

# Travel Demand Management Plan

## 350 N. Morgan Street

Chicago, Illinois



Prepared For:



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

March 13, 2025

## Introduction

This report summarizes the results of a Travel Demand Management Plan (TDM plan) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located at 350 N. Morgan Street in Chicago, Illinois.

As proposed, the development will consist of a 39-story residential building containing 573 residential units, approximately 10,900 square-feet of new ground floor retail, and a parking garage containing 240 spaces.

The purpose of the TDM plan is to identify existing pedestrian facilities and alternative modes of transportation serving the area, collect and evaluate data related to the utilization of alternative modes of transportation, and to provide recommendations related to reducing single occupancy vehicle usage as part of the proposed development.

## Study Area Characteristics

For the purposes of this TDM plan, the study area consists of the area generally bounded by Kinzie Street on the north, Morgan Street on the east, Fulton Market on the south, and Carpenter Street on the west. **Figure 1** shows an aerial view of the study area.

The existing land-uses within the vicinity of the site are mixed-use providing residential, office, retail, restaurant and hospitality land-uses. As of December 2024, KLOA, Inc. is aware of numerous proposed developments located within the vicinity of the site. The following mixed-used developments are located adjacent to the subject development:

- 400 Elizabeth Street
- 1200 Carroll Avenue
- 1200 W. Fulton Market
- 1325 W. Fulton Market
- 1245 W. Fulton Market
- 1215 W. Fulton Market
- 415 Sangamon Street
- 360 Green Street
- 357 N. Green Street
- 330 N. Green Street
- 345 N. Aberdeen Street
- KM Development
- 210 N. Aberdeen Street
- 1000 Carroll Avenue
- 370 N. Carpenter Street
- 375 N. Morgan Street
- 1048 W. Kinzie Street
- 1112 Carroll Avenue
- 315 N. May Street

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

## Existing Pedestrian Facilities

Sidewalks are located on both sides of all streets within the study area with the exception of the following:



Study Area

Figure 1

350 N. Morgan Street  
Chicago, Illinois



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

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

## Alternative Modes of Transportation

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

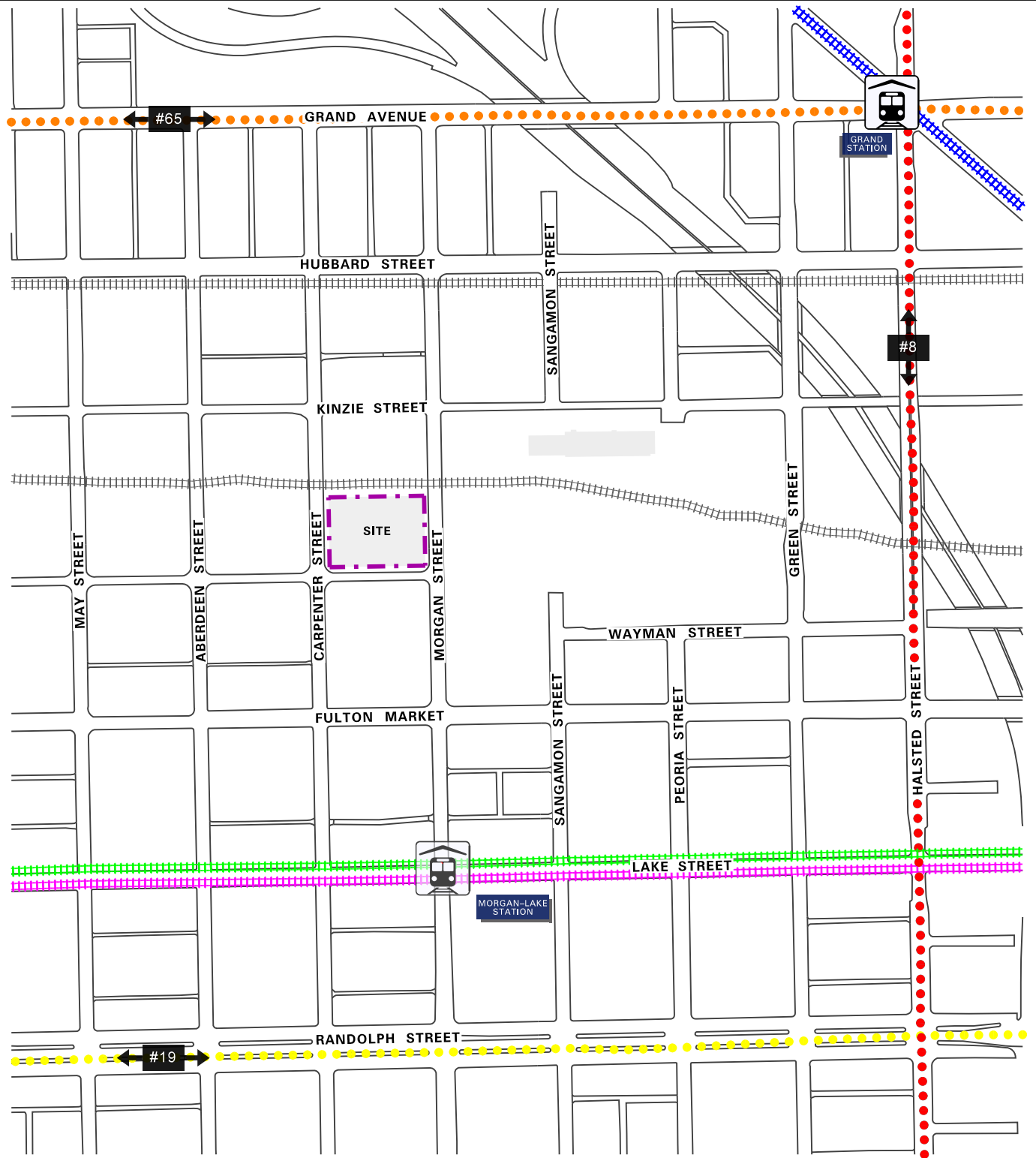
**CTA Rapid Transit.** The area is served by the CTA rapid transit Green and Pink Lines via the Morgan station, located about two blocks (0.14 miles) south of the site and the CTA rapid transit Blue line via the Grand Avenue station located approximately 2,440 feet northeast of the site.

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

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

**Bike Facilities.** Hubbard Street (700 feet north of the site) provides standard bike lanes. Additionally, Halsted Street (one-quarter mile to the east) provides marked shared lanes (“sharrows”) and buffer-protected bike lanes north of Lake Street and is designated as a bike route south of Lake Street. Although not classified as a bike route, the frontage streets along Randolph Street (1,300 feet south of the site) were previously observed to carry a significant amount of bicycle traffic. Furthermore, within the vicinity of the study area, Washington Avenue, and Ogden Avenue provide standard and buffer-protected bike lanes.

According to the City of Chicago’s *Streets for Cycling Plan 2020*, the following streets in the area are designated as future bike routes:



#### LEGEND

- |   |                  |
|---|------------------|
| ●●●●●●●● - ROUTE 8 - HALSTED                | - CTA BLUE LINE  |
| ●●●●●●●● - ROUTE 19 - UNITED CENTER EXPRESS | - CTA GREEN LINE |
| ●●●●●●●● - ROUTE 56 - MILWAUKEE             | - CTA PINK LINE  |
| ●●●●●●●● - ROUTE 65 - GRAND                 |                  |

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Public Transit



Job No: 24-276

Figure: 2

- Spoke Route
  - Lake Street (west of Des Plaines Street)
  - Des Plaines Street (north of Randolph Street)
  - Randolph Street (east of Des Plaines Street)
  - Milwaukee Avenue
- Crosstown Bike Route
  - Randolph Street (west of Des Plaines Street)
  - Des Plaines Street (south of Randolph Street)
  - Halsted Street
  - Kinzie Street
  - Washington Street
- Neighborhood Bike Route
  - Morgan Street
  - Hubbard Street
  - Green Street (between Kinzie Street and Hubbard Street)

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

- Fulton Market at Elizabeth Street (15 docks)
- Lake Street at Morgan Street (20 bike docks)
- Lake Street at Sangamon Street (23 bike docks)
- Halsted Street at Fulton Street (18 bike docks)

It should be noted that there is a separate ebike only station located at the intersection of Lake Street with Carpenter Street that can accommodate six docked ebikes. Three additional divvy stations are located along Randolph Street, approximately 1,300 feet south of the site. A review of real time station information for the Divvy stations during the weekday evening indicated the following:

- Fulton Market at Elizabeth Street – 33 percent of bikes available
- Lake Street at Morgan Street – 38 percent of bikes available
- Lake Street at Sangamon Street – 65 percent of bikes available
- Halsted Street at Fulton Street – 81 percent of bikes

Furthermore, there was approximately 45 bikes, and eight scooters docked at the four stations, with 12 undocked scooters and 6 undocked ebikes within the vicinity of the site.

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

## Pedestrian and Bicycle Counts

As part of the traffic impact study prepared by KLOA, Inc. for the proposed development, KLOA, Inc. utilized peak period traffic, pedestrian, and bicycle counts conducted utilizing Miovision Scout Video Collection Units on Tuesday, November 12, 2024, 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 for the following intersections:

- Carpenter Street with Kinzie Street
- Kinzie Street with Morgan Street
- Carroll Avenue with Aberdeen Street
- Carroll Avenue with Carpenter Street
- Carroll Avenue with Morgan Street
- Fulton Market with Morgan Street

For the intersection of Fulton Market with Carpenter Street, counts were conducted on Tuesday, March 5, 2024, 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 indicate that the weekday morning peak hour generally occurs between 8:00 A.M. and 9:00 A.M., while the weekday evening peak hour generally occurs between 4:15 P.M. and 5:15 P.M. **Figure 3** illustrates the existing peak hour pedestrian and bicycle volumes.

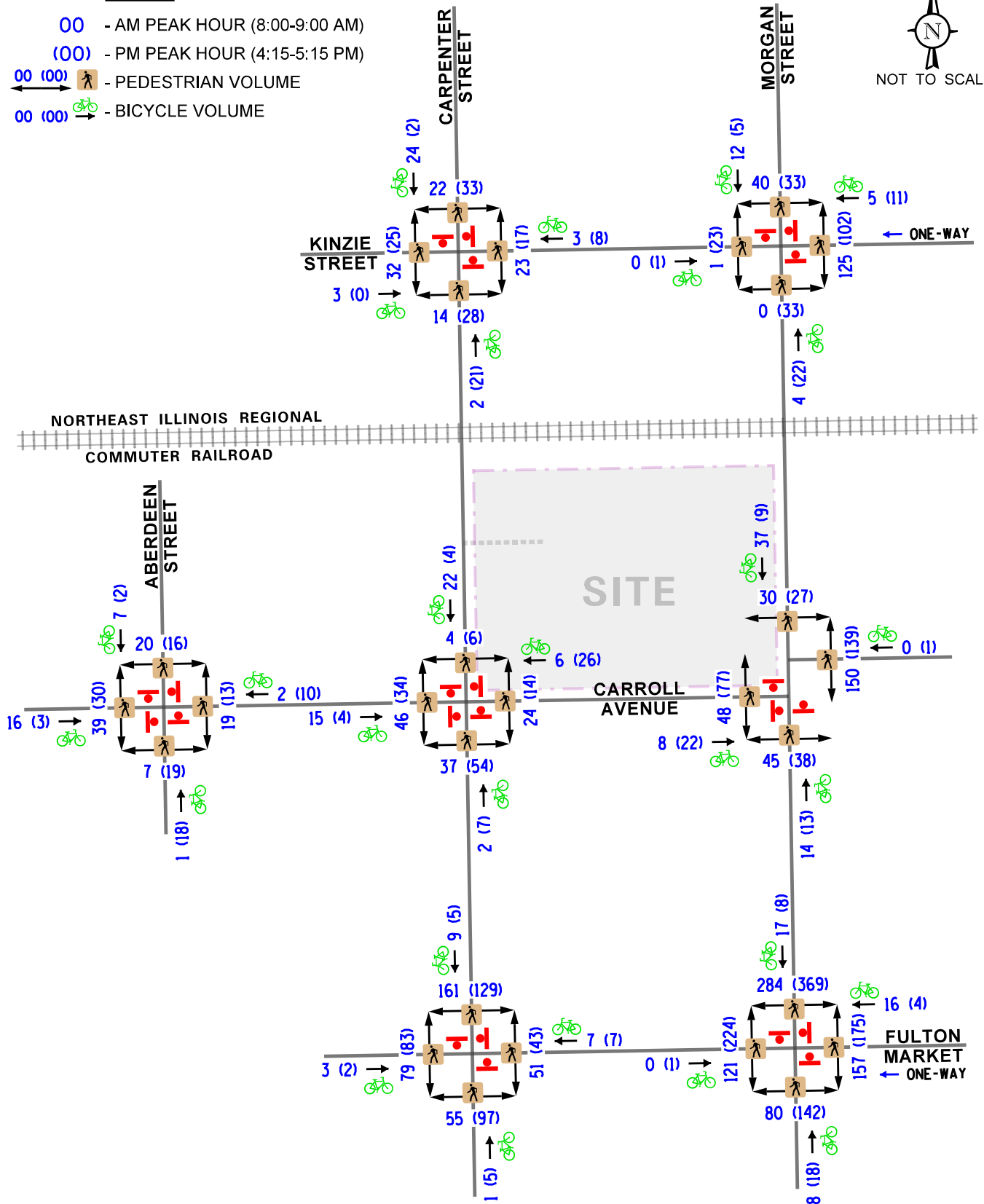
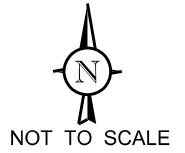
## Area Census Data

