

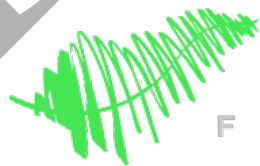
Travel Demand Management Plan

1600 N. LaSalle Drive

Chicago, Illinois



Prepared For:



F E R N H I L L



October 10, 2024

Introduction

This report summarizes the results of a Travel Demand Management Plan (TDM plan) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located on the north side of North Avenue between LaSalle Drive and Wells Street (1600 N. LaSalle Drive) in Chicago, Illinois.

As proposed, the development will consist of 400 residential units, approximately 14,000 square-foot of ground floor retail to be occupied by the existing Walgreens store, and a parking garage providing 300 parking spaces, of which, 100 spaces will be utilized for residential parking and 200 spaces will be utilized as parking spaces for The Moody Church. Access to the parking garage will be provided via single access drive off LaSalle Drive

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.

Study Area Characteristics

For the purposes of this TDM plan, the study area consists of the roadway segments of North Avenue from Sedgwick Street east to Clark Street and La Salle Drive between Clark Street and North Avenue. **Figure 1** shows an aerial view of the study area.

The land-uses within the vicinity of the site provide a mix of commercial, entertainment, office, institutional and residential land-uses with Lincoln Park located to the northeast of the site. The majority of lots/buildings are built up to the sidewalk except for the two gas stations located on the east side of La Salle Drive between North Avenue and Clark Street which provide several curb cuts off all three roadways.

Existing Pedestrian Facilities

Sidewalks are located on both sides of all streets within the study area and high-visibility crosswalks are provided at all intersections within the study area. Additionally, pedestrian countdown signals are provided at all signalized intersections within the study area.

Area Alternative Modes of Transportation

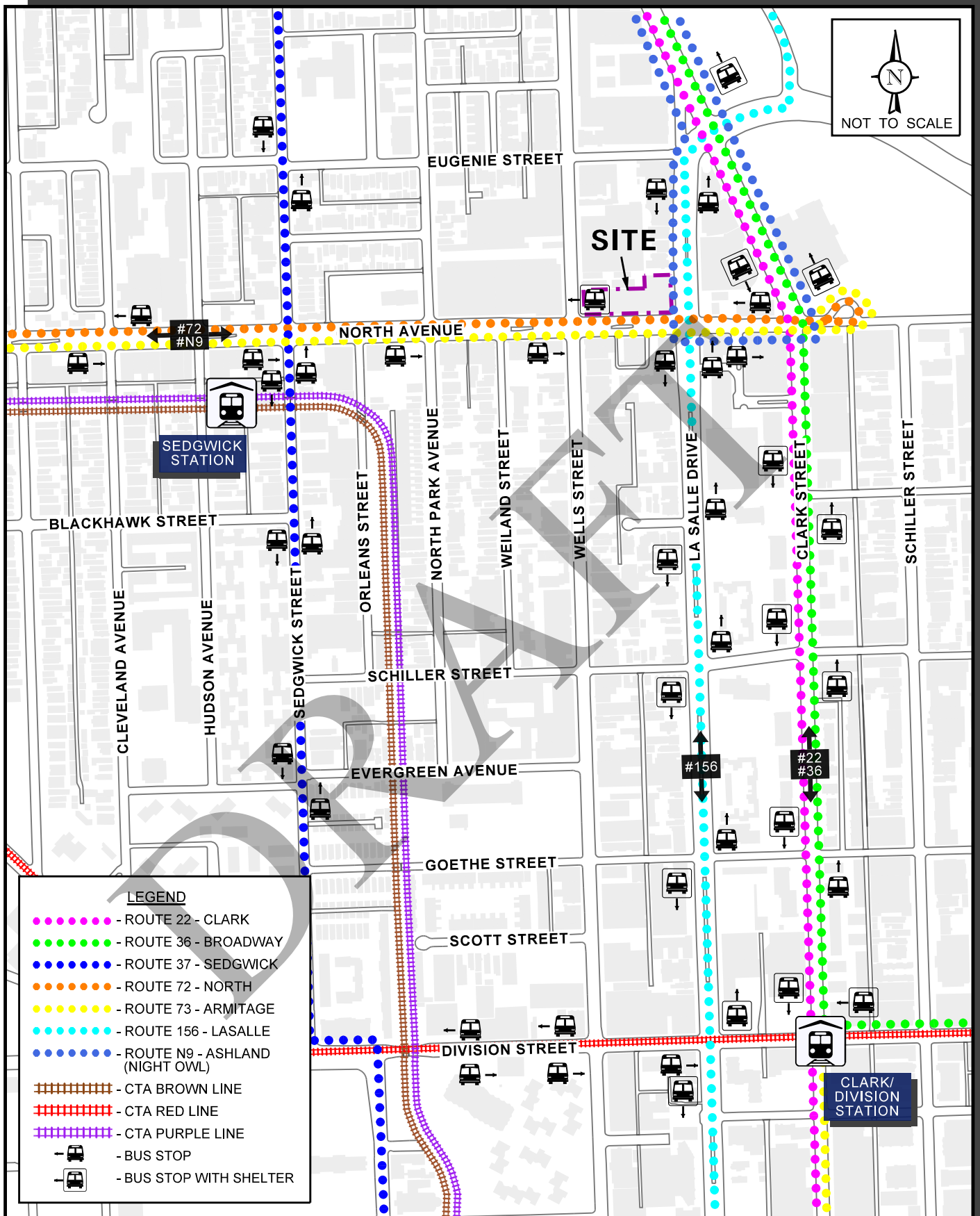
The public transportation serving the area is summarized below and illustrated in **Figure 2**.

CTA Rapid Transit. The area is served by the Chicago Transit Authority (CTA) rapid transit Brown and Purple Lines via the Sedgwick Street station, located about three blocks (0.25 miles) west of the site and the CTA rapid transit Red Line via the Clark/Division station located approximately one-half mile south of the site.



Aerial View of Study Area

Figure 1



1600 N LaSalle Drive
Chicago, Illinois

Public Transportation

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

Job No: 23-240

Figure: 2

The following summarizes the rapid transit lines serving the area:

- The CTA Brown Line operates daily from Kimball Station to the downtown Loop.
- The CTA Purple Line operates between Linden Avenue (in Wilmette) and Howard Street (in Chicago) via Evanston. Additionally, the Purple Express Line, which serves the stop at Chicago Avenue, runs during weekday rush-periods between the Howard Station and the downtown Loop.
- The CTA Red Line operates 24 hours a day, seven days a week between Howard Street and the 95th/Dan Ryan station located along the Dan Ryan Expressway at 95th Street. Additional service is provided via the Green Line tracks between the Cermak-McCormick Place station and the Ashland/63rd station during rush periods only.

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

Route 9 (Ashland) provides daily service primarily along Ashland Avenue from 95th Street to the intersection of Clark Street and Belle Plaine Avenue (near Irving Park Road). On weekdays, it also provides service further south near the intersection of Vincennes Avenue and 104th Street. Overnight service, or Night Owl service, runs between 95th Street and North Avenue.

Route 22 (Clark) provides service on Clark Street from Howard Street at the north to Polk Street at the south. This route provides southbound service on Clark Street and northbound service on Dearborn Street from Walton Street to Polk Street. This route runs daily at all times, including weekends and holidays.

Route 36 (Broadway) generally operates along State Street, North Broadway, and Clark Street from Loyola University to Congress Parkway. Notable stops include Lincoln Park Zoo, the Chicago History Museum, and the Main Post Office. Service is provided seven days a week, including holidays.

Route 37 (Sedgwick) provides service from Harrison Street to Fullerton Avenue. It provides northbound service on Harrison Street, Franklin Street, and Orleans Street and southbound service on Wells Street from Chicago Avenue to Van Buren Street. This route runs weekdays from approximately 6:00 A.M. to 7:30 P.M.

Route 72 (North) provides east-west service primarily on North Avenue from Harlem Avenue to Clark Street. It operates from approximately 4:00 A.M. to 1:00 A.M. daily. Service is extended to North Avenue Beach weekends and holidays from Memorial Day weekend through Labor Day, and daily from mid-June through August, 9am - 9:30pm.

Route 73 (Armitage) generally operates along Armitage Avenue between Latrobe to Clark Street. Notable stops include the Western Blue Line Station, Metra UP-N Clybourn Station, Armitage Brown/Purple Line Station, and the Chicago History Museum. Service is generally provided from 4:30 A.M. to 11:00 P.M. on weekdays, 5:30 A.M. to 8:00 P.M. Saturdays, and 6:15 A.M. to 8:00 P.M. on Sundays/holidays.

Route 156 (LaSalle) provides service primarily on LaSalle Street from Belmont Avenue to Adams Street. This route also extends along Belmont Avenue to Halsted Street at the north end of the route and past Union Station and the LaSalle Street Metra Station at the south end of the route. It generally runs from 5:15 A.M. to 8:00 P.M. on weekdays.

Bike Facilities. Wells Street (which borders the west side of the site) and Clark Street south of North Avenue (located less than 500 feet east of the site) provide exclusive bike lanes. Furthermore, less than one-half of a mile to the east of the site is the Lakefront Trail. 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
 - Clark Street
- Crosstown Bike Route
 - Wells Street
 - North Boulevard (east of Clark Street) to Lakefront Trail
 - Lincoln Avenue
 - Armitage Street
 - Clybourn Avenue
 - Division Street
- Neighborhood Bike Route
 - Larrabee Street

Mode-Sharing Transportation Availability. Multiple Divvy bike-sharing stations are located within the area with the closest stations located on Wells Street near Concord Lane (18 docks), on Clark Street near the Chicago History Museum (10 docks), near the intersection of Clark Street with Lincoln Avenue (20 docks), at the intersection of North Avenue with Sedgwick Street (18 docks), at the terminus of North Boulevard near Inner Lake Shore Drive (35 docks), and at the intersection of Clark Street with Schiller Street (12 docks).

Carshare Availability. There are currently four Zipcar carsharing vehicles available within the vicinity of the site with one vehicle located at 1730 N. Clark Street (Eugenie Terrace on the Park), two vehicles located at 316 W. Evergreen Avenue (under the CTA tracks), and one vehicle located at 1225 N. Wells Street (1225 Old Town Apartments).

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:

- LaSalle Drive with Clark Street
- LaSalle Drive with North Avenue
- LaSalle Drive with Schiller Street

- North Avenue with Clark Street
- North Avenue with Wells Street
- Wells Street with Concord Place
- Wells Street with Eugenie Street

The counts were conducted on Thursday, September 14, 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. and the weekday evening peak hour generally occurs between 5:00 P.M. and 6:00 P.M. **Figure 3** illustrates the existing peak hour pedestrian and bicycle volumes.

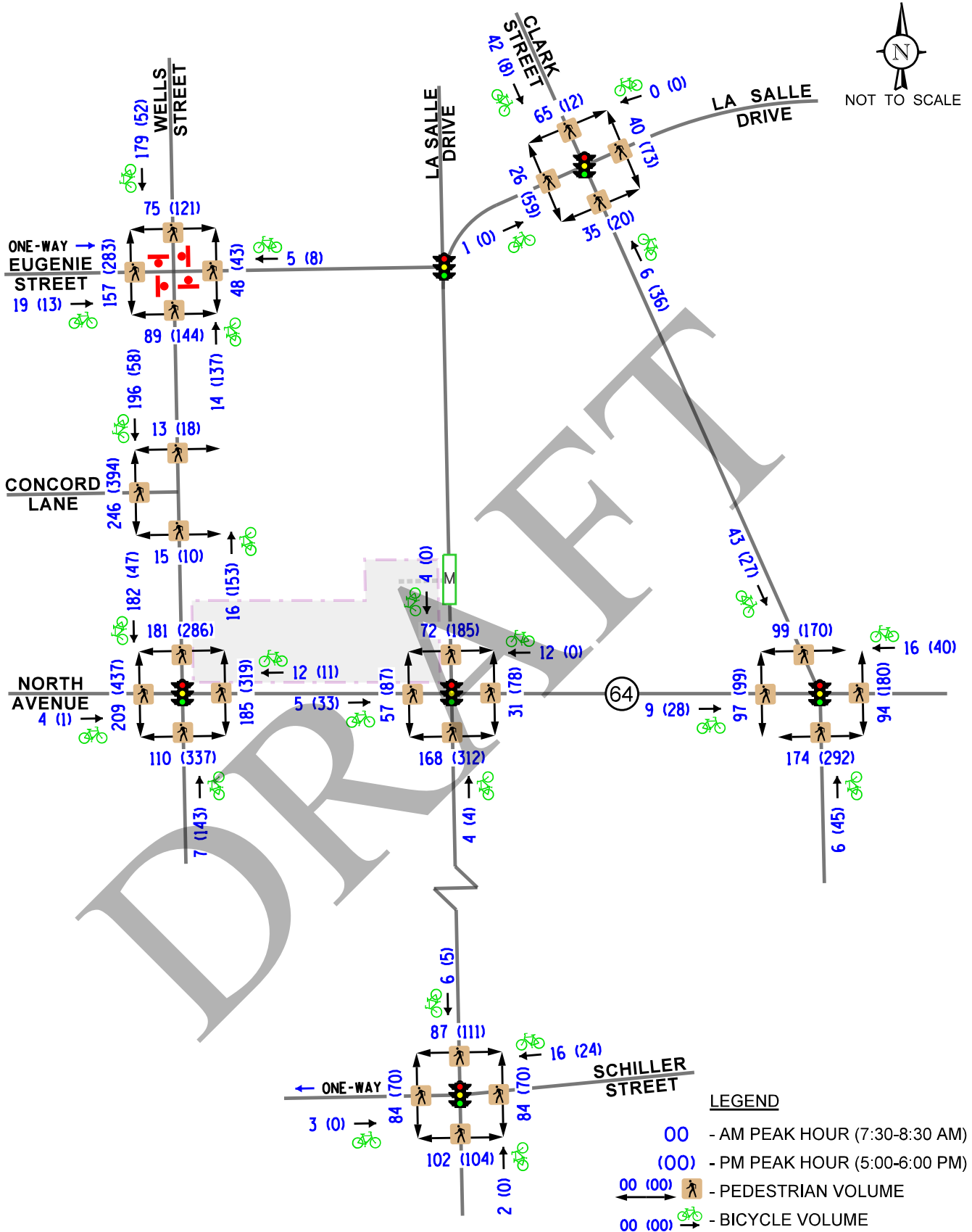
As can be seen from Figure 2 the intersections surrounding the site area carry a high volume of pedestrian and bicycle volumes. Particularly, the intersection of North Avenue with Wells Street which carries approximately 700 pedestrians during the weekday morning peak hour and 1,379 pedestrians during the weekday evening peak hour. Additionally, over 50 percent of southbound through traffic during the weekday morning peak hour and over 50 percent of northbound through traffic during the weekday evening peak hour is on-street bicycle traffic.

Area Census Data

The site is located within one-quarter mile of the Chicago Transit Authority (CTA) rapid transit Brown and Purple Lines via the Sedgwick station, located about three blocks (0.25 miles) west of the site, and the CTA rapid transit Red Line via the Clark/Division station located approximately one-half mile of the site. For the purposes of this evaluation, the data encompassing both transit stations and the census tracts surrounding the site were utilized.

Based on census data available for residences within one-half mile of the CTA Sedgwick and Clark/Division stations and for eight census tracts surrounding the development, the following was determined related to means of transportation to work:

- CTA Sedgwick Station (within one-half mile)
 - Approximately 38 percent of people utilize public transportation.
 - Approximately 1 percent of people bicycle.
 - Approximately 10 percent of people walk.
- CTA Clark/Division Station (within one-half mile)
 - Approximately 30 percent of people utilize public transportation.
 - Approximately 1 percent of people bicycle.
 - Approximately 22 percent of people walk.



1600 N LaSalle Drive
Chicago, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes

- Compiled Census Tract Data (American Community Survey 2021 Five Year Estimates)
 - Approximately 24 percent of people drove alone.
 - Approximately 4 percent of people carpoolled.
 - Approximately 36 percent of people utilize public transportation to get to work.
 - Approximately 8 percent of people walk.
 - Approximately 8 percent of people utilized a taxicab/motorcycle/bicycle.
 - Approximately 20 percent of people work from home.
- Census Tract 715 (American Community Survey 2021 Five Year Estimates)
 - Approximately 26 percent of people drove alone.
 - Approximately 2 percent of people carpoolled.
 - Approximately 42 percent of people utilize public transportation to get to work.
 - Approximately 7 percent of people walk.
 - Approximately 6 percent of people utilized a taxicab/motorcycle/bicycle.
 - Approximately 17 percent of people work from home.

As can be seen from the available census data for the region, over 50 percent of residents within the study area currently utilize public transportation to travel to/from work. Furthermore, when taking into consideration carpooling, bicyclists, and those who work from home, approximately 75 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.

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 two CTA rapid transit stations, seven CTA bus routes, area on-street bicycle facilities, and available bicycle share and car shares services provided. Furthermore, based a review of pedestrian and bicycle count data during the weekday morning and weekday evening peak hours and available census data, the area provides for efficient use of the alternative modes of transportation which results in a limited amount of single occupancy vehicles usage in the immediate area.

Estimated Development Trips – Proposed Residential Units

The number of peak hour trips estimated to be generated by the proposed residential units were based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition. Land-Use Code 222 (Multi-Family Housing High-Rise) was utilized for the proposed residential units.

Table 1

MULTIMODAL VEHICLE TRIP GENERATION – WEEKDAY PEAK HOURS - RESIDENTIAL

Mode	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Mode Share
Personal Automobile / Taxi / Ride Hail Service	31	37	29%
CTA Rapid Transit/Bus	40	47	37%
Bicycle	4	5	4%
Walk	13	15	12%
Work From Home	19	23	18%
Total	107	127	100%

Trip Generation Characteristics of The Moody Church

The Moody Church has a seated capacity of 3,300 people in The Sanctuary which is primarily utilized for Sunday services which have the highest attendance. Outside of Sunday services, the church runs programming activities seven days a week, with the second highest visitor demand occurring on Wednesday evenings. The church also provides community support hosting for larger public meetings including those for The City of Chicago, Aldermanic, Police, and other community gatherings. During the holiday seasons (especially Easter and Christmas) the church hosts multiple daily events at full capacity throughout the week. The church members consist of individuals, couples, and families from all fifty ward of Chicago. Based on surveys conducted by the church, it is estimated that between 600 and 800 households drive to service on Sundays with the remainder utilizing public transportation or ride-sharing services. The main entrance to the church is located on the east side of the building along Clark Street. Therefore, the majority of drop-off/pick-up activities occur on the west side of Clark Street between La Salle Drive and North Avenue where an approximately 275 foot, 15-minute standing zone is 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.

While the area currently provides a robust multi-modal network, the following recommendations will be incorporated as part of the proposed development in order to minimize the single occupancy vehicle trips generated by the proposed development.

- The proposed development was initially planned with 450 parking spaces. This parking supply was evaluated and has been reduced to 300 parking spaces to support the goals of this TDM. Residential parking was reduced from 200 to 100 parking spaces and church parking was reduced from 250 to 200 parking spaces.
- *Convertible Parking Decks* allow for the ability for parking garages or levels within parking garages to be converted into other land-uses. The proposed parking garage has been designed with convertible parking decks.
- *Car-Sharing* is already available from multiple locations within the vicinity of the site. To enhance car-sharing services, four car sharing vehicles will be provided within the proposed parking garage. Information on these services and their locations will be provided to residents.
- *Carpool Matching Services* will be provided to match residents who work near each other and work similar schedules. These services will be implemented by building management who will manage this service and regularly update residents on the availability of the service.
- *Charging for Parking/Unbundling Parking Costs from Unit Leases* is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking. Furthermore, with unbundling parking costs from unit leases, tenants may opt to have no vehicle before moving into their unit.
- *Transit Information* will be made available for area services. An information kiosk in the residential lobby with information on the CTA Brown, Purple, and Red lines as well as local bus routes (Routes 9, 22, 36, 37, 72, 73, and 156) is recommended.
- *Real-Time Transit Monitors* will be provided within the residential lobby to inform potential transit users of approaching trains and buses.
- *Bike Storage and Bike Repair Facilities* provide a secure place to store bicycles out of the elements. In addition, the space and tools to perform minor repairs, when necessary, will further encourage bicycle commuting. These services will be provided to residents and will be maintained by building management.
- *Bike Sharing* via Divvy is already available in the area via numerous stations located within the vicinity of the site with the two closest locations on the east side of Wells Street, 250 feet north of the site, and at the Chicago History Museum located 400 feet east of the site. Promotion of Divvy bikes and scooters will be made available to residents by building management as well as copies of the most recent Chicago Bike Map, published by CDOT. As part of the proposed development, a new Divvy station will be sponsored with the final location to be determined and coordinated with the City of Chicago.

