.4	-	-	-
Total %	0.0	1.0	9.3	0.9	-	11.1	0.0	3.9	26.7	2.5	-	33.0	0.1	7.6	19.6	4.3	-	31.6	0.0	0.8	21.2	2.3	-	24.3	-
PHF	0.000	0.700	0.788	0.591	-	0.759	0.000	0.750	0.907	0.563	-	0.891	0.375	0.727	0.883	0.774	-	0.923	0.000	0.639	0.908	0.798	-	0.907	0.920
Lights	0	28	260	26	-	314	0	111	774	72	-	957	3	221	560	126	-	910	0	23	607	65	-	695	2876
% Lights	-	100.0	95.9	100.0	-	96.6	-	97.4	99.2	100.0	-	99.1	100.0	100.0	97.9	99.2	-	98.6	-	100.0	97.7	97.0	-	97.7	98.3
Buses	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	4	0	-	4	15
% Buses	-	0.0	2.2	0.0	-	1.8	-	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	3	1	0	-	4	0	0	9	0	-	9	0	0	10	2	-	12	28
% Single-Unit Trucks	-	0.0	1.1	0.0	-	0.9	-	2.6	0.1	0.0	-	0.4	0.0	0.0	1.6	0.0	-	1.0	-	0.0	1.6	3.0	-	1.7	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	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	2	0	-	2	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.8	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	29	-	-	-	-	-	27	-	-	-	-	-	47	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Ogden Hubbard COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Hubbard Street Eastbound						Hubbard Street Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	7	3	3	11	0	3	4	0	3	7	0	2	67	8	0	77	0	0	69	0	0	69	164
7:15 AM	0	0	7	4	1	11	0	6	5	1	4	12	1	0	93	6	0	100	0	2	80	4	1	86	209
7:30 AM	0	1	10	8	5	19	0	8	2	1	4	11	1	4	115	9	1	129	1	4	107	1	1	113	272
7:45 AM	0	4	16	2	4	22	0	8	4	1	7	13	2	6	146	6	0	160	0	6	130	0	2	136	331
Hourly Total	0	6	40	17	13	63	0	25	15	3	18	43	4	12	421	29	1	466	1	12	386	5	4	404	976
8:00 AM	0	3	16	11	12	30	0	7	8	5	5	20	1	7	163	8	0	179	0	2	118	5	4	125	354
8:15 AM	0	5	35	9	15	49	0	7	9	2	6	18	3	9	195	10	1	217	0	2	134	7	5	143	427
8:30 AM	0	3	42	14	11	59	0	9	12	3	11	24	5	11	259	20	8	295	0	2	202	2	3	206	584
8:45 AM	0	4	69	12	16	85	0	10	16	3	4	29	3	10	231	21	4	265	1	3	253	1	2	258	637
Hourly Total	0	15	162	46	54	223	0	33	45	13	26	91	12	37	848	59	13	956	1	9	707	15	14	732	2002
9:00 AM	0	9	65	11	10	85	0	12	17	4	13	33	1	11	204	22	7	238	0	5	188	4	6	197	553
9:15 AM	0	4	64	11	10	79	0	13	17	4	8	34	2	12	217	28	4	259	0	7	189	6	8	202	574
9:30 AM	0	3	81	5	3	89	0	12	14	10	9	36	0	9	168	31	5	208	0	6	182	7	2	195	528
9:45 AM	0	5	65	3	2	73	0	14	21	3	8	38	4	9	176	22	5	211	0	3	167	5	6	175	497
Hourly Total	0	21	275	30	25	326	0	51	69	21	38	141	7	41	765	103	21	916	0	21	726	22	22	769	2152
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	18	5	8	27	0	12	40	7	13	59	2	17	246	15	2	280	0	1	159	2	5	162	528
4:15 PM	0	4	21	11	9	36	0	16	62	14	3	92	1	26	256	21	1	304	0	2	194	3	3	199	631
4:30 PM	0	5	9	8	7	22	0	26	41	7	3	74	3	43	263	17	4	326	0	3	189	4	4	196	618
4:45 PM	0	3	21	9	10	33	0	20	65	11	2	96	2	21	232	17	4	272	0	1	194	4	2	199	600
Hourly Total	0	16	69	33	34	118	0	74	208	39	21	321	8	107	997	70	11	1182	0	7	736	13	14	756	2377
5:00 PM	0	6	11	8	4	25	0	19	68	15	10	102	1	35	269	13	4	318	0	1	188	6	4	195	640
5:15 PM	0	3	27	12	2	42	0	33	90	5	13	128	2	30	284	12	2	328	1	1	165	11	6	178	676
5:30 PM	0	1	26	5	18	32	0	24	84	8	13	116	2	29	198	13	1	242	1	0	171	4	7	176	566
5:45 PM	0	6	23	13	11	42	0	21	102	12	6	135	3	38	196	24	3	261	0	2	163	1	8	166	604
Hourly Total	0	16	87	38	35	141	0	97	344	40	42	481	8	132	947	62	10	1149	2	4	687	22	25	715	2486
6:00 PM	0	6	23	12	8	41	0	30	105	6	3	141	5	33	221	24	3	283	0	0	196	5	5	201	666
6:15 PM	0	4	27	8	11	39	0	30	93	9	1	132	1	49	222	23	8	295	0	2	174	3	6	179	645
6:30 PM	0	5	23	8	6	36	0	24	97	10	2	131	2	47	176	13	6	238	0	0	160	3	16	163	568
6:45 PM	0	2	17	5	1	24	0	41	94	8	5	143	2	38	186	23	2	249	1	1	194	5	11	201	617
Hourly Total	0	17	90	33	26	140	0	125	389	33	11	547	10	167	805	83	19	1065	1	3	724	16	38	744	2496
Grand Total	0	91	723	197	187	1011	0	405	1070	149	156	1624	49	496	4783	406	75	5734	5	56	3966	93	117	4120	12489
Approach %	0.0	9.0	71.5	19.5	-	-	0.0	24.9	65.9	9.2	-	-	0.9	8.7	83.4	7.1	-	-	0.1	1.4	96.3	2.3	-	-	-
Total %	0.0	0.7	5.8	1.6	-	8.1	0.0	3.2	8.6	1.2	-	13.0	0.4	4.0	38.3	3.3	-	45.9	0.0	0.4	31.8	0.7	-	33.0	-
Lights	0	85	524	186	-	795	0	389	883	138	-	1410	47	488	4629	395	-	5559	5	54	3811	86	-	3956	11720

