



## VILLAGE OF RIVER FOREST REGULAR VILLAGE BOARD MEETING

Monday, October 10, 2022 – 7:00 PM  
Village Hall – 400 Park Avenue – River Forest, IL 60305  
Community Room

### AGENDA

Public comments sent in advance of the meeting shared with the Village President and Board of Trustees. You may submit your written public comments via email in advance of the meeting to: [vbot@vrf.us](mailto:vbot@vrf.us). You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 824 2878 4981 or by clicking here: <https://us02web.zoom.us/j/82428784981>. If you would like to speak during public comment, please email [ebabora@vrf.us](mailto:ebabora@vrf.us) by 4:00 PM on Monday, October 10, 2022. If you would like to watch the livestream, please go to the Village website: <https://www.vrf.us/events/event/2190>.

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Citizen Comments
4. Elected Official Comments & Announcements
5. Consent Agenda
  - a. Village Board of Trustees Meeting Minutes – September 26, 2022
  - b. Village Board of Trustees Executive Session Minutes – September 26, 2022
  - c. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 1431 Bonnie Brae Place
  - d. Accounts Payable September 2022 - \$1,580,544.32
  - e. Monthly Department Reports – September 2022
  - f. Village Administrator's Report
6. Consent Items for Separate Consideration
7. Recommendations of Boards, Commissions, and Committees
  - a. Traffic and Safety Commission – Recommendations for, and Action on, a Traffic Study in the Northeast Corner of the Village – Ordinances
8. Unfinished Business
9. New Business
  - a. Approval of a Contract with Nova Collective, LLC. For \$50,000 and Authorize the Village Administrator to Execute the Contract
10. Executive Session
11. Adjournment

**VILLAGE OF RIVER FOREST  
REGULAR VILLAGE BOARD OF TRUSTEES MINUTES  
Monday, September 12, 2022**

A regular meeting of the Village of River Forest Board of Trustees was held on Monday, September 26, 2022, at 7:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 7:05 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Bachner, Gillis, Vazquez, Johnson, Brennan, O'Connell, Village Clerk Keller

Absent: None

Also, Present: Village Administrator Brian Murphy, Assistant to the Village Administrator Matthew Walsh, Management Analyst/Deputy Clerk Elijah Bebor, Fire Chief Thomas Gaertner, Police Chief James O'Shea, Police Commander James Greenwood, Finance Director Rosemary McAdams, Assistant Finance Director Keke Boyer, Director of Public Works and Development Services Jeff Loster, Village Attorney Greg Smith.

**2. PLEDGE OF ALLEGIANCE**

President Adduci led the pledge of allegiance.

**3. CITIZEN COMMENTS**

Pamela Weiss, a resident at 511 Ashland, stated that she would like to remind the Village Board that they have a commitment to the taxpayers to keep the Lake and Lathrop project moving forward. She commented that this is the third winter trying to navigate the sidewalk in the Lake and Lathrop development site. She remarked that residents walking to school and church require access the sidewalk. She commented that the developers don't adequately clear the sidewalk of snow. She stated that during the summer, pedestrians risk injury from the sidewalk near the site. She commented that she would like the Village Board to take action and require protected walkways so local residents and visitors can walk safely. She commented that she has only seen a few people working on the site and it is often before a Village Board meeting. She stated that she would like the Board to move the project along.

Village Administrator Murphy stated that Sedgwick was invited to the Village Board meeting tonight and has been asked to provide a schedule per the agreement. He commented that regarding the sidewalk, the developer was directed to restore the sidewalk and the developer stated the work would begin tomorrow, September 27th.

He stated that the Village has issued several citations in August for the conditions of the development site and an adjudication hearing will be taking place on October 3, 2022.

President Adduci commented that Village permits also hold the developer to promises they made.

#### **4.ELECTED OFFICIAL COMMENTS & ANNOUNCEMENTS**

##### **a. Recognition of 10U and 14U Little League Softball State Champions**

Village President Adduci that it's an incredible feat to win the first softball championships in 21 years, and the first time that two teams have one in the same year. President Adduci stated that she is proud of each team's success. Coaches for both teams spoke on their team's behalf and introduced each player who was in attendance.

Greg White, President of River Forest Youth Baseball and Softball spoke on behalf of the league and expressed his congratulations to each team and their coaches.

##### **b. Elected Official Comments and Announcements**

Trustee O'Connell stated that he had nothing to add to the public record.

Trustee Johnson stated that wishes all residents a happy fall season. He attended the Illinois Municipal League conference. He remarked that he congratulates President Adduci on becoming the Illinois Municipal League President. He attended the West Central Municipal Conference dinner and it was a good experience.

Trustee Brennan stated that she attended the Illinois Municipal League conference. She commented that she found the Diversity Equity and Inclusion lessons learned lesson as very helpful and that she would find out how to share the slides from that presentation with everyone. She stated that Peoria and Bloomington have Diversity Equity and Inclusion taskforces and they have minority hiring goals. She remarked that there was a moderated community discussion between residents and a retired Police Chief. She stated that a community had a Mayor's youth group that helps minority kids work in Public Works Departments. She stated that in Peoria, they have a minority business registry and it reminded her of previous efforts in our community where we did not have a Minority Business List to work from. She commented that she would like to know why Sedgwick did not appear at tonight's meeting. She stated that she wants to remind residents that October 5th and October 12th is the deadline for hazardous waste pick up.

Village Administrator noted that he strongly encouraged the Developer at Lake & Lathrop to attend the meeting tonight.

Clerk Keller did not have anything to add to the permanent record.

Trustee Vazquez stated that he attended the Illinois Municipal League conference and the West Central Municipal Conference dinner. He commented that he likes that we continue to maintain relationships with other communities and officials. He congratulated President Adduci on being the Illinois Municipal League President. He stated that he met with the Collaborative Committee and discussed on working together on different initiatives. He commented that The Park District is progressing with their Keystone Park project and their next project next spring will be to work on Washington Park. He remarked that the park will be ADA accessible. He commented that District 200 had an open house to showcase phase one of their new student center. He stated that Oak Park River Forest High School are looking into using geothermal energy to provide energy for part of their facility. He remarked that School District 90 are working on whether they will have full time kindergarten and are currently evaluating the cost and will hopefully receive a report in the spring. He remarked that The library is receiving bids for their project and asks the community to complete their survey for feedback on their strategic plan. He remarked that The Township discussed increasing funding for seniors. He stated that they have been experiencing issues with middle school bikers and noted that they have concerns about safety.

Trustee Gillis stated that she attended the Illinois Municipal League conference and the West Central Municipal Conference dinner and liked the climate of collaboration. She commented that Tour De Proviso is this Saturday. She stated that on Tuesday, October 4<sup>th</sup>, Trinity High School will host a ribbon-cutting ceremony. She commented that The Maywood Fine Arts Pumpkin Patch Parade is a week from Saturday. She stated that The Green Town initiative is still ongoing.

Trustee Bachner started with a land acknowledgment. She stated that she wishes all a happy Hispanic heritage Month and would like to acknowledge all who are impacted with the hurricane in Puerto Rico. She commented that Residents can donate to [www.hispanicfederation.org](http://www.hispanicfederation.org), which provides information on supporting recovery efforts. She remarked that The Diversity, Equity and Inclusion Advisory Group met last week and they chose a consultant and a contract is currently being negotiated. She stated that she attended the Illinois Municipal League conference and heard a lot of great ideas. She commented that putting together a Minority Business database is difficult and that the Diversity Equity and Inclusion Advisory Group can help with that.

Village President Adduci stated that she is very proud to represent the Village within the Illinois Municipal League and can see the power of collaboration. She commented that she attended the West Central Municipal Conference dinner and attended the Dominican University Dinner. She stated that she also provided a video about Rosh Hashanah to the Jewish community within River Forest.

## **5. CONSENT AGENDA**

### **a. Village Board of Trustees Meeting Minutes – September 12, 2022**



- b. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 910 William Street.
- c. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 915 William Street.
- d. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 1425 Franklin Avenue.
- e. Authorize the Purchase and Up-Fitting of Two (2) - 2023 Dodge Durango Police Service Vehicles at a Price of \$103,176.00, Using the FY23 Budgeted Amount of \$103,176.00 From the Capital Equipment Replacement Fund.
- f. Financial Report - August 2022
- g. Village Administrator's Report

**MOTION** by Trustee Brennan to approve consent agenda items A-G. Second by Trustee O'Connell.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **6. CONSENT ITEMS FOR SEPARATE CONSIDERATION**

None

## **7. RECOMMENDATIONS OF BOARDS, COMMISSIONS, AND COMMITTEES**

None

## **8. UNFINISHED BUSINESS**

None

## **9. NEW BUSINESS**

- a. A Resolution Waiving Public Bidding and Authorizing the Execution of an Agreement for the Purchase of a 2024 Life Line Superliner Type III Ambulance Between the Village of River Forest and Life Line Emergency Vehicles, Inc. In an Amount Not Exceed \$304,021 - Resolution

**MOTION** by Trustee Vazquez to approve A Resolution Waiving Public Bidding and Authorizing the Execution of an Agreement for the Purchase of a 2024 Life Line Superliner Type III Ambulance Between the Village of River Forest and Life Line

Emergency Vehicles, Inc. In an Amount Not Exceed \$304,021 - Resolution. Second by Trustee Bachner.

Fire Chief Gaertner stated the resolution is to replace the current ambulance. He remarked that ambulances are unique vehicles which is why they are looking to waive the bidding process. They initially discussed this purchase with two vendors, but Life Line had the best bid. He commented that there will be new unique features such as an air filtering system to address COVID-19 concerns.

Village Administrator Murphy stated that it is presented to the Board as a resolution because it will take 28 months to receive the ambulance and the Village will need to enter into a payment plan.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

b. Approval of a Contract in the Amount of \$284,000 to Anthem Excavation & Demolition for the River Forest Buildings Demolition Project and Authorize the Village Administrator to Execute the Contract Agreement.

**MOTION** by Trustee Johnson to Approve a Contract in the Amount of \$284,000 to Anthem Excavation & Demolition for the River Forest Buildings Demolition Project and Authorize the Village Administrator to Execute the Contract Agreement. Second by Trustee O'Connell.

Deborah, a resident in the Lathrop/Ashland area, noted that she and her neighbors have met with Administrator Murphy and his staff on this issue. She stated that she would like to see iron fencing and tall Arborvitae trees placed around the demolition site, similar to what is in place at Concordia University. She remarked that she wants to know if the lowest bidder was the best option considering that the grant for the work is \$350,000. She commented that she would like to know how the Village will manage Anthem Construction and their sub-contractors on the bid. She asked about the alley and how neighbors closest to the work would be protected, and how the "Green Alley" work would proceed during this demolition work. She asked about dusk remediation during the demolition and asked if insurance would be added to protect the neighbors' properties.

Teresa Peavy, a resident at 13 Ashland Avenue, stated that the Lake & Lathrop project has been problematic and is the Village ready to manage this project better. She stated that she hopes that the work is done how it is supposed to with the demolition. She asked about the boundary of the chain linked fence and if whatever will be put up will protect her home. She asked what the plan is for the putting up a semi-permanent barrier after the weather changes to keep people from using the empty lot space.

Assistant to the Village Administrator, Matthew Walsh stated that the village received a

grant for the demolition for \$350,000, but the bid was lower, and monies cannot be moved from the demolition to other aspects of the project. The Village went through the historic preservation process to ensure that pieces of the property are preserved. He remarked that one of the requirements of the grant is to ensure that the work includes a 30% minority and/or women owned firms and the Village is searching for contractors that meet that requirement. He commented that only seven bids were returned, and the lowest bid met the minority/women owned requirement. He stated that regarding the landscaping piece of the project, the demolition will be completed after the planting season. He remarked that the chain link fencing will be removed from the site after demolition. He noted that this is a Village project, so they can manage the contractors directly.

Administrator Murphy noted that the Village will make sure they are “good neighbors” during this project. He added that Anthem is a woman-owned company, but not yet certified, and that he checked out the company. Administrator Murphy noted that pictures and videos would be taken of existing homes to make sure they can return them to their present status after the work is done.

Director Loster spoke to the Green Alley project and that work would not coincide with the demolition.

A resident of 14 Ashland thanked the Village of River Forest Police Department on policing the noise and commotion from the Madison Street restaurants and bars at night. She expressed worry about the open space and requested more police presence moving forward.

Trustee Brennan asked about the chain link fence being there over the winter and what height it could be.

Assistant Walsh noted that the fence would likely come down during the winter. They will address concerns about gatherings over the winter and that the Village will meet with residents to address any concerns.

Trustee O’Connell asked about the time length of the project

Matthew Walsh stated it would be four to six weeks in total and they would start sometime in October.

Trustee Brennan asked about the construction work times being unclear in the packet, specifically overtime work being outside the restrictive work times.

Administrator Murphy clarified the work times and overtime work, which requires Village approval. He stressed that the Village plans on being a good neighbor.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **10. EXECUTIVE SESSION**

**MOTION** by Trustee O'Connell to enter into executive session pursuant to 5 ILCS 120/2(c)(1), to discuss the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the Village, and the Village Board meeting will adjourn after executive session and will not return to open session. Second by Trustee Vazquez.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **11. ADJOURNMENT**

The Village Board of Trustees Meeting adjourned and went into executive session at 8:35 p.m.

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Jonathan Keller, Village Clerk



Village of River Forest  
Village Administrator's Office  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

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## MEMORANDUM

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Date: September 27, 2022

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Jeff Loster, Director of Public Works and Development Services  
Seth Jansen, Management Analyst

Subj: License Agreement with Property Owner at 1431 Bonnie Brae for an Underground Sprinkler System in the Public Right-of-Way

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**Issue:** Frank Battaglia, owner of the property located at 1431 Bonnie Brae, would like to install an underground irrigation system with certain components in the Village right-of-way and needs permission from the Village Board of Trustees to do so.

**Analysis:** The Village Code does not permit obstructions nor does it allow property owners to install anything in the public right-of-way, unless permission is granted by the Village typically through an agreement. The attached agreement is the standard document that is utilized by the Village for these matters.

In an effort to minimize Village expenses for private infrastructure within the public right-of-way that may be damaged/impacted as a result of capital improvement projects in the future, staff has developed a policy that all obstructions that are proposed for installation within the public right-of-way should require a Right-of-Way Encroachment Waiver and Agreement as a condition of permit approval. This will help avoid future damage to the infrastructure by allowing the Village to document the existence of these assets. This is similar to the process followed for any other private infrastructure proposed within public space (e.g. in-pavement heating elements, fences, decorative light pole).

**Recommendation:** Authorize the Village Administrator to execute a right-of-way encroachment waiver and agreement for an irrigation system in the public right-of-way with the property owner at 1431 Bonnie Brae.

**Attachment:** License Agreement with Property Owner of 1431 Bonnie Brae.

THIS DOCUMENT WAS  
PREPARED BY, AND AFTER  
RECORDING RETURN TO:

Village of River Forest  
400 Park Avenue  
River Forest, Illinois 60302  
Attention: Village Administrator

[The above space for recording purposes]

### RIGHT-OF-WAY ENCROACHMENT WAIVER AND AGREEMENT

The undersigned(s) represent that Frank Battaglia is / are the legal owner ("Legal Owner") of real property commonly known as: 1431 Bonnie Brae Pl, River Forest, Illinois 60305 PIN(S) #: 15-01-211-005-0000 ("Benefitted Property"), and a survey with the legal description of the Benefitted Property is attached and made a part hereof as "EXHIBIT A".