- Furthermore, as part of the proposed development, the intersections of North Avenue with La Salle Drive, Wells Street, North Park Avenue, and Sedgwick Street will be improved to provide enhanced pedestrian facilities and the pedestrian areas along the site frontage will be significantly expanded to better accommodate the existing high volume of pedestrian activity. These improvements will provide an enhancement for the travel routes to/from the development to the CTA Brown Line Sedgwick Station, and will benefit the existing study area and the members of The Moody Church, some of which utilize public transit such as the CTA Brown Line and CTA Buses to access the church. A memorandum summarizing and illustrating the improvements to be implemented, and their benefits is included in the Appendix. A summary of these improvements and their benefits is as follows:
 - As part of the proposed development, two existing curb cuts along North Avenue (one of which serves the Walgreens truck loading area) will be removed, providing a continuous uninterrupted sidewalk along the north side of North Avenue between Wells Street and La Salle Drive. The elimination of these curb cuts will eliminate the pedestrian-vehicle conflicts, and will remove truck loading activity/deliveries for Walgreens from North Avenue
 - Bump outs will be provided, where feasible, at five of the study area intersections. These bump outs will minimize the crossing distance for pedestrians, provide traffic calming, and increase pedestrian waiting areas near these intersections.
 - As part of the proposed development, the building will be recessed from the property line. When combined with the widening of sidewalk as part of bump-outs and curb extensions planned (as illustrated in Exhibit D of the memorandum included in the Appendix), the pedestrian travel ways and existing public spaces will be enlarged within the study area. The increased area will allow for more pedestrian waiting areas and for pedestrians to pass each other on the sidewalk.
 - Bike boxes will be provided on the Wells Street approaches to North Avenue and striped north-south bike lanes will be provided through the intersection. These facilities will further enhance the existing bicycle facilities along Well Street and will provide a bicycle waiting area at the intersection of North Avenue with Wells Street.
- The intersections of Clark Street with North Avenue/North Boulevard and Clark Street with La Salle Drive will be evaluated by CDOT via the Arterial Street Resurfacing Program. This program aims to improve pedestrian facility design, with ADA compliant curb ramps and surface detection treatments and evaluate locations for curb extensions and pedestrian refuge islands
- The Moody Church currently provides a PDF transportation map to its members which includes directions for rideshare drop-off and pick-ups, direction for the CTA Brown and Red Lines, descriptions of all seven CTA bus routes serving the area, Divvy bike station locations, and a weblink to the transitchicago.com website.

- In coordination with other financial assistance programs, the church provides financial assistance to any family on a needs basis which includes reimbursement of public transportation costs, including CTA bus and train.

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:

- *Car Sharing* will be provided via four carsharing vehicles within the proposed parking garage to supplement the four existing carsharing vehicles within the vicinity of the site. The carsharing vehicles will be provided upon occupancy and the operation, maintenance, and updates to carsharing will be coordinated through building management.
- *A Proposed Divvy Station* will be coordinated with the City of Chicago on its optimal location to best serve the study area. As currently identified, this station will be located in the southwest corner of the intersection of North Avenue with Wells Street.
- *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. Welcoming/promotional documents will also be made available to church attendees through their new member welcome/orientation packets.
- *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 100 parking spaces will be reserved for residents for a ratio of 0.25 parking spaces per unit.
- *Building Amenities* will consist of 1) an electronic information board located in the lobby of the building that will provide real-time transit information and 2) information available in the leasing office regarding car sharing, carpooling, bike-sharing, and transit as listed in the TDM Strategies. These will be provided upon occupancy. Maintenance and updates of these amenities will be the responsibility of the building management.
- *Bike Amenities* will include a bike storage area within the basement of the proposed building with 400 spaces for a ratio of one space per unit and will provide storage area for cargo bicycles. Bike maintenance and repair facilities will also be provided within the storage area. Future maintenance of the storage area and other bike facilities is the responsibility of the building management. Furthermore, as part of the proposed development, additional public bicycle racks will be provided within vicinity of the main entrances to The Moody Church and additional bicycle parking spaces will be provided on-site for the use of church attendees.

- *Reserved Parking* will be dedicated within the parking garage for use with car sharing and carpooling programs. Signage for the dedicated spaces will be provided upon occupancy. Enforcement of the parking restrictions is the responsibility of the building management.
- The Moody Church currently implements the advertisement of area public transportation through a transportation map that is published and provided to all members which includes information on CTA rapid transit and bus lines, Divvy bike station locations, and a link to transitchicago.com website. This document is the responsibility of church personnel and will be updated to include the new Divvy bike station when a final location is determined.
- The Moody Church also currently implements a program that provides financial assistance to any family on a needs basis which includes reimbursement of public transportation costs, including CTA bus and train. This service is coordinated by church personnel.

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 lobby, monthly newsletters and emails. This information will be provided to all future residents via building management and to church attendees through church personnel. This information will be provided to all new residents and church members and will be provided 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 will 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 will be conducted.
 - Parking occupancy surveys
 - Reserved parking (carsharing and carpooling) usage surveys
 - Evaluation of the lobby amenities
 - Evaluation of the bike amenities

Estimated Vehicle Trip Reductions

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

- *Car Sharing.* The provision of one car sharing vehicle can replace 12 to 15 private cars.
 - ❖ The area provides four car sharing vehicles and four additional car sharing vehicle will be provided in the parking garage for a total of eight car sharing vehicles available for residents.
- *Unbundled Parking.* Unbundled parking from leases will typically reduce vehicle ownership by 5 to 15 percent and vehicle trips by 10 to 30 percent.
 - ❖ Parking for the development will be unbundled from leases and will be a separate cost.
- *Providing Transit Information and Real Time Transit Monitors.* Proximity to available high quality public transportation may increase transit travel by 20 to 50 percent and reduce auto travel by 5 to 15 percent.
 - ❖ The site is located within one-quarter mile of the Chicago Transit Authority (CTA) rapid transit Brown and Purple Lines via the Sedgwick station, and the CTA rapid transit Red Line via the Clark/Division station located approximately one-half mile of the site.
- *Bike Storage and Bike Repair Facilities/Bike Sharing.* The application of Complete Street policies and provision of bike lanes to reduce traffic speeds can increase non-auto travel by 20 to 100 percent and decrease auto travel by 10 to 30 percent.
 - ❖ Exclusive bike lanes are currently provided on Wells Street and the study area street segments currently implement complete street principles. Additionally, three Divvy stations are located within vicinity of the site with an additional Divvy station to be incorporated as part of the proposed development. Bicycle facilities are also proposed to be enhanced by providing bike boxes on Wells Street at its intersection with North Avenue.
- In general, micro-modes of transportation (walking, bicycling, e-bikes, etc.) may reduce driving 5 to 15 percent.

- ❖ The study area currently provides sidewalk on both sides of the streets, the study area intersections provide the necessary pedestrian facilities and adjacent streets provide bike lanes. As part of the proposed development the pedestrian facilities will be enhanced through wider sidewalks along the site frontage, curb extensions provided where feasible, and additional bicycles facilities.

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

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Appendix

Traffic Count Summary Sheets

Census Data

Summary of Area Improvements

Traffic Count Summary Sheets



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

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

Count Name: La Salle Drive with North Avenue
TMC
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	North Avenue Eastbound						North Avenue Westbound						La Salle Drive Northbound						La Salle Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	58	29	22	18	109	0	3	41	1	4	45	0	26	47	5	30	78	0	2	113	104	12	219	451
7:15 AM	0	72	32	29	18	133	0	5	42	4	10	51	0	24	70	7	40	101	0	2	162	124	15	288	573
7:30 AM	0	78	67	30	19	175	0	8	51	2	5	61	0	34	83	9	45	126	0	3	192	144	19	339	701
7:45 AM	0	72	79	32	11	183	0	8	78	5	6	91	0	29	77	10	47	116	0	8	202	120	15	330	720
Hourly Total	0	280	207	113	66	600	0	24	212	12	25	248	0	113	277	31	162	421	0	15	669	492	61	1176	2445
8:00 AM	0	78	67	41	17	186	0	14	87	8	8	109	0	33	91	7	38	131	0	3	159	111	17	273	699
8:15 AM	0	91	80	27	10	198	0	14	52	2	12	68	0	18	61	11	38	90	0	3	151	118	21	272	628
8:30 AM	0	77	52	30	21	159	0	4	62	3	9	69	0	30	63	7	43	100	0	4	152	120	18	276	604
8:45 AM	0	81	56	33	14	170	0	3	46	2	11	51	1	41	63	13	41	118	0	6	154	142	21	302	641
Hourly Total	0	327	255	131	62	713	0	35	247	15	40	297	1	122	278	38	160	439	0	16	616	491	77	1123	2572
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	85	72	34	6	191	0	6	109	8	13	123	0	80	189	5	48	274	0	3	147	99	22	249	837
4:15 PM	0	81	74	22	10	177	0	8	80	3	12	91	0	82	242	15	54	339	0	6	179	91	31	276	883
4:30 PM	0	88	57	25	13	170	0	10	66	5	19	81	0	46	205	4	44	255	0	4	192	110	25	306	812
4:45 PM	0	71	58	46	2	175	0	6	90	13	8	109	0	43	237	9	55	289	0	5	206	79	23	290	863
Hourly Total	0	325	261	127	31	713	0	30	345	29	52	404	0	251	873	33	201	1157	0	18	724	379	101	1121	3395
5:00 PM	0	93	70	23	18	186	0	13	82	4	12	99	0	56	280	9	76	345	0	6	153	95	30	254	884
5:15 PM	0	91	68	41	36	200	0	8	89	5	19	102	1	55	264	13	73	333	0	7	117	71	62	195	830
5:30 PM	0	82	80	34	12	196	0	9	95	5	31	109	0	81	250	14	85	345	1	4	151	71	53	227	877
5:45 PM	0	81	75	31	21	187	0	11	65	4	16	80	0	76	247	11	78	334	0	7	165	63	40	235	836
Hourly Total	0	347	293	129	87	769	0	41	331	18	78	390	1	268	1041	47	312	1357	1	24	586	300	185	911	3427
Grand Total	0	1279	1016	500	246	2795	0	130	1135	74	195	1339	2	754	2469	149	935	3374	1	73	2595	1662	424	4331	11839
Approach %	0.0	45.8	36.4	17.9	-	-	0.0	9.7	84.8	5.5	-	-	0.1	22.3	73.2	4.4	-	-	0.0	1.7	59.9	38.4	-	-	-
Total %	0.0	10.8	8.6	4.2	-	23.6	0.0	1.1	9.6	0.6	-	11.3	0.0	6.4	20.9	1.3	-	28.5	0.0	0.6	21.9	14.0	-	36.6	-
Lights	0	1267	925	484	-	2676	0	128	1066	67	-	1261	2	740	2429	140	-	3311	1	57	2546	1643	-	4247	11495
% Lights	-	99.1	91.0	96.8	-	95.7	-	98.5	93.9	90.5	-	94.2	100.0	98.1	98.4	94.0	-	98.1	100.0	78.1	98.1	98.9	-	98.1	97.1
Buses	0	4	24	2	-	30	0	1	22	1	-	24	0	2	22	0	-	24	0	15	23	4	-	42	120
% Buses	-	0.3	2.4	0.4	-	1.1	-	0.8	1.9	1.4	-	1.8	0.0	0.3	0.9	0.0	-	0.7	0.0	20.5	0.9	0.2	-	1.0	1.0
Single-Unit Trucks	0	8	16	12	-	36	0	1	20	2	-	23	0	11	13	4	-	28	0	1	17	13	-	31	118
% Single-Unit Trucks	-	0.6	1.6	2.4	-	1.3	-	0.8	1.8	2.7	-	1.7	0.0	1.5	0.5	2.7	-	0.8	0.0	1.4	0.7	0.8	-	0.7	1.0
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	2	-	3	4
% Articulated Trucks	-	0.0	0.1	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1	-	0.1	0.0
Bicycles on Road	0	0	50	2	-	52	0	0	27	4	-	31	0	1	5	5	-	11	0	0	8	0	-	8	102

% Bicycles on Road	-	0.0	4.9	0.4	-	1.9	-	-	0.0	2.4	5.4	-	2.3	0.0	0.1	0.2	3.4	-	0.3	0.0	0.3	0.0	-	0.2	0.9
Pedestrians	-	-	-	-	246	-	-	195	-	-	-	-	835	-	-	-	-	-	-	-	-	-	424	-	-
% Pedestrians	-	-	-	-	100.0	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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Count Name: La Salle Drive with North Avenue
TMC
Site Code:
Start Date: 09/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Avenue Eastbound						North Avenue Westbound						La Salle Drive Northbound						La Salle Drive 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	
7:30 AM	0	78	67	30	19	175	0	8	51	2	5	61	0	34	83	9	45	126	0	3	192	144	19	339	701
7:45 AM	0	72	79	32	11	183	0	8	78	5	6	91	0	29	77	10	47	116	0	8	202	120	15	330	720
8:00 AM	0	78	67	41	17	186	0	14	87	8	8	109	0	33	91	7	38	131	0	3	159	111	17	273	699
8:15 AM	0	91	80	27	10	198	0	14	52	2	12	68	0	18	61	11	38	90	0	3	151	118	21	272	628
Total	0	319	293	130	57	742	0	44	268	17	31	329	0	114	312	37	168	463	0	17	704	493	72	1214	2748
Approach %	0.0	43.0	39.5	17.5	-	-	0.0	13.4	81.5	5.2	-	-	0.0	24.6	67.4	8.0	-	-	0.0	1.4	58.0	40.6	-	-	-
Total %	0.0	11.6	10.7	4.7	-	27.0	0.0	1.6	9.8	0.6	-	12.0	0.0	4.1	11.4	1.3	-	16.8	0.0	0.6	25.6	17.9	-	44.2	-
PHF	0.000	0.876	0.916	0.793	-	0.937	0.000	0.786	0.770	0.531	-	0.755	0.000	0.838	0.857	0.841	-	0.884	0.000	0.531	0.871	0.856	-	0.895	0.954
Lights	0	317	277	126	-	720	0	44	250	12	-	306	0	110	305	32	-	447	0	14	689	490	-	1193	2666
% Lights	-	99.4	94.5	96.9	-	97.0	-	100.0	93.3	70.6	-	93.0	-	96.5	97.8	86.5	-	96.5	-	82.4	97.9	99.4	-	98.3	97.0
Buses	0	1	6	2	-	9	0	0	3	0	-	3	0	0	4	0	-	4	0	3	8	1	-	12	28
% Buses	-	0.3	2.0	1.5	-	1.2	-	0.0	1.1	0.0	-	0.9	-	0.0	1.3	0.0	-	0.9	-	17.6	1.1	0.2	-	1.0	1.0
Single-Unit Trucks	0	1	5	2	-	8	0	0	6	2	-	8	0	3	3	2	-	8	0	0	3	2	-	5	29
% Single-Unit Trucks	-	0.3	1.7	1.5	-	1.1	-	0.0	2.2	11.8	-	2.4	-	2.6	1.0	5.4	-	1.7	-	0.0	0.4	0.4	-	0.4	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
Bicycles on Road	0	0	5	0	-	5	0	0	9	3	-	12	0	1	0	3	-	4	0	0	4	0	-	4	25
% Bicycles on Road	-	0.0	1.7	0.0	-	0.7	-	0.0	3.4	17.6	-	3.6	-	0.9	0.0	8.1	-	0.9	-	0.0	0.6	0.0	-	0.3	0.9
Pedestrians	-	-	-	-	57	-	-	-	-	-	31	-	-	-	-	-	168	-	-	-	-	-	72	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: La Salle Drive with North Avenue
TMC
Site Code:
Start Date: 09/14/2023
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Avenue Eastbound						North Avenue Westbound						La Salle Drive Northbound						La Salle Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	93	70	23	18	186	0	13	82	4	12	99	0	56	280	9	76	345	0	6	153	95	30	254	884
5:15 PM	0	91	68	41	36	200	0	8	89	5	13	102	1	55	264	13	73	333	0	7	117	71	62	195	830
5:30 PM	0	82	80	34	12	196	0	9	95	5	31	109	0	81	250	14	85	345	1	4	151	71	53	227	877
5:45 PM	0	81	75	31	21	187	0	11	65	4	16	80	0	76	247	11	78	334	0	7	165	63	40	235	836
Total	0	347	293	129	87	769	0	41	331	18	78	390	1	268	1041	47	312	1357	1	24	586	300	185	911	3427
Approach %	0.0	45.1	38.1	16.8	-	-	0.0	10.5	84.9	4.6	-	-	0.1	19.7	76.7	3.5	-	-	0.1	2.6	64.3	32.9	-	-	-
Total %	0.0	10.1	8.5	3.8	-	22.4	0.0	1.2	9.7	0.5	-	11.4	0.0	7.8	30.4	1.4	-	39.6	0.0	0.7	17.1	8.8	-	26.6	-
PHF	0.000	0.933	0.916	0.787	-	0.961	0.000	0.788	0.871	0.900	-	0.894	0.250	0.827	0.929	0.839	-	0.983	0.250	0.857	0.888	0.789	-	0.897	0.989
Lights	0	343	252	128	-	723	0	41	320	18	-	379	1	265	1028	45	-	1339	1	21	574	298	-	894	3335
% Lights	-	98.8	86.0	99.2	-	94.0	-	100.0	96.7	100.0	-	97.2	100.0	98.9	98.8	95.7	-	98.7	100.0	87.5	98.0	99.3	-	98.1	97.3
Buses	0	2	6	0	-	8	0	0	6	0	-	6	0	1	10	0	-	11	0	3	5	0	-	8	33
% Buses	-	0.6	2.0	0.0	-	1.0	-	0.0	1.8	0.0	-	1.5	0.0	0.4	1.0	0.0	-	0.8	0	12.5	0.9	0.0	-	0.9	1.0
Single-Unit Trucks	0	2	2	1	-	5	0	0	5	0	-	5	0	2	1	0	-	3	0	0	6	1	-	7	20
% Single-Unit Trucks	-	0.6	0.7	0.8	-	0.7	-	0.0	1.5	0.0	-	1.3	0.0	0.7	0.1	0.0	-	0.2	0.0	0.0	1.0	0.3	-	0.8	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	2
% 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	0.2	0.3	-	0.2	0.1
Bicycles on Road	0	0	33	0	-	33	0	0	0	0	-	0	0	0	2	2	-	4	0	0	0	0	-	0	37
% Bicycles on Road	-	0.0	11.3	0.0	-	4.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	4.3	-	0.3	0.0	0.0	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	-	87	-	-	-	-	-	78	-	-	-	-	-	-	312	-	-	-	-	185	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Wells Street with North Avenue
TMC
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	North Avenue Eastbound					App. Total	North Avenue Westbound					Wells Street Northbound					Wells Street Southbound					Int. Total			
	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		App. Total		
7:00 AM	0	14	88	11	41	113	0	3	157	4	27	164	0	15	4	7	45	26	0	9	35	18	36	62	365
7:15 AM	0	8	99	9	34	116	0	11	167	8	31	186	0	6	15	12	43	33	0	11	41	30	39	82	417
7:30 AM	0	11	137	23	58	171	0	16	180	16	40	212	0	13	13	18	32	44	0	6	73	15	43	94	521
7:45 AM	0	18	141	39	55	198	3	10	211	12	52	236	0	16	17	14	22	47	0	8	92	24	47	124	605
Hourly Total	0	51	465	82	188	598	3	40	715	40	150	798	0	50	49	51	142	150	0	34	241	87	165	362	1908
8:00 AM	2	19	151	39	46	211	1	12	232	12	41	257	0	22	18	19	27	59	0	5	99	25	41	129	656
8:15 AM	0	20	155	16	50	191	0	6	171	6	52	183	0	22	19	22	29	63	0	11	83	33	50	127	564
8:30 AM	0	11	137	28	57	176	1	3	181	11	60	196	0	14	19	12	48	45	0	11	95	21	59	127	544
8:45 AM	2	7	134	19	46	162	2	9	216	9	37	236	0	7	19	14	49	40	0	18	88	35	54	141	579
Hourly Total	4	57	577	102	199	740	4	30	800	38	190	872	0	65	75	67	153	207	0	45	365	114	204	524	2343
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	17	146	14	93	179	0	10	250	30	75	290	0	45	31	18	90	94	0	14	28	9	73	51	614
4:15 PM	0	11	144	24	65	179	1	3	236	16	74	256	1	26	56	20	61	103	0	13	25	13	64	51	589
4:30 PM	1	15	152	21	65	189	0	8	171	27	65	206	0	19	41	25	51	85	0	13	24	17	53	54	534
4:45 PM	2	14	141	14	69	171	0	4	188	22	91	214	0	27	46	27	47	100	0	7	36	22	61	65	550
Hourly Total	5	57	583	73	292	718	1	25	845	95	305	966	1	117	174	90	249	382	0	47	113	61	251	221	2287
5:00 PM	0	7	150	11	106	168	1	8	198	23	72	230	0	16	65	26	67	107	0	4	29	10	73	43	548
5:15 PM	1	14	161	17	95	193	2	10	186	24	55	222	0	16	66	24	81	106	0	10	32	17	73	59	580
5:30 PM	0	21	158	22	110	201	2	12	220	20	97	254	0	30	60	25	100	115	0	8	27	22	64	57	627
5:45 PM	2	12	133	21	126	168	0	15	223	13	95	251	0	25	54	24	89	103	0	7	34	22	76	63	585
Hourly Total	3	54	602	71	437	730	5	45	827	80	319	957	0	87	245	99	337	431	0	29	122	71	286	222	2340
Grand Total	12	219	2227	328	1116	2786	13	140	3187	253	964	3593	1	319	543	307	981	1170	0	155	841	333	906	1329	8878
Approach %	0.4	7.9	79.9	11.8	-	-	0.4	3.9	88.7	7.0	-	-	0.1	27.3	46.4	26.2	-	-	0.0	11.7	63.3	25.1	-	-	-
Total %	0.1	2.5	25.1	3.7	-	31.4	0.1	1.6	35.9	2.8	-	40.5	0.0	3.6	6.1	3.5	-	13.2	0.0	1.7	9.5	3.8	-	15.0	-
Lights	12	215	2171	304	-	2702	13	132	3089	243	-	3477	1	301	307	283	-	892	0	151	425	323	-	899	7970
% Lights	100.0	98.2	97.5	92.7	-	97.0	100.0	94.3	96.9	96.0	-	96.8	100.0	94.4	56.5	92.2	-	76.2	-	97.4	50.5	97.0	-	67.6	89.8
Buses	0	1	28	0	-	29	0	0	29	2	-	31	0	0	1	0	-	1	0	0	0	1	-	1	62
% Buses	0.0	0.5	1.3	0.0	-	1.0	0.0	0.0	0.9	0.8	-	0.9	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.3	-	0.1	0.7
Single-Unit Trucks	0	1	23	18	-	42	0	4	42	4	-	50	0	10	9	7	-	26	0	1	4	4	-	9	127
% Single-Unit Trucks	0.0	0.5	1.0	5.5	-	1.5	0.0	2.9	1.3	1.6	-	1.4	0.0	3.1	1.7	2.3	-	2.2	-	0.6	0.5	1.2	-	0.7	1.4
Articulated Trucks	0	1	0	0	-	1	0	0	1	1	-	2	0	6	0	1	-	7	0	0	2	1	-	3	13
% Articulated Trucks	0.0	0.5	0.0	0.0	-	0.0	0.0	0.0	0.0	0.4	-	0.1	0.0	1.9	0.0	0.3	-	0.6	-	0.0	0.2	0.3	-	0.2	0.1
Bicycles on Road	0	1	5	6	-	12	0	4	26	3	-	33	0	2	226	16	-	244	0	3	410	4	-	417	706