% Lights	-	93.4	72.5	94.4	-	78.6	-	96.0	82.5	92.6	-	86.8	95.9	98.4	96.8	97.3	-	96.9	100.0	96.4	96.1	92.5	-	96.0	93.8
Buses	0	0	4	1	-	5	0	0	3	0	-	3	0	0	14	1	-	15	0	1	20	0	-	21	44
% Buses	-	0.0	0.6	0.5	-	0.5	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.3	0.2	-	0.3	0.0	1.8	0.5	0.0	-	0.5	0.4
Single-Unit Trucks	0	3	8	6	-	17	0	14	7	5	-	26	0	6	99	7	-	112	0	0	111	5	-	116	271
% Single-Unit Trucks	-	3.3	1.1	3.0	-	1.7	-	3.5	0.7	3.4	-	1.6	0.0	1.2	2.1	1.7	-	2.0	0.0	0.0	2.8	5.4	-	2.8	2.2
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	25	0	-	25	0	0	5	0	-	5	31
% Articulated Trucks	-	1.1	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	2	187	4	-	193	0	2	177	6	-	185	2	2	16	3	-	23	0	1	19	2	-	22	423
% Bicycles on Road	-	2.2	25.9	2.0	-	19.1	-	0.5	16.5	4.0	-	11.4	4.1	0.4	0.3	0.7	-	0.4	0.0	1.8	0.5	2.2	-	0.5	3.4
Pedestrians	-	-	-	-	187	-	-	-	-	156	-	-	-	-	-	-	75	-	-	-	-	-	117	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Ogden Hubbard COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:30 AM)