1. **Ownership.** Legal Owner is undertaking the following "Project" at the above stated Benefitted Property and on adjacent Village of River Forest ("Village") public right-of-way that will encroach on the public right-of-way: 1431 Bonnie Brae Pl.

2. **Acknowledgment.** Legal Owner understands and acknowledges that the Village of River Forest Village Code does not permit any obstructions in the public right-of-way and does not allow for the placement of the Project underneath the public right-of-way without the Village's express permission.

3. **Repairs.** Legal Owner agrees that the Project placed by Legal Owner or an agent of Legal Owner for the benefit of the Benefitted Property, and which encroach upon the public right-of-way contiguous with the Benefitted Property, will be the responsibility of Legal Owner to maintain, repair, and replace if necessary, at Legal Owner's sole cost and expense, due to any damage by the Village, other public agencies or any other person, for whatever reason, including but not limited to excavation in the public right-of-way for the purposes of repairing a water main break, installation or replacement of a water main, water line, sewer main, sewer lateral line, or other utilities, replacement or reconstruction of the street, or due to normal wear and tear.

4. **Quality of Work.** Legal Owner agrees that any work to be performed on or underneath the public right-of-way shall be in a good and workmanlike manner and in accordance with all applicable federal, state, and county laws and regulations and the Village codes, ordinances, and regulations.

5. **Restoration.** Legal Owner agrees to be solely responsible for any and all costs of restoring any disturbances of the public right-of-way caused by its installation and use of the Project underneath the right-of-way, and any and all repairs or damage to the public right-of-way arising from the use, misuse or damage to same by Legal Owner, or its agents, employees, contractors, subcontractors, successors, invitees, permittees, or assigns, to the satisfaction of the Village. Upon completion of installation or any subsequent repair or maintenance of the Project, Legal Owner shall return the public right-of-way to good order, condition and repair. In the event Legal Owner fails, in a timely manner, to restore any disturbances or make any and all repairs of the public right-of-way as set forth above, the Village may make such restoration or repairs. In the event the Village makes such restorations or repairs, Legal Owner agrees to pay the costs of such restoration or repairs upon written demand, or the Village may remove the Project underneath the right-of-way and/or lien the Benefitted Property for the costs of such restoration or repair. Legal Owner waives all rights and claims of any kind against the Village arising out of the Village's restoration or repair of the public right-of-way or removal of the Project improvements.

6. **No Liens.** Legal Owner shall not place or allow any liens, mortgages, security interests, pledges, claims of others, equitable interests, or other encumbrances to attach to or to be filed against title or ownership of the public right-of-way.

7. **Removal.** If the Village, in its sole discretion, determines that further existence or use of the Project under the public right-of-way is, or will be, hazardous to the public or to the public right-of-way, Legal Owner agrees to, upon written notice by the Village, make modifications or remove the Project at Legal Owner's sole expense to make the Project and/or public right-of-way safe for, and compatible with, public use. In the event Legal Owner fails to make required modifications within a reasonable time frame, or if such modifications cannot be completed within said time frame or Legal Owner fails to begin working expeditiously to render the Project or public right-of-way safe for the public, the Village may make the necessary modifications or remove the Project. In the event the Village installs and / or makes the necessary modifications, Legal Owner shall pay the costs of such modifications or improvements upon written demand of the Village, or the Village may remove the Project underlying its right-of-way and/or lien the Benefitted Property for the costs of such modifications. Notwithstanding any term in this agreement to the contrary, the Village may remove the Project from the public right-of-way, at Legal Owner's cost and expense, in its sole discretion. Legal Owner waives all rights and claims of any kind against the Village arising out of the Village's modifications to the Project or the Public Right-of-Way or removal of the Project.

8. **Indemnification, Defense and Hold Harmless.** Legal Owner agrees and acknowledges that as a condition of the Village granting permission to utilize the public right-of-way abutting the Benefitted Property for the Project, Legal Owner covenants and agrees not to sue and to protect, indemnify, defend, and hold harmless the Village, and its elected officials, employees, agents, volunteers, and attorneys against any and all claims, costs, actions, losses, demands, injuries and expenses of whatever nature ("Claims"), including, but not limited to attorneys' fees, related to this agreement, the Project or the public right-of-way abutting the Benefitted Property and / or from acts or omissions by Legal Owner, its contractors, subcontractors, or agents or employees in maintaining the same and/or conjunction with the use of the public right-of-way abutting the Benefitted Property.

9. **Future Owners.** Legal Owner acknowledges and understands that the terms and conditions contained herein apply uniquely to the public right-of-way adjacent to the Benefitted Property at the above address as legally described in Exhibit A and it is the intent of Legal Owner and the Village to have the terms and conditions of this instrument run with the land and be binding on subsequent owners of the Benefitted Property or any portion thereof. This document shall be notarized and recorded with the Cook County Recorder of Deeds. The undersigned Legal Owner certifies that they have the authority to bind Legal Owner.

**LEGAL OWNER:**

Frank Battaglia

Name: Frank Battaglia

Date: 9-22-22

\_\_\_\_\_

Name: \_\_\_\_\_

Date: \_\_\_\_\_

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF COOK )

I, the undersigned, a Notary Public in Cook County, in the State of Illinois, do hereby certify that Frank Battaglia is/are personally known to me on 9-22-22 provided satisfactory evidence in form of IL drivers License and n/a and n/a and are the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such n/a and n/a, respectively, and as their free and voluntary act, and as their free and voluntary act.

Given under my hand and notarial seal this 22nd day of September, 2022.

Notary Signature: Dolores M. De La Garza

[SEAL]





EXHIBIT A  
LEGAL DESCRIPTION

### Legal Description

LOT 5 IN BLOCK 6 IN ROSSELL'S BONNIE BRAE ADDITION TO RIVER FOREST, A SUBDIVISION OF THE NORTH 1/2 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



## MEMORANDUM

Date: October 3, 2022

To: Brian Murphy, Village Administrator

From: Rosey McAdams, Director of Finance

Subject: Expenditures – September 2022

Attached for your review and approval is a list of payments made to vendors by account number for the period from September 1-30, 2022. The total payments made for the period, including payrolls, are as follows:

### VILLAGE OF RIVER FOREST EXPENDITURES MONTH ENDED SEPTEMBER 30, 2022

FUND	FUND #	VENDORS	PAYROLLS	TOTAL
General Fund	01	\$ 701,640.85	\$ 465,286.70	\$ 1,166,927.55
Water & Sewer Fund	02	308,637.16	43,912.94	352,550.10
Motor Fuel Tax	03	-	-	-
Debt Service	05	-	-	-
Capital Equip Replacement	13	-	-	-
Capital Improvement Fund	14	39,572.16	-	39,572.16
TIF-Madison	31	18,927.01	-	18,927.01
TIF-North	32	2,567.50	-	2,567.50
Infrastructure Imp Fund	35	-	-	-
<b>Total Village Expenditures</b>		<b>\$ 1,071,344.68</b>	<b>\$ 509,199.64</b>	<b>\$ 1,580,544.32</b>

#### Requested Board Actions:

1. Motion to Approve the September 2022 Accounts Payable and Payroll transactions totaling \$1,580,544.32.

# Accounts Payable

## Transactions by Account

User: rmcadams  
 Printed: 10/03/2022 - 11:21AM  
 Batch: 00000.00.0000



Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-00-00-17-0010	Avalon Petroleum Company	PURCHASE OF GASOLINE AND/O	09/15/2022	54512	10,570.60	
01-00-00-17-0010	Avalon Petroleum Company	PURCHASE OF GASOLINE AND/O	09/15/2022	54512	4,579.00	
Vendor Subtotal:					15,149.60	
01-00-00-21-0015	State Treasurer	PR Batch 00015.09.2022 State Income	09/15/2022	100118	13,159.25	
01-00-00-21-0015	State Treasurer	PR Batch 00030.09.2022 State Income	09/30/2022	100125	12,812.69	
Vendor Subtotal:					25,971.94	
01-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Federal Inco:	09/15/2022	100119	36,279.15	
01-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 FICA Emplo	09/15/2022	100119	5,125.06	
01-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Medicare En	09/15/2022	100119	4,482.70	
01-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 FICA Emplo	09/15/2022	100119	5,125.06	
01-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Medicare En	09/15/2022	100119	4,482.70	
01-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 FICA Emplo	09/30/2022	100126	4,778.94	
01-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Federal Inco:	09/30/2022	100126	34,769.88	
01-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Medicare En	09/30/2022	100126	4,351.72	
01-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 FICA Emplo	09/30/2022	100126	4,778.94	
01-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Medicare En	09/30/2022	100126	4,351.72	
Vendor Subtotal:					108,525.87	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF-Volun	09/15/2022	100123	1,312.30	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Emplc	09/15/2022	100123	2,217.67	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF-Volun	09/15/2022	100123	151.90	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Emplc	09/15/2022	100123	1,180.55	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Emplc	09/15/2022	100123	2,151.38	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Emplc	09/15/2022	100123	4,501.53	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF-Volun	09/30/2022	100123	166.86	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Emplc	09/30/2022	100123	2,020.95	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Emplc	09/30/2022	100123	2,058.86	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF-Volun	09/30/2022	100123	995.70	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Emplc	09/30/2022	100123	1,113.93	
01-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Emplc	09/30/2022	100123	4,190.65	
Vendor Subtotal:					22,062.28	
01-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00015.09.2022 ICMA	09/15/2022	100116	3,053.93	
01-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00015.09.2022 ICMA	09/15/2022	100116	2,242.59	
01-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00030.09.2022 ICMA	09/30/2022	100122	2,313.92	
01-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00030.09.2022 ICMA	09/30/2022	100122	2,753.95	
Vendor Subtotal:					10,364.39	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA Loan R	09/15/2022	100114	48.88	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA %	09/15/2022	100114	1,496.89	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA Roth %	09/15/2022	100114	1,783.70	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA Flat	09/15/2022	100114	1,284.00	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA Roth	09/15/2022	100114	350.00	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA %	09/30/2022	100120	1,450.31	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA Loan R	09/30/2022	100120	48.88	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA Flat	09/30/2022	100120	1,283.99	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA Roth %	09/30/2022	100120	1,659.90	
01-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA Roth	09/30/2022	100120	350.00	
Vendor Subtotal:					9,756.55	
01-00-00-21-0043	Further	PR Batch 00015.09.2022 VEBA Contr	09/15/2022	100115	3,783.55	
01-00-00-21-0043	Further	PR Batch 00030.09.2022 VEBA Contr	09/30/2022	100121	3,729.44	
01-00-00-21-0043	Further	PR Batch 00030.09.2022 VEBA - W/C	09/30/2022	100121	83.45	
Vendor Subtotal:					7,596.44	
01-00-00-21-0050	Illinois Fraternal Order of Police Lab	PR Batch 00030.09.2022 Police Union	09/30/2022	6472	1,392.00	
Vendor Subtotal:					1,392.00	
01-00-00-21-0050	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	4,963.95	
01-00-00-21-0050	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	21.23	
01-00-00-21-0050	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	1,274.84	
01-00-00-21-0050	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	46.01	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-00-00-21-0050	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	746.31	
		Vendor Subtotal:			7,052.34	
01-00-00-21-0050	International Union of Operating En	PR Batch 00015.09.2022 Public Work	09/15/2022	6471	274.49	
01-00-00-21-0050	International Union of Operating En	PR Batch 00030.09.2022 Public Work	09/30/2022	6471	271.40	
		Vendor Subtotal:			545.89	
01-00-00-21-0050	International Union of Operating En	PR Batch 00015.09.2022 Public Work	09/15/2022	6470	55.40	
01-00-00-21-0050	International Union of Operating En	PR Batch 00030.09.2022 Public Work	09/30/2022	6470	54.51	
		Vendor Subtotal:			109.91	
01-00-00-21-0050	NCPERS Group Life Ins.	PR Batch 00015.09.2022 Supplementa	09/15/2022	6469	44.79	
01-00-00-21-0050	NCPERS Group Life Ins.	PR Batch 00030.09.2022 Supplementa	09/30/2022	6469	44.79	
		Vendor Subtotal:			89.58	
01-00-00-21-0050	State Disbursement Unit	PR Batch 00015.09.2022 Doran-17031	09/15/2022	100117	434.50	
01-00-00-21-0050	State Disbursement Unit	PR Batch 00030.09.2022 Doran-17031	09/30/2022	100124	434.50	
		Vendor Subtotal:			869.00	
01-00-00-42-2120	Michael Minnis	REFUND OVERPAYMENT OF VEH	09/15/2022	54541	15.00	
		Vendor Subtotal:			15.00	
01-00-00-44-4230	Joseph McIntosh	REFUND DUPLICATE PAYMENT O	09/30/2022	54597	30.00	
		Vendor Subtotal:			30.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	-1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	-1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	-1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	-1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	
01-00-00-46-6410	Fifth Third Bank	CREDIT CARD DEVICE TESTING	09/30/2022	1500	1.00	
Vendor Subtotal:					2.00	
01-10-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	7,189.42	
01-10-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	-0.04	
Vendor Subtotal:					7,189.38	
01-10-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	14.50	
01-10-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	740.61	
Vendor Subtotal:					755.11	
01-10-00-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	89.74	
Vendor Subtotal:					89.74	
01-10-00-53-0200	AT&T	MONTHLY ELEVATOR FEE	09/15/2022	54511	1,412.27	
Vendor Subtotal:					1,412.27	
01-10-00-53-0200	Fifth Third Bank	HIGH SPEED INTERNET	09/30/2022	1500	78.53	
01-10-00-53-0200	Fifth Third Bank	TPX COMMUNICATIONS MONTHI	09/30/2022	1500	1,512.49	
Vendor Subtotal:					1,591.02	
01-10-00-53-0200	Peerless Network Inc	MONTHLY PHONE BILL	09/30/2022	0	719.91	
Vendor Subtotal:					719.91	
01-10-00-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	42.41	
01-10-00-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	114.82	
Vendor Subtotal:					157.23	
01-10-00-53-0380	B&B Networks Inc	PHONE SYSTEM MAINTENANCE	09/15/2022	0	277.50	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			277.50	
01-10-00-53-0380	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	117.18	
		Vendor Subtotal:			117.18	
01-10-00-53-0380	KLOA Inc	TRAFFIC STUDY - NE QUADRANT	09/15/2022	54539	11,312.38	
		Vendor Subtotal:			11,312.38	
01-10-00-53-0380	VeriSource Services Inc	COBRA ADMIN FEES	09/15/2022	54558	100.00	
01-10-00-53-0380	VeriSource Services Inc	COBRA ADMIN FEES	09/15/2022	54558	100.00	
		Vendor Subtotal:			200.00	
01-10-00-53-0380	Vicarious Productions Inc	MONTHLY RETAINER & NEWSLET	09/30/2022	0	6,000.00	
		Vendor Subtotal:			6,000.00	
01-10-00-53-0410	ClientFirst Consulting Group LLC	FY23 - IT SUPPORT/JUN 2022	09/15/2022	0	5,510.63	
01-10-00-53-0410	ClientFirst Consulting Group LLC	FY23 - IT SUPPORT POLICE DEPT/	09/30/2022	0	1,985.63	
		Vendor Subtotal:			7,496.26	
01-10-00-53-0410	Fifth Third Bank	DROPBOX SUBSCRIPTION 8.9.202	09/30/2022	1500	119.88	
01-10-00-53-0410	Fifth Third Bank	SPLASHTOP.COM ANNUAL SUBS	09/30/2022	1500	719.25	
		Vendor Subtotal:			839.13	
01-10-00-53-0410	SHI International Corp	SOPHOS PROTECTION SUBSCRIPTION	09/15/2022	54551	1,378.63	
		Vendor Subtotal:			1,378.63	
01-10-00-53-0410	Spinutech	WEBSITE MONTHLY HOSTING	09/15/2022	54552	235.00	
01-10-00-53-0410	Spinutech	WEBSITE MONTHLY HOSTING	09/15/2022	54552	235.00	
01-10-00-53-0410	Spinutech	WEBSITE SUPPORT & MAINTENANCE	09/15/2022	54552	426.25	
01-10-00-53-0410	Spinutech	WEBSITE MONTHLY HOSTING	09/15/2022	54552	235.00	
01-10-00-53-0410	Spinutech	WEBSITE MONTHLY HOSTING	09/15/2022	54552	235.00	



Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			1,366.25	
01-10-00-53-2250	IRMA	LIABILITY INSURANCE DEDUCTI	09/15/2022	54537	27,184.45	
01-10-00-53-2250	IRMA	LIABILITY INSURANCE DEDUCTI	09/30/2022	54592	26,682.92	
		Vendor Subtotal:			53,867.37	
01-10-00-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	414.40	
01-10-00-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	394.65	
01-10-00-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	394.65	
		Vendor Subtotal:			1,203.70	
01-10-00-53-3300	Quadient Inc	POSTAGE METER LEASE	09/30/2022	0	203.49	
		Vendor Subtotal:			203.49	
01-10-00-53-4100	Oak Park River Forest Community F	LEADERSHIP LAB TUITION 2022-2	09/06/2022	54505	2,000.00	
		Vendor Subtotal:			2,000.00	
01-10-00-53-4250	Fifth Third Bank	IMC LUNCHEON FEE	09/30/2022	1500	165.00	
01-10-00-53-4250	Fifth Third Bank	IPELRA TRAINING CONFERENCE	09/30/2022	1500	242.56	
01-10-00-53-4250	Fifth Third Bank	IPELRA CONFERENCE M WALSH	09/30/2022	1500	798.00	
		Vendor Subtotal:			1,205.56	
01-10-00-53-4250	Rosemary McAdams	IGFOA ANNUAL CONFERENCE TF	09/30/2022	0	202.50	
		Vendor Subtotal:			202.50	
01-10-00-53-4250	Village of River Forest	PARKING GARAGE FEE - CHICAG	09/15/2022	54559	41.00	
01-10-00-53-4250	Village of River Forest	PARKING & MILEAGE FOR ILCM/	09/15/2022	54559	33.81	
		Vendor Subtotal:			74.81	
01-10-00-53-4300	Cook County Recorder Of Deeds	COOK COUNTY RECORDING FEE	09/30/2022	54575	440.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			440.00	
01-10-00-53-4300	Fifth Third Bank	ISSUU PUBLISHING WEBSITE SUI	09/30/2022	1500	480.00	
		Vendor Subtotal:			480.00	
01-10-00-53-4300	West Central Municipal Conference	FY2022-2023 MEMBERSHIP DUES	09/15/2022	54561	12,097.35	
		Vendor Subtotal:			12,097.35	
01-10-00-53-5300	ILCMA	JOB AD FOR ACCOUNTING CLERK	09/30/2022	54589	50.00	
		Vendor Subtotal:			50.00	
01-10-00-53-5600	Fifth Third Bank	CONDOLENCE FLOWERS FOR LO	09/30/2022	1500	133.47	
		Vendor Subtotal:			133.47	
01-10-00-53-5600	Maywood Fine Arts	MAYWOOD PUMPKIN PATCH SPO	09/15/2022	54540	1,000.00	
		Vendor Subtotal:			1,000.00	
01-10-00-53-5600	Jenn Sales Corp	EMPLOYEE APPAREL	09/30/2022	54593	960.00	
01-10-00-53-5600	Jenn Sales Corp	EMPLOYEE APPAREL	09/30/2022	54593	260.00	
		Vendor Subtotal:			1,220.00	
01-10-00-53-5600	West Central Municipal Conference	WCMC GOLF OUTING - AUG 2022	09/15/2022	54561	890.00	
		Vendor Subtotal:			890.00	
01-10-00-54-0100	National Engravers Inc	NAME PLATES & BADGE	09/15/2022	54543	113.00	
		Vendor Subtotal:			113.00	
01-10-00-54-0100	Cintas Corp	LOBBY MATS	09/30/2022	54572	50.57	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			50.57	
01-10-00-54-0100	Datasource Ink	PRINTER TONER	09/15/2022	54525	71.69	
01-10-00-54-0100	Datasource Ink	PRINTER TONER	09/15/2022	54525	235.40	
		Vendor Subtotal:			307.09	
01-10-00-54-0100	Fifth Third Bank	2 PACKAGES ENERGIZER BATTEI	09/30/2022	1500	59.98	
01-10-00-54-0100	Fifth Third Bank	ACCESS CARD KEYFOB	09/30/2022	1500	53.01	
01-10-00-54-0100	Fifth Third Bank	BLACK DISPOSAL FACE MASKS	09/30/2022	1500	21.85	
01-10-00-54-0100	Fifth Third Bank	COFFEE FILTERS	09/30/2022	1500	21.33	
01-10-00-54-0100	Fifth Third Bank	3 FLASH DRIVES/THERMAL PAPE	09/30/2022	1500	232.51	
01-10-00-54-0100	Fifth Third Bank	NETWORK ADAPTER AND OFFICI	09/30/2022	1500	92.12	
		Vendor Subtotal:			480.80	
01-10-00-54-0100	Quadient Inc	POSTAGE MACHINE INK	09/15/2022	0	140.60	
		Vendor Subtotal:			140.60	
01-10-00-54-0100	The Printing Store Inc	BUSINESS CARDS/S JANSEN	09/30/2022	54607	85.00	
		Vendor Subtotal:			85.00	
01-10-00-54-0100	Warehouse Direct Inc	OFFICE SUPPLY	09/15/2022	54560	31.23	
01-10-00-54-0100	Warehouse Direct Inc	OFFICE SUPPLIES	09/15/2022	54560	223.96	
01-10-00-54-0100	Warehouse Direct Inc	OFFICE SUPPLIES	09/15/2022	54560	13.48	
		Vendor Subtotal:			268.67	
01-14-00-53-0410	Blackboard Inc	BLACKBOARD CONNECT 07/31/20	09/15/2022	54516	9,120.00	
		Vendor Subtotal:			9,120.00	
01-15-00-53-0420	Klein Thorpe and Jenkins Ltd	ZONING BOARD OF APPEALS	09/30/2022	0	1,548.50	
		Vendor Subtotal:			1,548.50	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-15-00-53-5300	Checkpoint Press Inc	JOB POSTING: FFPM ELIGIBILITY	09/30/2022	54571	546.00	
01-15-00-53-5300	Checkpoint Press Inc	JOB POSTING: PD ELIGIBILITY L	09/30/2022	54571	696.00	
01-15-00-53-5300	Checkpoint Press Inc	LATERAL POLICE OFFICER AD - E	09/30/2022	54571	447.00	
Vendor Subtotal:					1,689.00	
01-15-00-53-5300	Shaker Recruitment Marketing	FFPM NEWSPAPER AD	09/30/2022	54610	936.76	
01-15-00-53-5300	Shaker Recruitment Marketing	FFPM PUBLIC NOTICE AD - NOV I	09/30/2022	54610	936.76	
Vendor Subtotal:					1,873.52	
01-20-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	3,885.61	
Vendor Subtotal:					3,885.61	
01-20-00-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	17.96	
Vendor Subtotal:					17.96	
01-20-00-53-0370	Envirosafe	PEST CONTROL	09/15/2022	54530	235.00	
01-20-00-53-0370	Envirosafe	PEST CONTROL	09/15/2022	54530	235.00	
01-20-00-53-0370	Envirosafe	PEST CONTROL	09/30/2022	54579	270.00	
01-20-00-53-0370	Envirosafe	PEST CONTROL	09/30/2022	54579	235.00	
Vendor Subtotal:					975.00	
01-20-00-53-0370	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	50.24	
Vendor Subtotal:					50.24	
01-20-00-53-1300	B&F Construction Code Services Inc	JUN 2022 INSPECTIONS	09/15/2022	54513	6,470.00	
01-20-00-53-1300	B&F Construction Code Services Inc	JUL 2022 INSPECTIONS	09/30/2022	54569	6,330.00	
Vendor Subtotal:					12,800.00	
01-20-00-53-1305	Baxter & Woodman	ENGR PLAN REVIEW/KEYSTONE	09/15/2022	54514	2,407.50	
Vendor Subtotal:					2,407.50	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-20-00-53-4100	Robert Kryder	REIMBURSE CBO MANAGEMENT	09/15/2022	0	153.00	
		Vendor Subtotal:			153.00	
01-30-00-53-0420	Clark Baird Smith LLP	EMPLOYMENT LAW SERVICES	09/15/2022	54520	875.00	
		Vendor Subtotal:			875.00	
01-30-00-53-0425	Klein Thorpe and Jenkins Ltd	FIRE ADVISORY	09/30/2022	0	7,601.45	
01-30-00-53-0425	Klein Thorpe and Jenkins Ltd	POLICE ADVISORY	09/30/2022	0	562.50	
01-30-00-53-0425	Klein Thorpe and Jenkins Ltd	PUBLIC WORKS & DEVELOPMEN	09/30/2022	0	427.50	
01-30-00-53-0425	Klein Thorpe and Jenkins Ltd	FINANCE/ADMIN ADVISORY	09/30/2022	0	2,983.00	
01-30-00-53-0425	Klein Thorpe and Jenkins Ltd	703 THATCHER AVE LITIGATION	09/30/2022	0	102.50	
		Vendor Subtotal:			11,676.95	
01-30-00-53-0426	Klein Thorpe and Jenkins Ltd	LOCAL PROSECUTION	09/30/2022	0	1,003.20	
		Vendor Subtotal:			1,003.20	
01-40-00-52-0330	Illinois Municipal Retirement Fund		09/30/2022	100127	69.08	
		Vendor Subtotal:			69.08	
01-40-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	38,409.31	
01-40-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	1,983.01	
		Vendor Subtotal:			40,392.32	
01-40-00-52-0420	Bestco HARTFORD	RETIREE INSURANCE PREMIUMS	09/15/2022	54515	8,448.46	
		Vendor Subtotal:			8,448.46	
01-40-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	11,886.11	
01-40-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	104.38	
		Vendor Subtotal:			11,990.49	
01-40-00-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	572.04	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			572.04	
01-40-00-53-0200	AT&T Wireless	AT&T CELLULAR TELEPHONE BI	09/12/2022	324	219.68	
		Vendor Subtotal:			219.68	
01-40-00-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	13.13	
01-40-00-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	94.20	
		Vendor Subtotal:			107.33	
01-40-00-53-0385	Municipal Systems LLC	MONTHLY SUBSCRIPTION FEE/AI	09/15/2022	0	1,150.00	
		Vendor Subtotal:			1,150.00	
01-40-00-53-0385	Alfred M Swanson Jr	ADMINISTRATIVE ADJUDICATIO	09/15/2022	0	300.00	
		Vendor Subtotal:			300.00	
01-40-00-53-0410	Minuteman Security Technologies In	LPR CAMERA	09/15/2022	54542	3,892.20	
		Vendor Subtotal:			3,892.20	
01-40-00-53-0410	Thomson Reuters-West	CP CLEAR MONTHLY SUBSCRIPT	09/15/2022	54554	202.05	
		Vendor Subtotal:			202.05	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2018 RAM PROMASTER	09/15/2022	0	629.07	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2020 FORD F150 #8	09/15/2022	0	681.65	
01-40-00-53-3200	Pete's Automotive Service Inc	2018 FORD POLICE INTRCPTR UT	09/15/2022	0	782.35	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2019 CHEVY TAHOE #2	09/15/2022	0	38.00	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2015 FORD EXPLORER #	09/15/2022	0	104.00	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2019 CHEVY TAHOE #2	09/15/2022	0	895.82	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2013 FORD EXPLORER #	09/15/2022	0	426.55	
01-40-00-53-3200	Pete's Automotive Service Inc	SERVICE 2019 DODGE DURANGO	09/15/2022	0	541.56	
		Vendor Subtotal:			4,099.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-40-00-53-3200	W.C. Schauer Hardware	PADLOCK FOR PD	09/15/2022	54550	6.29	
		Vendor Subtotal:			6.29	
01-40-00-53-3200	Zeigler Auto Group II Inc	TOUCH UP PAINT FOR PD	09/15/2022	54563	21.99	
		Vendor Subtotal:			21.99	
01-40-00-53-4100	Fifth Third Bank	NW UNIV (3) WEEK COURSE, EXE	09/30/2022	1500	2,600.00	
01-40-00-53-4100	Fifth Third Bank	CALIBRE PRESS TACTICAL LEAD	09/30/2022	1500	537.01	
		Vendor Subtotal:			3,137.01	
01-40-00-53-4100	North East Multi-Regional Training I	CLOSE QUARTER HANDGUN SKII	09/30/2022	54604	600.00	
		Vendor Subtotal:			600.00	
01-40-00-53-4200	Andy Frain Services Inc	CROSSING GUARD SERVICES/AU	09/15/2022	0	5,974.92	
		Vendor Subtotal:			5,974.92	
01-40-00-53-4200	Fifth Third Bank	TOO GOOD FOR DRUGS GRADE 5	09/30/2022	1500	126.68	
		Vendor Subtotal:			126.68	
01-40-00-53-4300	Fifth Third Bank	CHICAGO TRIBUNE DIGITAL SUB	09/30/2022	1500	27.72	
		Vendor Subtotal:			27.72	
01-40-00-53-4300	West Suburban Chiefs of Police	ANNUAL DUES FOR POLICE CHIE	09/30/2022	54615	85.00	
		Vendor Subtotal:			85.00	
01-40-00-53-4300	West Suburban Major Crimes Task F	TASK FORCE ANNUAL DUES - JUL	09/15/2022	54562	2,250.00	
01-40-00-53-4300	West Suburban Major Crimes Task F	MCU DUES	09/15/2022	54562	500.00	
		Vendor Subtotal:			2,750.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-40-00-53-4400	Elmhurst Occupational Health	PD NEW EMPLOYEE PHYSICALS/	09/30/2022	54577	1,026.00	
		Vendor Subtotal:			1,026.00	
01-40-00-53-5400	Tower Enterprises Inc	REPAIR TO PD CAR #8	09/15/2022	54555	766.40	
		Vendor Subtotal:			766.40	
01-40-00-54-0100	Fifth Third Bank	PD MONTIOR/WEBCAM	09/30/2022	1500	157.97	
01-40-00-54-0100	Fifth Third Bank	EXTERNAL HARD DRIVE	09/30/2022	1500	29.27	
		Vendor Subtotal:			187.24	
01-40-00-54-0100	Warehouse Direct Inc	PD OFFICE SUPPLIES	09/15/2022	54560	68.80	
01-40-00-54-0100	Warehouse Direct Inc	PD OFFICE SUPPLIES	09/15/2022	54560	41.90	
		Vendor Subtotal:			110.70	
01-40-00-54-0600	Fifth Third Bank	PD MEETING SUPPLIES & REFRES	09/30/2022	1500	50.54	
		Vendor Subtotal:			50.54	
01-40-00-54-0603	TriTech Forensics Inc	EVIDENCE SUPPLIES	09/15/2022	54557	310.90	
		Vendor Subtotal:			310.90	
01-50-00-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	27,599.45	
		Vendor Subtotal:			27,599.45	
01-50-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	8,380.57	
01-50-00-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	71.49	
		Vendor Subtotal:			8,452.06	
01-50-00-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	319.30	
		Vendor Subtotal:			319.30	



Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-50-00-53-0200	AT&T Wireless	AT&T CELLULAR TELEPHONE BI	09/12/2022	324	263.94	
		Vendor Subtotal:			263.94	
01-50-00-53-0200	Motorola Solutions Inc	PORTABLE RADIO BATTERIES FO	09/30/2022	54602	276.00	
		Vendor Subtotal:			276.00	
01-50-00-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	36.00	
		Vendor Subtotal:			36.00	
01-50-00-53-3100	Fifth Third Bank	SALES TAX CREDIT ON FLOWER	09/30/2022	1500	-10.50	
01-50-00-53-3100	Fifth Third Bank	AUTO BATTERY CHARGER & DIG	09/30/2022	1500	123.90	
		Vendor Subtotal:			113.40	
01-50-00-53-3200	CJC Auto Parts & Tires	CREDIT MEMO ON INVOICE 53870	09/15/2022	54519	-996.25	
01-50-00-53-3200	CJC Auto Parts & Tires	RELAY SWITCH FOR #214	09/15/2022	54519	27.23	
01-50-00-53-3200	CJC Auto Parts & Tires	BATTERY FOR #222	09/15/2022	54519	1,173.90	
		Vendor Subtotal:			204.88	
01-50-00-53-3200	Interstate Power Systems Inc	SOLENOID VALVE FOR FIRE DEP1	09/15/2022	54536	69.85	
01-50-00-53-3200	Interstate Power Systems Inc	222 VALVE INSTALL	09/30/2022	54591	1,633.29	
01-50-00-53-3200	Interstate Power Systems Inc	219 SMARTPOWER GENERATOR	09/30/2022	54591	15,201.67	
01-50-00-53-3200	Interstate Power Systems Inc	219 PUMP REPAIR	09/30/2022	54591	11,400.41	
		Vendor Subtotal:			28,305.22	
01-50-00-53-3200	O'Hare Towing Service	215 TOW	09/30/2022	54605	495.25	
		Vendor Subtotal:			495.25	
01-50-00-53-3200	Pete's Automotive Service Inc	SERVICE 2011 FORD ESCAPE (FD)	09/15/2022	0	107.75	
01-50-00-53-3200	Pete's Automotive Service Inc	SERVICE 2019 FORD EXPLORER (I	09/15/2022	0	553.24	
		Vendor Subtotal:			660.99	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-50-00-53-3200	Wigit's Truck Center	214 REPAIRS	09/30/2022	54616	1,722.42	
		Vendor Subtotal:			1,722.42	
01-50-00-53-4100	Quentin Boyd	REIMBURSE HAZARDOUS MATEI	09/15/2022	54517	1,800.00	
		Vendor Subtotal:			1,800.00	
01-50-00-53-4100	HRE, LLC	TENZINGA ANNUAL LICENSE FEI	09/15/2022	54535	1,512.00	
		Vendor Subtotal:			1,512.00	
01-50-00-53-4100	Illinois Fire Inspectors Association	JUNE MINI SEMINAR 2022 - K WII	09/30/2022	54590	30.00	
01-50-00-53-4100	Illinois Fire Inspectors Association	JUNE TWO DAY SEMINAR 2022 - K	09/30/2022	54590	95.00	
		Vendor Subtotal:			125.00	
01-50-00-53-4200	Paul Zipperich	REIMBURSE HEART SAVER CPR C	09/15/2022	54564	340.00	
01-50-00-53-4200	Paul Zipperich	REIMB PAINT & BRUSHES - MEMO	09/15/2022	54564	89.00	
		Vendor Subtotal:			429.00	
01-50-00-54-0100	Warehouse Direct Inc	PREPLAN BOOK SUPPLIES	09/30/2022	54614	198.37	
		Vendor Subtotal:			198.37	
01-50-00-54-0300	On Time Embroidery Inc	UNIFORMS FOR FD PERSONNEL	09/15/2022	54528	9,677.00	
		Vendor Subtotal:			9,677.00	
01-50-00-54-0600	AED Superstore	CABLE ORGANIZERS FOR FIRE D	09/15/2022	54506	128.00	
		Vendor Subtotal:			128.00	
01-50-00-54-0600	Air One Equipment Inc	CLEANING SOLUTION FOR FIRE I	09/15/2022	54508	104.00	
01-50-00-54-0600	Air One Equipment Inc	NOZZLE FOR BOOSTER LINE ON	09/30/2022	54566	230.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			334.00	
01-50-00-54-0600	CDS Office Technologies Inc	PANASONIC TOUGHBOOK FOR A	09/15/2022	0	3,080.00	
		Vendor Subtotal:			3,080.00	
01-50-00-54-0600	Emergency Medical Products Inc	EMS SUPPLIES	09/30/2022	54578	300.99	
01-50-00-54-0600	Emergency Medical Products Inc	PENLIGHT FOR AMBULANCE 215	09/30/2022	54578	7.79	
		Vendor Subtotal:			308.78	
01-50-00-54-0600	Technimount System LLC	MONITOR MOUNT FOR FIRE DEP'	09/30/2022	0	1,560.00	
		Vendor Subtotal:			1,560.00	
01-50-00-54-0600	US Gas	OXYGEN CYLINDER RENTAL/AU	09/15/2022	0	178.50	
		Vendor Subtotal:			178.50	
01-50-00-54-0600	Warehouse Direct Inc	FD CLEANING SUPPLIES	09/30/2022	54614	373.18	
		Vendor Subtotal:			373.18	
01-50-00-54-0600	Zoll Medical Corporation	B/P CUFF FOR AMBULANCE #215	09/30/2022	54617	46.64	
		Vendor Subtotal:			46.64	
01-60-01-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	3,395.98	
		Vendor Subtotal:			3,395.98	
01-60-01-52-0400	MOE Funds	P/W EMPLOYEE HEALTH INS NOV	09/30/2022	54601	4,744.50	
		Vendor Subtotal:			4,744.50	
01-60-01-52-0420	Bestco HARTFORD	RETIREE INSURANCE PREMIUMS	09/15/2022	54515	112.52	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
Vendor Subtotal:					112.52	
01-60-01-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	1,284.37	
01-60-01-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	-60.36	
01-60-01-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	2.88	
01-60-01-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	565.46	
01-60-01-52-0420	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	-7.97	
Vendor Subtotal:					1,784.38	
01-60-01-52-0420	Midwest Operating Eng-Pension Tru	P/W RETIREE EMPLOYEE HEALT	09/30/2022	54600	1,130.00	
Vendor Subtotal:					1,130.00	
01-60-01-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	26.65	
Vendor Subtotal:					26.65	
01-60-01-53-0200	Peerless Network	PHONE BILL FOR PUBLIC WORKS	09/15/2022	54545	254.72	
Vendor Subtotal:					254.72	
01-60-01-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	47.47	
01-60-01-53-0200	Verizon Wireless	DATA FOR MESSAGE BOARD	09/30/2022	0	18.02	
Vendor Subtotal:					65.49	
01-60-01-53-3100	Alexander Equipment Co Inc	REPAIRS TO CHIPPER	09/30/2022	54567	267.50	
Vendor Subtotal:					267.50	
01-60-01-53-3200	Freeway Ford - Sterling Truck	DIAGNOSTICS FOR TRUCK REPAI	09/15/2022	54531	700.00	
Vendor Subtotal:					700.00	
01-60-01-53-3200	W.C. Schauer Hardware	ADHESIVE FOR LEVEL GAUGE OI	09/30/2022	54609	11.68	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			11.68	
01-60-01-53-3200	Wigit's Truck Center	REPAIRS TO TRUCK 30	09/30/2022	54616	1,746.75	
01-60-01-53-3200	Wigit's Truck Center	MAINTENANCE OF VEHICLE 41	09/30/2022	54616	5,672.91	
		Vendor Subtotal:			7,419.66	
01-60-01-53-3400	Radarsign LLC	POLE-MOUNTED RADAR FEEDBA	09/15/2022	54547	3,490.00	
		Vendor Subtotal:			3,490.00	
01-60-01-53-3400	Traffic Control Corporation	TRAFFIC CONTROL PARTS	09/15/2022	54556	529.00	
		Vendor Subtotal:			529.00	
01-60-01-53-3550	Homer Tree Care Inc	CONTRACTOR TREE REMOVAL	09/30/2022	54588	12,470.00	
		Vendor Subtotal:			12,470.00	
01-60-01-53-3550	Osage Inc	TREE INVENTORY SERVICES	09/30/2022	54606	1,748.58	
		Vendor Subtotal:			1,748.58	
01-60-01-53-3600	Alternative Energy Solutions Ltd	VILLAGE HALL GENERATOR REP	09/30/2022	54568	4,028.83	
		Vendor Subtotal:			4,028.83	
01-60-01-53-3600	W.W. Grainger Inc	EXHAUST FAN REPAIR PARTS	09/30/2022	54581	43.38	
01-60-01-53-3600	W.W. Grainger Inc	EXHAUST FAN RERAIR PARTS	09/30/2022	54581	43.31	
		Vendor Subtotal:			86.69	
01-60-01-53-3600	David J. Beacom	CONTRACT LANDSCAPING SEPTI	09/30/2022	54570	2,350.00	
		Vendor Subtotal:			2,350.00	
01-60-01-53-3600	Pizzo & Associates Ltd	CHICAGO AVE NATIVE PLANT M	09/15/2022	54546	998.75	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
Vendor Subtotal:					998.75	
01-60-01-53-3600	W.C. Schauer Hardware	FAN REPAIR	09/30/2022	54609	8.53	
01-60-01-53-3600	W.C. Schauer Hardware	PUBLIC WORKS EXHAUST FAN R	09/30/2022	54609	4.03	
Vendor Subtotal:					12.56	
01-60-01-53-4400	Elmhurst Occupational Health	NEW EMPLOYEE PHYSICAL	09/30/2022	54577	233.00	
Vendor Subtotal:					233.00	
01-60-01-53-5300	Growing Community Media NFP	JOB AD: PUBLIC WORKS MMI	09/15/2022	0	200.00	
01-60-01-53-5300	Growing Community Media NFP	LEGAL NOTICE: RF BUILDINGS I	09/30/2022	0	182.00	
Vendor Subtotal:					382.00	
01-60-01-53-5300	ILCMA	JOB ADS FOR ENGINEER	09/30/2022	54589	100.00	
Vendor Subtotal:					100.00	
01-60-01-53-5350	LRS	FORESTRY SEWER SWEEPER DU	09/30/2022	54596	691.46	
01-60-01-53-5350	LRS	STREET SWEEPING & TREE/STUM	09/30/2022	54596	813.65	
Vendor Subtotal:					1,505.11	
01-60-01-53-5350	Rainbow Farms Enterprises Inc	DISPOSAL OF WOOD CHIPS	09/15/2022	0	350.00	
Vendor Subtotal:					350.00	
01-60-01-53-5400	Leyden Lawn Sprinklers Inc	IRRIGATION REPAIRS DUE TO VII	09/30/2022	54595	147.00	
Vendor Subtotal:					147.00	
01-60-01-53-5400	Lyons & Pinner Electric Companies	STREET LIGHT CABLE REPAIR - C	09/15/2022	0	1,408.96	
Vendor Subtotal:					1,408.96	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
01-60-01-53-5450	AEP Energy	ELECTRICITY FOR STREET LIGHTING	09/15/2022	54507	699.97	
		Vendor Subtotal:			699.97	
01-60-01-53-5450	ComEd	ALLEY LIGHTING	09/15/2022	54521	652.59	
		Vendor Subtotal:			652.59	
01-60-01-53-5450	ComEd	MADISON ST LIGHTING	09/15/2022	54522	121.30	
01-60-01-53-5450	ComEd	ALLEY LIGHTING	09/30/2022	54574	651.28	
01-60-01-53-5450	ComEd	MADISON STREET LIGHTING	09/30/2022	54574	149.26	
		Vendor Subtotal:			921.84	
01-60-01-54-0310	Matt Decosola	REIMBURSE UNIFORM ALLOWANCE	09/15/2022	54527	184.86	
		Vendor Subtotal:			184.86	
01-60-01-54-0310	FulLife Safety Center	EMPLOYEE SAFETY APPAREL	09/15/2022	54532	1,050.00	
		Vendor Subtotal:			1,050.00	
01-60-01-54-0500	Genuine Parts Co Inc	LUGNUTS FOR MAGNUM	09/30/2022	54580	10.16	
01-60-01-54-0500	Genuine Parts Co Inc	FILTER FOR LOADER	09/30/2022	54580	16.79	
		Vendor Subtotal:			26.95	
01-60-01-54-0600	DuPage Topsoil Inc	TOPSOIL FOR PARKWAY RESTORATION	09/15/2022	54529	420.00	
		Vendor Subtotal:			420.00	
01-60-01-54-0600	Fifth Third Bank	STAND ALONE KEYPAD	09/30/2022	1500	97.90	
01-60-01-54-0600	Fifth Third Bank	LCD UPS SYSTEM	09/30/2022	1500	97.57	
01-60-01-54-0600	Fifth Third Bank	PUCHASE OF NEW SORT-IT-OUT SYSTEM	09/30/2022	1500	704.55	
01-60-01-54-0600	Fifth Third Bank	SALES TAX CREDIT ON PURCHASE	09/30/2022	1500	-76.75	
		Vendor Subtotal:			823.27	
01-60-01-54-0600	JSN Contractors Supply	EAR PLUGS	09/30/2022	54594	97.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			97.00	
01-60-01-54-0600	Keller-Heartt Oil Co Inc	SHOP SUPPLIES (GREASE)	09/30/2022	0	31.25	
		Vendor Subtotal:			31.25	
01-60-01-54-0600	Menards	SHOP SUPPLIES & TOOLS	09/30/2022	54599	121.36	
		Vendor Subtotal:			121.36	
01-60-01-54-0600	Russo Power Equipment Inc	CHAINSAW BATTERY	09/15/2022	54548	209.99	
		Vendor Subtotal:			209.99	
01-60-01-54-0600	W.C. Schauer Hardware	GRASS SEED FOR STUMP HOLES/	09/30/2022	54609	35.98	
01-60-01-54-0600	W.C. Schauer Hardware	OPERATING SUPPLIES	09/30/2022	54609	46.75	
01-60-01-54-0600	W.C. Schauer Hardware	RADIATOR COVERS FOR LEAF SE	09/30/2022	54609	41.38	
01-60-01-54-0600	W.C. Schauer Hardware	GRAFFITTI COVER UP (VIADUCT	09/30/2022	54609	7.64	
01-60-01-54-0600	W.C. Schauer Hardware	DUST MASKS FOR PUBLIC WORK	09/30/2022	54609	15.29	
01-60-01-54-0600	W.C. Schauer Hardware	GRAFFITTI SPRAY PAINT REMOV	09/30/2022	54609	8.54	
		Vendor Subtotal:			155.58	
01-60-05-53-5500	LRS Holdings LLC	REFUSE REMOVAL PER CONTRAC	09/15/2022	0	96,644.97	
		Vendor Subtotal:			96,644.97	
		Subtotal for Fund: 01			701,640.85	
02-00-00-10-1002	Visu-Sewer of Illinois LLC	HYDRANT METER MINIMUM WA	09/30/2022	54613	-100.00	
		Vendor Subtotal:			-100.00	
02-00-00-21-0000	SEAN HANLEY	Refund Check 016939-000, 942 WIL	09/28/2022	54587	155.70	
		Vendor Subtotal:			155.70	



Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-00-00-21-0015	State Treasurer	PR Batch 00015.09.2022 State Income	09/15/2022	100118	1,490.72	
02-00-00-21-0015	State Treasurer	PR Batch 00030.09.2022 State Income	09/30/2022	100125	1,350.27	
Vendor Subtotal:					2,840.99	
02-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 FICA Emplo	09/15/2022	100119	2,094.88	
02-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 FICA Emplo	09/15/2022	100119	2,094.88	
02-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Medicare En	09/15/2022	100119	489.92	
02-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Medicare En	09/15/2022	100119	489.92	
02-00-00-21-0015	United States Treasury	PR Batch 00015.09.2022 Federal Inco	09/15/2022	100119	3,952.19	
02-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Medicare En	09/30/2022	100126	446.18	
02-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Medicare En	09/30/2022	100126	446.18	
02-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 FICA Emplo	09/30/2022	100126	1,907.79	
02-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 Federal Inco	09/30/2022	100126	3,497.29	
02-00-00-21-0015	United States Treasury	PR Batch 00030.09.2022 FICA Emplo	09/30/2022	100126	1,907.79	
Vendor Subtotal:					17,327.02	
02-00-00-21-0027	Hanex Utilities LLC	HYDRANT METER DEPOSIT	09/30/2022	54586	1,000.00	
Vendor Subtotal:					1,000.00	
02-00-00-21-0027	Visu-Sewer of Illinois LLC	HYDRANT METER DEPOSIT	09/30/2022	54613	1,000.00	
Vendor Subtotal:					1,000.00	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Empl	09/15/2022	100123	1,024.63	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF-Volun	09/15/2022	100123	344.59	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Empl	09/15/2022	100123	543.77	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF-Volun	09/15/2022	100123	238.23	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Empl	09/15/2022	100123	968.01	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00015.09.2022 IMRF Empl	09/15/2022	100123	1,935.16	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Empl	09/30/2022	100123	951.86	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Empl	09/30/2022	100123	799.97	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF-Volun	09/30/2022	100123	223.27	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF-Volun	09/30/2022	100123	344.59	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Empl	09/30/2022	100123	429.02	
02-00-00-21-0030	Illinois Municipal Retirement Fund	PR Batch 00030.09.2022 IMRF Empl	09/30/2022	100123	1,903.51	
Vendor Subtotal:					9,706.61	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00015.09.2022 ICMA	09/15/2022	100116	123.89	
02-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00015.09.2022 ICMA	09/15/2022	100116	386.07	
02-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00030.09.2022 ICMA	09/30/2022	100122	101.56	
02-00-00-21-0040	ICMA Retirement Corporation - 302	PR Batch 00030.09.2022 ICMA	09/30/2022	100122	386.05	
Vendor Subtotal:					997.57	
02-00-00-21-0041	AXA Equitable Retirement	PR Batch 00015.09.2022 AXA Flat	09/15/2022	100114	26.00	
02-00-00-21-0041	AXA Equitable Retirement	PR Batch 00030.09.2022 AXA Flat	09/30/2022	100120	26.01	
Vendor Subtotal:					52.01	
02-00-00-21-0050	International Union of Operating Eng	PR Batch 00015.09.2022 Public Work	09/15/2022	6471	267.94	
02-00-00-21-0050	International Union of Operating Eng	PR Batch 00030.09.2022 Public Work	09/30/2022	6471	271.03	
Vendor Subtotal:					538.97	
02-00-00-21-0050	International Union of Operating Eng	PR Batch 00015.09.2022 Public Work	09/15/2022	6470	48.60	
02-00-00-21-0050	International Union of Operating Eng	PR Batch 00030.09.2022 Public Work	09/30/2022	6470	49.49	
Vendor Subtotal:					98.09	
02-00-00-21-0050	NCPERS Group Life Ins.	PR Batch 00015.09.2022 Supplementa	09/15/2022	6469	19.21	
02-00-00-21-0050	NCPERS Group Life Ins.	PR Batch 00030.09.2022 Supplementa	09/30/2022	6469	19.21	
Vendor Subtotal:					38.42	
02-00-00-43-3100	Hanex Utilities LLC	HYDRANT MINIMUM WATER USA	09/30/2022	54586	-100.00	
Vendor Subtotal:					-100.00	
02-00-00-46-6580	Michael Gumbel	REFUND FOR METER PURCHASE	09/30/2022	54584	229.00	
Vendor Subtotal:					229.00	
02-60-06-52-0400	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	7,251.06	
Vendor Subtotal:					7,251.06	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-60-06-52-0400	MOE Funds	P/W EMPLOYEE HEALTH INS NOV	09/30/2022	54601	5,718.50	
		Vendor Subtotal:			5,718.50	
02-60-06-52-0420	Midwest Operating Eng-Pension Tru	P/W RETIREE EMPLOYEE HEALTHI	09/30/2022	54600	906.00	
		Vendor Subtotal:			906.00	
02-60-06-52-0425	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	202.43	
		Vendor Subtotal:			202.43	
02-60-06-53-0100	ComEd	ELECTRICITY FOR PUMP STATION	09/15/2022	54522	2,724.59	
02-60-06-53-0100	ComEd	ELECTRICITY FOR PUMP STATION	09/30/2022	54574	2,813.33	
		Vendor Subtotal:			5,537.92	
02-60-06-53-0200	Comcast Cable	INTERNET AT PUMP STATION	09/30/2022	54573	104.85	
		Vendor Subtotal:			104.85	
02-60-06-53-0200	Peerless Network	PHONE BILL FOR PUBLIC WORKS	09/15/2022	54545	63.68	
		Vendor Subtotal:			63.68	
02-60-06-53-0200	Peerless Network Inc	MONTHLY PHONE BILL	09/30/2022	0	179.98	
		Vendor Subtotal:			179.98	
02-60-06-53-0200	Verizon Wireless	DATA SERVICE FOR TABLETS & M	09/15/2022	0	47.47	
		Vendor Subtotal:			47.47	
02-60-06-53-0380	Christopher B. Burke Engineering Lt	LEAD SERVICE REPLACEMENT P	09/15/2022	0	2,965.98	
02-60-06-53-0380	Christopher B. Burke Engineering Lt	STORMWATER MASTER PLAN - P	09/15/2022	0	23,372.71	
		Vendor Subtotal:			26,338.69	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-60-06-53-0380	Intergovernmental Personnel Benefit	HEALTH/LIFE/DENTAL BREAKDO	09/01/2022	323	8.82	
		Vendor Subtotal:			8.82	
02-60-06-53-0410	ClientFirst Consulting Group LLC	FY23 - IT SUPPORT/JUN 2022	09/15/2022	0	1,836.87	
02-60-06-53-0410	ClientFirst Consulting Group LLC	FY23 - IT SUPPORT POLICE DEPT/	09/30/2022	0	661.87	
		Vendor Subtotal:			2,498.74	
02-60-06-53-0410	Fifth Third Bank	ANNUAL SUBSCRIPTION	09/30/2022	1500	239.75	
		Vendor Subtotal:			239.75	
02-60-06-53-0410	SBRK Finance Holdings Inc	UB WEB PAYMENTS/AUG 2022	09/15/2022	54549	578.00	
		Vendor Subtotal:			578.00	
02-60-06-53-0410	SHI International Corp	SOPHOS PROTECTION SUBSCRIP	09/15/2022	54551	459.54	
		Vendor Subtotal:			459.54	
02-60-06-53-0410	Watersmart Software Inc	WATERSMART ANNUAL SUBSCRI	09/30/2022	0	10,300.00	
		Vendor Subtotal:			10,300.00	
02-60-06-53-3050	W.C. Schauer Hardware	REPAIR AT METER PIT - FOREST	09/30/2022	54609	38.66	
		Vendor Subtotal:			38.66	
02-60-06-53-3050	Suburban General Construction Inc	WATER MAIN BREAK REPAIR - 91	09/15/2022	0	8,792.56	
		Vendor Subtotal:			8,792.56	
02-60-06-53-3200	Irene G. Grilli	SAFETY INSPECTION FOR SEWER	09/15/2022	54534	59.50	
02-60-06-53-3200	Irene G. Grilli	SAFETY INSPECTION ON #65	09/30/2022	54582	59.50	
		Vendor Subtotal:			119.00	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-60-06-53-3200	Wigit's Truck Center	MAINTENANCE OF VEHICLE 41	09/30/2022	54616	1,418.23	
		Vendor Subtotal:			1,418.23	
02-60-06-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	43.85	
02-60-06-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	46.04	
02-60-06-53-3300	De Lage Landen Financial Svcs Inc	MONTHLY LEASING (3) COPIERS/	09/15/2022	54526	43.85	
		Vendor Subtotal:			133.74	
02-60-06-53-3600	Nicor Gas Company	NATURAL GAS FOR PUMP STATIC	09/15/2022	54544	105.42	
02-60-06-53-3600	Nicor Gas Company	NATURAL GAS FOR PUMPING ST	09/30/2022	54603	132.16	
		Vendor Subtotal:			237.58	
02-60-06-53-4250	Michael Thomasino	REIMB FULL REGISTRATION FOR	09/15/2022	0	225.00	
02-60-06-53-4250	Michael Thomasino	ANNUAL IPWSOA CONFERENCE '	09/30/2022	0	441.91	
		Vendor Subtotal:			666.91	
02-60-06-53-4350	Sebis Direct (Printing)	UTILITY BILLING PRINTING/AUG	09/15/2022	0	265.20	
		Vendor Subtotal:			265.20	
02-60-06-53-4480	Suburban Laboratories Inc	WATER QUALITY TESTING	09/15/2022	54553	150.80	
		Vendor Subtotal:			150.80	
02-60-06-53-5350	LRS	FORESTRY SEWER SWEEPER DU	09/30/2022	54596	385.00	
02-60-06-53-5350	LRS	STREET SWEEPING & TREE/STUM	09/30/2022	54596	499.50	
		Vendor Subtotal:			884.50	
02-60-06-54-0310	FulLife Safety Center	EMPLOYEE SAFETY APPAREL	09/15/2022	54532	22.50	
02-60-06-54-0310	FulLife Safety Center	EMPLOYEE SAFETY APPAREL	09/15/2022	54532	267.25	
		Vendor Subtotal:			289.75	
02-60-06-54-0500	W.C. Schauer Hardware	MISC PARTS FOR SEWER TRUCK	09/30/2022	54609	2.39	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			2.39	
02-60-06-54-0600	Core & Main LP	PARTS FOR METERS	09/15/2022	54524	60.08	
02-60-06-54-0600	Core & Main LP	REPLACE STOCK WATER METER	09/30/2022	54576	503.48	
02-60-06-54-0600	Core & Main LP	REPLACE STOCK WATER METER	09/30/2022	54576	624.16	
		Vendor Subtotal:			1,187.72	
02-60-06-54-0600	W.W. Grainger Inc	FILTERS FOR PUMP STATION	09/15/2022	54533	59.40	
		Vendor Subtotal:			59.40	
02-60-06-54-0600	Hach Company	WATER CHEMICALS	09/30/2022	54585	239.40	
		Vendor Subtotal:			239.40	
02-60-06-54-0600	JSN Contractors Supply	WATER DEPT TOOLS	09/30/2022	54594	38.75	
		Vendor Subtotal:			38.75	
02-60-06-54-0600	Kara Company Inc	MARKING PAINT FOR J.U.L.I.E.'s	09/15/2022	54538	499.10	
		Vendor Subtotal:			499.10	
02-60-06-54-0600	McMaster-Carr	CHEMICAL PUMP SUPPLIES	09/30/2022	54598	217.03	
		Vendor Subtotal:			217.03	
02-60-06-54-0600	W.C. Schauer Hardware	OPERATING SUPPLIES WATER DE	09/30/2022	54609	23.38	
02-60-06-54-0600	W.C. Schauer Hardware	KITS FOR MXU INSTALLATION S7	09/30/2022	54609	26.98	
		Vendor Subtotal:			50.36	
02-60-06-54-0600	Standard Equipment Company	PARTS FOR SWEEPER	09/30/2022	54611	143.70	
		Vendor Subtotal:			143.70	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
02-60-06-54-0600	USABlueBook	REPAIR PARTS FOR CHEMICAL EC	09/30/2022	54612	156.98	
02-60-06-54-0600	USABlueBook	REPAIR PARTS FOR CL17 ANALYZ	09/30/2022	54612	311.36	
Vendor Subtotal:					468.34	
02-60-06-54-1300	Sebis Direct (Postage)	UTILITY BILLING POSTAGE/SEP 2	09/15/2022	0	751.62	
Vendor Subtotal:					751.62	
02-60-06-54-2200	City of Chicago	PURCHASE OF WATER	09/15/2022	54518	108,790.45	
02-60-06-54-2200	City of Chicago	PURCHASE OF WATER	09/15/2022	54518	88,972.16	
Vendor Subtotal:					197,762.61	
Subtotal for Fund: 02					308,637.16	
14-00-00-44-4240	Safespeed	FEES OWED DUE TO REVENUE BI	09/30/2022	54608	135.25	
Vendor Subtotal:					135.25	
14-00-00-53-0370	American Traffic Solutions Inc	MONTHLY AUTOMATED TRAFFIC	09/15/2022	0	4,034.00	
Vendor Subtotal:					4,034.00	
14-00-00-55-1250	ALamp Concrete Contractors Inc	2021 GREEN ALLEY PROJECT (CO	09/15/2022	54509	935.75	
Vendor Subtotal:					935.75	
14-00-00-55-1250	Commercial Funding Inc	GREEN ALLEY PROJECT (PHASE 1	09/15/2022	54523	9,554.66	
14-00-00-55-1250	Commercial Funding Inc	GREEN ALLEY PROJECT (PHASE 2	09/15/2022	54523	24,912.50	
Vendor Subtotal:					34,467.16	
Subtotal for Fund: 14					39,572.16	
31-00-00-53-0100	ComEd	ELECTRICITY FOR 11 ASHLAND (	09/15/2022	54522	16.92	
31-00-00-53-0100	ComEd	ELECTRICITY FOR 11 ASHLAND (	09/15/2022	54522	21.05	
31-00-00-53-0100	ComEd	ELECTRICITY FOR 10 LATHROP A	09/15/2022	54522	29.21	

Account Number	Vendor	Description	GL Date	Check No	Amount	PO No
		Vendor Subtotal:			67.18	
31-00-00-53-0100	Fifth Third Bank	NATURAL GAS FOR 10 LATHROP	09/30/2022	1500	23.89	
		Vendor Subtotal:			23.89	
31-00-00-53-0100	Nicor Gas Company	NATURAL GAS FOR 11 ASHLAND	09/30/2022	54603	34.70	
31-00-00-53-0100	Nicor Gas Company	NATURAL GAS FOR 11 ASHLAND	09/30/2022	54603	36.24	
		Vendor Subtotal:			70.94	
31-00-00-53-0380	Jean Guarino	REMAINING RETAINER FOR DEV	09/30/2022	54583	10,880.00	
31-00-00-53-0380	Jean Guarino	FINAL RETAINER FOR DEV OF H <sup>A</sup>	09/30/2022	54583	5,320.00	
		Vendor Subtotal:			16,200.00	
31-00-00-53-0425	Klein Thorpe and Jenkins Ltd	MADISON ST TIF DISTRICT	09/30/2022	0	2,565.00	
		Vendor Subtotal:			2,565.00	
		Subtotal for Fund: 31			18,927.01	
32-00-00-53-0380	Associated Property Counselors Ltd	PROPERTY APPRAISAL 1531-1537	09/15/2022	54510	2,500.00	
		Vendor Subtotal:			2,500.00	
32-00-00-53-0425	Klein Thorpe and Jenkins Ltd	NORTH AVE TIF DISTRICT	09/30/2022	0	67.50	
		Vendor Subtotal:			67.50	
		Subtotal for Fund: 32			2,567.50	
		Report Total:			1,071,344.68	



# **RIVER FOREST FIRE DEPARTMENT**



## **MONTHLY REPORT**

### **SEPTEMBER 2022**



## MEMORANDUM

TO: Brian Murphy  
Village Administrator

FROM: Thomas Gaertner  
Thomas Gaertner  
Fire Chief

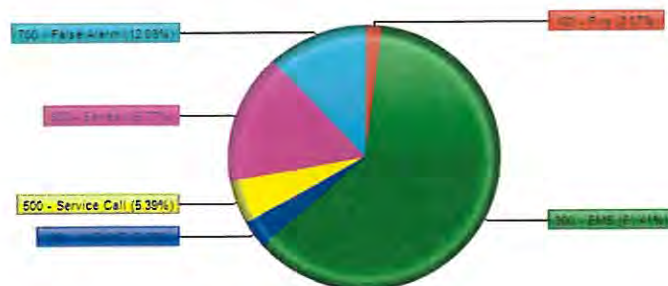
DATE: October 4, 2022

SUBJECT: Monthly Report – September 2022

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The Fire Department responded to 241 calls during the month of September. This is above our average number of calls in comparison to September 2021 where we had 199 calls. Emergency Medical Service calls represented 61.41% of our response activity for the month of September.