% Bicycles on Road	0.0	0.5	0.2	1.8	-	0.4	0.0	2.9	0.8	1.2	-	0.9	0.0	0.6	41.6	5.2	-	20.9	-	1.9	48.8	1.2	-	31.4	8.0
Pedestrians	-	-	-	-	1116	-	-	-	-	-	964	-	-	-	-	-	881	-	-	-	-	-	906	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	

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Count Name: Wells Street with North Avenue
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Start Date: 09/14/2023
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Wells Street Northbound						Wells Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	11	137	23	58	171	0	16	180	16	40	212	0	13	13	18	32	44	0	6	73	15	43	94	521
7:45 AM	0	18	141	39	55	198	3	10	211	12	52	236	0	16	17	14	22	47	0	8	92	24	47	124	605
8:00 AM	2	19	151	39	46	211	1	12	232	12	41	257	0	22	18	19	27	59	0	5	99	25	41	129	656
8:15 AM	0	20	155	16	50	191	0	6	171	6	52	183	0	22	19	22	29	63	0	11	83	33	50	127	564
Total	2	68	584	117	209	771	4	44	794	46	185	888	0	73	67	73	110	213	0	30	347	97	181	474	2346
Approach %	0.3	8.8	75.7	15.2	-	-	0.5	5.0	89.4	5.2	-	-	0.0	34.3	31.5	34.3	-	-	0.0	6.3	73.2	20.5	-	-	-
Total %	0.1	2.9	24.9	5.0	-	32.9	0.2	1.9	33.8	2.0	-	37.9	0.0	3.1	2.9	3.1	-	9.1	0.0	1.3	14.8	4.1	-	20.2	-
PHF	0.250	0.850	0.942	0.750	-	0.914	0.333	0.688	0.856	0.719	-	0.864	0.000	0.830	0.882	0.830	-	0.845	0.000	0.682	0.876	0.735	-	0.919	0.894
Lights	2	64	572	105	-	743	4	38	777	42	-	861	0	69	59	68	-	196	0	30	165	93	-	288	2088
% Lights	100.0	94.1	97.9	89.7	-	96.4	100.0	86.4	97.9	91.3	-	97.0	-	94.5	88.1	93.2	-	92.0	-	100.0	47.6	95.9	-	60.8	89.0
Buses	0	1	8	0	-	9	0	0	4	1	-	5	0	0	0	0	-	0	0	0	0	1	-	1	15
% Buses	0.0	1.5	1.4	0.0	-	1.2	0.0	0.0	0.5	2.2	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.0	-	0.2	0.6
Single-Unit Trucks	0	1	3	10	-	14	0	2	6	1	-	9	0	3	3	4	-	10	0	0	2	1	-	3	36
% Single-Unit Trucks	0.0	1.5	0.5	8.5	-	1.8	0.0	4.5	0.8	2.2	-	1.0	-	4.1	4.5	5.5	-	4.7	-	0.0	0.6	1.0	-	0.6	1.5
Articulated Trucks	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	1.5	0.0	0.0	-	0.1	0.0	0.0	0.0	2.2	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	1	2	-	4	0	4	7	1	-	12	0	1	5	1	-	7	0	0	180	2	-	182	205
% Bicycles on Road	0.0	1.5	0.2	1.7	-	0.5	0.0	9.1	0.9	2.2	-	1.4	-	1.4	7.5	1.4	-	3.3	-	0.0	51.9	2.1	-	38.4	8.7
Pedestrians	-	-	-	-	209	-	-	-	-	-	185	-	-	-	-	-	110	-	-	-	-	-	181	-	-
% 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
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Count Name: Wells Street with North Avenue
TMC
Site Code:
Start Date: 09/14/2023
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Wells Street Northbound						Wells 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	
5:00 PM	0	7	150	11	106	168	1	8	198	23	72	230	0	16	65	26	67	107	0	4	29	10	73	43	548
5:15 PM	1	14	161	17	95	193	2	10	186	24	55	222	0	16	66	24	81	106	0	10	32	17	73	59	580
5:30 PM	0	21	158	22	110	201	2	12	220	20	97	254	0	30	60	25	100	115	0	8	27	22	64	57	627
5:45 PM	2	12	133	21	126	168	0	15	223	13	95	251	0	25	54	24	89	103	0	7	34	22	76	63	585
Total	3	54	602	71	437	730	5	45	827	80	319	957	0	87	245	99	337	431	0	29	122	71	286	222	2340
Approach %	0.4	7.4	82.5	9.7	-	-	0.5	4.7	86.4	8.4	-	-	0.0	20.2	56.8	23.0	-	-	0.0	13.1	55.0	32.0	-	-	-
Total %	0.1	2.3	25.7	3.0	-	31.2	0.2	1.9	35.3	3.4	-	40.9	0.0	3.7	10.5	4.2	-	18.4	0.0	1.2	5.2	3.0	-	9.5	-
PHF	0.375	0.643	0.935	0.807	-	0.908	0.625	0.750	0.927	0.833	-	0.942	0.000	0.725	0.928	0.952	-	0.937	0.000	0.725	0.897	0.807	-	0.881	0.933
Lights	3	54	592	71	-	720	5	45	806	76	-	932	0	78	114	87	-	279	0	28	73	69	-	170	2101
% Lights	100.0	100.0	98.3	100.0	-	98.6	100.0	100.0	97.5	95.0	-	97.4	-	89.7	46.5	87.9	-	64.7	-	96.6	59.8	97.2	-	76.6	89.8
Buses	0	0	7	0	-	7	0	0	7	1	-	8	0	0	0	0	-	0	0	0	0	0	-	0	15
% Buses	0.0	0.0	1.2	0.0	-	1.0	0.0	0.0	0.8	1.3	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	2	0	-	2	0	0	5	1	-	6	0	3	0	0	-	3	0	0	1	2	-	3	14
% Single-Unit Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.6	1.3	-	0.6	-	3.4	0.0	0.0	-	0.7	-	0.0	0.8	2.8	-	1.4	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	6	0	0	-	6	0	0	2	0	-	2	8
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	6.9	0.0	0.0	-	1.4	-	0.0	1.6	0.0	-	0.9	0.3
Bicycles on Road	0	0	1	0	-	1	0	0	9	2	-	11	0	0	131	12	-	143	0	1	46	0	-	47	202
% Bicycles on Road	0.0	0.0	0.2	0.0	-	0.1	0.0	0.0	1.1	2.5	-	1.1	-	0.0	53.5	12.1	-	33.2	-	3.4	37.7	0.0	-	21.2	8.6
Pedestrians	-	-	-	-	437	-	-	-	-	-	319	-	-	-	-	-	-	337	-	-	-	-	286	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: La Salle Drive with Clark Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	La Salle Drive Eastbound						La Salle Drive Westbound						Clark Street Northbound						Clark Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	14	86	1	4	101	0	32	172	36	9	240	1	0	22	19	4	42	0	52	45	39	21	136	519
7:15 AM	0	26	113	1	5	140	0	42	204	38	8	284	0	1	26	21	3	48	0	76	62	48	14	186	658
7:30 AM	0	34	124	0	7	158	0	46	208	52	13	306	0	0	39	34	11	73	0	67	71	56	17	194	731
7:45 AM	0	25	129	1	3	155	1	50	201	37	11	289	0	1	47	46	3	94	0	93	117	62	12	272	810
Hourly Total	0	99	452	3	19	554	1	170	785	163	41	1119	1	2	134	120	21	257	0	288	295	205	64	788	2718
8:00 AM	0	33	150	0	8	183	0	38	206	41	7	285	0	1	59	35	11	95	0	83	100	61	14	244	807
8:15 AM	0	23	154	0	8	177	0	41	194	45	9	280	0	0	42	32	10	74	0	87	95	60	22	242	773
8:30 AM	0	28	132	3	9	163	1	31	185	43	11	260	0	0	31	27	9	58	1	99	84	58	10	242	723
8:45 AM	0	27	130	3	6	160	0	42	210	16	7	268	0	0	26	29	6	55	0	83	86	47	19	216	699
Hourly Total	0	111	566	6	31	683	1	152	795	145	34	1093	0	1	158	123	36	282	1	352	365	226	65	944	3002
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	64	225	0	7	289	1	34	199	65	13	299	0	1	62	53	4	116	0	59	81	49	10	189	893
4:15 PM	0	85	264	2	4	351	1	28	219	77	27	325	0	2	91	48	4	141	0	48	68	54	12	170	987
4:30 PM	0	76	227	3	14	306	0	38	199	68	23	305	0	1	91	44	7	136	0	50	78	49	11	177	924
4:45 PM	0	67	221	2	13	290	2	44	161	68	19	275	0	0	91	40	9	131	0	59	83	48	10	190	886
Hourly Total	0	292	937	7	38	1236	4	144	778	278	82	1204	0	4	335	185	24	524	0	216	310	200	43	726	3690
5:00 PM	0	85	278	0	16	363	0	60	128	43	13	231	0	5	108	57	0	170	0	56	74	68	5	198	962
5:15 PM	0	98	257	0	8	355	0	65	123	53	14	241	0	5	97	56	4	158	0	59	71	77	2	207	961
5:30 PM	0	78	271	0	18	349	0	60	132	40	27	232	0	0	83	43	8	126	0	70	64	72	1	206	913
5:45 PM	0	84	235	1	17	320	0	53	149	48	19	250	0	3	113	45	8	161	0	50	35	57	4	142	873
Hourly Total	0	345	1041	1	59	1387	0	238	532	184	73	954	0	13	401	201	20	615	0	235	244	274	12	753	3709
Grand Total	0	847	2996	17	147	3860	6	704	2890	770	230	4370	1	20	1028	629	101	1678	1	1091	1214	905	184	3211	13119
Approach %	0.0	21.9	77.6	0.4	-	-	0.1	16.1	66.1	17.6	-	-	0.1	1.2	61.3	37.5	-	-	0.0	34.0	37.8	28.2	-	-	-
Total %	0.0	6.5	22.8	0.1	-	29.4	0.0	5.4	22.0	5.9	-	33.3	0.0	0.2	7.8	4.8	-	12.8	0.0	8.3	9.3	6.9	-	24.5	-
Lights	0	831	2959	15	-	3805	6	696	2854	768	-	4324	1	20	911	618	-	1550	1	1088	1068	876	-	3033	12712
% Lights	-	98.1	98.8	88.2	-	98.6	100.0	98.9	98.8	99.7	-	98.9	100.0	100.0	88.6	98.3	-	92.4	100.0	99.7	88.0	96.8	-	94.5	96.9
Buses	0	3	23	0	-	26	0	5	29	2	-	36	0	0	49	8	-	57	0	0	35	12	-	47	166
% Buses	-	0.4	0.8	0.0	-	0.7	0.0	0.7	1.0	0.3	-	0.8	0.0	0.0	4.8	1.3	-	3.4	0.0	0.0	2.9	1.3	-	1.5	1.3
Single-Unit Trucks	0	12	12	0	-	24	0	2	6	0	-	8	0	0	5	2	-	7	0	3	12	9	-	24	63
% Single-Unit Trucks	-	1.4	0.4	0.0	-	0.6	0.0	0.3	0.2	0.0	-	0.2	0.0	0.0	0.5	0.3	-	0.4	0.0	0.3	1.0	1.0	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	0	-	3	0	0	0	6	-	6	10
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.7	-	0.2	0.1
Bicycles on Road	0	1	2	2	-	5	0	0	1	0	-	1	0	0	60	1	-	61	0	0	99	2	-	101	168

% Bicycles on Road	-	0.1	0.1	11.8	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	-	3.1	1.3
Pedestrians	-	-	-	-	147	-	-	-	-	-	-	-	-	-	-	-	-	184	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