The site is located within .14 miles of the Chicago Transit Authority (CTA) rapid transit Green and Pink Lines via the Morgan station and within 0.46 miles of the CTA rapid transit Blue Line via the Grand Station. For the purposes of this evaluation, the data encompassing the transit stations and the census tract encompassing the site were utilized. Based on the census data, the following was determined related to means of transportation to work

- Data for the CTA Morgan Station is not currently available. Data for within one-quarter mile of the CTA Ashland Station is provided as the Ashland Station is the next station west of the Morgan Station for both the Pink and Green rapid transit lines.
  - Approximately 16 percent of people utilize public transportation.
  - Approximately 1 percent of people bicycle.
  - Approximately 18 percent of people walk.
  - Approximately 13 percent of people work from home.
- CTA Grand Station (within one-half mile)
  - Approximately 24 percent of people utilize public transportation.
  - Approximately 1 percent of people bicycle.
  - Approximately 24 percent of people walk.
  - Approximately 7 percent of people work from home.

# LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)
- 00 (00) [pedestrian icon] - PEDESTRIAN VOLUME
- 00 (00) [bicycle icon] - BICYCLE VOLUME



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Existing Pedestrian and Bicycle  
Traffic Volumes



- Census Tract 8330 (American Community Survey 2022 Five Year Estimates)
  - Approximately 25 percent of people drove alone.
  - Approximately 4 percent of people carpooled.
  - Approximately 20 percent of people utilize public transportation to get to work.
  - Approximately 21 percent of people walk.
  - Approximately 6 percent of people utilized a taxicab/motorcycle/bicycle.
  - Approximately 24 percent of people work from home.

As can be seen from the available census data for the region, approximately 20 percent of residents within the study area currently utilize public transportation to travel to/from work. Furthermore, when taking into consideration walking, bicycling, and those who work from home, approximately 50 to 70 percent of workers utilize other modes of transportation (or do not commute) other than a single occupancy vehicle.

Furthermore, a review of the population trends for Census Tract 8330 indicated that the census tract experienced an approximately 1.57 times growth in population and a 1.90 times growth in employment (population 16 and over) between 2010 and 2022. It is anticipated with the numerous proposed mixed-use developments within the region, that the population and employment characteristics of the area will continue to grow in the future.

The census data and map illustrating the census tracts surrounding the site is included in the appendix.

## Conclusions from Existing Conditions

Given that the site is located within .14 miles of the Morgan CTA station and with bus routes provided on Halsted Street and Grand Avenue, the site is well served by public transportation.

A review of the pedestrian counts indicates that all seven of the study area intersections experience similar traffic volumes with the majority of pedestrian activity occurring along Fulton Market and Morgan Street. These roadways are located to the more developed areas of the region. Overall, these pedestrian volumes at all seven intersections are projected to experience a significant increase with the development of the numerous proposed mixed-use developments located adjacent to the subject site.

A review of the bicycle data for the study area intersections indicate that bicycle traffic is significant along Morgan Street, Carroll Avenue, Carpenter Street and Fulton Market roadways. This is the result of the following:

- The provision of separate bike lanes on Lake Street and connection of Lake Street to Halsted Street and Ogden Avenue.
- The limited volume of vehicle traffic on Carroll Avenue and the connection of Carroll Avenue to Ogden Avenue.
- The provision of separate bike lanes on Hubbard Street and connection of Hubbard Street to Halsted Street and Ogden

It should be noted that eastbound exclusive bicycle lanes are provided one block north of Kinzie Street at Hubbard Street since Carrol Avenue is not a through street to Halsted Street. Additionally, Carroll Avenue is not a designated bike route per the Streets for Cycling Plan 2020.

Overall, within the study area adequate pedestrian facilities are provided under existing conditions and meet CDOT standards or will be incorporated to CDOT standards as part of the subject development or other planned area developments and as such, there is no need for any supplemental facilities to enhance pedestrian connections.

## Estimated Development Trips

The number of peak hour trips estimated to be generated by the proposed development were based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition. **Table 1** summarizes the multimodal vehicle trip generation during the weekday morning and weekday evening peak hours for the residential units.

Table 1

### MULTIMODAL VEHICLE TRIP GENERATION – WEEKDAY PEAK HOUR - RESIDENTIAL

Mode	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Mode Share
Personal Automobile/ Taxi/ Ride Hail Service	42	50	29%
CTA Rapid Transit/Bus	29	35	20%
Bicycle	9	10	6%
Walk	30	36	21%
Work From Home	35	41	24%
<b>Total</b>	<b>145</b>	<b>172</b>	<b>100%</b>

## Recommendations

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

### *Travel Demand Management Strategies*

TDM strategies are plans that a development can implement to reduce the number of vehicle trips that would be generated. These strategies are meant to not only reduce the traffic to and from the development but also to reduce parking demand, increase the use of alternate modes of transportation and public transit ridership, and promote active lifestyles less dependent on personal vehicles. The following TDM strategies will be incorporated as part of the proposed residential development in order to minimize the single occupancy vehicle trips generated by residents.

- *Car Sharing* services via a third-party car sharing service will be provided via two dedicated parking stall within the parking garage. This service will be provided as long as a third party car sharing service, such as Zipcar, is available. Information regarding the car sharing service will be made available by the building management and tenant mobile application.
- *Charging for Parking/Unbundling Parking Costs from Unit Leases* is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking. Furthermore, with unbundling parking costs from unit leases, tenants may opt to have no vehicle before moving into their unit. Parking will be an unbundled cost from the leases of the residential units.
- *Transit Information* regarding the CTA Blue, Green, and Pink lines as well as local bus routes will be made available for residents. This information will be made available by the building management via a tenant mobile application.
- *Real-Time Transit Information* will be made available for residents by management via link to available transit monitoring services to inform potential transit users of approaching trains and buses.
- *Bike Storage and Bike Repair Facilities* provide a secure place to store bicycles out of the elements. In addition, the space and tools to perform minor repairs, when necessary, will further encourage bicycle commuting. These services will be provided to residents and will be maintained by the residential building management.
- *Bike Sharing* via Divvy is already available in the area via several stations located within the vicinity of the site with the closest station at the intersection of Fulton Market with Elizabeth Street. Furthermore, a proposed Divvy station is located within in the vicinity of the proposed 345 N. Aberdeen Street development. Promotion of Divvy bikes and scooters will be made available to residents via the leasing office. Copies of the most recent Chicago Bike Map, published by CDOT, will also be provided with an emphasis on the location of area bicycle facilities including the existing bike lanes on Hubbard Street and Lake Street.

- The site was formerly occupied by an industrial building which had perpendicular parking spaces located along Carroll Avenue with no sidewalk and a fully depressed curb along Carpenter Street.
  - The proposed building will be built up to the lot line on Carpenter Street and Morgan Street. On Carroll Avenue, a widened east-west pedestrian corridor will be provided that will provide direct pedestrian retail access to Carroll Avenue.
  - The eastern and western site frontages will provide one pedestrian connection between the respective retail spaces and the adjacent sidewalk. The Carroll Avenue site frontage will provide three pedestrian connections. One for each retail space and one for the residential lobby.
- Numerous other area planned developments will provide similar pedestrian facility improvements along the respective site frontages resulting in an overall significant enhancement to the Fulton Market district
- Racine Avenue and May Street are planned by CDOT for the future provision of dedicated bike lanes which will connect to the existing bicycle facilities located on Hubbard Street to the north and Lake Street to the south.

### ***Implementation Plan***

The following provides an outline of the steps that will be taken to implement the recommended TDM strategies. The implementation of the TDM strategies will be the responsibility of building management who will inform and educate staff about the TDM strategies. The implementation for the residential TDM strategies will be as follows:

- *Welcoming/Promotional Documents* will be provided to new tenants upon move in. The management company will be responsible for providing this information to new residents and will include information on car-sharing, bike-sharing, and transit as listed in the TDM Strategies.
- *Lease Agreements* will include the lease of parking spaces as an added cost. The implementation of this strategy is the responsibility of the management company which will be required to unbundle parking spaces from apartment leases. It should be noted that 240 parking spaces will be reserved for residents for a ratio of 0.4 parking spaces per unit.
- *Building Amenities* will consist of information available in the leasing office or via a tenant mobile application that is made available to all tenants regarding car sharing, bike-sharing and transit as listed in the TDM Strategies. These will be provided upon occupancy. Maintenance and updates of these amenities will be the responsibility of the building management.

- *Bike Amenities* will include a bike storage area with a ratio of one space per unit. Bike maintenance and repair facilities will be provided within the storage area and the bike storage spaces will be wide enough to accommodate cargo bicycles. Future maintenance of the storage area and other bike facilities is the responsibility of the building management.

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

As outlined in the TDM Strategies and Implementation Plan, outreach and engagement will primarily occur through welcoming/promotional documentation, information available in the leasing office, monthly newsletters and emails, and routine communication via the resident application, email or text messaging. This information will be provided to all future residents on an ongoing basis.

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

The development TDM Strategies and Implementation should be monitored in the future to ensure their adequacy. The following summarizes the monitoring and reporting procedures for the residential units.

- *Designated Contacts* for the development will be provided to CDOT and will include a representative from the building management company once selected.
- *Annual Resident Surveys* should be conducted to determine the effectiveness of the TDM Plan. This survey will be managed by the apartment management company and should be submitted to CDOT. This survey should include questions on the following:
  - Unit population/occupancy
  - Vehicle and Bike ownership
  - Transit methods used for both commuting and other purposes
  - Availability of information on transit and TDM Strategies
- *Annual Operational Surveys/Evaluations* should be conducted by building management to determine the effectiveness of the TDM Plan. The results of the surveys/evaluations should be provided to CDOT. The following surveys and evaluations should be conducted.
  - Parking occupancy surveys of dedicated residential spaces
  - Evaluation of the lobby amenities
  - Evaluation of the bike amenities

### ***Estimated Vehicle Trip Reductions***

The *TDM Success Stories* report prepared by the Victoria Transport Policy Institute dated March 2024, which is a compilation of studies for existing TDM policies and programs, provides examples of effective transportation demand management strategies that have been implemented in other regions.



Based on information provided in the report, it is anticipated that the implementation of the TDM strategies, and the location of the subject development, may result in the following reduction to single occupancy vehicle trips.