Incident Type Group	Sept. 2022
100 - Fire	5
300 - EMS	148
400 - Hazardous Conditions	8
500 - Service Call	13
600 - Good Intent	38
700 - False Alarms	29
<b>Monthly Total</b>	<b>241</b>



**Incident of Interest:** On Monday, September 26<sup>th</sup> at 07:55hrs the RFFD responded for the reported vehicle accident on the 800 Block of Bonnie Brae. Once on the scene we observed a two vehicle accident involving one sedan and a shuttle bus from Dominican University. The bus had struck the vehicle at the intersection of Chicago Ave and Bonnie Brae. The bus was sent onto the parkway and front lawns of the 800 block of Bonnie Brae and continued north bound until it came to a stop when it hit a house. Luckily there was only one college student on board the bus who only had some minor cuts from glass. The driver of the bus was injured and transported to the hospital. The driver of the sedan was also transported to a local hospital. Before the bus could be removed from the residence the structure was shored up with heavy timbers and screw jacks, preventing more damage to the home as the vehicle was removed. Fire department were on the scene for over 5 hours.

### **Chief Gaertner Report**

- Attended monthly RFFD Officers meeting
- Attended the Metropolitan Fire Chiefs Fall Symposium in Addison, IL
- Attended the Annual Lemon-Aide Fundraising Event on 9-11
- Attended various ESO (Fire Reporting) Training Sessions
- Attended the monthly Metro Chiefs Executive Board Meeting
- Attended the monthly Statewide Terrorism & Intelligence Center (STIC) webinar
- Met with new ambulance vendor to finalize specifications for a new ambulance
- Gathered data and information for upcoming ISO Review

### **Training Lt. Carter**

This month the department participated in various training activities such as:

- Shifts continued their assigned building inspections
- Shifts continuing hydrant testing
- Loyola Continuing Education for September was Children with Special Healthcare Needs
- FF/PM Zipperich taught CPR for WSCDC
- FF/PM McKenna attended the 2 80 Hour Hazardous Materials Technician class at Orland Park through IFSI
- Fire Marshal Wiley conducted a Fire Inspection Update class for all 3 shifts
- Division 11 Haz Mat Team drill was held in Berwyn. Subject was Radiation and Weapons of Mass Destruction. Also prepared for October drill at MacNeal Hospital on October 4<sup>th</sup>
- Division 11 TRT drill held at the old Mohr Ready-Mix plant in Oak Park. Subject was trench and shoring

## **FIRE PREVENTION BUREAU**

### **Fire Marshal Kevin Wiley**

The September Report is the first report after the Autumnal Equinox when we really start to notice the sun setting a little earlier each day, cooler mornings and schools are in full session. It also means that it is Lemonade time!! Chief Gaertner and I were present for the memorial where we performed a bell ceremony and recited a poem honoring all the lives lost. I also attended the 9/11 memorial ceremony on the grounds of Concordia University on the 12<sup>th</sup>.

I was able to spend some time wrapping up all my inspections of both Dominican and Concordia Universities. Both universities have had some recent personnel changes and scheduling was a bit of a problem for both campuses. Since Fenwick now owns the Priory property, I had to schedule those inspections with a new person as well.

September also finished all the required State Fire Marshal mandated school fire drills. Again, new principals were a bit overwhelmed and despite having a mandate that requires the first fire drill within the first week of school, did not get back to me until September was well under way.

In preparation for our upcoming visit from the Insurance Services Office (ISO) in early October, some research into required documents and required training was undertaken. A few days were used to provide answers to a segment of the documents that deal with Fire Prevention and Community Risk Reduction.

I presented my annual Fire Inspection refresher class to all three shifts. We discussed what impact the 2018 Fire and Building Code changes would mean to the shift personnel and what changes will be made when the 2018 Code goes into effect this January 2023. We also discussed a number of Public Education subjects that shift personnel can use when they give a station tour or go to an event.

I assisted Chief Gaertner with the logistics of a bus accident scene where a bus was involved in an accident and came to a stop when it hit a house. Luckily there was only one college student on board the bus and only had some minor cuts from glass. The driver of the bus was transported to the hospital. Chief Gaertner did not want the tow trucks to pull the bus out before the home was shored, thus preventing more damage to the structure. We were on scene for almost 5 hours.

October 15, 2022 is the annual Fire Department - Fire Prevention Week - Open House. I have attached a flyer outlining some of the events that will take place. Everyone is invited and welcome. Come see what the Fire Department has and Touch-A-Truck!!

The last item in my monthly report is a summary of activities that do not fit in any other category such as, hydrant flows for sprinkler companies, servicing a Knox Box, public education flyers, and picking up and/or dropping off vehicles for service among others. These activities may not be difficult but do take up time that I like to account for.





RIVER FOREST FIRE DEPARTMENT  
FIRE PREVENTION BUREAU  
MONTHLY REPORT  
**September 2022**

MONTHLY ACTIVITIES	MONTHLY TOTALS		YEAR TO DATE	
	Sep-21	Sep-22	2021	2022
**FPB Inspections	8	11	76	110
**Company Inspections	4	12	139	124
FPB Re-Inspections	0	1	2	50
Company Re-Inspections	3	4	67	88
Special Inquiry - B/L Site Inspections	0	1	4	14
Construction Inspections (Rough/Finals)	3	3	44	23
Inspections with Building Department	1	1	10	6
Inspections with/for State Fire Marshal	0	0	4	9
Permit Inspections (tent, hot work, UST)	3	1	31	26
<b>TOTAL INSPECTIONS</b>	<b>22</b>	<b>34</b>	<b>377</b>	<b>450</b>
School/Business Emergency Plans/Drills	8	2	21	12
Violation Notices Issued	9	14	129	145
Violations Noted	24	36	316	403
Violations Corrected	5	8	140	199
Permits Issued	0	2	20	26
**Complaints Received & Investigated	1	0	2	3
Meetings/Consultations	7	5	16	89
Training Activities	1	7	37	34
Fire Suppression/Alarm System Tests/Finals	1	0	2	1
Fire Suppression Hydro's	0	1	3	3
**Plan Reviews and Revisions	24	24	124	164
**Average turnaround ( <b>Business Days</b> )	5.3 days	7	4.92 days	5.66
Public Education Programs	13	3	30	28
Public Education Program Contacts	1164	255	2076	989
Misc Fire Prev Activities (See Narrative)	5	6	57	50

\*\* Performance Measures for the Chief

Kevin Wiley     Fire Marshal





River Forest Fire Department  
2022 OPEN HOUSE  
400 PARK AV.



Engine 213



Ambulance 215



Truck 219

Saturday October 15, 2022  
Time: 10:00am – 2:00pm

# Come and Touch-A-Truck

## 2022 FIRE DEPARTMENT OPEN HOUSE FEATURES

- TOUCH A FIRETRUCK
- FIRE APPARATUS/STATION TOURS
- RIVER FOREST POLICE DEPARTMENT –  
REGISTER BIKES/ CHILD ID KITS
- WEST SUBURBAN CONSOLIDATED DISPATCH  
CENTER (911 PRACTICE PHONE STATION FOR CHILDREN)
- RIVER FOREST PUBLIC WORKS DEPARTMENT  
“TOUCH A BOBCAT LOADER”
- RIVER FOREST INTERNATIONAL ASSOCIATION  
OF FIREFIGHTERS IAFF LOCAL 2391



## Individual Shift Reports

### Gold Shift Report Lt. Howe

**Activities:** For the month of September, Gold Shift had a total of 88 calls. 29 of the calls were fire response related, 57 involved emergency medical services and there were 2 service calls.

**Incidents/Events of Note:** On September 28, Gold shift responded to a gas leak at 608 Bonnie Brae. Workers installing a fence cut the gas service line to the meter. Crews from engine 213 and Ambulance 215 evacuated adjacent homes and shut down all mechanical equipment and possible ignition sources inside home. NICOR was notified. Engine 213 remained on scene until NICOR arrived and stopped leak. Engine 213 reentered adjacent homes to ventilate residual natural gas until levels were safe for occupancy.

**Training:** Gold shift had 90 hours of fire related training this month and 40 hours of EMS training for an average of 21.6 hours per firefighter.

- **Fire:** Engine operations, Pump evolutions, Water Supply, Tactics and Strategy, response to incidents involving Electrical vehicles, Diver safety and Building familiarization.
- **EMS:** Loyola mandated continuing education on pediatric special health care needs.
  - FF Zipperich completed 4 CPR classes including WSCD staff.
  - Lt Howe attended Div. 20 TRT drill on structural collapse

**Inspections:** Gold shift completed 2 company fire inspections in September.

### Black Shift Report: Lt. Bochenek

**Activities:** Black Shift had a total of 71 calls. 24 were fire related, 46 were EMS calls, 1 service call(s).

**Incidents/Events of Note:** Black shift mitigated and secured the scene that involved a small bus into a home on the 800 block of Bonnie Brae. No injuries noted to the crew, but 2 patients were transported from the scene and 2 were treated and released on the scene.

**Shift Training:** Black shift participated in Public Education, EMS training, attack line deployments, Fire Apparatus Engineer drills, driver training, hazmat training, Incident Command call review, and officer development. Black shift had 108.5 hours of fire related training this month and 28 hours of EMS training for a total of 136.5 hours of training. Some of the fire training can be considered cross training between fire and EMS, but for categorization purposes it was placed under fire training. That is an average of 22.75 hours per Lieutenant and firefighter/paramedics.

**Inspections:** 8 initial inspections were completed and 6 re-inspections were also completed.

**Red Shift Report: Lt. Smith**

**Activities:** For the month of September, Red Shift had a total of 93 calls. 24 of the calls were fire related. There were 64 EMS calls and 5 service calls.

**Incidents/Events of Note:** On September 18<sup>th</sup>, Red Shift responded to a gasoline spill at 7201 North Ave. The caller reported that gasoline was going into the sewer. Units arrived and learned that a gasoline truck was filling the underground tanks at the Shell gas station, when a hose disconnected and spilled an unknown amount of gasoline into the street. The hose was reconnected before River Forest units arrived on scene. The crew found gasoline in the gutter of Harlem Ave which was running into the sewer on the southwest corner of the intersection. Engine 213 used loose absorbent to make a dam around the sewer, preventing further spillage into the sewer. Command made the decision to contact the Metropolitan Water Reclamation District of Greater Chicago which was informed of an unknown amount of gasoline entering the water system. They requested that the truck driver call his dispatch and have a clean-up team respond to the scene. An environmental specialist from Metropolitan Water Reclamation also arrived at the scene. RFFD crews removed the contaminated loose absorbent from the street after the gasoline was absorbed and turned it over to the clean-up crew for disposal. The clean-up crew vacuumed the sewer under the supervision of the environmental specialist.

**Shift Training:** Red Shift had 93.75 hours of fire related training this month and 22.75 hours of EMS training for a total of 116.50 hours of training. That is an average of 19.4 hours per firefighter. Red Shift training for the month included Loyola Continuing Education on Children and Youth with Special Healthcare Needs. The shift attended a Fire Inspection Update Class with Fire Marshal Wiley. The Shift attended a 9-11 Memorial hosted by Concordia University on September 12<sup>th</sup>. Red Shift viewed an online class on Modern Fire Dynamics: A review of Firefighter LODD's, Ventilation Flow Paths and Fire Growth. The class was taught by the ATF. The class utilized fire dynamics simulator to understand the modern fire environment. The Shift went to 735 Lathrop, the River Forest Public Library to discuss fire tactics. The Shift went to 1040 Harlem Ave, Temple Har Zion to discuss a plan for a multiple patient incident on the property.

- FF Basa attended a 4-hour Division 11 Hazmat drill in Berwyn.

**Inspections:** Shift personnel conducted 0 Inspections with 0 violations, and 1 re-inspection with 1 correction.



### EMS/Paramedic Activity FF/PM Fischer

In the month of September, RFFD responded with a total of 154 patients. Of the 154 patients, 121 were treated and transported by Ambulance 215, 2 were invalid assists and 31 patients refused care. These 154 patients had various complaints. Below are how the complaints break down:

- No complaint – 2
- Abdominal Pain – 4
- Allergic Reaction – 0
- Animal Bite -- 1
- Assault – 1
- Hemorrhage/Bleeding -- 0
- Breathing Problems – 11
- Burns -- 1
- Psychiatric – 7
- Cardiac -- 5
- Chest Pain – 3
- Cardiac/Traumatic/Respiratory Arrest – 0
- Choking -- 1
- Diabetic – 2
- Fall - 22
- Headache/Concussion – 1
- Medical Alarm -- 0
- Pain (Back) – 1
- Pain (General) -- 0
- Patient Assist –
- Poisoning / Drug Ingestion – 5
- Seizure – 0
- Sick Person -- 40
- Stroke / CVA – 0
- Traffic Accident -- 24
- Traumatic Injury – 3
- Unconscious/Unresponsive – 7
- Unknown Problems -- 17

The 121 patients were transported to the following hospitals:

- Gottlieb – 20
- Hines VA – 0
- Loyola – 10
- MacNeal - 2
- Community First -- 0
- Rush / Oak Park – 82
- Resurrection - 0
- West Suburban – 4

We had 23 calls to other towns for a mutual aid ambulance and received aid from other towns 15 times.