DRAFT



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

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

Count Name: La Salle Drive with Clark Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	La Salle Drive Eastbound						La Salle Drive Westbound						Clark Street Northbound						Clark Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	34	124	0	7	158	0	46	208	52	13	306	0	0	39	34	11	73	0	67	71	56	17	194	731
7:45 AM	0	25	129	1	3	155	1	50	201	37	11	289	0	1	47	46	3	94	0	93	117	62	12	272	810
8:00 AM	0	33	150	0	8	183	0	38	206	41	7	285	0	1	59	35	11	95	0	83	100	61	14	244	807
8:15 AM	0	23	154	0	8	177	0	41	194	45	9	280	0	0	42	32	10	74	0	87	95	60	22	242	773
Total	0	115	557	1	26	673	1	175	809	175	40	1160	0	2	187	147	35	336	0	330	383	239	65	952	3121
Approach %	0.0	17.1	82.8	0.1	-	-	0.1	15.1	69.7	15.1	-	-	0.0	0.6	55.7	43.8	-	-	0.0	34.7	40.2	25.1	-	-	-
Total %	0.0	3.7	17.8	0.0	-	21.6	0.0	5.6	25.9	5.6	-	37.2	0.0	0.1	6.0	4.7	-	10.8	0.0	10.6	12.3	7.7	-	30.5	-
PHF	0.000	0.846	0.904	0.250	-	0.919	0.250	0.875	0.972	0.841	-	0.948	0.000	0.500	0.792	0.799	-	0.884	0.000	0.887	0.818	0.964	-	0.875	0.963
Lights	0	111	549	1	-	661	1	175	799	175	-	1150	0	2	166	144	-	312	0	328	329	232	-	889	3012
% Lights	-	96.5	98.6	100.0	-	98.2	100.0	100.0	98.8	100.0	-	99.1	-	100.0	88.8	98.0	-	92.9	-	99.4	85.9	97.1	-	93.4	96.5
Buses	0	0	5	0	-	5	0	0	9	0	-	9	0	0	12	2	-	14	0	0	11	4	-	15	43
% Buses	-	0.0	0.9	0.0	-	0.7	0.0	0.0	1.1	0.0	-	0.8	-	0.0	6.4	1.4	-	4.2	-	0.0	2.9	1.7	-	1.6	1.4
Single-Unit Trucks	0	4	2	0	-	6	0	0	1	0	-	1	0	0	1	1	-	2	0	2	2	2	-	6	15
% Single-Unit Trucks	-	3.5	0.4	0.0	-	0.9	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.5	0.7	-	0.6	-	0.6	0.5	0.8	-	0.6	0.5
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	1.1	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	6	0	-	6	0	0	41	1	-	42	49
% Bicycles on Road	-	0.0	0.2	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	3.2	0.0	-	1.8	-	0.0	10.7	0.4	-	4.4	1.6
Pedestrians	-	-	-	-	26	-	-	-	-	-	40	-	-	-	-	-	-	35	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: La Salle Drive with Clark Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	La Salle Drive Eastbound						La Salle Drive Westbound						Clark Street Northbound						Clark Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	85	278	0	16	363	0	60	128	43	13	231	0	5	108	57	0	170	0	56	74	68	5	198	962
5:15 PM	0	98	257	0	8	355	0	65	123	53	14	241	0	5	97	56	4	158	0	59	71	77	2	207	961
5:30 PM	0	78	271	0	18	349	0	60	132	40	27	232	0	0	83	43	8	126	0	70	64	72	1	206	913
5:45 PM	0	84	235	1	17	320	0	53	149	48	19	250	0	3	113	45	8	161	0	50	35	57	4	142	873
Total	0	345	1041	1	59	1387	0	238	532	184	73	954	0	13	401	201	20	615	0	235	244	274	12	753	3709
Approach %	0.0	24.9	75.1	0.1	-	-	0.0	24.9	55.8	19.3	-	-	0.0	2.1	65.2	32.7	-	-	0.0	31.2	32.4	36.4	-	-	-
Total %	0.0	9.3	28.1	0.0	-	37.4	0.0	6.4	14.3	5.0	-	25.7	0.0	0.4	10.8	5.4	-	16.6	0.0	6.3	6.6	7.4	-	20.3	-
PHF	0.000	0.880	0.936	0.250	-	0.955	0.000	0.915	0.893	0.868	-	0.954	0.000	0.650	0.887	0.882	-	0.904	0.000	0.839	0.824	0.890	-	0.909	0.964
Lights	0	344	1029	1	-	1374	0	236	523	184	-	943	0	13	350	195	-	558	0	235	229	266	-	730	3605
% Lights	-	99.7	98.8	100.0	-	99.1	-	99.2	98.3	100.0	-	98.8	-	100.0	87.3	97.0	-	90.7	-	100.0	93.9	97.1	-	96.9	97.2
Buses	0	0	10	0	-	10	0	1	8	0	-	9	0	0	15	4	-	19	0	0	7	4	-	11	49
% Buses	-	0.0	1.0	0.0	-	0.7	-	0.4	1.5	0.0	-	0.9	-	0.0	3.7	2.0	-	3.1	-	0.0	2.9	1.5	-	1.5	1.3
Single-Unit Trucks	0	1	2	0	-	3	0	0	1	0	-	1	0	0	0	1	-	1	0	0	1	1	-	2	7
% Single-Unit Trucks	-	0.3	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.5	-	0.2	-	0.0	0.4	0.4	-	0.3	0.2
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	2	-	2	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.4	0.0	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.7	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	35	1	-	36	0	0	7	1	-	8	44
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	8.7	0.5	-	5.9	-	0.0	2.9	0.4	-	1.1	1.2
Pedestrians	-	-	-	-	59	-	-	-	-	-	73	-	-	-	-	-	-	20	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Clark Street with North Blvd. - Full
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	North Avenue Eastbound					North Boulevard Westbound					Clark Street Northbound					Clark 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
6:00 AM	0	3	17	8	3	28	0	0	7	2	5	9	0	12	13	0	6	25	0	9	22	2	8	33	95
6:15 AM	0	3	16	10	2	29	0	0	8	6	6	14	0	11	18	2	8	31	0	12	31	2	4	45	119
6:30 AM	0	2	25	11	4	38	0	1	15	5	9	21	0	14	16	1	14	31	0	6	26	1	5	33	123
6:45 AM	0	6	6	14	8	26	1	1	17	11	10	30	0	15	18	2	12	35	0	11	30	8	12	49	140
Hourly Total	0	14	64	43	17	121	1	2	47	24	30	74	0	52	65	5	40	122	0	38	109	13	29	160	477
7:00 AM	0	3	23	7	5	33	0	3	23	12	15	38	0	17	30	1	29	48	0	18	56	2	14	76	195
7:15 AM	0	4	21	23	12	48	0	7	32	17	16	56	0	11	22	4	27	37	0	26	57	6	16	89	230
7:30 AM	0	8	47	17	11	72	0	6	24	20	28	50	0	29	45	7	48	81	0	43	61	5	23	109	312
7:45 AM	0	11	62	22	34	95	0	4	44	42	28	90	0	30	43	17	63	90	0	49	102	10	30	161	436
Hourly Total	0	26	153	69	62	248	0	20	123	91	87	234	0	87	140	29	167	256	0	136	276	23	83	435	1173
8:00 AM	0	13	33	22	35	68	0	14	51	35	24	100	0	30	53	9	35	92	0	44	70	15	24	129	389
8:15 AM	0	17	48	28	17	93	0	6	32	23	14	61	0	13	40	4	28	57	0	27	99	8	22	134	345
8:30 AM	0	13	33	16	14	62	0	3	27	12	22	42	0	23	36	1	29	60	0	15	100	8	15	123	287
8:45 AM	0	12	35	25	17	72	0	3	36	9	23	48	0	23	36	0	33	59	0	19	86	5	18	110	289
Hourly Total	0	55	149	91	83	295	0	26	146	79	83	251	0	89	165	14	125	268	0	105	355	36	79	496	1310
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	23	41	34	18	98	0	4	42	37	22	83	0	33	50	5	37	88	0	35	78	13	27	126	395
3:15 PM	0	9	29	21	29	59	0	4	37	28	83	69	0	37	69	15	70	121	0	26	66	25	57	117	366
3:30 PM	0	23	29	16	23	68	0	4	61	44	69	109	0	38	81	6	28	125	0	23	74	15	19	112	414
3:45 PM	0	24	30	15	20	69	0	0	34	16	29	50	0	46	67	10	47	123	0	20	76	18	16	114	356
Hourly Total	0	79	129	86	90	294	0	12	174	125	203	311	0	154	267	36	182	457	0	104	294	71	119	469	1531
4:00 PM	0	20	39	25	17	84	0	3	55	38	29	96	0	39	65	4	50	108	0	29	66	8	14	103	391
4:15 PM	0	24	50	22	20	96	0	5	40	37	57	82	0	34	90	6	54	130	0	22	57	17	17	96	404
4:30 PM	0	13	41	21	32	75	0	1	32	49	27	82	0	32	94	11	39	137	0	25	87	8	30	120	414
4:45 PM	0	11	32	21	26	64	0	2	51	34	29	87	0	38	79	8	40	125	0	32	74	10	20	116	392
Hourly Total	0	68	162	89	95	319	0	11	178	158	142	347	0	143	328	29	183	500	0	108	284	43	81	435	1601
5:00 PM	0	24	44	28	26	96	0	2	36	48	46	86	0	34	104	11	63	149	0	20	99	22	30	141	472
5:15 PM	0	32	39	19	25	90	0	0	49	60	39	109	0	31	73	2	72	106	0	41	110	15	40	166	471
5:30 PM	0	21	43	27	26	91	0	1	55	53	40	109	0	39	75	9	76	123	0	41	102	14	51	157	480
5:45 PM	0	19	57	17	22	93	0	1	48	53	55	102	0	36	104	8	81	148	0	28	83	18	49	129	472
Hourly Total	0	96	183	91	99	370	0	4	188	214	180	406	0	140	356	30	292	526	0	130	394	69	170	593	1895
Grand Total	0	338	840	469	446	1647	1	75	856	691	725	1623	0	665	1321	143	989	2129	0	621	1712	255	561	2588	7987
Approach %	0.0	20.5	51.0	28.5	-	-	0.1	4.6	52.7	42.6	-	-	0.0	31.2	62.0	6.7	-	-	0.0	24.0	66.2	9.9	-	-	-
Total %	0.0	4.2	10.5	5.9	-	20.6	0.0	0.9	10.7	8.7	-	20.3	0.0	8.3	16.5	1.8	-	26.7	0.0	7.8	21.4	3.2	-	32.4	-
Lights	0	314	726	460	-	1500	1	68	743	640	-	1452	0	646	1162	125	-	1933	0	596	1504	247	-	2347	7232

% Lights	-	92.9	86.4	98.1	-	91.1	100.0	90.7	86.8	92.6	-	89.5	-	97.1	88.0	87.4	-	90.8	-	96.0	87.9	96.9	-	90.7	90.5
Buses	0	23	35	1	-	59	0	0	36	2	-	38	-	0	1	59	0	60	0	3	55	0	-	58	215
% Buses	-	6.8	4.2	0.2	-	3.6	0.0	0.0	4.2	0.3	-	2.3	-	-	0.2	4.5	0.0	2.8	-	0.5	3.2	0.0	-	2.2	2.7
Single-Unit Trucks	0	1	14	5	-	20	0	1	7	9	-	17	-	0	9	9	4	22	0	6	16	7	-	29	88
% Single-Unit Trucks	-	0.3	1.7	1.1	-	1.2	0.0	1.3	0.8	1.3	-	1.0	-	-	1.4	0.7	2.8	1.0	-	1.0	0.9	2.7	-	1.1	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	1	1	-	2	-	0	0	2	1	3	0	0	2	0	-	2	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.1	-	0.1	-	-	0.0	0.2	0.7	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	65	3	-	68	0	6	69	39	-	114	-	0	9	89	13	111	0	16	135	1	-	152	445
% Bicycles on Road	-	0.0	7.7	0.6	-	4.1	0.0	8.0	8.1	5.6	-	7.0	-	-	1.4	6.7	9.1	5.2	-	2.6	7.9	0.4	-	5.9	5.6
Pedestrians	-	-	-	-	-	446	-	-	-	-	-	725	-	-	-	-	-	989	-	-	-	-	561	-	-
% 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: Clark Street with North Blvd. - Full
Site Code:
Start Date: 09/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Avenue Eastbound						North Boulevard Westbound						Clark Street Northbound						Clark Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	8	47	17	11	72	0	6	24	20	28	50	0	29	45	7	48	81	0	43	61	5	23	109	312
7:45 AM	0	11	62	22	34	95	0	4	44	42	28	90	0	30	43	17	63	90	0	49	102	10	30	161	436
8:00 AM	0	13	33	22	35	68	0	14	51	35	24	100	0	30	53	9	35	92	0	44	70	15	24	129	389
8:15 AM	0	17	48	28	17	93	0	6	32	23	14	61	0	13	40	4	28	57	0	27	99	8	22	134	345
Total	0	49	190	89	97	328	0	30	151	120	94	301	0	102	181	37	174	320	0	163	332	38	99	533	1482
Approach %	0.0	14.9	57.9	27.1	-	-	0.0	10.0	50.2	39.9	-	-	0.0	31.9	56.6	11.6	-	-	0.0	30.6	62.3	7.1	-	-	-
Total %	0.0	3.3	12.8	6.0	-	22.1	0.0	2.0	10.2	8.1	-	20.3	0.0	6.9	12.2	2.5	-	21.6	0.0	11.0	22.4	2.6	-	-	36.0
PHF	0.000	0.721	0.766	0.795	-	0.863	0.000	0.536	0.740	0.714	-	0.753	0.000	0.850	0.854	0.544	-	0.870	0.000	0.832	0.814	0.633	-	-	0.828
Lights	0	45	172	88	-	305	0	29	134	111	-	274	0	99	165	36	-	300	0	160	279	37	-	-	476
% Lights	-	91.8	90.5	98.9	-	93.0	-	96.7	88.7	92.5	-	91.0	-	97.1	91.2	97.3	-	93.8	-	98.2	84.0	97.4	-	-	89.3
Buses	0	3	5	0	-	8	0	0	4	1	-	5	0	0	10	0	-	10	0	0	11	0	-	-	11
% Buses	-	6.1	2.6	0.0	-	2.4	-	0.0	2.6	0.8	-	1.7	-	0.0	5.5	0.0	-	3.1	-	0.0	3.3	0.0	-	-	2.1
Single-Unit Trucks	0	1	4	1	-	6	0	0	2	3	-	5	0	2	0	1	-	3	0	0	3	0	-	-	3
% Single-Unit Trucks	-	2.0	2.1	1.1	-	1.8	-	0.0	1.3	2.5	-	1.7	-	2.0	0.0	2.7	-	0.9	-	0.0	0.9	0.0	-	-	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	-	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.3	-	0.0	0.6	0.0	-	0.3	-	0.0	0.0	0.0	-	-	0.0
Bicycles on Road	0	0	9	0	-	9	0	1	11	4	-	16	0	1	5	0	-	6	0	3	39	1	-	-	43
% Bicycles on Road	-	0.0	4.7	0.0	-	2.7	-	3.3	7.3	3.3	-	5.3	-	1.0	2.8	0.0	-	1.9	-	1.8	11.7	2.6	-	-	8.1
Pedestrians	-	-	-	-	97	-	-	-	-	-	94	-	-	-	-	-	-	174	-	-	-	-	99	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Clark Street with North Blvd. - Full
Site Code:
Start Date: 09/14/2023
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Avenue Eastbound						North Boulevard Westbound						Clark Street Northbound						Clark 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	
5:00 PM	0	24	44	28	26	96	0	2	36	48	46	86	0	34	104	11	63	149	0	20	99	22	30	141	472
5:15 PM	0	32	39	19	25	90	0	0	49	60	39	109	0	31	73	2	72	106	0	41	110	15	40	166	471
5:30 PM	0	21	43	27	26	91	0	1	55	53	40	109	0	39	75	9	76	123	0	41	102	14	51	157	480
5:45 PM	0	19	57	17	22	93	0	1	48	53	55	102	0	36	104	8	81	148	0	28	83	18	49	129	472
Total	0	96	183	91	99	370	0	4	188	214	180	406	0	140	356	30	292	526	0	130	394	69	170	593	1895
Approach %	0.0	25.9	49.5	24.6	-	-	0.0	1.0	46.3	52.7	-	-	0.0	26.6	67.7	5.7	-	-	0.0	21.9	66.4	11.6	-	-	-
Total %	0.0	5.1	9.7	4.8	-	19.5	0.0	0.2	9.9	11.3	-	21.4	0.0	7.4	18.8	1.6	-	27.8	0.0	6.9	20.8	3.6	-	31.3	-
PHF	0.000	0.750	0.803	0.813	-	0.964	0.000	0.500	0.855	0.892	-	0.931	0.000	0.897	0.856	0.682	-	0.883	0.000	0.793	0.895	0.784	-	0.893	0.987
Lights	0	93	149	90	-	332	0	4	160	194	-	358	0	132	307	23	-	462	0	124	362	69	-	555	1707
% Lights	-	96.9	81.4	98.9	-	89.7	-	100.0	85.1	90.7	-	88.2	-	94.3	86.2	76.7	-	87.8	-	95.4	91.9	100.0	-	93.6	90.1
Buses	0	3	6	0	-	9	0	0	7	0	-	7	0	0	16	0	-	16	0	1	8	0	-	9	41
% Buses	-	3.1	3.3	0.0	-	2.4	-	0.0	3.7	0.0	-	1.7	-	0.0	4.5	0.0	-	3.0	-	0.8	2.0	0.0	-	1.5	2.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	3	0	0	-	3	0	1	1	0	-	2	7
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.3	-	0.0	0.5	0.0	-	0.2	-	2.1	0.0	0.0	-	0.6	-	0.8	0.3	0.0	-	0.3	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	27	1	-	28	0	0	20	20	-	40	0	5	33	7	-	45	0	4	23	0	-	27	140
% Bicycles on Road	-	0.0	14.8	1.1	-	7.6	-	0.0	10.6	9.3	-	9.9	-	3.6	9.3	23.3	-	8.6	-	3.1	5.8	0.0	-	4.6	7.4
Pedestrians	-	-	-	-	99	-	-	-	-	-	180	-	-	-	-	-	292	-	-	-	-	-	170	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: La Salle Drive with Schiller Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	Schiller Street Eastbound					Schiller Street Westbound					La Salle Drive Northbound					La Salle Drive Southbound					Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	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	4	10	6	14	3	8	76	5	13	92	0	0	133	14	6	147	253
7:15 AM	0	0	0	0	0	0	15	16	11	31	0	9	83	5	15	97	0	3	181	15	11	199	327
7:30 AM	0	0	1	0	1	0	17	19	11	36	1	7	108	4	19	120	0	6	172	40	9	218	375
7:45 AM	0	0	1	0	1	0	15	26	9	41	0	6	105	4	31	115	0	6	204	54	38	264	421
Hourly Total	0	0	2	0	2	0	51	71	37	122	4	30	372	18	78	424	0	15	690	123	64	828	1376
8:00 AM	0	0	0	0	0	0	13	24	42	37	2	10	107	2	30	121	0	7	172	40	25	219	377
8:15 AM	0	0	1	0	1	0	14	19	22	33	1	7	78	13	22	99	0	12	159	22	15	193	326
8:30 AM	0	0	0	1	1	0	8	18	12	26	0	6	87	5	11	98	1	4	155	16	11	176	301
8:45 AM	0	0	0	0	0	0	11	18	18	29	1	7	107	11	15	126	0	2	150	22	9	174	329
Hourly Total	0	0	1	1	2	0	46	79	94	125	4	30	379	31	78	444	1	25	636	100	60	762	1333
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	2	3	0	13	21	13	34	1	10	256	9	23	276	0	6	159	38	14	203	516
4:15 PM	0	0	0	0	0	0	11	18	9	29	1	10	287	9	13	307	1	3	175	36	15	215	551
4:30 PM	0	0	0	0	0	0	8	19	4	27	6	11	227	5	22	249	0	6	208	29	21	243	519
4:45 PM	0	0	0	1	1	0	19	20	19	39	3	12	257	3	20	275	0	5	234	30	28	269	584
Hourly Total	0	0	1	3	4	0	51	78	45	129	11	43	1027	26	78	1107	1	20	776	133	78	930	2170
5:00 PM	0	0	0	0	0	0	13	29	7	42	2	17	305	8	22	332	0	7	197	28	16	232	606
5:15 PM	0	1	0	0	1	0	14	27	21	41	2	11	307	12	30	332	0	9	191	43	19	243	617
5:30 PM	0	0	0	0	0	0	13	25	20	38	1	13	276	9	20	299	0	3	204	31	43	238	575
5:45 PM	0	0	0	1	1	0	16	17	22	33	1	14	311	3	32	329	0	4	180	36	33	220	583
Hourly Total	0	1	0	1	2	0	56	98	70	154	6	55	1199	32	104	1292	0	23	772	138	111	933	2381
Grand Total	0	1	4	5	10	0	204	326	246	530	25	158	2977	107	338	3267	2	83	2874	494	313	3453	7260
Approach %	0.0	10.0	40.0	50.0	-	0.0	38.5	61.5	-	-	0.8	4.8	91.1	3.3	-	-	0.1	2.4	83.2	14.3	-	-	-
Total %	0.0	0.0	0.1	0.1	0.1	0.0	2.8	4.5	-	7.3	0.3	2.2	41.0	1.5	-	45.0	0.0	1.1	39.6	6.8	-	47.6	-
Lights	0	1	0	1	2	0	197	260	-	457	25	156	2920	106	-	3207	2	76	2802	488	-	3368	7034
% Lights	-	100.0	0.0	20.0	20.0	-	96.6	79.8	-	86.2	100.0	98.7	98.1	99.1	-	98.2	100.0	91.6	97.5	98.8	-	97.5	96.9
Buses	0	0	0	0	0	0	0	0	-	0	0	1	23	0	0	24	0	2	29	1	-	32	56
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.6	0.8	0.0	-	0.7	0.0	2.4	1.0	0.2	-	0.9	0.8
Single-Unit Trucks	0	0	0	0	0	0	4	8	-	12	0	1	26	1	-	28	0	4	22	1	-	27	67
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	2.0	2.5	-	2.3	0.0	0.6	0.9	0.9	-	0.9	0.0	4.8	0.8	0.2	-	0.8	0.9
Articulated Trucks	0	0	0	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	0	-	2	3
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.3	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0
Bicycles on Road	0	0	4	4	8	0	3	57	-	60	0	0	8	0	-	8	0	1	19	4	-	24	100
% Bicycles on Road	-	0.0	100.0	80.0	80.0	-	1.5	17.5	-	11.3	0.0	0.0	0.3	0.0	-	0.2	0.0	1.2	0.7	0.8	-	0.7	1.4
Pedestrians	-	-	-	-	-	-	-	-	246	-	-	-	-	-	338	-	-	-	-	-	313	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: La Salle Drive with Schiller Street
TMC
Site Code:
Start Date: 09/14/2023
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Schiller Street Eastbound					Schiller Street Westbound					La Salle Drive Northbound					La Salle Drive Southbound					Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
7:30 AM	0	0	1	0	1	0	17	19	11	36	1	7	108	4	19	120	0	6	172	40	9	218	375
7:45 AM	0	0	1	0	1	0	15	26	9	41	0	6	105	4	31	115	0	6	204	54	38	264	421
8:00 AM	0	0	0	0	0	0	13	24	42	37	2	10	107	2	30	121	0	7	172	40	25	219	377
8:15 AM	0	0	1	0	1	0	14	19	22	33	1	7	78	13	22	99	0	12	159	22	15	193	326
Total	0	0	3	0	3	0	59	88	84	147	4	30	398	23	102	455	0	31	707	156	87	894	1499
Approach %	0.0	0.0	100.0	0.0	-	0.0	40.1	59.9	-	-	0.9	6.6	87.5	5.1	-	-	0.0	3.5	79.1	17.4	-	-	-
Total %	0.0	0.0	0.2	0.0	0.2	0.0	3.9	5.9	-	9.8	0.3	2.0	26.6	1.5	-	30.4	0.0	2.1	47.2	10.4	-	59.6	-
PHF	0.000	0.000	0.750	0.000	0.750	0.000	0.868	0.846	-	0.896	0.500	0.750	0.921	0.442	-	0.940	0.000	0.646	0.866	0.722	-	0.847	0.890
Lights	0	0	0	0	0	0	57	70	-	127	4	29	386	23	-	442	0	29	684	156	-	869	1438
% Lights	-	-	0.0	-	0.0	-	96.6	79.5	-	86.4	100.0	96.7	97.0	100.0	-	97.1	-	93.5	96.7	100.0	-	97.2	95.9
Buses	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	10	0	-	10	12
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.5	0.0	-	0.4	-	0.0	1.4	0.0	-	1.1	0.8
Single-Unit Trucks	0	0	0	0	0	0	2	2	-	4	0	1	8	0	-	9	0	2	7	0	-	9	22
% Single-Unit Trucks	-	-	0.0	-	0.0	-	3.4	2.3	-	2.7	0.0	3.3	2.0	0.0	-	2.0	-	6.5	1.0	0.0	-	1.0	1.5
Articulated 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	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	0	3	0	0	16	-	16	0	0	2	0	-	2	0	0	6	0	-	6	27
% Bicycles on Road	-	-	100.0	-	100.0	-	0.0	18.2	-	10.9	0.0	0.0	0.5	0.0	-	0.4	-	0.0	0.8	0.0	-	0.7	1.8
Pedestrians	-	-	-	-	-	-	-	-	84	-	-	-	-	-	102	-	-	-	-	-	87	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: La Salle Drive with Schiller Street
TMC
Site Code:
Start Date: 09/14/2023
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Schiller Street Eastbound					Schiller Street Westbound					La Salle Drive Northbound					La Salle Drive Southbound					Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
5:00 PM	0	0	0	0	0	0	13	29	7	42	2	17	305	8	22	332	0	7	197	28	16	232	606
5:15 PM	0	1	0	0	1	0	14	27	21	41	2	11	307	12	30	332	0	9	191	43	19	243	617
5:30 PM	0	0	0	0	0	0	13	25	20	38	1	13	276	9	20	299	0	3	204	31	43	238	575
5:45 PM	0	0	0	1	1	0	16	17	22	33	1	14	311	3	32	329	0	4	180	36	33	220	583
Total	0	1	0	1	2	0	56	98	70	154	6	55	1199	32	104	1292	0	23	772	138	111	933	2381
Approach %	0.0	50.0	0.0	50.0	-	0.0	36.4	63.6	-	-	0.5	4.3	92.8	2.5	-	-	0.0	2.5	82.7	14.8	-	-	-
Total %	0.0	0.0	0.0	0.0	0.1	0.0	2.4	4.1	-	6.5	0.3	2.3	50.4	1.3	-	54.3	0.0	1.0	32.4	5.8	-	39.2	-
PHF	0.000	0.250	0.000	0.250	0.500	0.000	0.875	0.845	-	0.917	0.750	0.809	0.964	0.667	-	0.973	0.000	0.639	0.946	0.802	-	0.960	0.965
Lights	0	1	0	1	2	0	54	74	-	128	6	54	1188	32	-	1280	0	20	755	136	-	911	2321
% Lights	-	100.0	-	100.0	100.0	-	96.4	75.5	-	83.1	100.0	98.2	99.1	100.0	-	99.1	-	87.0	97.8	98.6	-	97.6	97.5
Buses	0	0	0	0	0	0	0	0	-	0	0	1	9	0	-	10	0	2	7	1	-	10	20
% Buses	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	1.8	0.8	0.0	-	0.8	-	8.7	0.9	0.7	-	1.1	0.8
Single-Unit Trucks	0	0	0	0	0	0	0	2	-	2	0	0	2	0	-	2	0	0	5	1	-	6	10
% Single-Unit Trucks	-	0.0	-	0.0	0.0	-	0.0	2.0	-	1.3	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.6	0.7	-	0.6	0.4
Articulated Trucks	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0
Bicycles on Road	0	0	0	0	0	0	2	22	-	24	0	0	0	0	-	0	0	1	4	0	-	5	29
% Bicycles on Road	-	0.0	-	0.0	0.0	-	3.6	22.4	-	15.6	0.0	0.0	0.0	0.0	-	0.0	-	4.3	0.5	0.0	-	0.5	1.2
Pedestrians	-	-	-	-	-	-	-	-	70	-	-	-	-	-	104	-	-	-	-	-	111	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Wells Street with Eugenie Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 1