- *Car Sharing.* The provision of one car sharing vehicle can replace 12 to 15 private cars.
  - ❖ A car sharing vehicle will be provided in the proposed parking garage via a third party car sharing service. This service will be provided as long as a third party car sharing service, such as Zipcar, is available.
- *Unbundled Parking.* Unbundled parking from leases will typically reduce vehicle ownership by 5 to 15 percent and vehicle trips by 10 to 30 percent.
  - ❖ Parking for the development will be unbundled from leases and will be a separate cost.
- *Providing Transit Information and Real Time Transit Information Via Tenant App.* Proximity to available high quality public transportation may increase transit travel by 20 to 50 percent and reduce auto travel by 5 to 15 percent.
  - ❖ The site is located approximately .14 miles of the Morgan CTA Pink/Green Line Station and within .41 miles of the Grand CTA Blue Line station and two area bus routes. Information will be provided to residents of the development.
- *Bike Storage and Bike Repair Facilities/Bike Sharing.* The application of Complete Street policies and provision of bike lanes to enhance bicycle safety can increase non-auto travel by 20 to 100 percent and decrease auto travel by 10 to 30 percent.
  - ❖ Exclusive bike lanes are currently provided on Lake Street.
  - ❖ Five Divvy stations are located within vicinity of the site and one is proposed to be provided within the study area.
  - ❖ In the future, Racine Avenue and May Street (located to the west of the site) will provide separate bicycle lanes.
- In general, micro-modes of transportation (walking, bicycling, e-bikes, etc.) may reduce driving 5 to 15 percent.
  - ❖ The study area currently provides sidewalks on both sides of the streets, or sidewalks will be provided as part of other planned developments within the study area.

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

# Appendix

Traffic Count Summary Sheets  
Census Data

## Traffic Count Summary Sheets



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

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

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

## Turning Movement Data

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

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





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

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

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

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

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	1	0	22	1	0	3	16	7	11	26	0	7	30	0	9	37	0	0	35	3	31	38	102
8:15 AM	0	0	1	0	19	1	0	8	33	7	16	48	0	5	31	0	12	36	0	0	41	4	43	45	130
8:30 AM	0	0	0	0	13	0	0	8	20	4	11	32	0	6	16	1	18	23	0	0	44	2	41	46	101
8:45 AM	0	0	1	0	25	1	0	1	20	10	13	31	0	7	20	0	16	27	0	0	44	4	46	48	107
Total	0	0	3	0	79	3	0	20	89	28	51	137	0	25	97	1	55	123	0	0	164	13	161	177	440
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	14.6	65.0	20.4	-	-	0.0	20.3	78.9	0.8	-	-	0.0	0.0	92.7	7.3	-	-	-
Total %	0.0	0.0	0.7	0.0	-	0.7	0.0	4.5	20.2	6.4	-	31.1	0.0	5.7	22.0	0.2	-	28.0	0.0	0.0	37.3	3.0	-	40.2	-
PHF	0.000	0.000	0.750	0.000	-	0.750	0.000	0.625	0.674	0.700	-	0.714	0.000	0.893	0.782	0.250	-	0.831	0.000	0.000	0.932	0.813	-	0.922	0.846
Lights	0	0	0	0	-	0	0	16	71	28	-	115	0	24	91	1	-	116	0	0	154	12	-	166	397
% Lights	-	-	0.0	-	-	0.0	-	80.0	79.8	100.0	-	83.9	-	96.0	93.8	100.0	-	94.3	-	-	93.9	92.3	-	93.8	90.2
Buses	0	0	0	0	-	0	0	1	2	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	7
% Buses	-	-	0.0	-	-	0.0	-	5.0	2.2	0.0	-	2.2	-	0.0	4.1	0.0	-	3.3	-	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	0	-	0	0	1	8	0	-	9	0	0	2	0	-	2	0	0	1	0	-	1	12
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	5.0	9.0	0.0	-	6.6	-	0.0	2.1	0.0	-	1.6	-	-	0.6	0.0	-	0.6	2.7
Articulated Trucks	0	0	0	0	-	0	0	2	1	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	4
% Articulated Trucks	-	-	0.0	-	-	0.0	-	10.0	1.1	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	-	-	0.6	0.0	-	0.6	0.9
Bicycles on Road	0	0	3	0	-	3	0	0	7	0	-	7	0	1	0	0	-	1	0	0	8	1	-	9	20
% Bicycles on Road	-	-	100.0	-	-	100.0	-	0.0	7.9	0.0	-	5.1	-	4.0	0.0	0.0	-	0.8	-	-	4.9	7.7	-	5.1	4.5
Pedestrians	-	-	-	-	79	-	-	-	-	-	51	-	-	-	-	-	55	-	-	-	-	-	161	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Market and Carpenter  
Street TMC  
Site Code:  
Start Date: 03/05/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	0	0	17	0	0	3	24	8	18	35	0	5	28	0	25	33	0	0	37	1	30	38	106
4:30 PM	0	0	1	0	21	1	0	10	23	6	4	39	0	5	44	0	22	49	0	0	20	2	27	22	111
4:45 PM	0	0	0	0	16	0	0	7	26	3	13	36	0	5	25	0	17	30	0	0	40	3	28	43	109
5:00 PM	0	0	1	0	29	1	0	9	24	8	8	41	0	8	30	0	33	38	0	0	39	3	44	42	122
Total	0	0	2	0	83	2	0	29	97	25	43	151	0	23	127	0	97	150	0	0	136	9	129	145	448
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	19.2	64.2	16.6	-	-	0.0	15.3	84.7	0.0	-	-	0.0	0.0	93.8	6.2	-	-	-
Total %	0.0	0.0	0.4	0.0	-	0.4	0.0	6.5	21.7	5.6	-	33.7	0.0	5.1	28.3	0.0	-	33.5	0.0	0.0	30.4	2.0	-	32.4	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.725	0.933	0.781	-	0.921	0.000	0.719	0.722	0.000	-	0.765	0.000	0.000	0.850	0.750	-	0.843	0.918
Lights	0	0	0	0	-	0	0	27	83	23	-	133	0	23	112	0	-	135	0	0	133	7	-	140	408
% Lights	-	-	0.0	-	-	0.0	-	93.1	85.6	92.0	-	88.1	-	100.0	88.2	-	-	90.0	-	-	97.8	77.8	-	96.6	91.1
Buses	0	0	0	0	-	0	0	2	6	1	-	9	0	0	8	0	-	8	0	0	0	0	-	0	17
% Buses	-	-	0.0	-	-	0.0	-	6.9	6.2	4.0	-	6.0	-	0.0	6.3	-	-	5.3	-	-	0.0	0.0	-	0.0	3.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	3
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	1.0	0.0	-	0.7	-	0.0	1.6	-	-	1.3	-	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	1.0	0.0	-	0.7	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	2	0	-	2	0	0	6	1	-	7	0	0	5	0	-	5	0	0	3	2	-	5	19
% Bicycles on Road	-	-	100.0	-	-	100.0	-	0.0	6.2	4.0	-	4.6	-	0.0	3.9	-	-	3.3	-	-	2.2	22.2	-	3.4	4.2
Pedestrians	-	-	-	-	83	-	-	-	-	-	43	-	-	-	-	-	97	-	-	-	-	-	129	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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(847)518-9990 mmendoza@kloainc.com

Count Name: Aberdeen Street with Carroll  
Avenue TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 1

## Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	6	0	3	6	0	0	3	2	2	5	0	0	4	2	3	6	0	1	5	1	3	7	24
7:15 AM	0	2	7	1	4	10	0	0	3	0	2	3	0	2	6	1	1	9	0	0	6	1	3	7	29
7:30 AM	0	0	12	0	3	12	0	1	2	0	2	3	0	1	7	4	2	12	0	1	7	1	6	9	36
7:45 AM	2	1	14	5	9	22	0	2	6	3	3	11	0	0	9	2	3	11	0	1	11	0	6	12	56
Hourly Total	2	3	39	6	19	50	0	3	14	5	9	22	0	3	26	9	9	38	0	3	29	3	18	35	145
8:00 AM	0	1	20	3	11	24	0	0	4	4	5	8	0	4	11	4	3	19	0	0	2	1	9	3	54
8:15 AM	0	2	23	4	8	29	0	2	5	1	5	8	0	6	14	2	1	22	0	0	4	0	2	4	63
8:30 AM	0	2	20	7	12	29	0	3	9	3	3	15	0	1	14	0	2	15	0	2	10	1	4	13	72
8:45 AM	0	5	8	6	8	19	0	5	6	4	6	15	0	1	12	5	1	18	0	1	10	2	5	13	65
Hourly Total	0	10	71	20	39	101	0	10	24	12	19	46	0	12	51	11	7	74	0	3	26	4	20	33	254
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	17	8	7	28	0	1	9	2	6	12	0	2	22	6	4	30	0	1	5	2	8	8	78
4:15 PM	0	10	9	3	7	22	0	0	11	2	0	13	0	1	24	9	9	34	0	2	13	3	4	18	87
4:30 PM	0	18	20	5	6	43	0	2	13	3	3	18	0	6	28	5	3	39	0	1	19	1	5	21	121
4:45 PM	0	9	12	4	6	25	0	2	12	1	3	15	0	3	20	6	3	29	1	0	6	2	5	9	78
Hourly Total	0	40	58	20	26	118	0	5	45	8	12	58	0	12	94	26	19	132	1	4	43	8	22	56	364
5:00 PM	0	6	15	4	11	25	0	3	11	2	7	16	0	0	35	1	4	36	0	1	14	0	2	15	92
5:15 PM	0	7	26	2	8	35	0	1	10	3	1	14	0	0	37	8	3	45	0	1	14	2	4	17	111
5:30 PM	0	14	22	3	7	39	0	2	12	2	4	16	0	2	48	2	1	52	0	1	9	5	10	15	122
5:45 PM	0	4	22	2	7	28	0	2	5	2	0	9	0	4	27	4	1	35	0	0	13	4	0	17	89
Hourly Total	0	31	85	11	33	127	0	8	38	9	12	55	0	6	147	15	9	168	0	3	50	11	16	64	414
Grand Total	2	84	253	57	117	396	0	26	121	34	52	181	0	33	318	61	44	412	1	13	148	26	76	188	1177
Approach %	0.5	21.2	63.9	14.4	-	-	0.0	14.4	66.9	18.8	-	-	0.0	8.0	77.2	14.8	-	-	0.5	6.9	78.7	13.8	-	-	-
Total %	0.2	7.1	21.5	4.8	-	33.6	0.0	2.2	10.3	2.9	-	15.4	0.0	2.8	27.0	5.2	-	35.0	0.1	1.1	12.6	2.2	-	16.0	-
Lights	2	78	226	48	-	354	0	25	100	31	-	156	0	32	291	56	-	379	1	12	123	26	-	162	1051
% Lights	100.0	92.9	89.3	84.2	-	89.4	-	96.2	82.6	91.2	-	86.2	-	97.0	91.5	91.8	-	92.0	100.0	92.3	83.1	100.0	-	86.2	89.3
Buses	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	4
% Buses	0.0	1.2	0.4	1.8	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	0.0	-	0.5	0.3
Single-Unit Trucks	0	0	3	3	-	6	0	1	1	0	-	2	0	1	0	1	-	2	0	0	3	0	-	3	13
% Single-Unit Trucks	0.0	0.0	1.2	5.3	-	1.5	-	3.8	0.8	0.0	-	1.1	-	3.0	0.0	1.6	-	0.5	0.0	0.0	2.0	0.0	-	1.6	1.1
Articulated Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	5
% Articulated Trucks	0.0	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.0	0.0	1.4	0.0	-	1.1	0.4
Bicycles on Road	0	5	21	5	-	31	0	0	20	3	-	23	0	0	26	4	-	30	0	1	19	0	-	20	104

% Bicycles on Road	0.0	6.0	8.3	8.8	-	7.8	-	0.0	16.5	8.8	-	12.7	-	0.0	8.2	6.6	-	7.3	0.0	7.7	12.8	0.0	-	10.6	8.8
Pedestrians	-	-	-	-	117	-	-	-	-	-	52	-	-	-	-	-	44	-	-	-	-	-	76	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Start Date: 11/12/2024  
Page No: 3