Start Time	Hubbard Street Eastbound						Hubbard Street Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:30 AM	0	3	42	14	11	59	0	9	12	3	11	24	5	11	259	20	8	295	0	2	202	2	3	206	584
8:45 AM	0	4	69	12	16	85	0	10	16	3	4	29	3	10	231	21	4	265	1	3	253	1	2	258	637
9:00 AM	0	9	65	11	10	85	0	12	17	4	13	33	1	11	204	22	7	238	0	5	188	4	6	197	553
9:15 AM	0	4	64	11	10	79	0	13	17	4	8	34	2	12	217	28	4	259	0	7	189	6	8	202	574
Total	0	20	240	48	47	308	0	44	62	14	36	120	11	44	911	91	23	1057	1	17	832	13	19	863	2348
Approach %	0.0	6.5	77.9	15.6	-	-	0.0	36.7	51.7	11.7	-	-	1.0	4.2	86.2	8.6	-	-	0.1	2.0	96.4	1.5	-	-	-
Total %	0.0	0.9	10.2	2.0	-	13.1	0.0	1.9	2.6	0.6	-	5.1	0.5	1.9	38.8	3.9	-	45.0	0.0	0.7	35.4	0.6	-	36.8	-
PHF	0.000	0.556	0.870	0.857	-	0.906	0.000	0.846	0.912	0.875	-	0.882	0.550	0.917	0.879	0.813	-	0.896	0.250	0.607	0.822	0.542	-	0.836	0.922
Lights	0	19	149	47	-	215	0	42	53	13	-	108	11	44	871	86	-	1012	1	16	804	12	-	833	2168
% Lights	-	95.0	62.1	97.9	-	69.8	-	95.5	85.5	92.9	-	90.0	100.0	100.0	95.6	94.5	-	95.7	100.0	94.1	96.6	92.3	-	96.5	92.3
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	1	-	3	0	0	7	0	-	7	12
% Buses	-	0.0	0.8	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	1.1	-	0.3	0.0	0.0	0.8	0.0	-	0.8	0.5
Single-Unit Trucks	0	0	2	1	-	3	0	1	0	1	-	2	0	0	27	3	-	30	0	0	18	0	-	18	53
% Single-Unit Trucks	-	0.0	0.8	2.1	-	1.0	-	2.3	0.0	7.1	-	1.7	0.0	0.0	3.0	3.3	-	2.8	0.0	0.0	2.2	0.0	-	2.1	2.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	8	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	0.9	0.0	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	1	87	0	-	88	0	1	9	0	-	10	0	0	3	1	-	4	0	1	3	1	-	5	107
% Bicycles on Road	-	5.0	36.3	0.0	-	28.6	-	2.3	14.5	0.0	-	8.3	0.0	0.0	0.3	1.1	-	0.4	0.0	5.9	0.4	7.7	-	0.6	4.6
Pedestrians	-	-	-	-	47	-	-	-	-	-	36	-	-	-	-	-	23	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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

Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Ogden Hubbard COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 4