Turning Movement Data

Start Time	Eugenie Street Eastbound						Eugenie Street Westbound						Wells Street Northbound						Wells Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	6	6	28	15	0	0	0	0	5	0	1	0	17	2	19	20	0	3	43	1	17	47	82
7:15 AM	0	2	8	10	26	20	0	1	0	0	8	1	0	0	19	3	18	22	0	5	55	0	19	60	103
7:30 AM	0	2	10	10	33	22	0	1	0	0	4	1	0	0	33	6	14	39	0	8	79	0	18	87	149
7:45 AM	0	7	15	20	50	42	0	2	0	0	6	2	0	0	45	6	29	51	0	5	89	1	20	95	190
Hourly Total	0	14	39	46	137	99	0	4	0	0	23	4	1	0	114	17	80	132	0	21	266	2	74	289	524
8:00 AM	0	5	11	13	37	29	0	0	1	0	16	1	0	0	40	5	22	45	0	4	116	0	18	120	195
8:15 AM	0	10	17	16	37	43	0	1	1	0	22	2	0	0	32	14	24	46	0	4	92	1	19	97	188
8:30 AM	0	10	14	19	40	43	0	0	0	0	15	0	0	0	36	4	36	40	0	6	94	0	22	100	183
8:45 AM	0	9	24	33	41	66	0	0	0	1	13	1	0	0	29	7	21	36	0	6	94	1	26	101	204
Hourly Total	0	34	66	81	155	181	0	1	2	1	66	4	0	0	137	30	103	167	0	20	396	2	85	418	770
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	21	17	24	49	62	0	0	1	0	5	1	2	0	57	9	18	68	0	1	18	0	28	19	150
4:15 PM	0	5	14	12	52	31	0	0	0	1	5	1	2	2	71	5	28	80	0	5	34	0	23	39	151
4:30 PM	0	7	9	10	39	26	0	0	0	0	6	0	0	1	62	14	29	77	0	4	33	1	31	38	141
4:45 PM	0	10	9	19	42	38	0	0	0	0	7	0	0	0	73	5	27	78	0	4	44	0	25	48	164
Hourly Total	0	43	49	65	182	157	0	0	1	1	23	2	4	3	263	33	102	303	0	14	129	1	107	144	606
5:00 PM	0	11	10	11	71	32	0	0	0	2	12	2	1	0	90	9	24	100	0	3	33	0	29	36	170
5:15 PM	0	13	13	11	57	37	0	0	1	0	6	1	0	2	84	9	32	95	0	1	30	0	32	31	164
5:30 PM	0	7	9	17	79	33	0	3	0	1	8	4	1	0	79	13	42	93	0	5	42	0	28	47	177
5:45 PM	0	7	15	13	76	35	0	0	1	0	17	1	1	1	79	14	46	95	0	2	41	0	32	43	174
Hourly Total	0	38	47	52	283	137	0	3	2	3	43	8	3	3	332	45	144	383	0	11	146	0	121	157	685
Grand Total	0	129	201	244	757	574	0	8	5	5	155	18	8	6	846	125	429	985	0	66	937	5	387	1008	2585
Approach %	0.0	22.5	35.0	42.5	-	-	0.0	44.4	27.8	27.8	-	-	0.8	0.6	85.9	12.7	-	-	0.0	6.5	93.0	0.5	-	-	-
Total %	0.0	5.0	7.8	9.4	-	22.2	0.0	0.3	0.2	0.2	-	0.7	0.3	0.2	32.7	4.8	-	38.1	0.0	2.6	36.2	0.2	-	39.0	-
Lights	0	122	182	213	-	517	0	1	0	1	-	2	7	0	595	111	-	713	0	63	528	2	-	593	1825
% Lights	-	94.6	90.5	87.3	-	90.1	-	12.5	0.0	20.0	-	11.1	87.5	0.0	70.3	88.8	-	72.4	-	95.5	56.4	40.0	-	58.8	70.6
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	3	1	-	4	0	0	1	0	-	1	6
% Buses	-	0.8	0.0	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.8	-	0.4	-	0.0	0.1	0.0	-	0.1	0.2
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	1	0	10	4	-	15	0	0	7	1	-	8	25
% Single-Unit Trucks	-	0.0	0.0	0.8	-	0.3	-	0.0	0.0	0.0	-	0.0	12.5	0.0	1.2	3.2	-	1.5	-	0.0	0.7	20.0	-	0.8	1.0
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.4	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	6	19	28	-	53	0	7	5	4	-	16	0	6	237	9	-	252	0	3	400	2	-	405	726

% Bicycles on Road	-	4.7	9.5	11.5	-	9.2	-	88.9	0.0	100.0	28.0	7.2	-	25.6	-	4.5	42.7	40.0	-	40.2	28.1
Pedestrians	-	-	-	-	757	-	155	-	-	-	-	-	429	-	-	-	-	-	387	-	-
% Pedestrians	-	-	-	-	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Wells Street with Eugenie Street
TMC
Site Code:
Start Date: 09/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Eugenie Street Eastbound						Eugenie Street Westbound						Wells Street Northbound						Wells Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	2	10	10	33	22	0	1	0	0	4	1	0	0	33	6	14	39	0	8	79	0	18	87	149
7:45 AM	0	7	15	20	50	42	0	2	0	0	6	2	0	0	45	6	29	51	0	5	89	1	20	95	190
8:00 AM	0	5	11	13	37	29	0	0	1	0	16	1	0	0	40	5	22	45	0	4	116	0	18	120	195
8:15 AM	0	10	17	16	37	43	0	1	1	0	22	2	0	0	32	14	24	46	0	4	92	1	19	97	188
Total	0	24	53	59	157	136	0	4	2	0	48	6	0	0	150	31	89	181	0	21	376	2	75	399	722
Approach %	0.0	17.6	39.0	43.4	-	-	0.0	66.7	33.3	0.0	-	-	0.0	0.0	82.9	17.1	-	-	0.0	5.3	94.2	0.5	-	-	-
Total %	0.0	3.3	7.3	8.2	-	18.8	0.0	0.6	0.3	0.0	-	0.8	0.0	0.0	20.8	4.3	-	25.1	0.0	2.9	52.1	0.3	-	55.3	-
PHF	0.000	0.600	0.779	0.738	-	0.791	0.000	0.500	0.500	0.000	-	0.750	0.000	0.000	0.833	0.554	-	0.887	0.000	0.656	0.810	0.500	-	0.831	0.926
Lights	0	23	48	43	-	114	0	1	0	0	-	1	0	0	130	29	-	159	0	19	196	1	-	216	490
% Lights	-	95.8	90.6	72.9	-	83.8	-	25.0	0.0	-	-	16.7	-	-	86.7	93.5	-	87.8	-	90.5	52.1	50.0	-	54.1	67.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.3	0.0	-	1.1	-	0.0	0.3	0.0	-	0.3	0.4
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	0	3	2	-	5	0	0	3	0	-	3	10
% Single-Unit Trucks	-	0.0	0.0	3.4	-	1.5	-	0.0	0.0	-	-	0.0	-	-	2.0	6.5	-	2.8	-	0.0	0.8	0.0	-	0.8	1.4
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	1.7	-	0.7	-	0.0	0.0	-	-	0.0	-	-	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	1	5	13	-	19	0	3	2	0	-	5	0	0	14	0	-	14	0	2	176	1	-	179	217
% Bicycles on Road	-	4.2	9.4	22.0	-	14.0	-	75.0	100.0	-	-	83.3	-	-	9.3	0.0	-	7.7	-	9.5	46.8	50.0	-	44.9	30.1
Pedestrians	-	-	-	-	157	-	-	-	-	-	48	-	-	-	-	-	89	-	-	-	-	-	75	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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TMC
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Eugenie Street Eastbound						Eugenie Street Westbound						Wells Street Northbound						Wells Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	11	10	11	71	32	0	0	0	2	12	2	1	0	90	9	24	100	0	3	33	0	29	36	170
5:15 PM	0	13	13	11	57	37	0	0	1	0	6	1	0	2	84	9	32	95	0	1	30	0	32	31	164
5:30 PM	0	7	9	17	79	33	0	3	0	1	8	4	1	0	79	13	42	93	0	5	42	0	28	47	177
5:45 PM	0	7	15	13	76	35	0	0	1	0	17	1	1	1	79	14	46	95	0	2	41	0	32	43	174
Total	0	38	47	52	283	137	0	3	2	3	43	8	3	3	332	45	144	383	0	11	146	0	121	157	685
Approach %	0.0	27.7	34.3	38.0	-	-	0.0	37.5	25.0	37.5	-	-	0.8	0.8	86.7	11.7	-	-	0.0	7.0	93.0	0.0	-	-	-
Total %	0.0	5.5	6.9	7.6	-	20.0	0.0	0.4	0.3	0.4	-	1.2	0.4	0.4	48.5	6.6	-	55.9	0.0	1.6	21.3	0.0	-	22.9	-
PHF	0.000	0.731	0.783	0.765	-	0.926	0.000	0.250	0.500	0.375	-	0.500	0.750	0.375	0.922	0.804	-	0.958	0.000	0.550	0.869	0.000	-	0.835	0.968
Lights	0	34	43	46	-	123	0	0	0	0	-	0	3	0	206	35	-	244	0	10	94	0	-	104	471
% Lights	-	89.5	91.5	88.5	-	89.8	-	0.0	0.0	0.0	-	0.0	100.0	0.0	62.0	77.8	-	63.7	-	90.9	64.4	-	-	66.2	68.8
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	2
% Buses	-	2.6	0.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	2.2	-	0.3	-	0.0	0.0	-	-	0.0	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	2.2	-	0.3	-	0.0	0.7	-	-	0.6	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	3	4	6	-	13	0	3	2	3	-	8	0	3	126	8	-	137	0	1	51	0	-	52	210
% Bicycles on Road	-	7.9	8.5	11.5	-	9.5	-	100.0	100.0	100.0	-	100.0	0.0	100.0	38.0	17.8	-	35.8	-	9.1	34.9	-	-	33.1	30.7
Pedestrians	-	-	-	-	283	-	-	-	-	-	43	-	-	-	-	-	144	-	-	-	-	-	121	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Wells Street with Concord Lane
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Turning Movement Data

Start Time	Wells Street Eastbound					Concord Lane Northbound					Wells Street Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	Int. Total
7:00 AM	0	0	0	35	0	2	1	21	1	24	0	60	0	0	84
7:15 AM	0	0	1	45	1	0	0	28	0	28	0	80	0	2	109
7:30 AM	0	1	1	59	2	1	0	36	1	37	0	92	0	2	131
7:45 AM	0	0	2	57	2	0	1	53	5	54	0	128	0	4	184
Hourly Total	0	1	4	196	5	3	2	138	7	143	0	360	0	8	508
8:00 AM	0	0	0	61	0	2	0	47	6	49	0	145	0	7	194
8:15 AM	0	1	3	69	4	2	0	49	3	51	0	122	0	0	177
8:30 AM	0	0	1	72	1	3	0	42	1	45	0	131	0	8	177
8:45 AM	0	0	1	68	1	1	0	34	0	35	0	130	0	0	166
Hourly Total	0	1	5	270	6	8	0	172	10	180	0	528	0	15	714
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	0	65	2	0	0	79	5	79	0	51	0	4	132
4:15 PM	0	1	0	66	1	0	0	88	1	88	0	55	0	7	144
4:30 PM	0	3	4	55	7	1	1	88	5	90	0	44	0	9	141
4:45 PM	0	1	3	54	4	0	0	85	0	85	1	71	0	2	161
Hourly Total	0	7	7	240	14	1	1	340	11	342	1	221	0	22	578
5:00 PM	0	0	0	101	0	0	0	112	3	112	0	47	0	7	159
5:15 PM	0	0	0	93	0	0	0	114	2	114	0	54	0	3	168
5:30 PM	0	1	0	100	1	0	0	108	2	108	0	68	0	1	177
5:45 PM	0	0	0	100	0	0	0	90	3	90	0	63	0	7	153
Hourly Total	0	1	0	394	1	0	0	424	10	424	0	232	0	18	657
Grand Total	0	10	16	1100	26	12	3	1074	38	1089	1	1341	0	63	2457
Approach %	0.0	38.5	61.5	-	-	1.1	0.3	98.6	-	-	0.1	99.9	0.0	-	-
Total %	0.0	0.4	0.7	-	1.1	0.5	0.1	43.7	-	44.3	0.0	54.6	0.0	-	54.6
Lights	0	7	16	-	23	12	3	778	-	793	1	878	0	-	1695
% Lights	-	70.0	100.0	-	88.5	100.0	100.0	72.4	-	72.8	100.0	65.5	-	-	65.5
Buses	0	0	0	-	0	0	0	4	-	4	0	3	0	-	7
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.4	-	0.4	0.0	0.2	-	-	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	17	-	17	0	8	0	-	25
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	1.6	0.0	0.6	-	-	1.0
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	3	0	-	4
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	0.0	0.2	-	-	0.2
Bicycles on Road	0	3	0	-	3	0	0	274	-	274	0	449	0	-	726
% Bicycles on Road	-	30.0	0.0	-	11.5	0.0	0.0	25.5	-	25.2	0.0	33.5	-	-	29.5
Pedestrians	-	-	-	1100	-	-	-	-	38	-	-	-	-	63	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Wells Street Eastbound				Concord Lane Northbound				Wells Street Southbound			
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru
7:30 AM	0	1	1	59	2	1	0	36	1	37	0	92
7:45 AM	0	0	2	57	2	0	1	53	5	54	0	128
8:00 AM	0	0	0	61	0	2	0	47	6	49	0	145
8:15 AM	0	1	3	69	4	2	0	49	3	51	0	122
Total	0	2	6	246	8	5	1	185	15	191	0	487
Approach %	0.0	25.0	75.0	-	-	2.6	0.5	96.9	-	-	0.0	100.0
Total %	0.0	0.3	0.9	-	1.2	0.7	0.1	27.0	-	27.8	0.0	71.0
PHF	0.000	0.500	0.500	-	0.500	0.625	0.250	0.873	-	0.884	0.000	0.840
Lights	0	2	6	-	8	5	1	160	-	166	0	286
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	86.5	-	86.9	-	58.7
Buses	0	0	0	-	0	0	0	2	-	2	0	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.1	-	1.0	-	0.2
Single-Unit Trucks	0	0	0	-	0	0	0	6	-	6	0	4
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	3.2	-	3.1	-	0.8
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.5	-	0.5	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	16	-	16	0	196
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	8.6	-	8.4	-	40.2
Pedestrians	-	-	-	246	-	-	-	-	15	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-