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

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	20	3	11	24	0	0	4	4	5	8	0	4	11	4	3	19	0	0	2	1	9	3	54
8:15 AM	0	2	23	4	8	29	0	2	5	1	5	8	0	6	14	2	1	22	0	0	4	0	2	4	63
8:30 AM	0	2	20	7	12	29	0	3	9	3	3	15	0	1	14	0	2	15	0	2	10	1	4	13	72
8:45 AM	0	5	8	6	8	19	0	5	6	4	6	15	0	1	12	5	1	18	0	1	10	2	5	13	65
Total	0	10	71	20	39	101	0	10	24	12	19	46	0	12	51	11	7	74	0	3	26	4	20	33	254
Approach %	0.0	9.9	70.3	19.8	-	-	0.0	21.7	52.2	26.1	-	-	0.0	16.2	68.9	14.9	-	-	0.0	9.1	78.8	12.1	-	-	-
Total %	0.0	3.9	28.0	7.9	-	39.8	0.0	3.9	9.4	4.7	-	18.1	0.0	4.7	20.1	4.3	-	29.1	0.0	1.2	10.2	1.6	-	13.0	-
PHF	0.000	0.500	0.772	0.714	-	0.871	0.000	0.500	0.667	0.750	-	0.767	0.000	0.500	0.911	0.550	-	0.841	0.000	0.375	0.650	0.500	-	0.635	0.882
Lights	0	9	57	15	-	81	0	9	22	12	-	43	0	12	49	10	-	71	0	2	18	4	-	24	219
% Lights	-	90.0	80.3	75.0	-	80.2	-	90.0	91.7	100.0	-	93.5	-	100.0	96.1	90.9	-	95.9	-	66.7	69.2	100.0	-	72.7	86.2
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	10.0	0.0	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	0.4
Single-Unit Trucks	0	0	1	2	-	3	0	1	0	0	-	1	0	0	0	1	-	1	0	0	1	0	-	1	6
% Single-Unit Trucks	-	0.0	1.4	10.0	-	3.0	-	10.0	0.0	0.0	-	2.2	-	0.0	0.0	9.1	-	1.4	-	0.0	3.8	0.0	-	3.0	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.0	0.0	-	1.4	-	0.0	3.8	0.0	-	3.0	0.8
Bicycles on Road	0	0	13	3	-	16	0	0	2	0	-	2	0	0	1	0	-	1	0	1	6	0	-	7	26
% Bicycles on Road	-	0.0	18.3	15.0	-	15.8	-	0.0	8.3	0.0	-	4.3	-	0.0	2.0	0.0	-	1.4	-	33.3	23.1	0.0	-	21.2	10.2
Pedestrians	-	-	-	-	39	-	-	-	-	-	19	-	-	-	-	-	7	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Aberdeen Street Northbound						Aberdeen Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	10	9	3	7	22	0	0	11	2	0	13	0	1	24	9	9	34	0	2	13	3	4	18	87
4:30 PM	0	18	20	5	6	43	0	2	13	3	3	18	0	6	28	5	3	39	0	1	19	1	5	21	121
4:45 PM	0	9	12	4	6	25	0	2	12	1	3	15	0	3	20	6	3	29	1	0	6	2	5	9	78
5:00 PM	0	6	15	4	11	25	0	3	11	2	7	16	0	0	35	1	4	36	0	1	14	0	2	15	92
Total	0	43	56	16	30	115	0	7	47	8	13	62	0	10	107	21	19	138	1	4	52	6	16	63	378
Approach %	0.0	37.4	48.7	13.9	-	-	0.0	11.3	75.8	12.9	-	-	0.0	7.2	77.5	15.2	-	-	1.6	6.3	82.5	9.5	-	-	-
Total %	0.0	11.4	14.8	4.2	-	30.4	0.0	1.9	12.4	2.1	-	16.4	0.0	2.6	28.3	5.6	-	36.5	0.3	1.1	13.8	1.6	-	16.7	-
PHF	0.000	0.597	0.700	0.800	-	0.669	0.000	0.583	0.904	0.667	-	0.861	0.000	0.417	0.764	0.583	-	0.885	0.250	0.500	0.684	0.500	-	0.750	0.781
Lights	0	40	55	14	-	109	0	7	37	8	-	52	0	10	92	18	-	120	1	4	49	6	-	60	341
% Lights	-	93.0	98.2	87.5	-	94.8	-	100.0	78.7	100.0	-	83.9	-	100.0	86.0	85.7	-	87.0	100.0	100.0	94.2	100.0	-	95.2	90.2
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	6.3	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.9	0.0	-	1.6	0.5
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	1.8	6.3	-	1.7	-	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	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	0	0	-	3	0	0	10	0	-	10	0	0	15	3	-	18	0	0	2	0	-	2	33
% Bicycles on Road	-	7.0	0.0	0.0	-	2.6	-	0.0	21.3	0.0	-	16.1	-	0.0	14.0	14.3	-	13.0	0.0	0.0	3.8	0.0	-	3.2	8.7
Pedestrians	-	-	-	-	30	-	-	-	-	-	13	-	-	-	-	-	19	-	-	-	-	-	16	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Carroll  
Avenue TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 1

## Turning Movement Data

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	3	5	3	8	0	1	1	1	1	3	0	1	14	2	2	17	0	3	12	2	1	17	45
7:15 AM	0	1	5	1	1	7	0	0	1	1	1	2	0	0	12	1	2	13	0	2	20	2	1	24	46
7:30 AM	0	6	7	3	5	16	0	1	2	1	2	4	0	0	21	5	5	26	0	2	25	2	1	29	75
7:45 AM	0	3	9	5	6	17	0	1	12	6	5	19	0	2	19	5	10	26	0	4	31	1	2	36	98
Hourly Total	0	10	24	14	15	48	0	3	16	9	9	28	0	3	66	13	19	82	0	11	88	7	5	106	264
8:00 AM	0	3	16	3	6	22	0	3	7	5	10	15	1	1	18	6	12	26	0	10	33	1	1	44	107
8:15 AM	0	2	15	5	9	22	0	4	4	4	5	12	0	3	19	2	10	24	0	9	29	1	1	39	97
8:30 AM	1	5	13	4	14	23	0	6	8	4	7	18	0	2	11	4	5	17	0	8	28	4	0	40	98
8:45 AM	0	4	7	3	17	14	0	7	11	2	2	20	1	2	29	8	10	40	0	4	22	4	2	30	104
Hourly Total	1	14	51	15	46	81	0	20	30	15	24	65	2	8	77	20	37	107	0	31	112	10	4	153	406
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	8	12	4	6	24	0	6	8	5	5	19	1	2	57	7	11	67	0	2	25	1	4	28	138
4:15 PM	0	6	12	3	3	21	0	7	11	11	4	29	0	0	49	1	11	50	0	1	31	1	1	33	133
4:30 PM	0	8	15	5	4	28	0	5	13	7	1	25	0	2	60	8	18	70	0	1	26	4	0	31	154
4:45 PM	0	12	5	3	13	20	0	3	6	13	4	22	1	1	58	4	16	64	0	3	21	2	1	26	132
Hourly Total	0	34	44	15	26	93	0	21	38	36	14	95	2	5	224	20	56	251	0	7	103	8	6	118	557
5:00 PM	0	4	8	7	14	19	0	4	10	5	5	19	0	1	54	8	9	63	0	2	26	4	4	32	133
5:15 PM	0	17	13	7	8	37	0	5	8	4	9	17	0	1	50	6	5	57	0	5	30	2	3	37	148
5:30 PM	0	10	7	4	8	21	0	1	7	1	3	9	0	4	75	9	7	88	0	2	26	7	1	35	153
5:45 PM	0	12	8	4	6	24	0	2	3	0	3	5	0	2	73	4	6	79	0	2	30	4	1	36	144
Hourly Total	0	43	36	22	36	101	0	12	28	10	20	50	0	8	252	27	27	287	0	11	112	17	9	140	578
Grand Total	1	101	155	66	123	323	0	56	112	70	67	238	4	24	619	80	139	727	0	60	415	42	24	517	1805
Approach %	0.3	31.3	48.0	20.4	-	-	0.0	23.5	47.1	29.4	-	-	0.6	3.3	85.1	11.0	-	-	0.0	11.6	80.3	8.1	-	-	-
Total %	0.1	5.6	8.6	3.7	-	17.9	0.0	3.1	6.2	3.9	-	13.2	0.2	1.3	34.3	4.4	-	40.3	0.0	3.3	23.0	2.3	-	28.6	-
Lights	1	99	126	62	-	288	0	50	84	50	-	184	4	23	589	60	-	676	0	46	385	40	-	471	1619
% Lights	100.0	98.0	81.3	93.9	-	89.2	-	89.3	75.0	71.4	-	77.3	100.0	95.8	95.2	75.0	-	93.0	-	76.7	92.8	95.2	-	91.1	89.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	10	14	-	24	0	2	0	1	-	3	27
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.6	17.5	-	3.3	-	3.3	0.0	2.4	-	0.6	1.5
Single-Unit Trucks	0	0	3	2	-	5	0	1	3	0	-	4	0	0	7	3	-	10	0	1	2	0	-	3	22
% Single-Unit Trucks	0.0	0.0	1.9	3.0	-	1.5	-	1.8	2.7	0.0	-	1.7	0.0	0.0	1.1	3.8	-	1.4	-	1.7	0.5	0.0	-	0.6	1.2
Articulated Trucks	0	1	1	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	5
% Articulated Trucks	0.0	1.0	0.6	0.0	-	0.6	-	1.8	0.0	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	0.3
Bicycles on Road	0	1	25	2	-	28	0	4	25	20	-	49	0	1	13	3	-	17	0	11	26	1	-	38	132

% Bicycles on Road	0.0	1.0	16.1	3.0	-	8.7	-	7.1	22.3	28.6	-	20.6	0.0	4.2	2.1	3.8	-	2.3	-	18.3	6.3	2.4	-	7.4	7.3
Pedestrians	-	-	-	-	123	-	-	-	-	-	67	-	-	-	-	-	139	-	-	-	-	-	24	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Carroll  
Avenue TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 3

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

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	3	16	3	6	22	0	3	7	5	10	15	1	1	18	6	12	26	0	10	33	1	1	44	107
8:15 AM	0	2	15	5	9	22	0	4	4	4	5	12	0	3	19	2	10	24	0	9	29	1	1	39	97
8:30 AM	1	5	13	4	14	23	0	6	8	4	7	18	0	2	11	4	5	17	0	8	28	4	0	40	98
8:45 AM	0	4	7	3	17	14	0	7	11	2	2	20	1	2	29	8	10	40	0	4	22	4	2	30	104
Total	1	14	51	15	46	81	0	20	30	15	24	65	2	8	77	20	37	107	0	31	112	10	4	153	406
Approach %	1.2	17.3	63.0	18.5	-	-	0.0	30.8	46.2	23.1	-	-	1.9	7.5	72.0	18.7	-	-	0.0	20.3	73.2	6.5	-	-	-
Total %	0.2	3.4	12.6	3.7	-	20.0	0.0	4.9	7.4	3.7	-	16.0	0.5	2.0	19.0	4.9	-	26.4	0.0	7.6	27.6	2.5	-	37.7	-
PHF	0.250	0.700	0.797	0.750	-	0.880	0.000	0.714	0.682	0.750	-	0.813	0.500	0.667	0.664	0.625	-	0.669	0.000	0.775	0.848	0.625	-	0.869	0.949
Lights	1	14	35	14	-	64	0	16	27	14	-	57	2	8	73	17	-	100	0	23	95	10	-	128	349
% Lights	100.0	100.0	68.6	93.3	-	79.0	-	80.0	90.0	93.3	-	87.7	100.0	100.0	94.8	85.0	-	93.5	-	74.2	84.8	100.0	-	83.7	86.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	2	0	1	0	0	-	1	3
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	10.0	-	1.9	-	3.2	0.0	0.0	-	0.7	0.7
Single-Unit Trucks	0	0	1	1	-	2	0	0	1	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	2.0	6.7	-	2.5	-	0.0	3.3	0.0	-	1.5	0.0	0.0	2.6	5.0	-	2.8	-	0.0	0.0	0.0	-	0.0	1.5
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	3
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	5.0	0.0	0.0	-	1.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	1.3	0.7
Bicycles on Road	0	0	15	0	-	15	0	3	2	1	-	6	0	0	2	0	-	2	0	7	15	0	-	22	45
% Bicycles on Road	0.0	0.0	29.4	0.0	-	18.5	-	15.0	6.7	6.7	-	9.2	0.0	0.0	2.6	0.0	-	1.9	-	22.6	13.4	0.0	-	14.4	11.1
Pedestrians	-	-	-	-	46	-	-	-	-	-	24	-	-	-	-	-	37	-	-	-	-	-	4	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Carroll  
Avenue TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Carroll Avenue Eastbound						Carroll Avenue Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	6	12	3	3	21	0	7	11	11	4	29	0	0	49	1	11	50	0	1	31	1	1	33	133
4:30 PM	0	8	15	5	4	28	0	5	13	7	1	25	0	2	60	8	18	70	0	1	26	4	0	31	154
4:45 PM	0	12	5	3	13	20	0	3	6	13	4	22	1	1	58	4	16	64	0	3	21	2	1	26	132
5:00 PM	0	4	8	7	14	19	0	4	10	5	5	19	0	1	54	8	9	63	0	2	26	4	4	32	133
Total	0	30	40	18	34	88	0	19	40	36	14	95	1	4	221	21	54	247	0	7	104	11	6	122	552
Approach %	0.0	34.1	45.5	20.5	-	-	0.0	20.0	42.1	37.9	-	-	0.4	1.6	89.5	8.5	-	-	0.0	5.7	85.2	9.0	-	-	-
Total %	0.0	5.4	7.2	3.3	-	15.9	0.0	3.4	7.2	6.5	-	17.2	0.2	0.7	40.0	3.8	-	44.7	0.0	1.3	18.8	2.0	-	22.1	-
PHF	0.000	0.625	0.667	0.643	-	0.786	0.000	0.679	0.769	0.692	-	0.819	0.250	0.500	0.921	0.656	-	0.882	0.000	0.583	0.839	0.688	-	0.924	0.896
Lights	0	30	36	17	-	83	0	17	30	21	-	68	1	4	209	14	-	228	0	6	99	10	-	115	494
% Lights	-	100.0	90.0	94.4	-	94.3	-	89.5	75.0	58.3	-	71.6	100.0	100.0	94.6	66.7	-	92.3	-	85.7	95.2	90.9	-	94.3	89.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	4	-	8	0	0	0	0	-	0	8
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.8	19.0	-	3.2	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	1	0	-	1	0	1	0	0	-	1	0	0	3	1	-	4	0	1	2	0	-	3	9
% Single-Unit Trucks	-	0.0	2.5	0.0	-	1.1	-	5.3	0.0	0.0	-	1.1	0.0	0.0	1.4	4.8	-	1.6	-	14.3	1.9	0.0	-	2.5	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	1	-	4	0	1	10	15	-	26	0	0	5	2	-	7	0	0	3	1	-	4	41
% Bicycles on Road	-	0.0	7.5	5.6	-	4.5	-	5.3	25.0	41.7	-	27.4	0.0	0.0	2.3	9.5	-	2.8	-	0.0	2.9	9.1	-	3.3	7.4
Pedestrians	-	-	-	-	34	-	-	-	-	-	14	-	-	-	-	-	54	-	-	-	-	-	6	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Kinzie Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
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## Turning Movement Data