### Turning Movement Peak Hour Data (5:45 PM)

Start Time	Hubbard Street Eastbound						Hubbard Street Westbound						Ogden Avenue Northbound						Ogden Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:45 PM	0	6	23	13	11	42	0	21	102	12	6	135	3	38	196	24	3	261	0	2	163	1	8	166	604
6:00 PM	0	6	23	12	8	41	0	30	105	6	3	141	5	33	221	24	3	283	0	0	196	5	5	201	666
6:15 PM	0	4	27	8	11	39	0	30	93	9	1	132	1	49	222	23	8	295	0	2	174	3	6	179	645
6:30 PM	0	5	23	8	6	36	0	24	97	10	2	131	2	47	176	13	6	238	0	0	160	3	16	163	568
<b>Total</b>	0	21	96	41	36	158	0	105	397	37	12	539	11	167	815	84	20	1077	0	4	693	12	35	709	2483
Approach %	0.0	13.3	60.8	25.9	-	-	0.0	19.5	73.7	6.9	-	-	1.0	15.5	75.7	7.8	-	-	0.0	0.6	97.7	1.7	-	-	-
Total %	0.0	0.8	3.9	1.7	-	6.4	0.0	4.2	16.0	1.5	-	21.7	0.4	6.7	32.8	3.4	-	43.4	0.0	0.2	27.9	0.5	-	28.6	-
PHF	0.000	0.875	0.889	0.788	-	0.940	0.000	0.875	0.945	0.771	-	0.956	0.550	0.852	0.918	0.875	-	0.913	0.000	0.500	0.884	0.600	-	0.882	0.932
Lights	0	21	86	41	-	148	0	103	313	36	-	452	10	166	806	84	-	1066	0	4	672	11	-	687	2353
% Lights	-	100.0	89.6	100.0	-	93.7	-	98.1	78.8	97.3	-	83.9	90.9	99.4	98.9	100.0	-	99.0	-	100.0	97.0	91.7	-	96.9	94.8
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	4	0	-	4	7
% Buses	-	0.0	1.0	0.0	-	0.6	-	0.0	0.5	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	2	1	1	-	4	0	1	5	0	-	6	0	0	15	1	-	16	27
% Single-Unit Trucks	-	0.0	1.0	0.0	-	0.6	-	1.9	0.3	2.7	-	0.7	0.0	0.6	0.6	0.0	-	0.6	-	0.0	2.2	8.3	-	2.3	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	8	0	-	8	0	0	81	0	-	81	1	0	3	0	-	4	0	0	2	0	-	2	95
% Bicycles on Road	-	0.0	8.3	0.0	-	5.1	-	0.0	20.4	0.0	-	15.0	9.1	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	3.8
Pedestrians	-	-	-	-	36	-	-	-	-	-	12	-	-	-	-	-	20	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

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Count Name: Racine Kinzie COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 1