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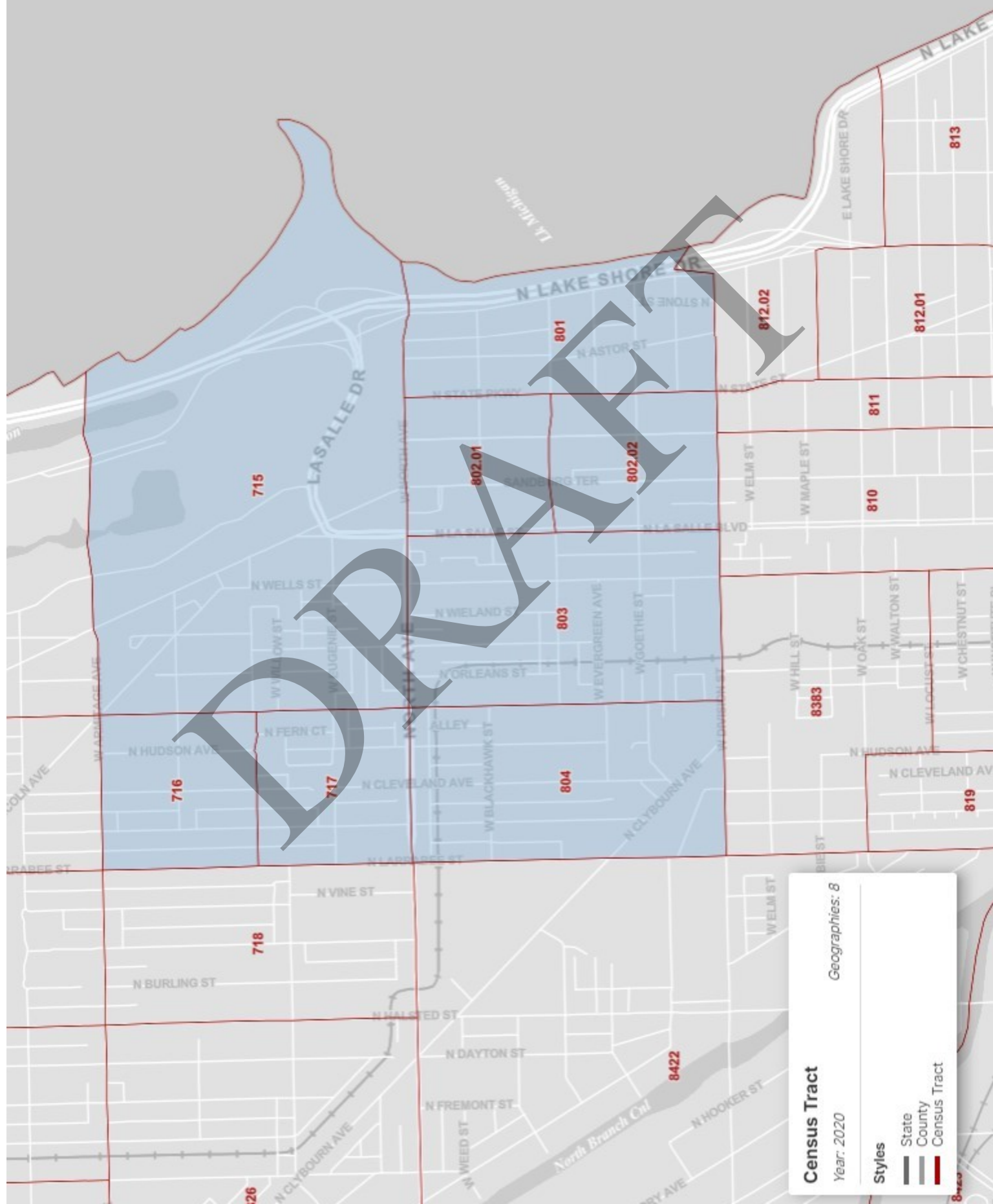
Count Name: Wells Street with Concord Lane
TMC
Site Code:
Start Date: 09/14/2023
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Wells Street Eastbound					Concord Lane Northbound					Wells Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	0	101	0	0	0	112	3	112	0	47	0	7	47	159
5:15 PM	0	0	0	93	0	0	0	114	2	114	0	54	0	3	54	168
5:30 PM	0	1	0	100	1	0	0	108	2	108	0	68	0	1	68	177
5:45 PM	0	0	0	100	0	0	0	90	3	90	0	63	0	7	63	153
Total	0	1	0	394	1	0	0	424	10	424	0	232	0	18	232	657
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.2	0.0	-	0.2	0.0	0.0	64.5	-	64.5	0.0	35.3	0.0	-	35.3	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.930	-	0.930	0.000	0.853	0.000	-	0.853	0.928
Lights	0	1	0	-	1	0	0	269	-	269	0	171	0	-	171	441
% Lights	-	100.0	-	-	100.0	-	-	63.4	-	63.4	-	73.7	-	-	73.7	67.1
Buses	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Buses	-	0.0	-	-	0.0	-	-	0.2	-	0.2	-	0.9	-	-	0.9	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	-	-	0.0	-	-	0.2	-	0.2	-	0.4	-	-	0.4	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
Bicycles on Road	0	0	0	-	0	0	0	153	-	153	0	58	0	-	58	211
% Bicycles on Road	-	0.0	-	-	0.0	-	-	36.1	-	36.1	-	25.0	-	-	25.0	32.1
Pedestrians	-	-	-	394	-	-	-	-	10	-	-	-	-	18	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

DRAFT

Census Data



	Census Tract 715, Cook County, Illinois		Census Tract 716, Cook County, Illinois		Census Tract 717, Cook County, Illinois	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	4,174	±514	1,022	±150	838	±170
Car, truck, or van - drove alone:	1,078	±300	286	±79	235	±96
Car, truck, or van - carpooled:	93	±87	36	±32	52	±44
Public transportation (excluding taxicab):	1,749	±309	317	±91	258	±79
Walked:	273	±137	83	±39	62	±39
Taxicab, motorcycle, bicycle, or other means:	269	±131	86	±40	93	±60
Worked from home:	712	±239	214	±89	138	±72
	Census Tract 801, Cook County, Illinois		Census Tract 802.01, Cook County, Illinois		Census Tract 802.02, Cook County, Illinois	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	3,709	±581	2,322	±422	2,700	±420
Car, truck, or van - drove alone:	982	±368	634	±230	538	±161
Car, truck, or van - carpooled:	197	±183	86	±87	136	±91
Public transportation (excluding taxicab):	1,340	±425	674	±259	935	±215
Walked:	309	±140	163	±85	334	±190
Taxicab, motorcycle, bicycle, or other means:	287	±120	85	±54	371	±244
Worked from home:	594	±232	680	±335	386	±151
	Census Tract 803, Cook County, Illinois		Census Tract 804, Cook County, Illinois			
Label	Estimate	Margin of Error	Estimate	Margin of Error		
Total:	3,791	±482	2,624	±773		
Car, truck, or van - drove alone:	844	±286	543	±224		
Car, truck, or van - carpooled:	28	±31	255	±252		
Public transportation (excluding taxicab):	1,289	±240	1,007	±287		
Walked:	463	±152	105	±80		
Taxicab, motorcycle, bicycle, or other means:	382	±153	29	±49		
Worked from home:	785	±320	685	±645		

Station .5 Mile Transit Zone: CTA Purple Line, Brown Line; Sedgwick

Year Opened: (1)	Pre-2000
Latitude: (2)	41.910409
Longitude: (2)	-87.639302
Average Travel Time to Work: (3)	28.87
Median Household Income 2009: (4)	84,659
Percent who take public transportation 2009: (5)	37.79
Percent who bicycle 2009: (6)	0.92
Percent who walk 2009: (7)	9.40
Percent who take public transportation, bicycle or walk 2009: (8)	48.10
Average number of vehicles available per household 2009: (9)	0.89
Average number of vehicles available per household 2009: Owner Occupied: (10)	1.11
Average number of vehicles available per household 2009: Renter Occupied: (11)	0.64
Percent of households with 0 or 1 vehicle available 2009: (12)	81.18
Median Year Structure Built 2009: (13)	1,970

Station .5 Mile Transit Zone: CTA Red Line; Clark/Division

Year Opened: (1)	Pre-2000
Latitude: (2)	41.90392
Longitude: (2)	-87.631412
Average Travel Time to Work: (3)	25.44
Median Household Income 2009: (4)	68,169
Percent who take public transportation 2009: (5)	30.27
Percent who bicycle 2009: (6)	1.10
Percent who walk 2009: (7)	21.55
Percent who take public transportation, bicycle or walk 2009: (8)	52.92
Average number of vehicles available per household 2009: (9)	0.68
Average number of vehicles available per household 2009: Owner Occupied: (10)	0.93
Average number of vehicles available per household 2009: Renter Occupied: (11)	0.43
Percent of households with 0 or 1 vehicle available 2009: (12)	89.71
Median Year Structure Built 2009: (13)	1,971

- 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 b08013_001 / b08132_001 aggregated from Census 2009 Tracts
- 4 American Community Survey 2005-2009 5-Year Estimates b19013_001 aggregated from Census 2009 Block Groups
- 5 American Community Survey 2005-2009 5-Year Estimates (b08301_010) / (b08301_001) aggregated from Census 2009 Block Groups
- 6 American Community Survey 2005-2009 5-Year Estimates (b08301_018) / (b08301_001) aggregated from Census 2009 Block Groups
- 7 American Community Survey 2005-2009 5-Year Estimates (b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
- 8 American Community Survey 2005-2009 5-Year Estimates (b08301_010 + b08301_018 + b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
- 9 American Community Survey 2005-2009 5-Year Estimates b25046_001 / b25044_001 aggregated from Census 2009 Block Groups
- 10 American Community Survey 2005-2009 5-Year Estimates b25046_002 / b25044_002 aggregated from Census 2009 Block Groups
- 11 American Community Survey 2005-2009 5-Year Estimates b25046_003 / b25044_009 aggregated from Census 2009 Block Groups
- 12 American Community Survey 2005-2009 5-Year Estimates (b25044_003+b25044_004+b25044_010+b25044_011) / b25044_001 aggregated from Census 2009 Block Groups
- 13 American Community Survey 2005-2009 5-Year Estimates b25035_001 aggregated from Census 2009 Block Groups

Summary of Area Improvements

MEMORANDUM TO: Nick Anderson
Fern Hill Company

FROM: Brendan May, PE, PTOE
Senior Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: October 10, 2024

SUBJECT: Old Town Triangle
Recommended Area Infrastructure Improvements
Chicago, Illinois

This memorandum summarizes potential infrastructure improvements focused on providing strategies to reduce single occupancy vehicle trips and increase pedestrian, bicycle, and transit trips for several key intersections (six in total) within the vicinity of the proposed mixed-use development located at 1600 N. La Salle Drive. These strategies include additional pedestrian improvements, bump outs, and crossings to each corner and especially along North Avenue including removal of the existing curb cuts.

The intersections included within this evaluation include those that will connect the proposed development (as well as the adjacent residential neighborhood) to the Sedgwick CTA station and Lincoln Park. These intersections include:

- North Avenue with La Salle Drive
- North Avenue with Wells Street
- North Avenue/North Boulevard with Clark Street
- La Salle Drive with Clark Street/Eugenie Street
- North Avenue with North Park Avenue
- North Avenue with Sedgwick Street

These recommendations include improvements to the area pedestrian facilities, enhancement to the connectivity of the study area to key transportation nodes and nearby parks to provide a more uniform flow of traffic along the area street segments, and to minimize the utilization of single occupancy vehicle trips.

These recommendations include the following:

- Removal of curb cuts along North Avenue
- Installation of bump outs
- Providing exclusive bus lane striping
- Widening the width of the sidewalks and pedestrian travel ways
- Enhancing the area bicycle network
- Provision of a new Divvy Station
- Signal modifications and enhancements
- Optimizing intersection signal timings
- Providing lead/protected turn phases
- Enlarging existing public spaces

Table A summarizes the recommendations, their benefits, and the estimated cost to implement the recommendation. Exhibits illustrating the improvements follow. The estimated cost to incorporate all of the improvements ranges from \$575,000 to \$810,000. Additional, exhibits illustrating the turning maneuvers for SU-30 trucks at each of the intersections in which bump outs are provided are also included.

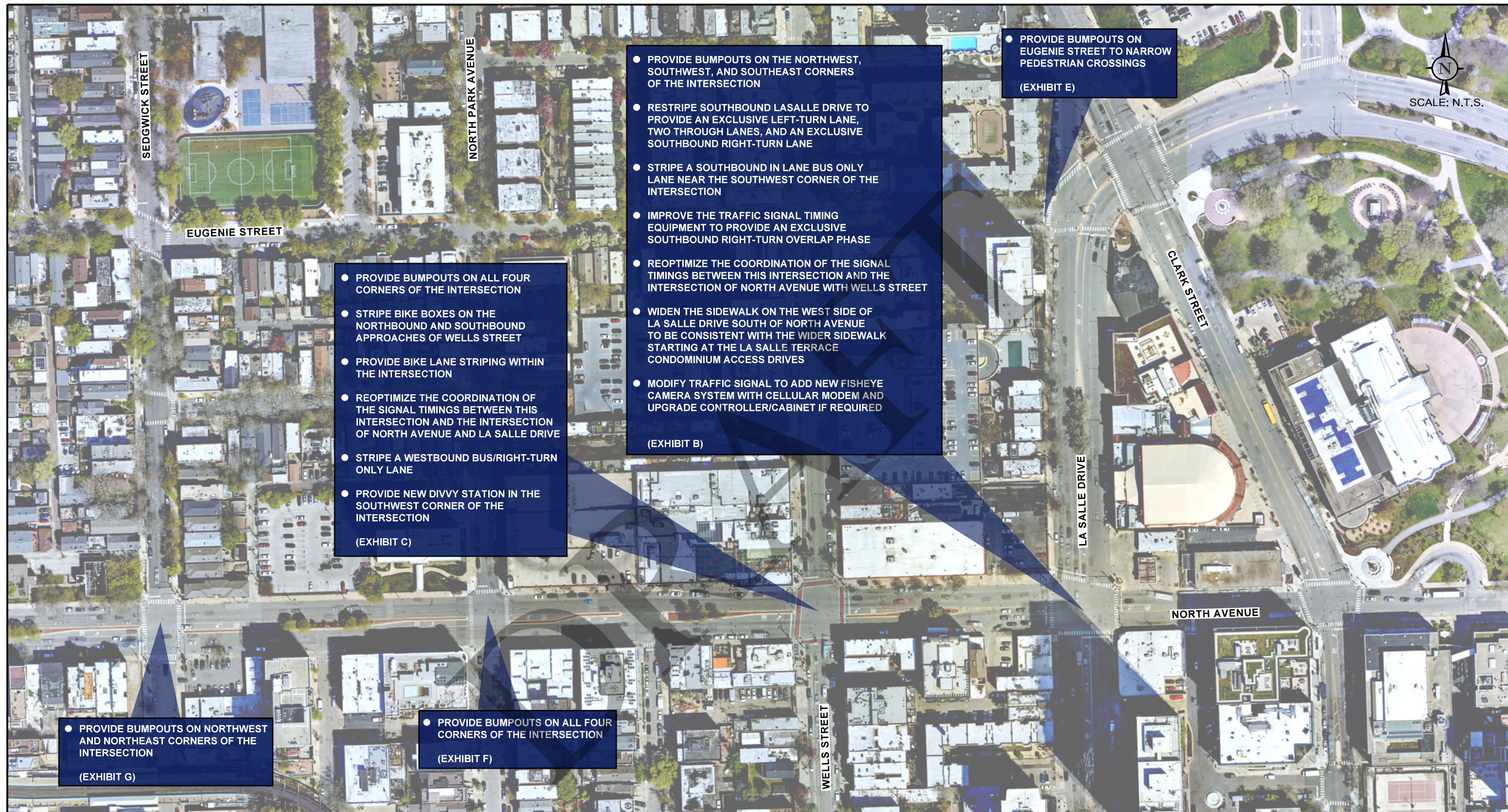
Summary of Findings

Overall, these improvements will provide the following benefits to the study area:

- The additional curb bump-outs at the intersections of North Avenue with La Salle Drive will reduce pedestrian crossing distance by up to 19 feet or an up to 25 percent reduction in crossing distance.
- The additional curb bump-outs at the intersection of North Avenue with Wells Street will reduce pedestrian crossing times by up to 18 feet or an up to 36 percent reduction in crossing distance.
- The provision of a southbound right-turn lane, right-turn overlap phase and optimized signal timings at the intersection of North Avenue with La Salle Drive will have the following benefits:
 - Southbound right-turn delays and queues will be reduced by up to 75 percent.
 - Eastbound left-turn delays will be reduced by up to 70 percent and 95th percentile queues will be reduced by up to 50 percent.
- The optimization of the signal timings and offsets at the intersection of North Avenue with Wells Street will reduce the average westbound delay by approximately 28 percent and westbound queues by approximately 35 percent.

Table A
SUMMARY OF AREA INFRASTRUCTURE IMPROVEMENTS

Intersection (Exhibit)	Recommendations	Benefits	Cost Estimate
North Avenue with La Salle Drive (Exhibit B)	<ul style="list-style-type: none">• Provide bumpouts on the northwest, southwest, and southeast corners of the intersection• Modify traffic signal to add new fisheye camera system with cellular modem and upgrade controller/cabinet, if required• Restripe southbound La Salle Drive to provide an exclusive left-turn lane, two through lanes, and an exclusive southbound right-turn lane.• Modify the traffic signal to provide an exclusive southbound right-turn overlap phase.• Reoptimize the coordination of the signal timings between this intersection and the intersection of North Avenue with Wells Street• Provide an in-lane bus stop with bus only striping in the southwest corner of the intersection	<ul style="list-style-type: none">• Will significantly reduce the distance pedestrians are walking within the vehicle travel way• Will increase the width of pedestrian area in the southwest corner of the intersection and provide consistent roadway cross section south of North Avenue.• Will ensure the curbside line is available for vehicles to queue during peak periods when traffic volumes are highest• Will allow for signal timing optimization and additional green time for southbound right-turning vehicles• Will enhance the flow of traffic between the intersections of North Avenue with La Salle Drive and Wells Street• Will reduce the queues of southbound traffic	<ul style="list-style-type: none">• \$275,000 - \$395,000
North Avenue with Wells Street (Exhibit C)	<ul style="list-style-type: none">• Provide bumpouts on all four corners of the intersection• Stripe bike boxes on the northbound and southbound approaches of Wells Street• Provide bike lane striping within the intersection• Reoptimize the coordination of the signal timings between this intersection and the intersection of North Avenue with La Salle Drive• Stripe a westbound Bus/Right-Turn Only Lane• Provide new Divvy station in the southwest corner of the intersection	<ul style="list-style-type: none">• Will reduce the distance pedestrians are walking in the vehicle travel way• Will enhance bicycle facilities at this intersection given the prominent bicycle volumes observed• Will increase the number of available Divvy bikes in the area as existing stations are heavily utilized• Will enhance the flow of traffic between the intersections of North Avenue with La Salle Drive and Wells Street	<ul style="list-style-type: none">• \$175,000 - \$220,000
North Avenue Site Frontage Improvements (Exhibit D)	<ul style="list-style-type: none">• Removal of two existing curb cuts on North Avenue, including the existing truck loading bay serving Walgreens• Removal of the Pay Box parking spaces located on the north side of North Avenue between La Salle Drive and Wells Street• Inclusion of over 2,000 square-feet of public open space located on site including larger pedestrian travel way along North Avenue and additional pedestrian area within vicinity of the Walgreens entrance.	<ul style="list-style-type: none">• Majority of truck loading and staging will occur on site with access provided via La Salle Drive• Will allow the westbound curb lane on North Avenue at Wells Street to be utilized as a right-turn lane• No backing maneuvers will occur on North Avenue• Will better accommodate the larger number of pedestrians observed along this corridor	<ul style="list-style-type: none">• Incorporated as part of the proposed building
North Avenue/ North Boulevard with Clark Street	<ul style="list-style-type: none">• This intersection is being evaluated by CDOT via the Arterial Street Resurfacing Program	<ul style="list-style-type: none">• This program aims to improve pedestrian facility design, with ADA compliant curb ramps and surface detection treatments and evaluate locations for curb extensions and pedestrian refuge islands	<ul style="list-style-type: none">• Not Applicable
LaSalle Drive with Clark Street/Eugenie Street	<ul style="list-style-type: none">• This intersection is being evaluated by CDOT via the Arterial Street Resurfacing Program	<ul style="list-style-type: none">• This program aims to improve pedestrian facility design, with ADA compliant curb ramps and surface detection treatments and evaluate locations for curb extensions and pedestrian refuge islands	<ul style="list-style-type: none">• \$15,000 - \$30,000
North Avenue with North Park Avenue (Exhibit E)	<ul style="list-style-type: none">• Provide bumpouts on all four corners of the intersection.	<ul style="list-style-type: none">• Will reduce the distance pedestrians are walking in the vehicle travel way	<ul style="list-style-type: none">• \$50,000 – \$75,000
North Avenue with Sedgwick Street (Exhibit H)	<ul style="list-style-type: none">• Provide bumpouts on the northwest and northeast corners of the intersection	<ul style="list-style-type: none">• Will reduce the distance pedestrians are walking in the vehicle travel way• Will allow for signal timing optimization due to decrease in pedestrian clearance phases	<ul style="list-style-type: none">• \$85,000 – \$130,000
Total			\$575,000 to \$810,000