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	2	0	0	1	10	2	0	13	0	2	8	0	1	10	0	0	14	2	2	16	39
7:15 AM	0	0	1	0	1	1	0	5	4	4	0	13	0	3	14	0	2	17	0	0	19	4	3	23	54
7:30 AM	0	0	0	0	4	0	0	1	6	3	1	10	0	4	23	0	2	27	1	0	29	5	5	35	72
7:45 AM	0	0	0	0	3	0	0	0	1	1	1	2	0	3	29	1	1	33	0	1	35	2	4	38	73
Hourly Total	0	0	1	0	10	1	0	7	21	10	2	38	0	12	74	1	6	87	1	1	97	13	14	112	238
8:00 AM	0	0	0	0	5	0	0	1	0	0	6	1	0	3	18	1	2	22	0	0	44	2	3	46	69
8:15 AM	0	0	0	0	4	0	0	0	1	0	5	1	0	3	18	0	3	21	1	0	44	4	2	49	71
8:30 AM	0	0	0	1	9	1	0	0	0	0	5	0	0	2	17	0	3	19	0	0	43	3	7	46	66
8:45 AM	0	1	2	0	14	3	0	0	3	0	7	3	0	8	23	1	6	32	0	0	31	12	10	43	81
Hourly Total	0	1	2	1	32	4	0	1	4	0	23	5	0	16	76	2	14	94	1	0	162	21	22	184	287
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	7	0	0	7	36	3	3	46	0	9	58	0	3	67	0	0	18	1	6	19	132
4:15 PM	0	0	0	0	4	0	0	7	81	5	3	93	1	18	44	0	9	63	0	0	26	1	6	27	183
4:30 PM	0	0	0	0	2	0	0	8	82	10	6	100	0	7	67	0	2	74	0	0	21	2	2	23	197
4:45 PM	0	0	0	0	8	0	0	10	63	1	3	74	0	7	74	0	8	81	0	0	11	1	5	12	167
Hourly Total	0	0	0	0	21	0	0	32	262	19	15	313	1	41	243	0	22	285	0	0	76	5	19	81	679
5:00 PM	0	0	0	0	11	0	0	3	74	2	5	79	0	14	54	0	9	68	0	0	26	3	20	29	176
5:15 PM	0	1	0	0	5	1	0	10	56	3	2	69	0	5	63	0	4	68	0	0	26	4	8	30	168
5:30 PM	0	1	0	0	10	1	0	10	87	4	2	101	0	16	77	0	3	93	0	0	28	2	10	30	225
5:45 PM	0	0	0	1	4	1	0	14	66	4	5	84	0	19	66	0	7	85	0	1	25	7	4	33	203
Hourly Total	0	2	0	1	30	3	0	37	283	13	14	333	0	54	260	0	23	314	0	1	105	16	42	122	772
Grand Total	0	3	3	2	93	8	0	77	570	42	54	689	1	123	653	3	65	780	2	2	440	55	97	499	1976
Approach %	0.0	37.5	37.5	25.0	-	-	0.0	11.2	82.7	6.1	-	-	0.1	15.8	83.7	0.4	-	-	0.4	0.4	88.2	11.0	-	-	-
Total %	0.0	0.2	0.2	0.1	-	0.4	0.0	3.9	28.8	2.1	-	34.9	0.1	6.2	33.0	0.2	-	39.5	0.1	0.1	22.3	2.8	-	25.3	-
Lights	0	1	0	0	-	1	0	70	537	38	-	645	1	112	607	1	-	721	2	1	404	52	-	459	1826
% Lights	-	33.3	0.0	0.0	-	12.5	-	90.9	94.2	90.5	-	93.6	100.0	91.1	93.0	33.3	-	92.4	100.0	50.0	91.8	94.5	-	92.0	92.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	8	4	0	-	12	0	0	1	0	-	1	13
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	6.5	0.6	0.0	-	1.5	0.0	0.0	0.2	0.0	-	0.2	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	2	6	0	-	8	0	1	3	1	-	5	0	0	0	0	-	0	13
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	2.6	1.1	0.0	-	1.2	0.0	0.8	0.5	33.3	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	1	1	-	2	0	1	1	1	-	3	0	1	2	0	-	3	8
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	2.4	-	0.3	0.0	0.8	0.2	33.3	-	0.4	0.0	50.0	0.5	0.0	-	0.6	0.4
Bicycles on Road	0	2	3	2	-	7	0	5	26	3	-	34	0	1	38	0	-	39	0	0	33	3	-	36	116

% Bicycles on Road	-	66.7	100.0	100.0	-	87.5	-	6.5	4.6	7.1	-	4.9	0.0	0.8	5.8	0.0	-	5.0	0.0	0.0	7.5	5.5	-	7.2	5.9
Pedestrians	-	-	-	-	93	-	-	-	-	-	54	-	-	-	-	-	65	-	-	-	-	-	97	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Kinzie Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 3

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

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	0	0	5	0	0	1	0	0	6	1	0	3	18	1	2	22	0	0	44	2	3	46	69
8:15 AM	0	0	0	0	4	0	0	0	1	0	5	1	0	3	18	0	3	21	1	0	44	4	2	49	71
8:30 AM	0	0	0	1	9	1	0	0	0	0	5	0	0	2	17	0	3	19	0	0	43	3	7	46	66
8:45 AM	0	1	2	0	14	3	0	0	3	0	7	3	0	8	23	1	6	32	0	0	31	12	10	43	81
Total	0	1	2	1	32	4	0	1	4	0	23	5	0	16	76	2	14	94	1	0	162	21	22	184	287
Approach %	0.0	25.0	50.0	25.0	-	-	0.0	20.0	80.0	0.0	-	-	0.0	17.0	80.9	2.1	-	-	0.5	0.0	88.0	11.4	-	-	-
Total %	0.0	0.3	0.7	0.3	-	1.4	0.0	0.3	1.4	0.0	-	1.7	0.0	5.6	26.5	0.7	-	32.8	0.3	0.0	56.4	7.3	-	64.1	-
PHF	0.000	0.250	0.250	0.250	-	0.333	0.000	0.250	0.333	0.000	-	0.417	0.000	0.500	0.826	0.500	-	0.734	0.250	0.000	0.920	0.438	-	0.939	0.886
Lights	0	1	0	0	-	1	0	0	1	0	-	1	0	16	72	1	-	89	1	0	137	19	-	157	248
% Lights	-	100.0	0.0	0.0	-	25.0	-	0.0	25.0	-	-	20.0	-	100.0	94.7	50.0	-	94.7	100.0	-	84.6	90.5	-	85.3	86.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	0.6	0.0	-	0.5	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	25.0	-	-	20.0	-	0.0	2.6	50.0	-	3.2	0.0	-	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	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	-	1.2	0.0	-	1.1	0.7
Bicycles on Road	0	0	2	1	-	3	0	1	2	0	-	3	0	0	2	0	-	2	0	0	22	2	-	24	32
% Bicycles on Road	-	0.0	100.0	100.0	-	75.0	-	100.0	50.0	-	-	60.0	-	0.0	2.6	0.0	-	2.1	0.0	-	13.6	9.5	-	13.0	11.1
Pedestrians	-	-	-	-	32	-	-	-	-	-	23	-	-	-	-	-	14	-	-	-	-	-	22	-	-
% 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 mmendoza@kloainc.com

Count Name: Carpenter Street with Kinzie Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Carpenter Street Northbound						Carpenter Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	0	0	4	0	0	7	81	5	3	93	1	18	44	0	9	63	0	0	26	1	6	27	183
4:30 PM	0	0	0	0	2	0	0	8	82	10	6	100	0	7	67	0	2	74	0	0	21	2	2	23	197
4:45 PM	0	0	0	0	8	0	0	10	63	1	3	74	0	7	74	0	8	81	0	0	11	1	5	12	167
5:00 PM	0	0	0	0	11	0	0	3	74	2	5	79	0	14	54	0	9	68	0	0	26	3	20	29	176
Total	0	0	0	0	25	0	0	28	300	18	17	346	1	46	239	0	28	286	0	0	84	7	33	91	723
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	8.1	86.7	5.2	-	-	0.3	16.1	83.6	0.0	-	-	0.0	0.0	92.3	7.7	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	3.9	41.5	2.5	-	47.9	0.1	6.4	33.1	0.0	-	39.6	0.0	0.0	11.6	1.0	-	12.6	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.700	0.915	0.450	-	0.865	0.250	0.639	0.807	0.000	-	0.883	0.000	0.000	0.808	0.583	-	0.784	0.918
Lights	0	0	0	0	-	0	0	25	291	17	-	333	1	42	216	0	-	259	0	0	82	7	-	89	681
% Lights	-	-	-	-	-	-	-	89.3	97.0	94.4	-	96.2	100.0	91.3	90.4	-	-	90.6	-	-	97.6	100.0	-	97.8	94.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	4	1	0	-	5	0	0	0	0	-	0	5
% Buses	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	8.7	0.4	-	-	1.7	-	-	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	2	2	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	5
% Single-Unit Trucks	-	-	-	-	-	-	-	7.1	0.7	0.0	-	1.2	0.0	0.0	0.4	-	-	0.3	-	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	1	6	1	-	8	0	0	21	0	-	21	0	0	2	0	-	2	31
% Bicycles on Road	-	-	-	-	-	-	-	3.6	2.0	5.6	-	2.3	0.0	0.0	8.8	-	-	7.3	-	-	2.4	0.0	-	2.2	4.3
Pedestrians	-	-	-	-	25	-	-	-	-	-	17	-	-	-	-	-	28	-	-	-	-	33	-	-	-
% 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 mmendoza@kloainc.com