**Bus Accident on the 800  
Block of Bonnie Brae  
9/26/2022**











# Village of River Forest



## POLICE DEPARTMENT MEMORANDUM

**TO:** Brian Murphy - Village Administrator

**FROM:** James O'Shea- Chief of Police

**DATE:** October 4, 2022

**SUBJECT:** September 2022 Monthly Report

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### Crime Statistics

The month of September 2022 indicated an 56% increase in Group A (previously Part I) offenses in comparison to September 2021. There was a 2% increase in Group B (previously Part II) reported crimes compared to September 2021. An increase in Burglary and Robbery incidents contributed to the increase in Group A crimes. An increase in All Other Offenses incidents contributed to the Group B increase. We will continue to report any anomalies in data or statistics for calendar year (2022).

	Sep 2022	Sep 2021	Diff. +/-	% +/-	YTD 2022	YTD 2021	Diff. +/-	% +/-
<b>Group A*</b>	21	16	5	56%	133	120	13	11%
<b>Group B**</b>	94	92	2	2%	828	634	194	31%
<b>Reports***</b>	157	127	30	27%	1120	1028	92	9%
<b>Events****</b>	1088	945	143	15%	8559	7683	866	11%

\*Group A (previously referred to *Part I*) *Offenses* include homicide, criminal sexual assault, robbery, aggravated battery, burglary, theft, and motor vehicle theft.

\*\*Group B (previously referred to *Part II*) *Offenses* include simple battery, assault, criminal trespass, disorderly conduct, and all other misdemeanor and traffic offenses.

\*\*\**Reports* (new category as of September 2015) include total number of reports written by officers during the month.

\*\*\*\**Events* (new category as of September 2015) include all activities conducted by officers, including foot patrols, premise checks, traffic stops, and all other calls for service not included as Group A and Group B offenses.

## **Town Center**

The Police Department responded to seventy five (75) calls for service at the Town Center properties in September 2022; of those calls there were six (6) reported crimes, which included three (3) Panhandler/Criminal Trespass incidents and three (3) Retail Theft. There was an 3% decrease in calls for service in comparison to year-to-date 2021 statistics. In addition, there was an 26% decrease in Criminal Activity in comparison to year-to-date 2021 statistics.

## **Collaboration and Relationship Strengthening**

- Attended the West Suburban Chiefs of Police Meeting on September 7, 2022.
- Attended the Annual Lemonaid Fundraiser in the 700 block of Bonnie Brae on September 11, 2022.
- Attended the 9/11 Memorial Event at Concordia University on September, 12, 2022.
- Participated in the swearing in of Lissette Barcenas on September 13, 2022. Barcenas started Academy on September 19, 2022.
- Attended the West Suburban Major Crimes Task Force (WESTAF) Executive Board Meeting on September 20, 2022.
- Hosted the West Suburban Drug and Gang Enforcement Task Force (WEDGE) Executive Board Meeting on September 28, 2022.
- Officers continued their increased patrol and presence in areas of schools and special events throughout River Forest.
- Officers increased traffic enforcement efforts at locations based on data-driven response to accidents and community member requests.

## **School and Community Support**

During this period, the SRO/CSO Division continued to focus on addressing safety and security concerns by meeting with community organizations, businesses, and schools. Some of these concerns included general traffic, construction related hazards, crime prevention, and personal safety related issues.

### **Community Service Officer Parking Enforcement Activity Summary for September 2022**

The OEO Unit conducted parking enforcement throughout the village, resulting in 96 Tickets for:

<b>JUNE 2022</b>	<b>CSO BUS</b>	<b>CSO GOETZ</b>	<b>TOTALS</b>
<b>VIOLATION TYPE</b>	<b>TICKETS</b>	<b>TICKETS</b>	<b>TICKETS</b>
Time Limit	15	9	24
No Parking Anytime	7	1	8
Vehicle License	21	2	23
Fire Lane/Hydrant	0	0	0
Handicapped	0	0	0
Resident Only Zone	4	5	9
Permit Parking Only	1	0	1
Daily Parking Fee Zone	8	1	9
Expired Registration	11	5	16
Other Parking Offense	4	2	6
<b>TOTAL</b>	<b>71</b>	<b>25</b>	<b>96</b>

**Community Service Officer (CSO) Unit Patrol Activity Summary for September 2022**

<b>ACTIVITY</b>	<b>CSO BUS</b>	<b>CSO GOETZ</b>	<b>TOTALS</b>
<b>Bank/Metra</b>	18 Assignments 3 Hrs.	0 Assignments	18 Assignments 3 Hrs.
<b>Errands</b>	8 Assignments 2.25 Hrs.	4 Assignments 3.5 Hrs.	12 Assignments 5.75 Hrs.
<b>Local Ordinance Enforcement / Citations</b>	8 Assignments 1 Citation	0 Assignments	8 Assignments 1 Citation
<b>Parking Citations</b>	71 Citations	24 Citations	95 Citations
<b>Fingerprinting Assignments</b>	0 Assignments 0 Hrs.	0 Assignment 0 Hrs.	0 Assignments 0 Hrs.
<b>Administrative Duties</b>	8 Assignments 5.75 Hrs.	20 Assignments 14.20 Hrs.	30 Assignments 19.95 Hrs.
<b>Animal Calls</b>	3 Assignments 1.40 Hr.	2 Assignments 1.8 Hrs.	5 Assignments 3.2 Hrs.
<b>Vehicle Service</b>	15 Assignments 6.0 Hrs.	5 Assignment 3.80 Hrs.	23 Assignments 9.80 Hrs.
<b>Crossings</b>	2 Assignments	0 Assignments	2 Assignments
<b>Bond Hearing / Court</b>	9 Assignments 8.40 Hrs.	0 Assignments 0 Hrs.	11 Assignments 8.40 Hrs.
<b>Other Assignments</b>	21 Assignments 12 Hrs.	14 Assignments 8.30 Hrs.	31 Assignments 20.30 Hrs.
<b>Adjudication / Red Light Hearing</b>	0 Assignments 0 Hrs.	0 Assignment 0 Hrs.	0 Assignments 0 Hrs.
<b>Child Safety Seat Inspection/Install</b>	0 Assignments 0 Hr.	0 Assignments	0 Assignments 0 Hr.
<b>Other Calls for Service</b>	37 Assignments 19.00 Hrs.	15 Assignments 5.70 Hrs.	50 Assignments 24.7 Hrs.



## School Resource/Crime Prevention Officer Activity Summary for September 2022

<b>Written Reports</b>	11
<b>Foot Patrols / Premise Checks</b>	42
<b>I-Search and Too Good For Drugs Activities</b>	3 Lessons, 2 meetings 7 Hours
<b>Calls for Service</b>	23
<b>Other Assignments</b>	40 Assignments 26 Hrs.
<b>Special Assignments</b>	43 Assignments 91 hours (see below)

### School and Community-Support Activity Highlights for September 2022

- I-Search Meeting on 09/12/2022.
- I-Search Curriculum planning on 09/16/2022.
- Too Good For Drugs (TGFD) lesson planning on 09/26/2022.
- Taught 1 TGFD lesson on 09/26/2022.
- Taught 2 TGFD lessons on 09/30/2022

Ofc. Ransom completed the following:

- Reassigned to patrol on 09/07/2022 and 09/21/2022.
- Phone meeting with Trinity Dean on 09/07/2022.
- Scheduled TGFD lesson dates, lockdown drills, ALICE discussions and ISEARCH assemblies throughout the month.
- Supplemental report (22-000999) on 09/07/2022.
- Youth Network Council meeting on 09/08/2022.
- Financial Fitness training on 09/09/2022.
- Ordered new bracelet for RF Emergency ID Program participant on 09/09/2022.
- Phone meeting with Lincoln Principal.
- Followed up with Roosevelt regarding Order of Protection (supplemental completed) on 09/12/2022.
- Meeting with St. Luke principal on 09/13/2022.
- Attended September 11<sup>th</sup> memorial event (Concordia) on 09/12/2022.
- Assisted Detective Unit with follow-up investigations throughout the month.
- Assigned new case from ICAC Task Force (Internet Crimes Against Children) under report #22-01024 on 09/13/2022.
- Welfare check on RMS student with report on 09/14/2022.
- Meeting with resident about condominium issues on 09/14/2022.
- Meeting with new Jewel Store Manager on 09/14/2022.
- Attended PYD meeting on 09/14/2022.
- Attended Condo (7575 Lake) board meeting to address security concerns on 09/14/2022.
- Met with Cycle Bar manager regarding business permit on 09/14/2022.
- Worked with W.E.D.G.E. Task Force on 09/15/2022 and 09/16/2022.



- Gave Fraud & Scams presentation to Oak Park Temple on 09/15/2022.
- Phone meeting with Har Zion Temple Security on 09/16/2022.
- Fielded advice call from principal on 09/19/2022.
- Assisted EPPD SRO with juvenile case on 09/19/2022.
- Fielded advice call from Senior Task Force/Dementia Friendly RF on 09/20/2022.
- Meeting with Fire Marshal Wiley (RFFD Open House) on 09/20/2022.
- Follow up on open ICAC case with Supplemental report (22-00383) on 09/20/2022.
- ABLE instructor meeting on 09/20/2022.
- Police Law Institute Training on 09/21/2022.
- Follow up interview for ICAC case on 09/21/2022.
- Opioid Task Force meeting on 09/22/2022.
- Attended Averting Targeted Violence webinar on 09/23/2022.
- Meeting with Oak Park resident whose spouse has dementia and frequents River Forest on 09/23/2022.
- Assisted Detectives with investigation (22-01084) throughout the month (Incident Report completed).
- Meeting with new St. Vincent principal on 09/27/2022.
- Presented on RF Emergency ID program to IL Attorney General's Office TRIAD conference on 09/27/2022.
- Began planning for October Community Safety Meeting on 09/28/2022.
- Attended W.E.D.G.E. Task Force meeting on 09/28/2022.
- Internet Investigations webinars on 09/28/2022 and 09/29/2022.
- Conducted lockdown drill (and completed report) at Goedert Early Childhood center on 09/29/2022.

### **UPCOMING School and Community Support Activities for October 2022**

Ofc. Ransom will:

- Assist Detectives with open cases.
- Continued investigation of open ICAC cases.
- Conduct multiple lockdown drills with schools.
- Teach Too Good for Drugs to four different 5<sup>th</sup> grade classes.
- Start conducting I-Search Assemblies.
- Attend the Tour de Proviso event on 10/01/2022



**Ofc. Ben Ransom presenting at the Overdose Awareness Day Event on August 31, 2022**

Sgt. Grill will:

- Assist with Adjudication hearings and manage caseload.
- Work on possible grant application opportunities.
- Plan special events and complete permit reviews and approvals.
- Manage movie and commercial film details, permits, and requests.
- Assist with Information Technology projects.
- Address subpoenas, FOIA requests and other records requests for various sources of police video used in police response and criminal investigations.
- Manage various grant activities.
- Assist with Vehicle Maintenance and Equipment.
- Assist with Red Light Enforcement system.
- Support Crime Prevention Officer Ransom in his duties.
- Continue to support CSO Bus and CSO Goetz.

CSO Bus and CSO Goetz will:

- Monitor parking issues near the various schools.
- Assist with Child Safety Seat Installations
- Enforce any/all new regulated parking zones.
- Monitor crossing guard performance and presence.
- Monitor parking issues near the River Forest Community Center.
- Monitor and enforce parking regulations in Daily Fee, Time Zone, Resident Only Zones, and Handicapped Parking Only Areas etc.
- Assist with Court records communications.
- Assist with Animal Control.
- Administer traffic control services during Fire and Police related events.
- Continue to utilize the Automated License Plate Reader to increase efficiency and effectiveness of parking enforcement efforts in an effort to gain better community compliance.

Active Solicitor Permits		
Individual or Organization	Description	Expires
None	N/A	N/A

## **Budget and Fiscal Monitoring**

### **September 1 – September 30, 2022**

September is the fifth month of Fiscal Year 2023. Due to COVID-19 executive orders and restrictions, some revenues continued to weaken at the beginning of FY 2023. Administrative Tow revenue exceeded monthly projections compared to FY2022. Overtime costs were above projected monthly averages due to staffing and training priorities. Parking Citation Revenues and Local Ordinance Revenues are below monthly expectations for FY2023.

### **Revenue/Expenditure Summary**

Category	Total # Paid FY23 9/22	Total # Paid FY23 Y-T-D	Expenditure/ Revenue FY23 9/22	FY23 Y-T-D Expenditure/Revenue
Parking/Compliance Citations	266	1211	\$11,899	\$54,531
Admin. Tows	22	93	\$11,000	\$46,500
Local Ordinance	12	39	\$120	\$320
Overtime	179.25 hrs.	1718.25 hrs.	\$10,834	\$101,855

### **Traffic Enforcement**

The Midnight Shift focused enforcement efforts based on mapping data related to traffic accidents. The Dayshift was assigned traffic enforcement missions on Lake Street, Madison Street, Division Street Thatcher Avenue. The Afternoon Shift conducted enforcement missions on Chicago Avenue, Division Street, Harlem Avenue, Lake Street, Lemoyne Avenue, Madison Street, North Avenue, Thatcher Avenue, and Washington Boulevard. The Dayshift and Afternoon shifts also conducted these enforcement missions during school arrivals and dismissals to ensure the safety of children and pedestrians.

The Midnight Shift made ninety-nine (99) stops, issued seventy-nine (79) citations, and made seven (7) DUI arrests and three (3) traffic arrests. Thirteen (13) vehicles were administratively towed.

The Dayshift made one hundred and three (103) stops with fifty-eight (58) citations and twenty-two (22) warnings issued. The shift recorded four (4) traffic-related arrests during enforcement missions this month. Four (4) vehicles were administratively towed.

The Afternoon shift made eighty (80) stops with seventy-nine (79) citations and thirty-six (36) warnings issued during Traffic Enforcement Missions. The shift recorded fourteen (14) traffic-related arrests and three (3) administrative tows.

### **Significant Incidents and Notable Arrests:**

#### **22-00975                      Retail Theft/Warrant/Resisting Arrest**

On September 2, 2022 at 12:15PM, a River Forest officer was performing a premise check in the Town Center when he observed a Town Center security officer detaining a subject in front of Walgreens. Officers approached and learned the offender, a forty seven year old female from Chicago, had just committed a Retail Theft at the store. The manger wished to sign complaints. The offender resisted arrest and refused to cooperate while being taken into custody. The offender furnished a fictitious name to officers and it was determined she was wanted by our agency for a previous Retail Theft arrest. The offender was charged with Retail Theft, Resisting Arrest, Obstructing Identification and the local warrant. The offender was transported to Maybrook courthouse for bond hearing.

#### **22-01003                      Driving Under the Influence**

On September 8, 2022 around 3:30AM, a River Forest officer conducting traffic enforcement near Harlem Avenue and Augusta observed a vehicle on Harlem swerving while driving. The vehicle was stopped and the driver, a 32 year old male from Elmwood Park, exhibited numerous signs of alcohol impairment, failed Standardized Field Sobriety Tests and was arrested for DUI. The driver was processed and later released on bond. The vehicle was towed with an administrative hold.