● PROVIDE BUMPOUTS ON NORTHWEST AND NORTHEAST CORNERS OF THE INTERSECTION
(EXHIBIT G)

● PROVIDE BUMPOUTS ON ALL FOUR CORNERS OF THE INTERSECTION

● STRIPE BIKE BOXES ON THE NORTHBOUND AND SOUTHBOUND APPROACHES OF WELLS STREET

● PROVIDE BIKE LANE STRIPING WITHIN THE INTERSECTION

● REOPTIMIZE THE COORDINATION OF THE SIGNAL TIMINGS BETWEEN THIS INTERSECTION AND THE INTERSECTION OF NORTH AVENUE AND LA SALLE DRIVE

● STRIPE A WESTBOUND BUS/RIGHT-TURN ONLY LANE

● PROVIDE NEW DIVVY STATION IN THE SOUTHWEST CORNER OF THE INTERSECTION
(EXHIBIT C)

● PROVIDE BUMPOUTS ON ALL FOUR CORNERS OF THE INTERSECTION
(EXHIBIT F)

● PROVIDE BUMPOUTS ON THE NORTHWEST, SOUTHWEST, AND SOUTHEAST CORNERS OF THE INTERSECTION

● RESTRIPE SOUTHBOUND LASALLE DRIVE TO PROVIDE AN EXCLUSIVE LEFT-TURN LANE, TWO THROUGH LANES, AND AN EXCLUSIVE SOUTHBOUND RIGHT-TURN LANE

● STRIPE A SOUTHBOUND IN LANE BUS ONLY LANE NEAR THE SOUTHWEST CORNER OF THE INTERSECTION

● IMPROVE THE TRAFFIC SIGNAL TIMING EQUIPMENT TO PROVIDE AN EXCLUSIVE SOUTHBOUND RIGHT-TURN OVERLAP PHASE

● REOPTIMIZE THE COORDINATION OF THE SIGNAL TIMINGS BETWEEN THIS INTERSECTION AND THE INTERSECTION OF NORTH AVENUE WITH WELLS STREET

● WIDEN THE SIDEWALK ON THE WEST SIDE OF LA SALLE DRIVE SOUTH OF NORTH AVENUE TO BE CONSISTENT WITH THE WIDER SIDEWALK STARTING AT THE LA SALLE TERRACE CONDOMINIUM ACCESS DRIVES

● MODIFY TRAFFIC SIGNAL TO ADD NEW FISHEYE CAMERA SYSTEM WITH CELLULAR MODEM AND UPGRADE CONTROLLER/CABINET IF REQUIRED
(EXHIBIT B)

● PROVIDE BUMPOUTS ON EUGENIE STREET TO NARROW PEDESTRIAN CROSSINGS
(EXHIBIT E)



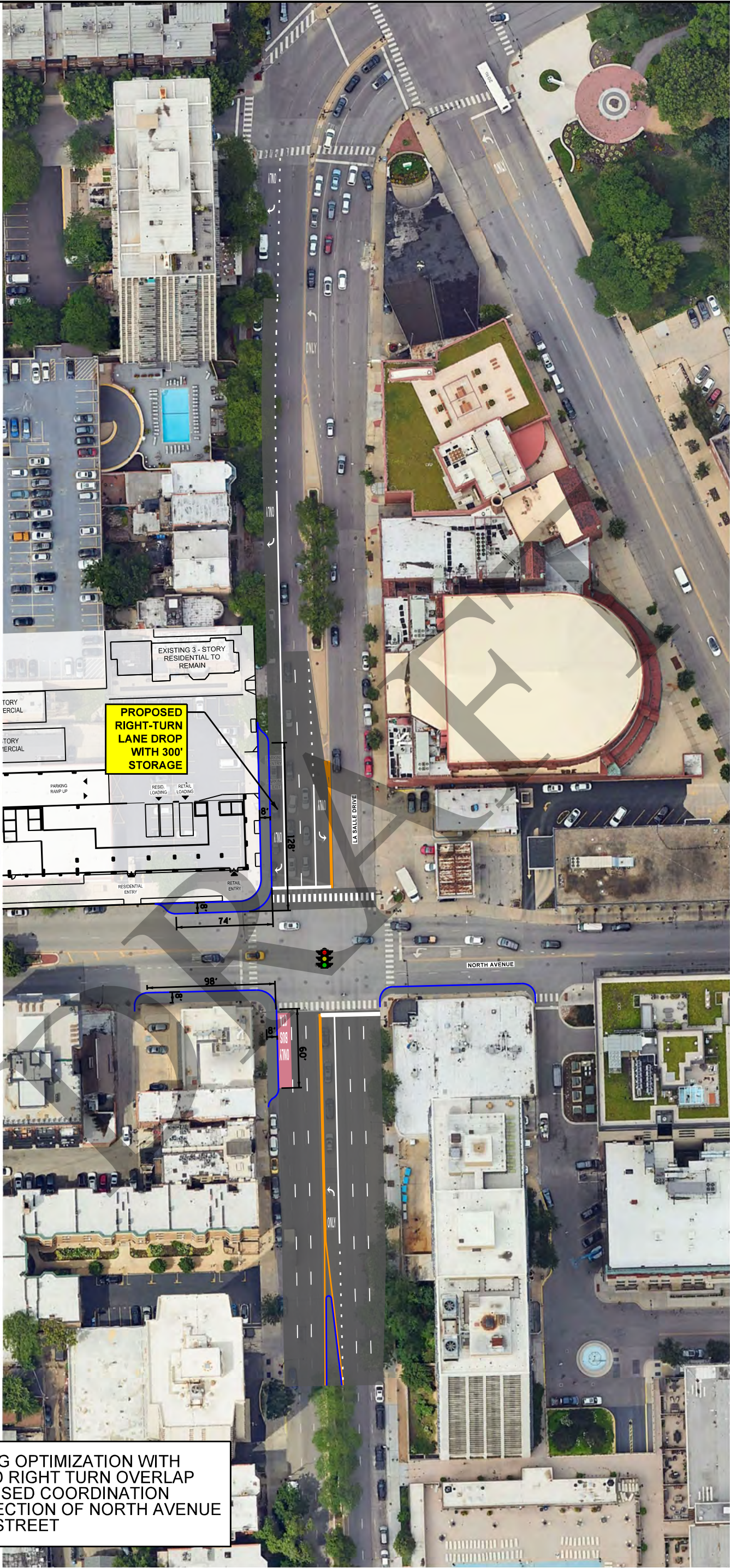
1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

SUMMARY OF POTENTIAL IMPROVEMENTS

DRAWN: MD
DATE: 05-29-24
PROJECT #: 23-240
EXHIBIT: A

CHECKED: BM
REV: 07-12-24





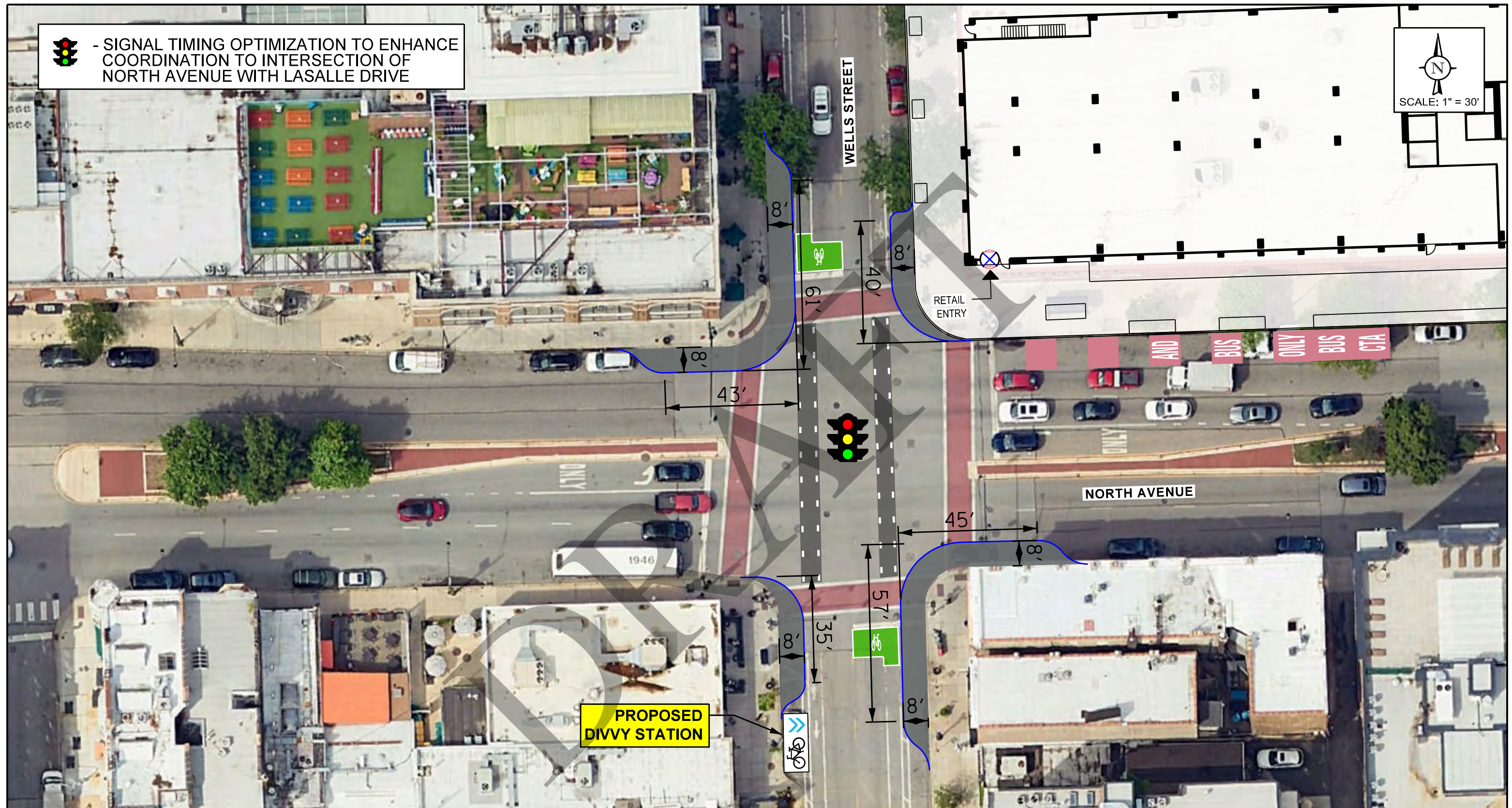
- SIGNAL TIMING OPTIMIZATION WITH SOUTHBOUND RIGHT TURN OVERLAP PHASE & REVISED COORDINATION WITH INTERSECTION OF NORTH AVENUE WITH WELLS STREET



- SIGNAL TIMING OPTIMIZATION TO ENHANCE COORDINATION TO INTERSECTION OF NORTH AVENUE WITH LASALLE DRIVE



SCALE: 1" = 30'



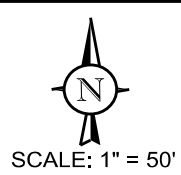
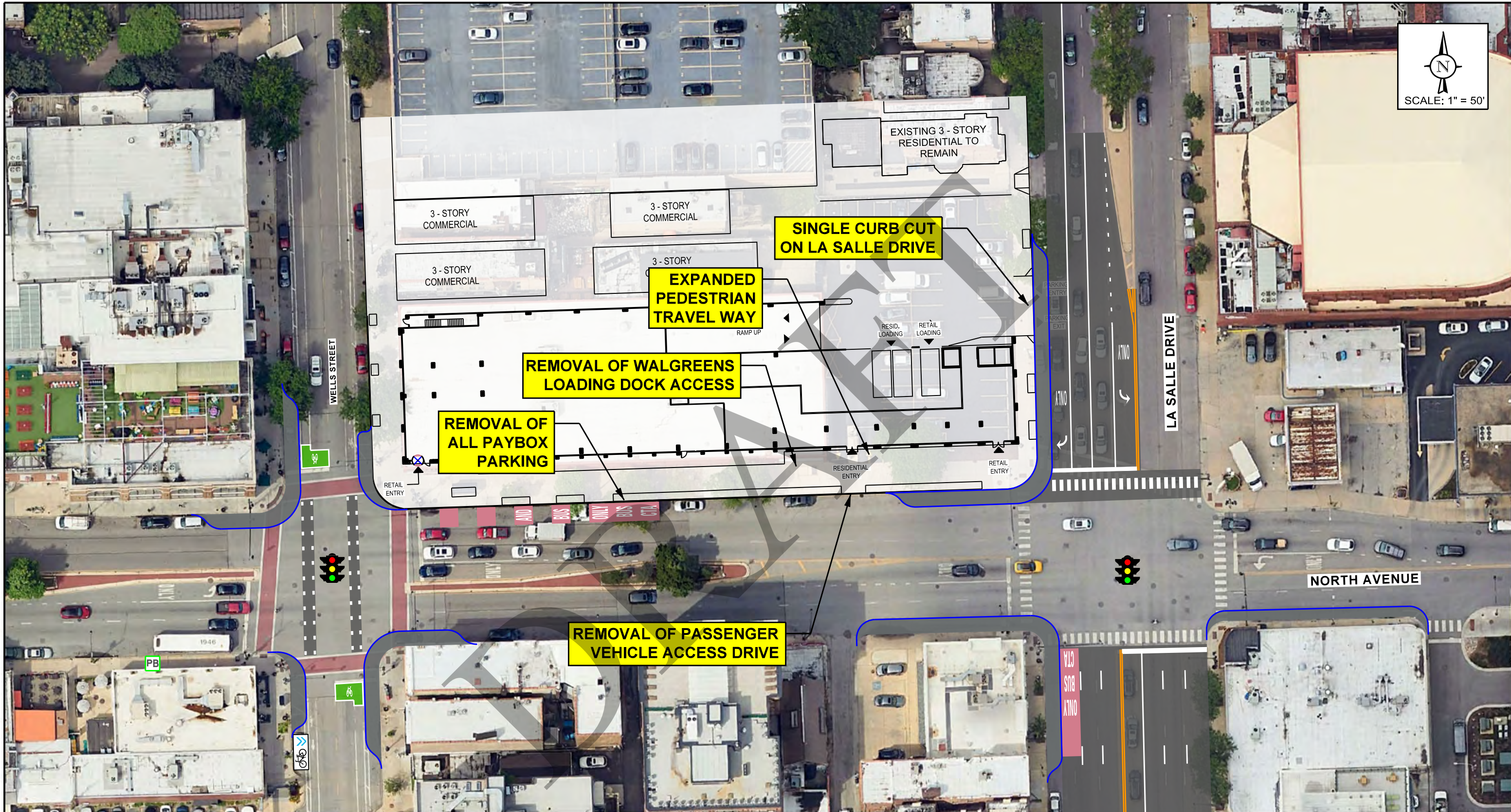
1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

PROPOSED MODIFICATIONS NORTH AVENUE AND WELLS STREET

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: C

CHECKED: BM
REV: 10-09-24





1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

SUMMARY OF IMPROVEMENTS ALONG SITE FRONTAGE

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: D

CHECKED: BM
REV: 10-09-24





SCALE: 1" = 20'

CLARK STREET

LA SALLE DRIVE

EUGENIE STREET

53'

50'

1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

PROPOSED MODIFICATIONS
EUGENIE STREET AND LA SALLE DRIVE

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: E

CHECKED: BM
REV: 10-09-24





1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

**PROPOSED MODIFICATIONS
NORTH AVENUE AND NORTH PARK AVENUE**

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: F

CHECKED: BM
REV: 10-09-24





- SIGNAL TIMING OPTIMIZATION WITH
REDUCED PEDESTRIAN CLEARANCE TIME

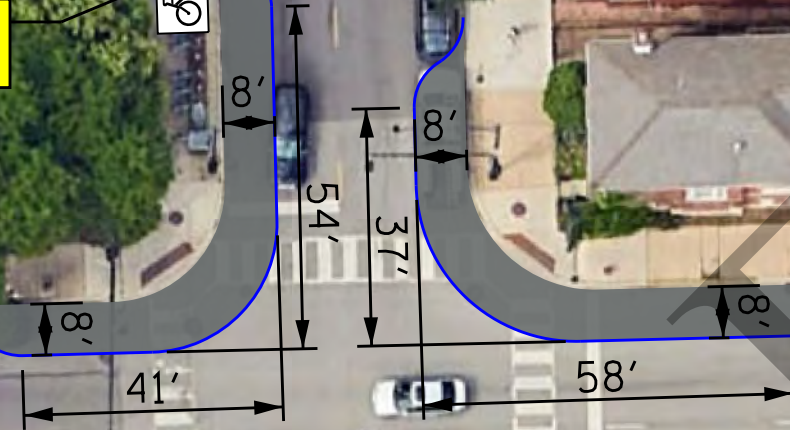


SCALE: 1" = XX'

EXISTING
DIVVY STATION

SEDGWICK STREET

NORTH AVENUE



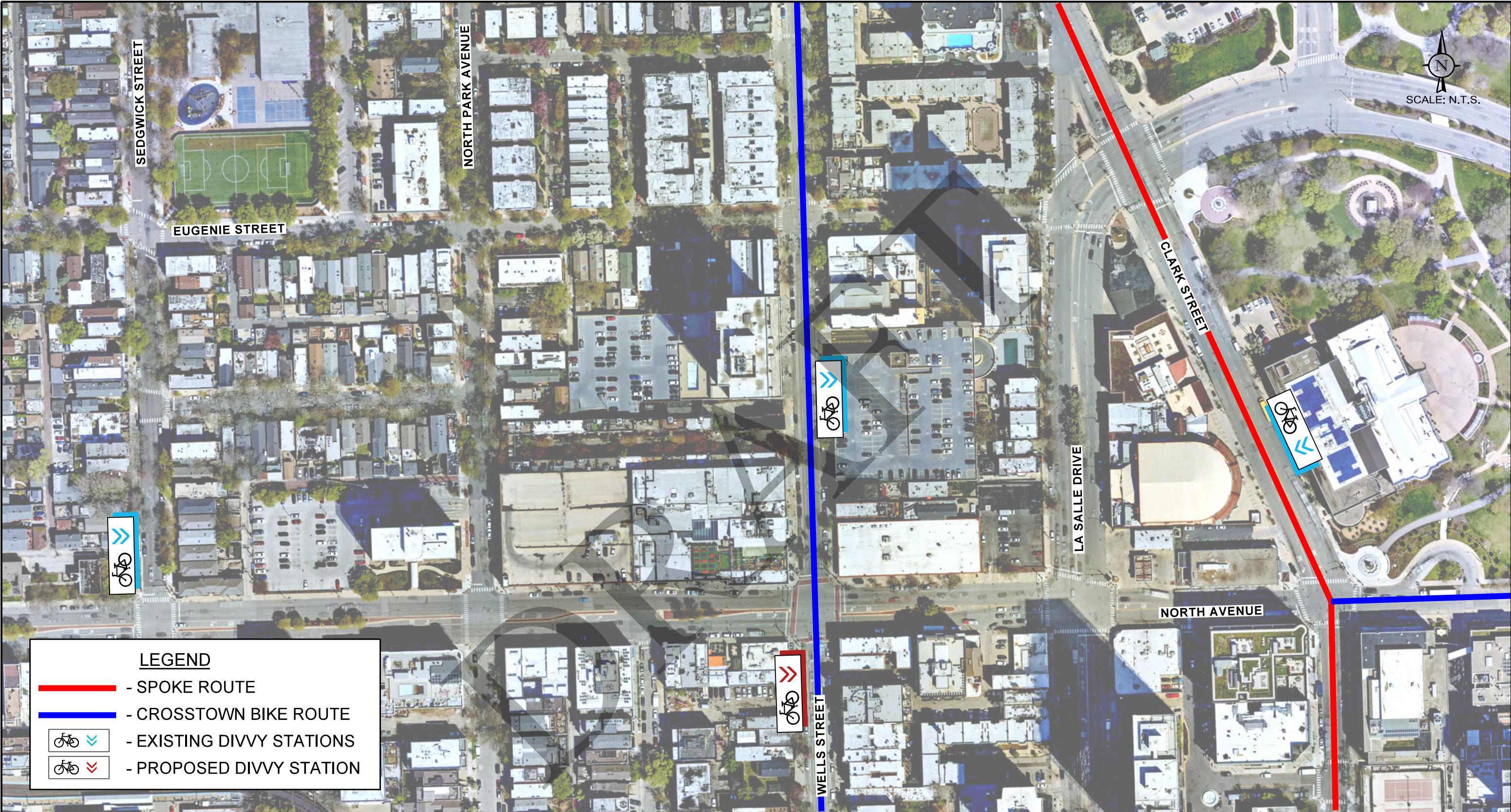
1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