Count Name: Fulton Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 1

## Turning Movement Data

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	9	0	0	5	4	1	9	10	0	5	11	0	9	16	1	0	10	3	18	14	40
7:15 AM	0	0	1	0	4	1	0	2	13	5	10	20	0	5	12	0	14	17	0	0	11	3	32	14	52
7:30 AM	0	0	2	0	8	2	0	0	6	3	8	9	0	4	10	0	16	14	0	0	14	5	29	19	44
7:45 AM	0	0	1	0	8	1	0	5	7	7	13	19	0	3	28	0	28	31	0	0	14	6	43	20	71
Hourly Total	0	0	4	0	29	4	0	12	30	16	40	58	0	17	61	0	67	78	1	0	49	17	122	67	207
8:00 AM	0	0	0	0	25	0	0	6	23	4	28	33	0	5	17	0	18	22	0	0	19	6	59	25	80
8:15 AM	0	0	0	0	37	0	0	5	15	3	45	23	0	14	29	0	28	43	1	0	18	12	64	31	97
8:30 AM	0	0	0	0	24	0	0	5	24	9	43	38	0	7	17	0	19	24	0	4	17	7	73	28	90
8:45 AM	0	0	0	0	35	0	0	6	18	6	41	30	0	7	22	1	15	30	0	2	30	13	88	45	105
Hourly Total	0	0	0	0	121	0	0	22	80	22	157	124	0	33	85	1	80	119	1	6	84	38	284	129	372
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	0	72	1	0	2	50	14	29	66	0	8	38	0	22	46	0	0	21	9	79	30	143
4:15 PM	0	0	1	0	37	1	0	3	62	16	29	81	0	12	46	0	33	58	0	0	15	5	96	20	160
4:30 PM	0	0	0	0	81	0	0	4	45	27	46	76	0	9	57	0	37	66	0	1	16	7	83	24	166
4:45 PM	0	0	0	0	62	0	0	6	55	9	53	70	0	7	45	0	27	52	0	3	19	1	70	23	145
Hourly Total	0	1	1	0	252	2	0	15	212	66	157	293	0	36	186	0	119	222	0	4	71	22	328	97	614
5:00 PM	0	0	1	0	44	1	0	6	69	16	47	91	0	14	46	0	45	60	0	0	17	4	120	21	173
5:15 PM	0	0	2	0	32	2	0	12	58	16	48	86	0	8	51	0	45	59	0	0	16	4	111	20	167
5:30 PM	0	0	0	0	29	0	0	9	62	16	51	87	0	8	53	0	40	61	0	0	25	6	61	31	179
5:45 PM	0	0	0	0	28	0	0	14	45	18	47	77	0	9	54	0	40	63	0	0	15	11	80	26	166
Hourly Total	0	0	3	0	133	3	0	41	234	66	193	341	0	39	204	0	170	243	0	0	73	25	372	98	685
Grand Total	0	1	8	0	535	9	0	90	556	170	547	816	0	125	536	1	436	662	2	10	277	102	1106	391	1878
Approach %	0.0	11.1	88.9	0.0	-	-	0.0	11.0	68.1	20.8	-	-	0.0	18.9	81.0	0.2	-	-	0.5	2.6	70.8	26.1	-	-	-
Total %	0.0	0.1	0.4	0.0	-	0.5	0.0	4.8	29.6	9.1	-	43.5	0.0	6.7	28.5	0.1	-	35.3	0.1	0.5	14.7	5.4	-	20.8	-
Lights	0	0	1	0	-	1	0	77	526	158	-	761	0	111	513	0	-	624	2	0	241	87	-	330	1716
% Lights	-	0.0	12.5	-	-	11.1	-	85.6	94.6	92.9	-	93.3	-	88.8	95.7	0.0	-	94.3	100.0	0.0	87.0	85.3	-	84.4	91.4
Buses	0	0	0	0	-	0	0	0	5	2	-	7	0	2	0	0	-	2	0	0	9	4	-	13	22
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.9	1.2	-	0.9	-	1.6	0.0	0.0	-	0.3	0.0	0.0	3.2	3.9	-	3.3	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	10	8	0	-	18	0	8	4	0	-	12	0	0	6	5	-	11	41
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	11.1	1.4	0.0	-	2.2	-	6.4	0.7	0.0	-	1.8	0.0	0.0	2.2	4.9	-	2.8	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	1	-	1	4
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.4	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	1.0	-	0.3	0.2
Bicycles on Road	0	1	7	0	-	8	0	3	15	10	-	28	0	4	18	1	-	23	0	10	21	5	-	36	95

% Bicycles on Road	-	100.0	87.5	-	-	88.9	-	3.3	2.7	5.9	-	3.4	-	3.2	3.4	100.0	-	3.5	0.0	100.0	7.6	4.9	-	9.2	5.1
Pedestrians	-	-	-	-	535	-	-	-	-	547	-	-	-	-	-	-	436	-	-	-	-	-	1106	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Fulton Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 3

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

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	0	0	25	0	0	6	23	4	28	33	0	5	17	0	18	22	0	0	19	6	59	25	80
8:15 AM	0	0	0	0	37	0	0	5	15	3	45	23	0	14	29	0	28	43	1	0	18	12	64	31	97
8:30 AM	0	0	0	0	24	0	0	5	24	9	43	38	0	7	17	0	19	24	0	4	17	7	73	28	90
8:45 AM	0	0	0	0	35	0	0	6	18	6	41	30	0	7	22	1	15	30	0	2	30	13	88	45	105
Total	0	0	0	0	121	0	0	22	80	22	157	124	0	33	85	1	80	119	1	6	84	38	284	129	372
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	17.7	64.5	17.7	-	-	0.0	27.7	71.4	0.8	-	-	0.8	4.7	65.1	29.5	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	5.9	21.5	5.9	-	33.3	0.0	8.9	22.8	0.3	-	32.0	0.3	1.6	22.6	10.2	-	34.7	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.917	0.833	0.611	-	0.816	0.000	0.589	0.733	0.250	-	0.692	0.250	0.375	0.700	0.731	-	0.717	0.886
Lights	0	0	0	0	-	0	0	15	70	14	-	99	0	28	75	0	-	103	1	0	68	35	-	104	306
% Lights	-	-	-	-	-	-	-	68.2	87.5	63.6	-	79.8	-	84.8	88.2	0.0	-	86.6	100.0	0.0	81.0	92.1	-	80.6	82.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	4	0	-	4	5
% Buses	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	3.0	0.0	0.0	-	0.8	0.0	0.0	4.8	0.0	-	3.1	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	6	1	0	-	7	0	3	3	0	-	6	0	0	3	1	-	4	17
% Single-Unit Trucks	-	-	-	-	-	-	-	27.3	1.3	0.0	-	5.6	-	9.1	3.5	0.0	-	5.0	0.0	0.0	3.6	2.6	-	3.1	4.6
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	-	-	-	-	-	-	0.0	2.5	0.0	-	1.6	-	0.0	1.2	0.0	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	1	7	8	-	16	0	1	6	1	-	8	0	6	9	2	-	17	41
% Bicycles on Road	-	-	-	-	-	-	-	4.5	8.8	36.4	-	12.9	-	3.0	7.1	100.0	-	6.7	0.0	100.0	10.7	5.3	-	13.2	11.0
Pedestrians	-	-	-	-	121	-	-	-	-	-	157	-	-	-	-	-	80	-	-	-	-	-	284	-	-
% 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 mmendoza@kloainc.com

Count Name: Fulton Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Fulton Street Eastbound						Fulton Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	1	0	37	1	0	3	62	16	29	81	0	12	46	0	33	58	0	0	15	5	96	20	160
4:30 PM	0	0	0	0	81	0	0	4	45	27	46	76	0	9	57	0	37	66	0	1	16	7	83	24	166
4:45 PM	0	0	0	0	62	0	0	6	55	9	53	70	0	7	45	0	27	52	0	3	19	1	70	23	145
5:00 PM	0	0	1	0	44	1	0	6	69	16	47	91	0	14	46	0	45	60	0	0	17	4	120	21	173
Total	0	0	2	0	224	2	0	19	231	68	175	318	0	42	194	0	142	236	0	4	67	17	369	88	644
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	6.0	72.6	21.4	-	-	0.0	17.8	82.2	0.0	-	-	0.0	4.5	76.1	19.3	-	-	-
Total %	0.0	0.0	0.3	0.0	-	0.3	0.0	3.0	35.9	10.6	-	49.4	0.0	6.5	30.1	0.0	-	36.6	0.0	0.6	10.4	2.6	-	13.7	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.792	0.837	0.630	-	0.874	0.000	0.750	0.851	0.000	-	0.894	0.000	0.333	0.882	0.607	-	0.917	0.931
Lights	0	0	1	0	-	1	0	18	221	67	-	306	0	39	184	0	-	223	0	0	61	14	-	75	605
% Lights	-	-	50.0	-	-	50.0	-	94.7	95.7	98.5	-	96.2	-	92.9	94.8	-	-	94.5	-	0.0	91.0	82.4	-	85.2	93.9
Buses	0	0	0	0	-	0	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	2	-	2	5
% Buses	-	-	0.0	-	-	0.0	-	0.0	0.9	1.5	-	0.9	-	0.0	0.0	-	-	0.0	-	0.0	0.0	11.8	-	2.3	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	1	4	0	-	5	0	2	1	0	-	3	0	0	2	1	-	3	11
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	5.3	1.7	0.0	-	1.6	-	4.8	0.5	-	-	1.3	-	0.0	3.0	5.9	-	3.4	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	4	0	-	4	0	1	9	0	-	10	0	4	4	0	-	8	23
% Bicycles on Road	-	-	50.0	-	-	50.0	-	0.0	1.7	0.0	-	1.3	-	2.4	4.6	-	-	4.2	-	100.0	6.0	0.0	-	9.1	3.6
Pedestrians	-	-	-	-	224	-	-	-	-	-	175	-	-	-	-	-	142	-	-	-	-	-	369	-	-
% 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 mmendoza@kloainc.com

Count Name: Kinzie Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 1

## Turning Movement Data

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	2	0	2	2	6	2	9	12	0	3	6	0	1	9	0	0	8	4	2	12	33
7:15 AM	0	0	0	0	0	0	0	3	9	2	10	14	0	4	8	2	4	14	0	0	6	1	5	7	35
7:30 AM	0	0	0	0	1	0	0	10	7	6	12	23	1	3	13	0	6	17	1	0	14	2	6	17	57
7:45 AM	0	0	0	0	0	0	0	15	0	9	17	24	0	0	18	0	0	18	0	0	15	0	12	15	57
Hourly Total	0	0	0	0	3	0	2	30	22	19	48	73	1	10	45	2	11	58	1	0	43	7	25	51	182
8:00 AM	0	0	0	0	0	0	0	16	0	10	26	26	0	0	18	1	0	19	0	0	8	0	6	8	53
8:15 AM	0	0	0	0	1	0	0	15	0	7	34	22	0	0	25	0	0	25	0	1	16	0	2	17	64
8:30 AM	0	0	0	0	0	0	0	23	0	10	22	33	0	0	17	0	0	17	0	0	9	0	9	9	59
8:45 AM	0	0	0	0	0	0	0	25	0	7	43	32	0	0	20	0	0	20	0	0	21	0	23	21	73
Hourly Total	0	0	0	0	1	0	0	79	0	34	125	113	0	0	80	1	0	81	0	1	54	0	40	55	249
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	8	0	0	9	44	5	14	58	0	7	46	1	7	54	0	0	10	1	6	11	123
4:15 PM	0	0	0	1	6	1	0	9	85	13	15	107	0	9	55	1	15	65	0	0	7	1	5	8	181
4:30 PM	0	0	0	0	8	0	0	10	85	6	33	101	1	15	72	2	3	90	0	0	5	3	3	8	199
4:45 PM	0	0	0	0	6	0	0	15	67	9	21	91	0	7	56	0	7	63	0	0	9	0	3	9	163
Hourly Total	0	0	0	1	28	1	0	43	281	33	83	357	1	38	229	4	32	272	0	0	31	5	17	36	666
5:00 PM	0	0	0	0	3	0	0	2	62	8	33	72	0	19	44	1	8	64	0	0	6	1	22	7	143
5:15 PM	0	0	0	0	2	0	0	6	60	3	39	69	0	10	52	0	4	62	0	0	7	2	8	9	140
5:30 PM	0	0	0	0	2	0	0	8	77	5	20	90	0	21	64	0	3	85	0	0	12	5	12	17	192
5:45 PM	0	1	0	0	4	1	0	10	72	1	29	83	0	15	67	0	5	82	0	0	11	3	7	14	180
Hourly Total	0	1	0	0	11	1	0	26	271	17	121	314	0	65	227	1	20	293	0	0	36	11	49	47	655
Grand Total	0	1	0	1	43	2	2	178	574	103	377	857	2	113	581	8	63	704	1	1	164	23	131	189	1752
Approach %	0.0	50.0	0.0	50.0	-	-	0.2	20.8	67.0	12.0	-	-	0.3	16.1	82.5	1.1	-	-	0.5	0.5	86.8	12.2	-	-	-
Total %	0.0	0.1	0.0	0.1	-	0.1	0.1	10.2	32.8	5.9	-	48.9	0.1	6.4	33.2	0.5	-	40.2	0.1	0.1	9.4	1.3	-	10.8	-
Lights	0	1	0	0	-	1	2	165	537	97	-	801	2	112	531	2	-	647	1	0	141	19	-	161	1610
% Lights	-	100.0	-	0.0	-	50.0	100.0	92.7	93.6	94.2	-	93.5	100.0	99.1	91.4	25.0	-	91.9	100.0	0.0	86.0	82.6	-	85.2	91.9
Buses	0	0	0	0	-	0	0	4	0	1	-	5	0	0	10	0	-	10	0	0	0	1	-	1	16
% Buses	-	0.0	-	0.0	-	0.0	0.0	2.2	0.0	1.0	-	0.6	0.0	0.0	1.7	0.0	-	1.4	0.0	0.0	0.0	4.3	-	0.5	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	4	5	2	-	11	0	0	4	0	-	4	0	0	0	3	-	3	18
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	0.0	2.2	0.9	1.9	-	1.3	0.0	0.0	0.7	0.0	-	0.6	0.0	0.0	0.0	13.0	-	1.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	1	1	0	-	2	0	0	1	0	-	1	5
% Articulated Trucks	-	0.0	-	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.9	0.2	0.0	-	0.3	0.0	0.0	0.6	0.0	-	0.5	0.3
Bicycles on Road	0	0	0	1	-	1	0	5	30	3	-	38	0	0	35	6	-	41	0	1	22	0	-	23	103