### Turning Movement Data

Start Time	Kinzie St Eastbound					Kinzie St Westbound					Racine Ave Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	0	0	2	0	0	2	0	0	2	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	5	3	0	8	9
7:30 AM	0	1	2	0	3	0	7	0	0	7	0	3	0	0	3	13
7:45 AM	0	0	1	1	1	0	0	0	0	0	0	2	0	2	2	3
Hourly Total	0	1	3	3	4	0	10	0	0	10	0	10	3	3	13	27
8:00 AM	0	1	3	0	4	0	3	0	0	3	0	2	3	0	5	12
8:15 AM	0	1	5	4	6	0	2	0	0	2	0	0	2	1	2	10
8:30 AM	0	0	2	1	2	0	4	0	0	4	0	1	0	1	1	7
8:45 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	2	12	5	14	0	11	0	0	11	0	3	5	2	8	33
9:00 AM	0	1	5	3	6	0	3	1	0	4	0	0	1	1	1	11
9:15 AM	0	0	4	4	4	0	2	0	0	2	0	3	2	1	5	11
9:30 AM	0	0	3	4	3	0	4	0	0	4	0	4	0	0	4	11
9:45 AM	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	1
Hourly Total	0	1	12	13	13	0	10	1	0	11	0	7	3	3	10	34
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	2	1	2	0	2	1	0	3	0	0	0	0	0	5
4:15 PM	0	0	2	2	2	0	2	0	0	2	0	4	2	1	6	10
4:30 PM	0	0	2	1	2	0	7	1	0	8	0	1	1	1	2	12
4:45 PM	0	0	1	3	1	0	8	0	0	8	0	1	1	1	2	11
Hourly Total	0	0	7	7	7	0	19	2	0	21	0	6	4	3	10	38
5:00 PM	0	0	4	3	4	0	6	0	0	6	0	3	0	1	3	13
5:15 PM	0	0	1	4	1	0	5	1	0	6	0	3	2	3	5	12
5:30 PM	0	1	0	2	1	0	11	0	0	11	0	4	0	1	4	16
5:45 PM	0	1	5	7	6	0	18	0	0	18	0	6	2	3	8	32
Hourly Total	0	2	10	16	12	0	40	1	0	41	0	16	4	8	20	73
6:00 PM	0	1	2	2	3	0	9	0	0	9	0	2	1	4	3	15
6:15 PM	0	0	4	5	4	0	7	0	0	7	0	2	0	0	2	13
6:30 PM	0	1	1	2	2	0	13	0	0	13	0	3	1	1	4	19
6:45 PM	0	0	4	4	4	0	29	0	0	29	0	4	2	0	6	39
Hourly Total	0	2	11	13	13	0	58	0	0	58	0	11	4	5	15	86
Grand Total	0	8	55	57	63	0	148	4	0	152	0	53	23	24	76	291
Approach %	0.0	12.7	87.3	-	-	0.0	97.4	2.6	-	-	0.0	69.7	30.3	-	-	-
Total %	0.0	2.7	18.9	-	21.6	0.0	50.9	1.4	-	52.2	0.0	18.2	7.9	-	26.1	-
Lights	0	8	50	-	58	0	139	4	-	143	0	53	23	-	76	277
% Lights	-	100.0	90.9	-	92.1	-	93.9	100.0	-	94.1	-	100.0	100.0	-	100.0	95.2

Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	1.8	-	1.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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	0	9	0	-	9	0	0	0	-	0	13
% Bicycles on Road	-	0.0	7.3	-	6.3	-	6.1	0.0	-	5.9	-	0.0	0.0	-	0.0	4.5
Pedestrians	-	-	-	57	-	-	-	-	0	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Racine Kinzie COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 3

### Turning Movement Peak Hour Data (8:30 AM)

Start Time	Kinzie St Eastbound					Kinzie St Westbound					Racine Ave Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:30 AM	0	0	2	1	2	0	4	0	0	4	0	1	0	1	1	7
8:45 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
9:00 AM	0	1	5	3	6	0	3	1	0	4	0	0	1	1	1	11
9:15 AM	0	0	4	4	4	0	2	0	0	2	0	3	2	1	5	11
Total	0	1	13	8	14	0	11	1	0	12	0	4	3	3	7	33
Approach %	0.0	7.1	92.9	-	-	0.0	91.7	8.3	-	-	0.0	57.1	42.9	-	-	-
Total %	0.0	3.0	39.4	-	42.4	0.0	33.3	3.0	-	36.4	0.0	12.1	9.1	-	21.2	-
PHF	0.000	0.250	0.650	-	0.583	0.000	0.688	0.250	-	0.750	0.000	0.333	0.375	-	0.350	0.750
Lights	0	1	13	-	14	0	10	1	-	11	0	4	3	-	7	32
% Lights	-	100.0	100.0	-	100.0	-	90.9	100.0	-	91.7	-	100.0	100.0	-	100.0	97.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	9.1	0.0	-	8.3	-	0.0	0.0	-	0.0	3.0
Pedestrians	-	-	-	8	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Racine Kinzie COMPLETE  
Site Code:  
Start Date: 11/07/2023  
Page No: 4