PROPOSED MODIFICATIONS
NORTH AVENUE AND SEDGWICK STREET

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: G

CHECKED: BM
REV: 10-09-24





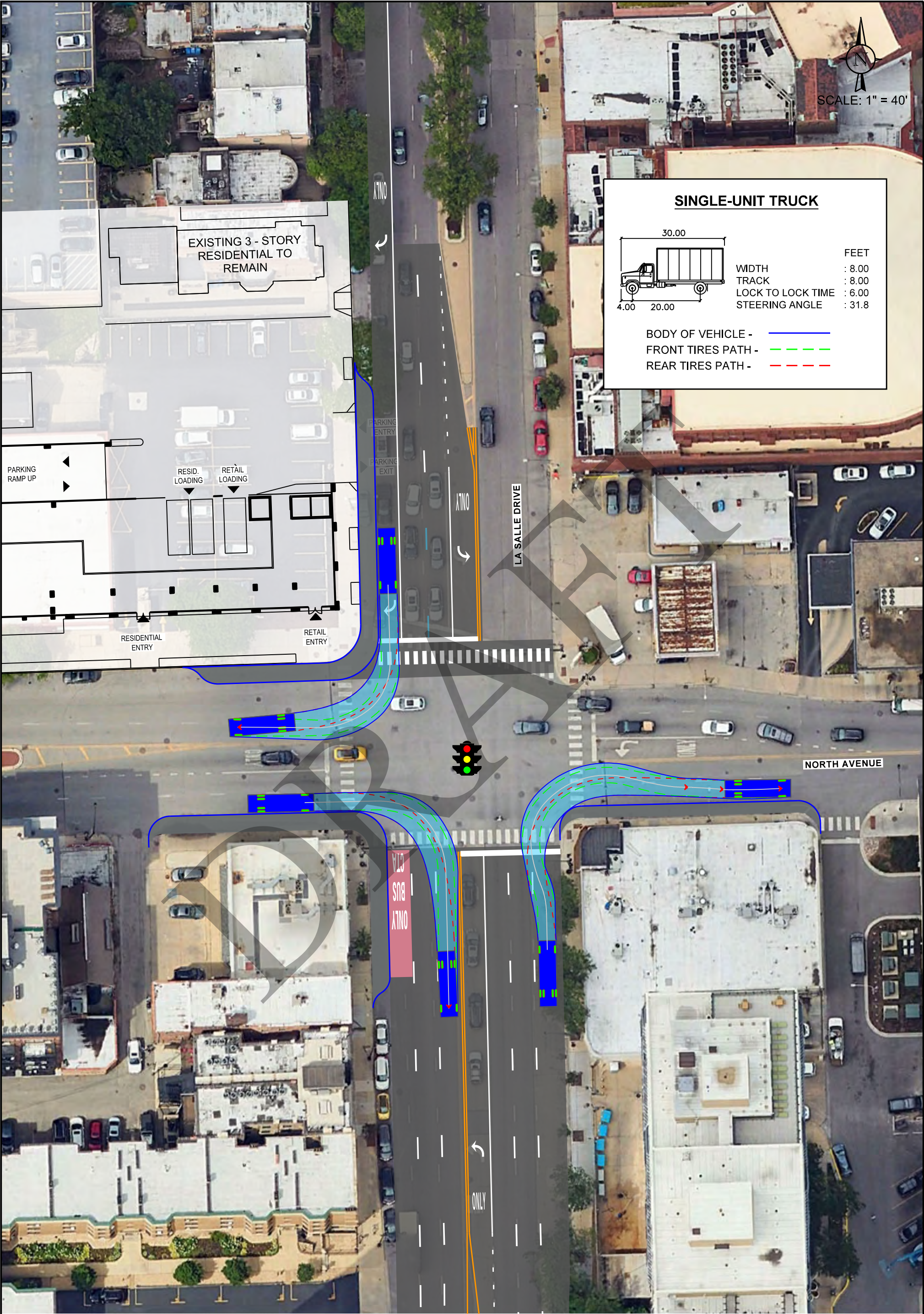
1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

AREA BIKE ROUTES AND DIVVY STATIONS

DRAWN: MD
DATE: 05-29-24
PROJECT #: 23-240
EXHIBIT: H

CHECKED: BM
REV: 07-12-24





SCALE: 1" = 40'

SINGLE-UNIT TRUCK

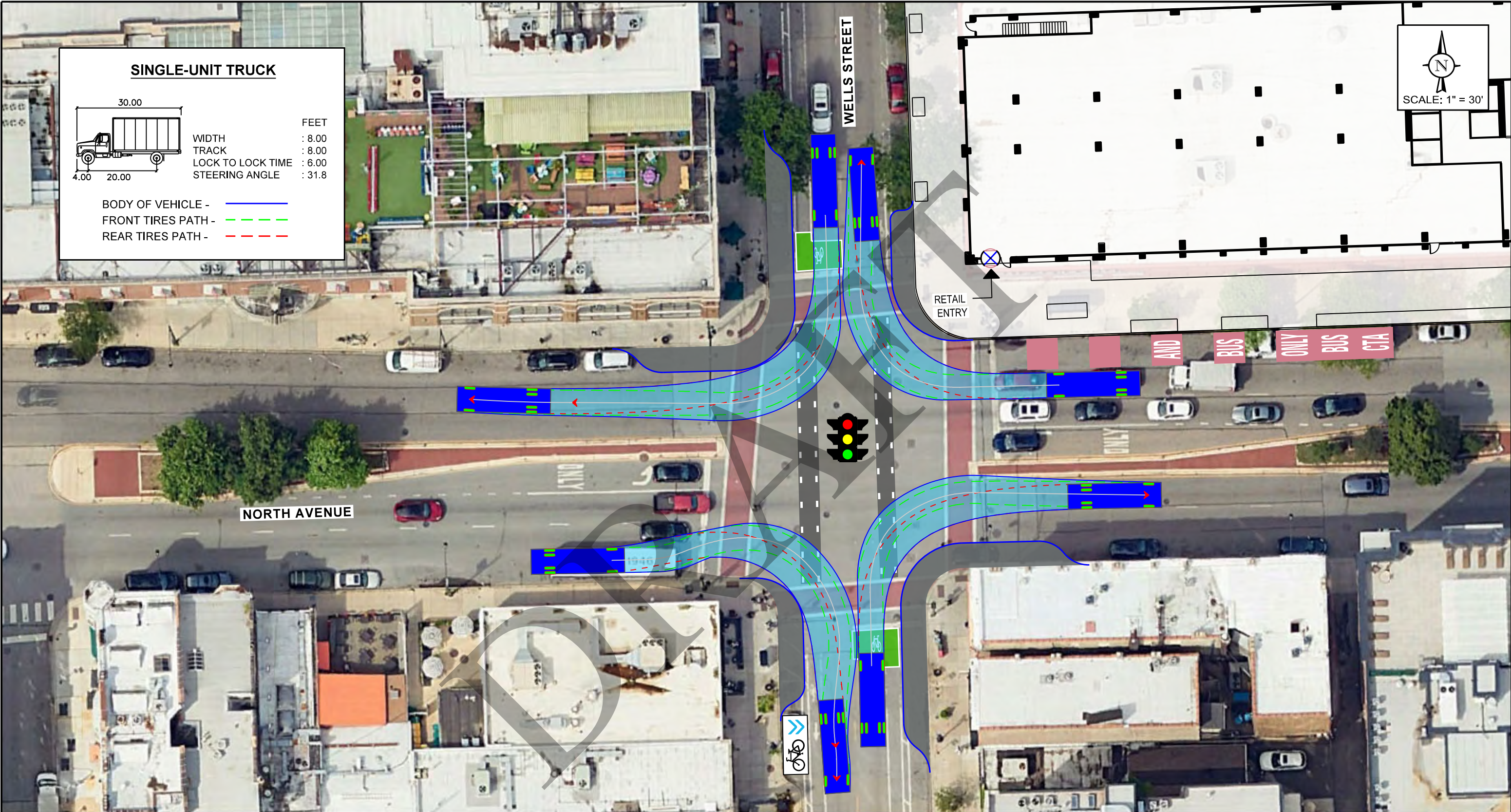
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TRACK	: 8.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.8

FEET

BODY OF VEHICLE - ———

FRONT TIRES PATH - - - -

REAR TIRES PATH - - - -



SINGLE-UNIT TRUCK

WIDTH	: 8.00	FEET
TRACK	: 8.00	
LOCK TO LOCK TIME	: 6.00	
STEERING ANGLE	: 31.8	

BODY OF VEHICLE - ———
FRONT TIRES PATH - - - - - -
REAR TIRES PATH - - - - - -

SCALE: 1" = 30'

1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

**NORTH AVENUE AND WELLS STREET
TRUCK MANEUVERS**

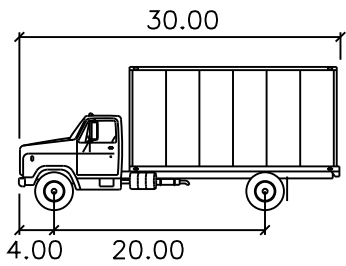
DRAWN: MD CHECKED: BM
DATE: 05-30-24 REV: 10-09-24
PROJECT #: 23-240
EXHIBIT: J





SCALE: 1" = 20'

SINGLE-UNIT TRUCK



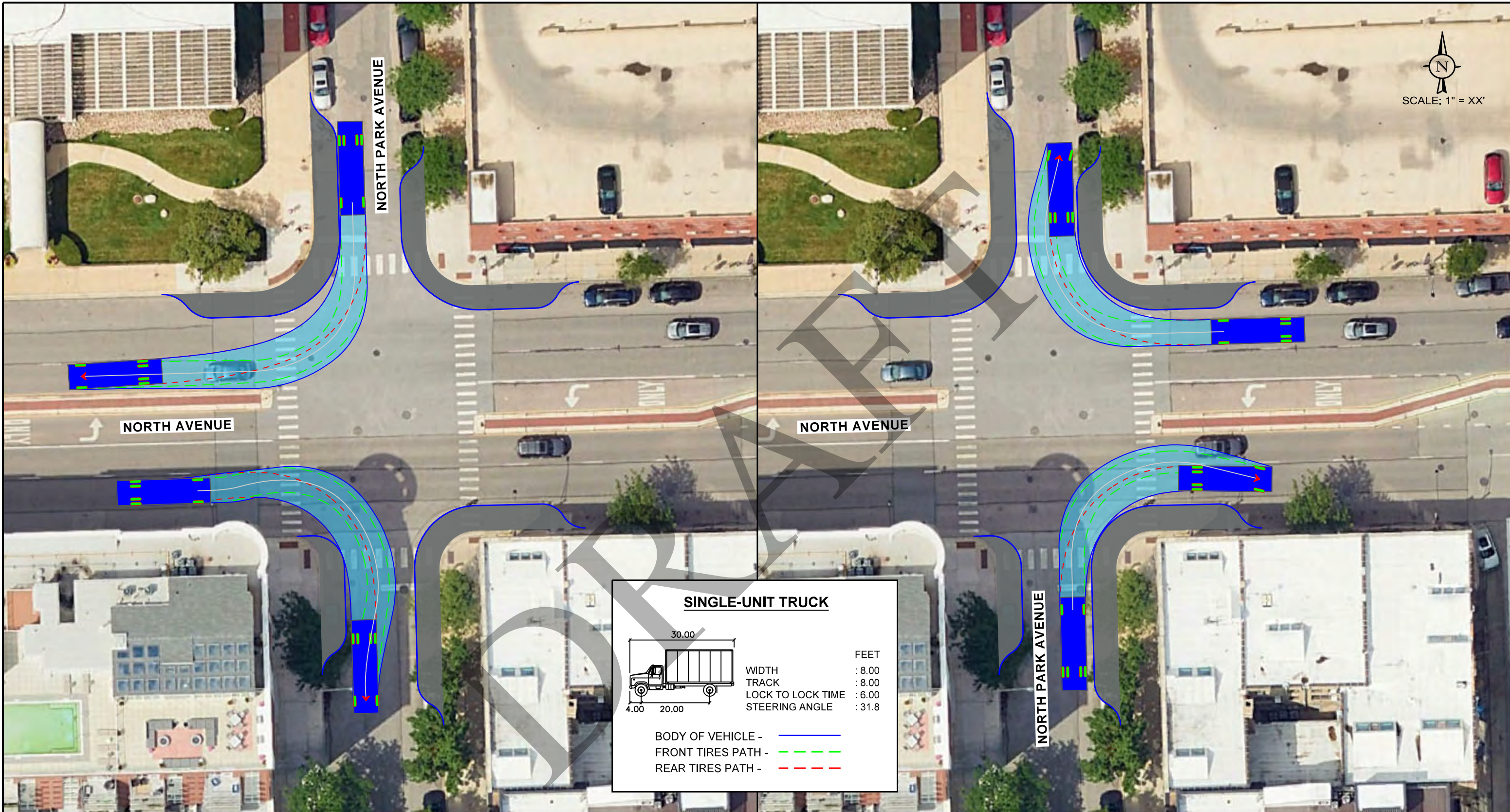
	FEET
WIDTH	: 8.00
TRACK	: 8.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.8

- BODY OF VEHICLE - —————
- FRONT TIRES PATH - - - - - -
- REAR TIRES PATH - - - - - -

EUGENIE STREET

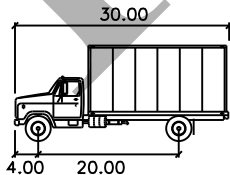
LA SALLE DRIVE

CLARK STREET



N
SCALE: 1" = XX'

SINGLE-UNIT TRUCK



WIDTH	: 8.00
TRACK	: 8.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.8

BODY OF VEHICLE - ———
FRONT TIRES PATH - - - -
REAR TIRES PATH - - - -

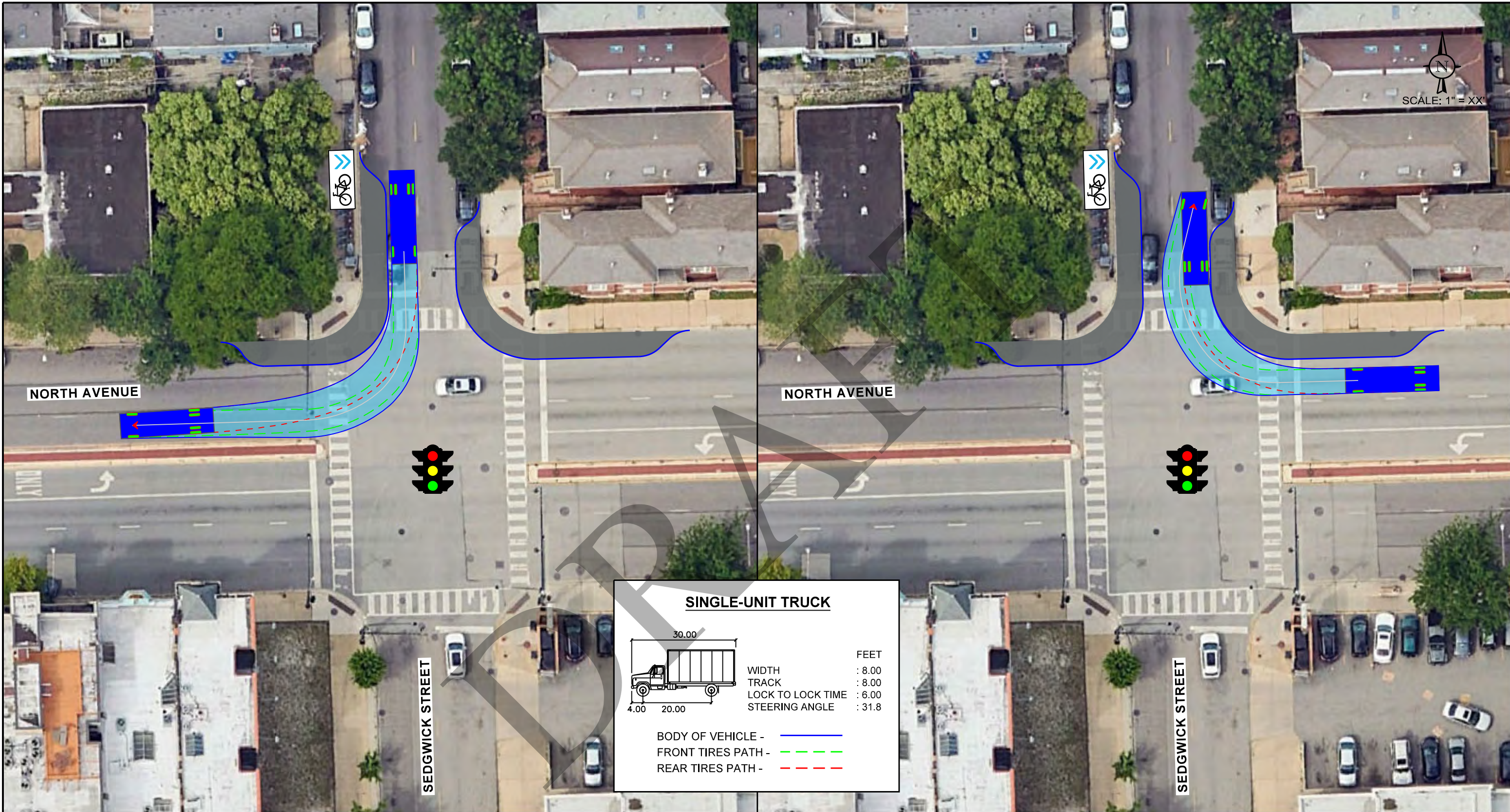
1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

**NORTH AVENUE AND NORTH PARK AVENUE
TRUCK MANEUVERS**

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: L

CHECKED: BM
REV: 10-09-24





N
SCALE: 1" = XX'

1600 N LA SALLE
MIXED-USE DEVELOPMENT
CHICAGO, ILLINOIS

**NORTH AVENUE AND SEDGWICK STREET
TRUCKS MANEUVERS**

DRAWN: MD
DATE: 05-30-24
PROJECT #: 23-240
EXHIBIT: M

CHECKED: BM
REV: 10-09-24