% Bicycles on Road	-	0.0	-	100.0	-	50.0	0.0	2.8	5.2	2.9	-	4.4	0.0	0.0	6.0	75.0	-	5.8	0.0	100.0	13.4	0.0	-	12.2	5.9
Pedestrians	-	-	-	-	43	-	-	-	-	-	377	-	-	-	-	-	63	-	-	-	-	-	131	-	-
% 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 mmendoza@kloainc.com

Count Name: Kinzie Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 3

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

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	0	0	0	0	0	16	0	10	26	26	0	0	18	1	0	19	0	0	8	0	6	8	53
8:15 AM	0	0	0	0	1	0	0	15	0	7	34	22	0	0	25	0	0	25	0	1	16	0	2	17	64
8:30 AM	0	0	0	0	0	0	0	23	0	10	22	33	0	0	17	0	0	17	0	0	9	0	9	9	59
8:45 AM	0	0	0	0	0	0	0	25	0	7	43	32	0	0	20	0	0	20	0	0	21	0	23	21	73
Total	0	0	0	0	1	0	0	79	0	34	125	113	0	0	80	1	0	81	0	1	54	0	40	55	249
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	69.9	0.0	30.1	-	-	0.0	0.0	98.8	1.2	-	-	0.0	1.8	98.2	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	31.7	0.0	13.7	-	45.4	0.0	0.0	32.1	0.4	-	32.5	0.0	0.4	21.7	0.0	-	22.1	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.790	0.000	0.850	-	0.856	0.000	0.000	0.800	0.250	-	0.810	0.000	0.250	0.643	0.000	-	0.655	0.853
Lights	0	0	0	0	-	0	0	73	0	31	-	104	0	0	74	0	-	74	0	0	43	0	-	43	221
% Lights	-	-	-	-	-	-	-	92.4	-	91.2	-	92.0	-	-	92.5	0.0	-	91.4	-	0.0	79.6	-	-	78.2	88.8
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Buses	-	-	-	-	-	-	-	2.5	-	0.0	-	1.8	-	-	1.3	0.0	-	1.2	-	0.0	0.0	-	-	0.0	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	-	-	-	-	-	-	-	2.5	-	0.0	-	1.8	-	-	2.5	0.0	-	2.5	-	0.0	0.0	-	-	0.0	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	2	0	3	-	5	0	0	3	1	-	4	0	1	11	0	-	12	21
% Bicycles on Road	-	-	-	-	-	-	-	2.5	-	8.8	-	4.4	-	-	3.8	100.0	-	4.9	-	100.0	20.4	-	-	21.8	8.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	125	-	-	-	-	-	0	-	-	-	-	-	40	-	-
% Pedestrians	-	-	-	-	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 mmendoza@kloainc.com

Count Name: Kinzie Street with Morgan Street  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Kinzie Street Eastbound						Kinzie Street Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	0	1	6	1	0	9	85	13	15	107	0	9	55	1	15	65	0	0	7	1	5	8	181
4:30 PM	0	0	0	0	8	0	0	10	85	6	33	101	1	15	72	2	3	90	0	0	5	3	3	8	199
4:45 PM	0	0	0	0	6	0	0	15	67	9	21	91	0	7	56	0	7	63	0	0	9	0	3	9	163
5:00 PM	0	0	0	0	3	0	0	2	62	8	33	72	0	19	44	1	8	64	0	0	6	1	22	7	143
Total	0	0	0	1	23	1	0	36	299	36	102	371	1	50	227	4	33	282	0	0	27	5	33	32	686
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	9.7	80.6	9.7	-	-	0.4	17.7	80.5	1.4	-	-	0.0	0.0	84.4	15.6	-	-	-
Total %	0.0	0.0	0.0	0.1	-	0.1	0.0	5.2	43.6	5.2	-	54.1	0.1	7.3	33.1	0.6	-	41.1	0.0	0.0	3.9	0.7	-	4.7	-
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.600	0.879	0.692	-	0.867	0.250	0.658	0.788	0.500	-	0.783	0.000	0.000	0.750	0.417	-	0.889	0.862
Lights	0	0	0	0	-	0	0	33	285	34	-	352	1	50	204	0	-	255	0	0	22	4	-	26	633
% Lights	-	-	-	0.0	-	0.0	-	91.7	95.3	94.4	-	94.9	100.0	100.0	89.9	0.0	-	90.4	-	-	81.5	80.0	-	81.3	92.3
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	4	0	-	4	0	0	0	0	-	0	5
% Buses	-	-	-	0.0	-	0.0	-	0.0	0.0	2.8	-	0.3	0.0	0.0	1.8	0.0	-	1.4	-	-	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	1	3	1	-	5	0	0	1	0	-	1	0	0	0	1	-	1	7
% Single-Unit Trucks	-	-	-	0.0	-	0.0	-	2.8	1.0	2.8	-	1.3	0.0	0.0	0.4	0.0	-	0.4	-	-	0.0	20.0	-	3.1	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	1	-	1	0	2	9	0	-	11	0	0	18	4	-	22	0	0	5	0	-	5	39
% Bicycles on Road	-	-	-	100.0	-	100.0	-	5.6	3.0	0.0	-	3.0	0.0	0.0	7.9	100.0	-	7.8	-	-	18.5	0.0	-	15.6	5.7
Pedestrians	-	-	-	-	23	-	-	-	-	-	102	-	-	-	-	-	33	-	-	-	-	-	33	-	-
% 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 mmendoza@kloainc.com

Count Name: Morgan Street with Carroll Avenue  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 1

## Turning Movement Data

Start Time	Carroll Avenue Eastbound						Westbound Approach Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	8	6	9	0	0	0	0	9	0	2	4	10	1	0	17	0	1	5	5	5	11	37
7:15 AM	0	0	1	3	6	4	0	0	0	0	18	0	0	3	14	1	3	18	0	0	9	1	4	10	32
7:30 AM	0	3	1	4	4	8	0	0	0	1	17	1	0	0	14	0	7	14	1	1	13	3	2	18	41
7:45 AM	0	2	0	5	4	7	0	1	0	0	37	1	0	13	15	0	8	28	0	1	17	23	3	41	77
Hourly Total	0	5	3	20	20	28	0	1	0	1	81	2	2	20	53	2	18	77	1	3	44	32	14	80	187
8:00 AM	0	6	0	10	10	16	0	0	0	0	30	0	0	8	17	1	7	26	0	0	13	16	9	29	71
8:15 AM	0	4	1	14	14	19	0	0	0	0	41	0	0	7	30	3	16	40	1	1	28	13	8	43	102
8:30 AM	0	7	2	9	13	18	0	0	0	0	26	0	0	9	17	1	11	27	0	1	17	15	6	33	78
8:45 AM	1	3	0	10	11	14	0	0	0	0	53	0	1	9	22	1	11	33	0	0	35	20	7	55	102
Hourly Total	1	20	3	43	48	67	0	0	0	0	150	0	1	33	86	6	45	126	1	2	93	64	30	160	353
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	15	0	10	15	25	0	0	0	0	45	0	0	6	39	0	13	45	0	0	18	0	3	18	88
4:15 PM	0	15	0	13	18	28	0	0	0	1	24	1	1	11	56	1	11	69	0	0	9	4	8	13	111
4:30 PM	0	15	2	8	24	25	0	0	3	2	40	5	0	10	71	1	9	82	0	0	20	1	5	21	133
4:45 PM	0	14	0	6	20	20	0	0	0	1	38	1	0	4	57	0	8	61	0	0	18	5	8	23	105
Hourly Total	0	59	2	37	77	98	0	0	3	4	147	7	1	31	223	2	41	257	0	0	65	10	24	75	437
5:00 PM	0	6	0	11	15	17	0	0	1	0	37	1	0	11	59	0	10	70	0	0	10	2	6	12	100
5:15 PM	0	10	0	11	5	21	0	0	0	1	42	1	0	10	49	0	16	59	0	0	13	2	3	15	96
5:30 PM	0	7	0	14	4	21	0	0	1	2	35	3	1	1	66	0	7	68	0	0	19	2	5	21	113
5:45 PM	0	8	0	7	9	15	0	0	0	3	26	3	1	2	77	0	9	80	0	0	19	1	7	20	118
Hourly Total	0	31	0	43	33	74	0	0	2	6	140	8	2	24	251	0	42	277	0	0	61	7	21	68	427
Grand Total	1	115	8	143	178	267	0	1	5	11	518	17	6	108	613	10	146	737	2	5	263	113	89	383	1404
Approach %	0.4	43.1	3.0	53.6	-	-	0.0	5.9	29.4	64.7	-	-	0.8	14.7	83.2	1.4	-	-	0.5	1.3	68.7	29.5	-	-	-
Total %	0.1	8.2	0.6	10.2	-	19.0	0.0	0.1	0.4	0.8	-	1.2	0.4	7.7	43.7	0.7	-	52.5	0.1	0.4	18.7	8.0	-	27.3	-
Lights	1	78	7	115	-	201	0	1	3	10	-	14	6	94	584	9	-	693	2	5	227	76	-	310	1218
% Lights	100.0	67.8	87.5	80.4	-	75.3	-	100.0	60.0	90.9	-	82.4	100.0	87.0	95.3	90.0	-	94.0	100.0	100.0	86.3	67.3	-	80.9	86.8
Buses	0	8	0	11	-	19	0	0	0	0	-	0	0	0	2	0	-	2	0	0	4	0	-	4	25
% Buses	0.0	7.0	0.0	7.7	-	7.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	1.5	0.0	-	1.0	1.8
Single-Unit Trucks	0	0	0	6	-	6	0	0	1	0	-	1	0	1	5	0	-	6	0	0	0	2	-	2	15
% Single-Unit Trucks	0.0	0.0	0.0	4.2	-	2.2	-	0.0	20.0	0.0	-	5.9	0.0	0.9	0.8	0.0	-	0.8	0.0	0.0	0.0	1.8	-	0.5	1.1
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.9	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	28	1	11	-	40	0	0	1	1	-	2	0	12	22	1	-	35	0	0	32	35	-	67	144