### Turning Movement Peak Hour Data (5:45 PM)

Start Time	Kinzie St Eastbound					Kinzie St Westbound					Racine Ave Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
5:45 PM	0	1	5	7	6	0	18	0	0	18	0	6	2	3	8	32
6:00 PM	0	1	2	2	3	0	9	0	0	9	0	2	1	4	3	15
6:15 PM	0	0	4	5	4	0	7	0	0	7	0	2	0	0	2	13
6:30 PM	0	1	1	2	2	0	13	0	0	13	0	3	1	1	4	19
Total	0	3	12	16	15	0	47	0	0	47	0	13	4	8	17	79
Approach %	0.0	20.0	80.0	-	-	0.0	100.0	0.0	-	-	0.0	76.5	23.5	-	-	-
Total %	0.0	3.8	15.2	-	19.0	0.0	59.5	0.0	-	59.5	0.0	16.5	5.1	-	21.5	-
PHF	0.000	0.750	0.600	-	0.625	0.000	0.653	0.000	-	0.653	0.000	0.542	0.500	-	0.531	0.617
Lights	0	3	12	-	15	0	44	0	-	44	0	13	4	-	17	76
% Lights	-	100.0	100.0	-	100.0	-	93.6	-	-	93.6	-	100.0	100.0	-	100.0	96.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	6.4	-	-	6.4	-	0.0	0.0	-	0.0	3.8
Pedestrians	-	-	-	16	-	-	-	-	0	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

## Census Data

Station .5 Mile Transit Zone: CTA Green Line, Pink Line; Ashland-Lake

Year Opened: (1)	Pre-2000
Latitude: (2)	41.885269
Longitude: (2)	-87.666969
Workers 16 years and over: Total: (3)	3,076
Percent who take public transportation: (4)	26.97
Percent who take public transportation, bicycle or walk: (5)	38.09
Public transportation: (6)	829
Walked: (7)	196
Bicycle: (8)	146
Car; truck; or van: (9)	1,590
Motorcycle: (10)	0.00
Other means: (11)	5.75
Worked at home: (12)	287

- 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 January 1, 2024. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.
- 3 American Community Survey 2005-2009 5-Year Estimates 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

# Means of Transportation to Work by Age

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 2434; Cook County; Illinois		Census Tract 8330; Cook County; Illinois	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	2,108	±327	3,291	±387
16 to 19 years	26	±42	24	±40
20 to 24 years	49	±40	59	±53
25 to 44 years	1,554	±323	2,621	±374
45 to 54 years	258	±114	406	±178
55 to 59 years	119	±71	117	±85
60 to 64 years	57	±50	64	±57
65 years and over	45	±32	0	±12
➤ Car, truck, or van - drove alone:	855	±239	824	±221
➤ Car, truck, or van - carpooled:	25	±31	139	±111
➤ Public transportation (excluding taxicab):	358	±125	659	±347
➤ Walked:	200	±98	701	±327
➤ Taxicab, motorcycle, bicycle, or other means:	116	±73	186	±127
➤ Worked from home	554	±230	782	±301