% Bicycles on Road	0.0	24.3	12.5	7.7	-	15.0	-	0.0	20.0	9.1	-	11.8	0.0	11.1	3.6	10.0	-	4.7	0.0	0.0	12.2	31.0	-	17.5	10.3
Pedestrians	-	-	-	-	178	-	-	-	-	-	518	-	-	-	-	-	146	-	-	-	-	-	89	-	-
% 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 mmendoza@kloainc.com

Count Name: Morgan Street with Carroll Avenue  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 3

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

Start Time	Carroll Avenue Eastbound						Westbound Approach Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	6	0	10	10	16	0	0	0	0	30	0	0	8	17	1	7	26	0	0	13	16	9	29	71
8:15 AM	0	4	1	14	14	19	0	0	0	0	41	0	0	7	30	3	16	40	1	1	28	13	8	43	102
8:30 AM	0	7	2	9	13	18	0	0	0	0	26	0	0	9	17	1	11	27	0	1	17	15	6	33	78
8:45 AM	1	3	0	10	11	14	0	0	0	0	53	0	1	9	22	1	11	33	0	0	35	20	7	55	102
Total	1	20	3	43	48	67	0	0	0	0	150	0	1	33	86	6	45	126	1	2	93	64	30	160	353
Approach %	1.5	29.9	4.5	64.2	-	-	0.0	0.0	0.0	0.0	-	-	0.8	26.2	68.3	4.8	-	-	0.6	1.3	58.1	40.0	-	-	-
Total %	0.3	5.7	0.8	12.2	-	19.0	0.0	0.0	0.0	0.0	-	0.0	0.3	9.3	24.4	1.7	-	35.7	0.3	0.6	26.3	18.1	-	45.3	-
PHF	0.250	0.714	0.375	0.768	-	0.882	0.000	0.000	0.000	0.000	-	0.000	0.250	0.917	0.717	0.500	-	0.788	0.250	0.500	0.664	0.800	-	0.727	0.865
Lights	1	17	3	33	-	54	0	0	0	0	-	0	1	26	76	5	-	108	1	2	74	43	-	120	282
% Lights	100.0	85.0	100.0	76.7	-	80.6	-	-	-	-	-	-	100.0	78.8	88.4	83.3	-	85.7	100.0	100.0	79.6	67.2	-	75.0	79.9
Buses	0	1	0	2	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	5
% Buses	0.0	5.0	0.0	4.7	-	4.5	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	2.2	0.0	-	1.3	1.4
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	1	-	1	6
% Single-Unit Trucks	0.0	0.0	0.0	4.7	-	3.0	-	-	-	-	-	-	0.0	0.0	3.5	0.0	-	2.4	0.0	0.0	0.0	1.6	-	0.6	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	3.0	0.0	0.0	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	2	0	6	-	8	0	0	0	0	-	0	0	6	7	1	-	14	0	0	17	20	-	37	59
% Bicycles on Road	0.0	10.0	0.0	14.0	-	11.9	-	-	-	-	-	-	0.0	18.2	8.1	16.7	-	11.1	0.0	0.0	18.3	31.3	-	23.1	16.7
Pedestrians	-	-	-	-	48	-	-	-	-	-	150	-	-	-	-	-	45	-	-	-	-	-	30	-	-
% 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 mmendoza@kloainc.com

Count Name: Morgan Street with Carroll Avenue  
TMC  
Site Code:  
Start Date: 11/12/2024  
Page No: 4

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Carroll Avenue Eastbound						Westbound Approach Westbound						Morgan Street Northbound						Morgan Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	15	0	13	18	28	0	0	0	1	24	1	1	11	56	1	11	69	0	0	9	4	8	13	111
4:30 PM	0	15	2	8	24	25	0	0	3	2	40	5	0	10	71	1	9	82	0	0	20	1	5	21	133
4:45 PM	0	14	0	6	20	20	0	0	0	1	38	1	0	4	57	0	8	61	0	0	18	5	8	23	105
5:00 PM	0	6	0	11	15	17	0	0	1	0	37	1	0	11	59	0	10	70	0	0	10	2	6	12	100
Total	0	50	2	38	77	90	0	0	4	4	139	8	1	36	243	2	38	282	0	0	57	12	27	69	449
Approach %	0.0	55.6	2.2	42.2	-	-	0.0	0.0	50.0	50.0	-	-	0.4	12.8	86.2	0.7	-	-	0.0	0.0	82.6	17.4	-	-	-
Total %	0.0	11.1	0.4	8.5	-	20.0	0.0	0.0	0.9	0.9	-	1.8	0.2	8.0	54.1	0.4	-	62.8	0.0	0.0	12.7	2.7	-	15.4	-
PHF	0.000	0.833	0.250	0.731	-	0.804	0.000	0.000	0.333	0.500	-	0.400	0.250	0.818	0.856	0.500	-	0.860	0.000	0.000	0.713	0.600	-	0.750	0.844
Lights	0	29	1	31	-	61	0	0	3	3	-	6	1	34	230	2	-	267	0	0	51	9	-	60	394
% Lights	-	58.0	50.0	81.6	-	67.8	-	-	75.0	75.0	-	75.0	100.0	94.4	94.7	100.0	-	94.7	-	-	89.5	75.0	-	87.0	87.8
Buses	0	3	0	3	-	6	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	7
% Buses	-	6.0	0.0	7.9	-	6.7	-	-	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	2.6	-	1.1	-	-	25.0	0.0	-	12.5	0.0	0.0	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	18	1	3	-	22	0	0	0	1	-	1	0	2	11	0	-	13	0	0	6	3	-	9	45
% Bicycles on Road	-	36.0	50.0	7.9	-	24.4	-	-	0.0	25.0	-	12.5	0.0	5.6	4.5	0.0	-	4.6	-	-	10.5	25.0	-	13.0	10.0
Pedestrians	-	-	-	-	77	-	-	-	-	-	139	-	-	-	-	-	38	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



## Census Data

Table: ACSDT5Y2021.B08006

	Census Tract 2434, Cook County, Illinois		Census Tract 2435, Cook County, Illinois		Census Tract 8330, Cook County, Illinois	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	2,086	±342	3,245	±340	3,513	±465
Drove alone	915	±264	1,003	±236	910	±235
Carpooled:	73	±52	69	±46	144	±112
Public transportation (excluding taxicab)	431	±148	973	±227	778	±349
Bicycle	64	±58	97	±84	63	±53
Walked	208	±114	522	±176	808	±251
Taxicab, motorcycle, or other means	32	±34	54	±44	104	±122
Worked from home	363	±174	527	±150	706	±248

Number of firms

21 - Mining, quarrying, and oil and gas extraction

All establishments

All establishments

2022

+1

Select

Clear Geos

Layer

Year

Basemap

Boundaries

Colors

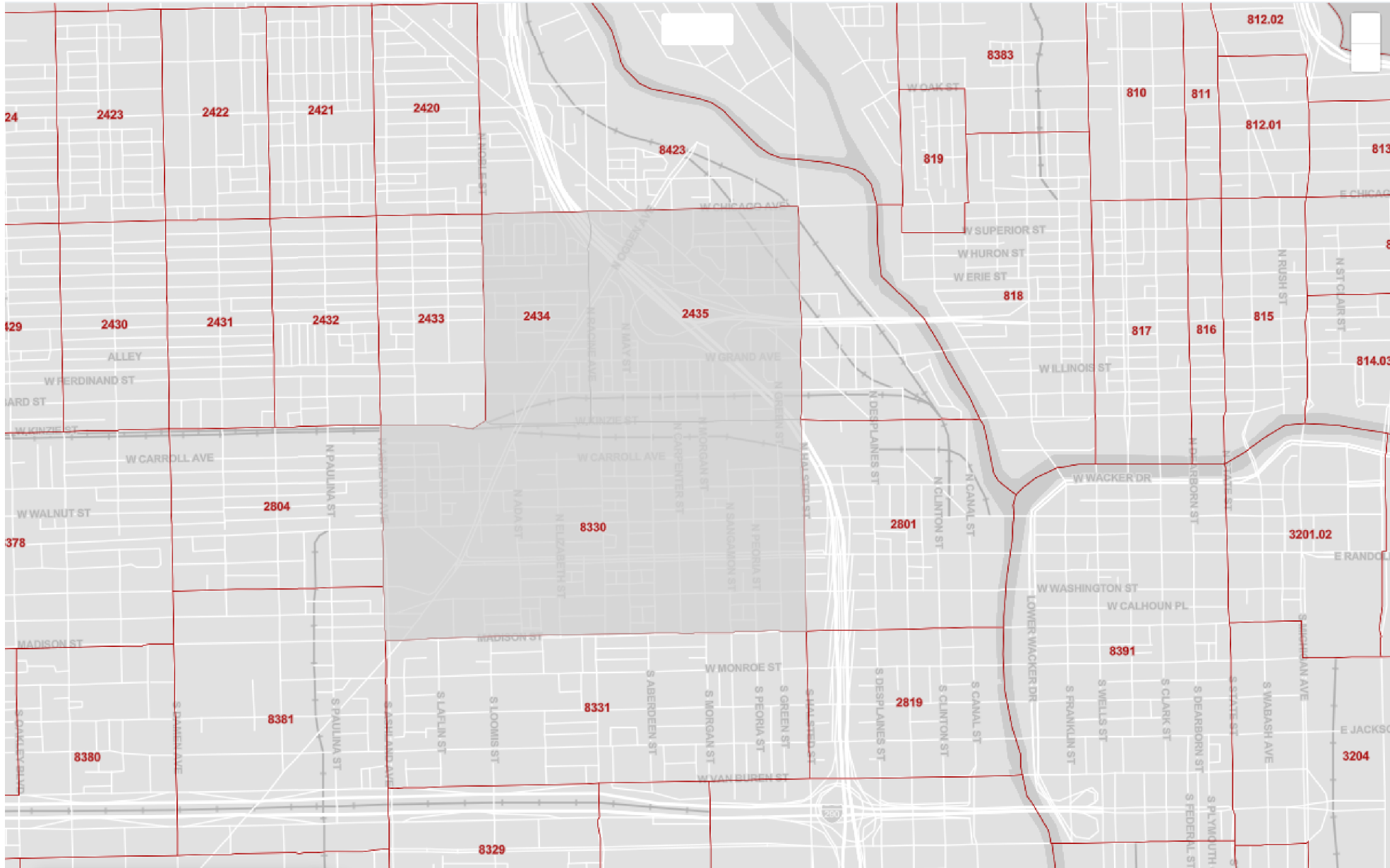
Identify

Table

Notes

Print

More Tools



Number by Census Tract

No Data

3

2022

Geographies: 3

## CTA STATION TRANSIT DATA

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

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

- 1 The year in which this station opened. This value is intended to inform the analysis of available statistics, and therefore all stations open prior to 2000 report as "Pre-2000", the year of the earliest available statistic.
- 2 Station location, current as of October 1, 2023. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.
- 3 American Community Survey 2005-2009 5-Year Estimates b08301\_001 aggregated from Census 2009 Block Groups
- 4 American Community Survey 2005-2009 5-Year Estimates (b08301\_010) / (b08301\_001) aggregated from Census 2009 Block Groups

- 5 American Community Survey 2005-2009 5-Year Estimates  $(b08301\_010 + b08301\_018 + b08301\_019) / (b08301\_001)$  aggregated from Census 2009 Block Groups
- 6 American Community Survey 2005-2009 5-Year Estimates  $b08301\_010$  aggregated from Census 2009 Block Groups
- 7 American Community Survey 2005-2009 5-Year Estimates  $b08301\_019$  aggregated from Census 2009 Block Groups
- 8 American Community Survey 2005-2009 5-Year Estimates  $b08301\_018$  aggregated from Census 2009 Block Groups
- 9 American Community Survey 2005-2009 5-Year Estimates  $b08301\_002$  aggregated from Census 2009 Block Groups
- 10 American Community Survey 2005-2009 5-Year Estimates  $b08301\_017$  aggregated from Census 2009 Block Groups
- 11 American Community Survey 2005-2009 5-Year Estimates  $b08301\_020$  aggregated from Census 2009 Block Groups
- 12 American Community Survey 2005-2009 5-Year Estimates  $b08301\_021$  aggregated from Census 2009 Block Groups