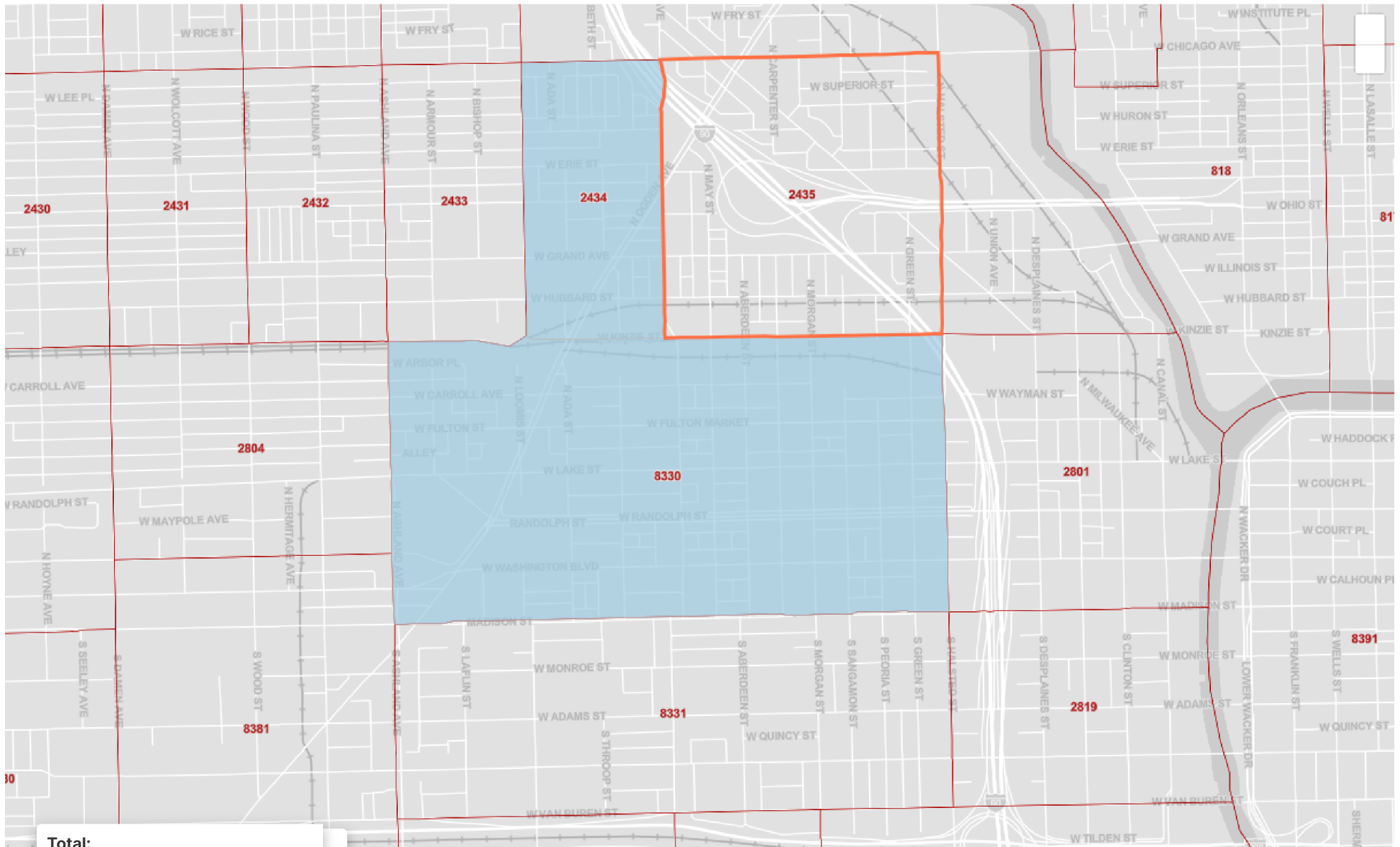
Total:

Means of Transportation to Work by Age

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



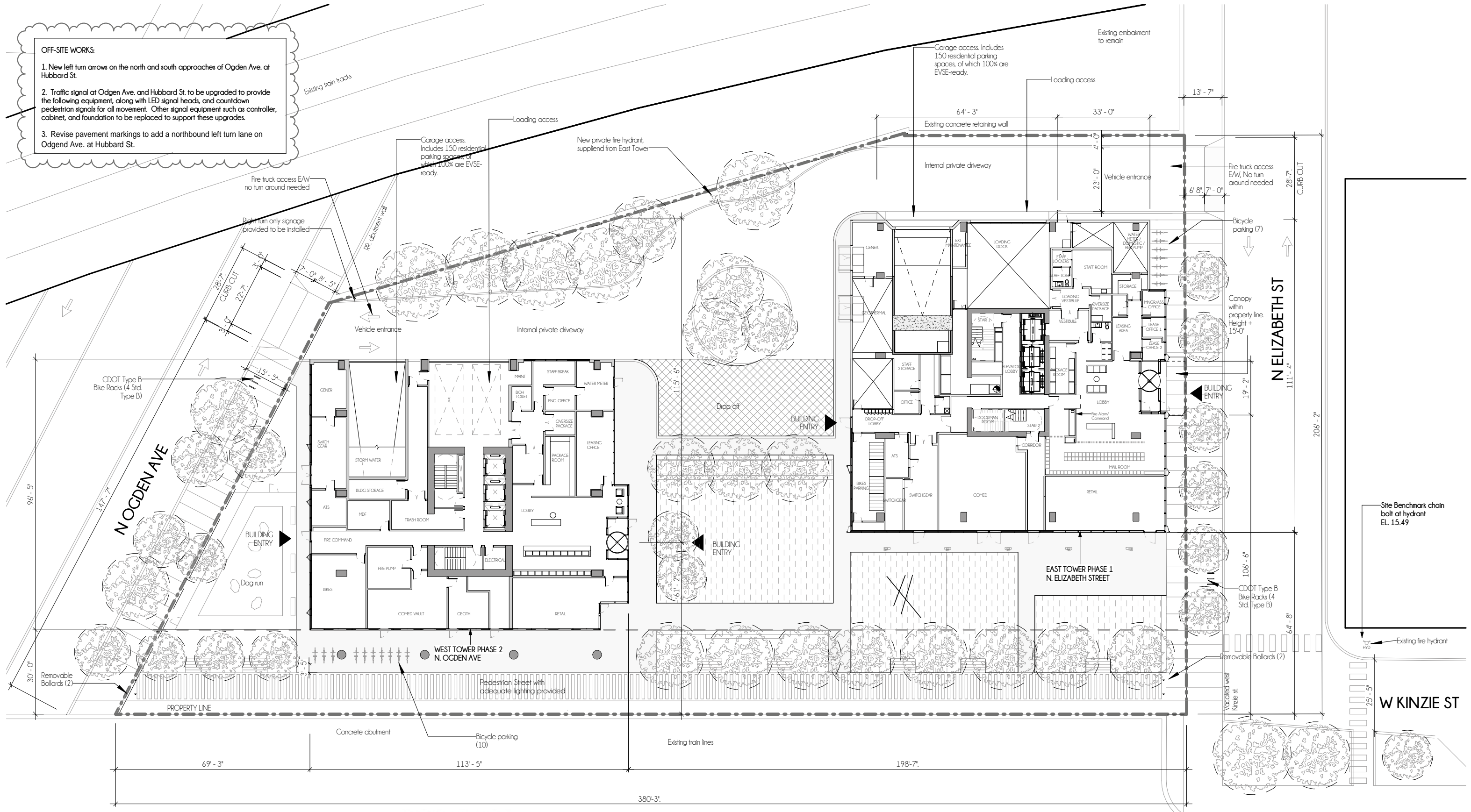
Total:



**Total:**  
 Total: | Estimate  
 2,108—3,291 2  
 2022 Geographies: 2

**OFF-SITE WORKS:**

1. New left turn arrows on the north and south approaches of Ogden Ave. at Hubbard St.
2. Traffic signal at Ogden Ave. and Hubbard St. to be upgraded to provide the following equipment, along with LED signal heads, and countdown pedestrian signals for all movement. Other signal equipment such as controller, cabinet, and foundation to be replaced to support these upgrades.
3. Revise pavement markings to add a northbound left turn lane on Ogden Ave. at Hubbard St.



**SITE PLAN**  
400 N. ELIZABETH

CITY OF CHICAGO  
Department of Transportation  
Plan Review Committee Approval\*  
Site Plan Over-sized Driveway  
Other:  
Signed: *[Signature]*  
Date: 5/10/2024  
Project Title: 400 N. Elizabeth St.  
\*Subject to acceptable construction drawings,  
addressing and other program approvals.  
Non-transferable, revocable if modified.



05.03.2024