#### **22-01008                      Battery/Criminal Trespass**

On September 8, 2022 at 11:44AM, River Forest units were dispatched to Walgreens, 7245 W. Lake Street, in reference to someone causing a disturbance in the store. Officers arrived and learned the offender, a fifty five year old male from Oak Park, had been previously banned from the property. The offender also battered one of the employees during the incident. The offender refused to obey officers' commands and was arrested. The offender was charged with Battery and Criminal Trespass and was released on bond.

**22-01010                      Warrant Arrest**

On September 8, 2022 at 4:02PM, a River Forest officer was conducting a foot patrol at Jewel, 7525 W. Lake Street, when she was flagged down by employees about a retail theft that just occurred. The two female subjects, a 33 year old and a 70 year old, both from Chicago, were located nearby and positively identified as the offenders involved in a retail theft. Upon a name check of both subjects the 70 year old female Chicago resident was found to have an active shoplifting warrant out of DuPage county. The female subject was transported to RFPD and later turned over to DuPage County Sheriff's Officers.

**22-01012                      Domestic Battery**

On September 8, 2022 at 9:17PM, River Forest units responded to a 911 call of a female subject crying for help in the 7200 block of Lemoyne. Upon arrival, officers determined a male and a female resident got into a physical altercation inside their residence. The 23 year old female as well as the 24 year old male subject had visible injuries and were checked out by RFFD. The 23 year old female was subsequently taken into custody for domestic battery and transported to RFPD for processing. The female subject was later transported to Maybrook Courthouse for bond hearing.

**22-01013                      Aggravated Driving Under the Influence/Driving While License Revoked**

On September 9, 2022 around 12:30AM, a River Forest officer on patrol near Lake Street at Park Avenue observed a vehicle speeding and swerving while driving on Lake Street. The vehicle was stopped and the driver, a 30 year old male from Chicago, exhibited numerous signs of alcohol impairment and failed Standardized Field Sobriety Tests. The driver was also found to be driving with a revoked license, revoked for a prior DUI, with an additional suspension for a separate DUI, and two suspensions for mandatory insurance violations. The driver was arrested, charged with Aggravated DUI and Aggravated DWLR, processed and later transported to a bond hearing at the Maybrook Courthouse. The vehicle was towed with an administrative hold.

**22-01031                      Aggravated Driving While License Suspended**

On September 14, 2022 around 1:45am, a River Forest officer conducting traffic enforcement near Lake/Park observed a vehicle traveling 45mph on Lake where the speed limit is 30mph. The vehicle was stopped and the driver, a 27-year-old male Bellwood resident, was found to be driving with a suspended driver's license, suspended for a prior DUI, and with three additional suspensions for mandatory insurance violations. He was arrested for Aggravated DWLS, processed and later transported to a bond hearing at the Maybrook Courthouse. The vehicle was towed with an administrative hold placed on the vehicle.

**22-01035                      Felony Driving While License Suspended**

On September 14, 2022 at 4:06PM, a River Forest officer was conducted traffic enforcement along Lake Street and ran a license plate on a vehicle traveling westbound on Lake St. The vehicle registration came back suspended and a traffic stop was conducted on the vehicle in the 8200 block of Lake St. The driver was identified as a 32 year old male Chicago resident and a subsequent check of his driver's license revealed his driver's license privileges were suspended for DUI. The male subject was subsequently taken into custody and transported to RFPD for processing. The male subject was charged with Felony Driving While License Suspended after his driver's license abstract made it felony eligible. The subject was later transported to the Maybrook Courthouse for bond hearing.



**22-01049                      Aggravated Driving Under the Influence**

On September 17, 2022 around 4:30AM, a River Forest officer on general patrol near Lathrop and Augusta Boulevard, observed a vehicle swerving while driving. The vehicle was stopped and the driver, a 23 year old female from Chicago, exhibited numerous signs of alcohol impairment, failed Standardized Field Sobriety Tests and was arrested for DUI. The driver was also found to be driving despite never having been issued driver's license and could not provide proof of insurance for the vehicle. The driver was arrested, charged with Aggravated DUI, processed and later transported to a bond hearing at the Maybrook Courthouse, after providing a BrAC sample of 0.17. A passenger in the vehicle, a 28 year old male from Rockford, was found to be wanted by Rockford PD on a warrant for Domestic Battery. The male was arrested and held for Rockford PD. The vehicle was towed with an administrative hold.

**22-01096                      Aggravated Driving Under the Influence**

On September 25, 2022 around 3:14AM, River Forest officers responded to a motor vehicle crash at North Avenue and Harlem Avenue. Officers spoke to the involved parties. The apparent at-fault driver, a 47 year old male from Chicago, exhibited numerous signs of alcohol impairment, failed Standardized Field Sobriety Tests and was arrested for DUI. The driver was also found to be driving despite never having been issued driver's license, and had a revoked driver's license number, revoked for a prior DUI, with an additional suspension for another prior DUI. While in custody the driver provided a BrAC sample of 0.17. The offender was charged with Aggravated DUI, processed and later transported to a bond hearing at the Maybrook Courthouse. The vehicle was towed with an administrative hold.

**22-01098                      Felony Retail Theft**

On September 25, 2022 at 9:52PM, River Forest officers were dispatched to Jewel Osco, 7525 W. Lake Street for a Retail Theft that just occurred. A description of the offender was given to responding officers and a subject matching the description was located nearby where officers detained the subject who was identified as a 28 year old male from Bellwood. The caller/employee of Jewel positively identified the subject as the offender as well as the merchandise that was taken and recovered by officers. The merchandise recovered was numerous OTC medication and razor blades having a total retail value of \$2,459.04. The subject was taken into custody and transported to RFPD for processing. The Cook County State's Attorney's Felony Review unit was contacted and was provided with the facts of the case and approved felony retail theft charges against the male subject. The subject was also charged with misdemeanor criminal trespass to land after he had received prior notice back in April to not return to the store. The male subject was later transported to the Maybrook Courthouse for a bond hearing.

**22-001106                      Driving While License Suspended/Unlawful Possession of Cannabis**

On September 27, 2022 at 7:40PM, a River Forest officer conducted a traffic stop on a vehicle in the area of 7400 block of Lake Street. The driver was identified as a 33 year old female from Chicago. A name check of the driver revealed her driver's license was suspended and she was arrested. A 29 year old male from Chicago was a passenger in the vehicle and a search revealed the male passenger was in possession of approximately 47 grams of cannabis as well as over \$1500 in cash. The male passenger was also taken into custody and transported to RFPD for processing. Six juvenile passengers were in the vehicle and were not secured in seat belts. The juvenile passengers were released to a guardian. The female driver was charged with driving while license suspended, (6) failure to secure passenger in seatbelts and other traffic offenses. The male passenger was charged with Manufacturing/Delivery of cannabis with intent to deliver and unlawful possession of

cannabis. The female driver was released on bond with a court date at the Maybrook Courthouse. The male passenger was held pending transportation to the Maybrook Courthouse for a bond hearing.

#### **22-001112                      Driving Under the Influence/Warrant**

On September 29, 2022 around 3:08AM, a River Forest officer on general patrol near North Avenue and Harlem Avenue observed a vehicle with an expired plate. The vehicle was stopped and the driver, a 30 year old male from Houston, TX, exhibited numerous signs of alcohol impairment, failed Standardized Field Sobriety Tests and was arrested for DUI. The driver was also found to be wanted on warrants by agencies in Florida and Texas. The offender was later processed and turned over to the custody of the Cook County Sherriff's Fugitive Warrants division. A family member who arrived at the stop, a 24 year old female from Chicago, was found to be wanted by Cook County on a warrant for a prior DUI, arrested and later released on bond. The female's vehicle was towed with an administrative hold, and the male's vehicle was towed with two administrative holds, one for the DUI and one for a prior fleeing/eluding incident.

#### **22-01113                      Driving While License Suspended**

On September 29, 2022 7:49AM, a River Forest officer completed a traffic stop in the area of Lake Street and Lathrop. It was learned the driver, a thirty seven year old female from Richton Park, had a suspended driver's license. The driver was arrested and the vehicle was towed with an administrative hold. The driver was later released on bond.

The following chart summarizes and compares the measured activity for all three patrol watches during the month of September 2022:

	Midnights 2230-0630	Day Watch 0630-1430	Third Watch 1430-2230
Criminal Arrests	1	2	3
Warrant Arrests	4	1	7
D.U.I Arrests	7	0	0
Misdemeanor Traffic Arrests	4	11	23
Hazardous Moving Violations	65	62	124
Compliance Citations	14	23	38
Parking Citations	188	18	10
Traffic Stop Data Sheets	99	136	201
Quasi-Criminal Arrests/ L.O	1	0	4
Field Interviews	1	6	16
Premise Checks/Foot Patrols	521	209	271
Written Reports	32	70	94
Administrative Tows	13	7	7
Booted vehicles	1	1	2
Sick Time used (in days)	4	1	3

## **Detective Division**

Detective Sergeant Labriola worked fourteen (14) days performing detective duties.

Detective Sergeant Labriola was reassigned to one afternoon patrol shift.

Detective Sergeant Labriola was assigned as a supervisor for two days with WEDGE.

Detective Sergeant Labriola was activated by WESTAF for a homicide in Cicero.

Detective Sergeant Labriola attended grand jury for a previous burglary arrest.

Detective Sergeant Labriola continued an audit of the currency in custody, certified letters have been sent to its owners, and asset forfeiture proceeding paperwork was completed.

During the month of September, the Detective Unit completed numerous online mandated continuous educational courses.

Detective Sergeant Labriola completed an inventory audit of evidence supplies, and obtained new supplies.

During the month of August, the Detective Unit opened up/reviewed seven (7) cases for potential follow-up. Of those cases, two (2) are Exceptionally Cleared, and five (5) are Active. The Unit also continued to investigate open cases from previous months, as well as assisted the Patrol Division in cases reported in the month of September.

### **Year to Date Arrest Statistics**

Quantity Arrested	# Felony Charges	# Misdemeanor Charges	# Warrants
<b>21</b>	<b>10</b>	<b>11</b>	<b>4</b>

### **September 2022 Case Assignment Summary**

Part I	# Cases	Cleared by Arrest	Adm Closed	Screen Out	Susp	Except	Pend	Refer	Unfound
Residential Burglary	1						1		
Aggravated Robbery	1						1		
Theft Under \$500	2					1	1		
Part I Total	4	0	0	0	0	1	3	0	0
Part II	# Cases	Cleared by Arrest	Adm Closed	Screen Out	Susp	Except Clear	Pend	Refer	Unfound
Information for Police	1						1		
Cyberstalking	1						1		
Fleeing and Eluding	1					1			
Part II Total	3	0	0	0	0	1	2	0	0
<b>TOTALS</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>



### September 2022 Juvenile Arrests

Offenses	Adjusted	Cited	Petitioned	Referred
No Juvenile Arrests				
Total (0)	0	0	0	0

### New Investigations

#### **22-00963                      Theft Under \$500**

On August 31, 2022 at 11:54PM, an employee of Jewel-Osco, 7525 Lake Street, reported that a subject driving a black pickup truck removed multiple pallets from the loading dock. The employee related that the subject has done this on previous occasions as well. Investigators used the street cameras to identify the offending vehicle and it was towed with an administrative during a WEDGE operation.

#### **22-00965                      Residential Burglary**

On August 31, 2022 at 2:58PM, a family member of residents who resides in the 7900 block of Oak reported that he went to the residence to check on the property while the residents were out of town, and observed that a rear basement door had been forced open. It is believed that the residential burglary occurred earlier in the day. Numerous jewelry items were taken from within the residence. A neighborhood canvass was completed and a potential offender vehicle was observed. Investigators located a vehicle matching the description but later determined that it was not related. Investigators sent a bulletin to other jurisdictions in an attempt to identify any potential offenders from similar incidents.

#### **22-00968                      Fleeing & Eluding**

On September 1, 2022 at 1:00AM a River Forest Officer attempted to stop a vehicle after observing it commit an Illinois Vehicle Code Violation in the 1500 block of Harlem. The vehicle fled from the officer, but the officer obtained the vehicle's registration. Investigators located the vehicle and towed it with an administrative hold. This case was exceptionally cleared.

#### **22-00996                      Aggravated Robbery**

On September 7, 2022 at 1:52PM an employee from Jewel-Osco, 7525 W. Lake Street, reported that a male subject placed multiple toiletry items into a cardboard box. The offender was confronted by employees when he left the store with the items. The offender implied he had a firearm although it was never brandished. A bulletin was sent to agencies seeking assistance in identifying the offender with negative results. This case is still pending.

#### **22-01065                      Theft Under \$500**

On September 19, 2022 at 5:14PM a resident reported that his son had his bicycle stolen from the bicycle rack located at Willard School on September 18, 2022 at 1:49PM by a female with two small dogs according to the video surveillance. The female subject has been identified by investigators who are familiar with the juvenile, and have contacted her mother about the incident. Thus far the mother of the offender has been uncooperative and investigators will continue to attempt to retrieve the bicycle.

**22-01024 Information for Police**

On September 13, 2022 at 11:38AM the River Forest Police Department received a cyber-tip from the Cook County Internet Crimes Against Children Task Force that a subject observed what was believed to be child pornography on a computer at a residence in River Forest. This case is still being investigated by the ICAC Task Force.

**22-01081 Cyberstalking**

On September 22, 2022 at 7:22PM a River Forest resident reported that she was being harassed and intimidated via social media/electronic communications by her ex-boyfriend who also committed a crime against her in the City of Chicago. The River Forest Police Department is working with the Chicago Police Department to obtain the records, and pursue criminal charges if the elements of the offense exist. This case is still active.

**Old Investigations****22-00536 Fleeing and Eluding**

On September 6, 2022 a 33 year old male from Chicago was charged with Fleeing and Eluding after investigators obtained an arrest warrant.

**22-00875 Retail Theft**

On September 25, 2022, a 28 year old male from Chicago was charged for stealing over \$2,000 worth of merchandise from Whole Foods.

**22-00127 Fleeing and Eluding**

The vehicle involved in this case was located and towed with an administrative hold.

**Training**

During the month of September 2022, twenty-nine (29) officers/civilian employees attended different training classes for a total of two hundred sixty-seven (267) hours of training. The Department members, courses, and total number of hours included in the courses are detailed below.

Officer	Course	Start	End	Hours
Barcnas	Less than Full Access LEADS training	9/15/2022	9/15/2022	4
Bradley	Emotional Survival In 21st Century	9/1/2022	9/1/2022	8
Bradley	ILETSB-Intro to CIT Training	9/12/2022	9/12/2022	8
Bradley	Evidence Based Interviews	9/19/2022	9/21/2022	24
Bradley	Officer Down: Tactical Response	9/16/2022	9/16/2022	8
Bradley	Pepperball	9/27/2022	9/27/2022	1
Casarez	Pepperball	9/27/2022	9/27/2022	1
Casarez	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Casey	Pepperball	9/27/2022	9/27/2022	1
Cassidy	Pepperball	9/27/2022	9/27/2022	1
Cassidy	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Catalano	Tennessee V. Garner-FLETC-Talks	9/27/2022	10/31/2022	0.5

Catalano	Graham v. Connor: Use of Force	9/27/2022	10/31/2022	0.5
Catalano	Pepperball	9/27/2022	9/27/2022	1
Catalano	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Catalano	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Cortes	Tennessee V. Garner-FLETC-Talks	9/27/2022	10/31/2022	0.5
Cortes	Graham v. Connor: Use of Force	9/27/2022	10/31/2022	0.5
Cortes	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Cortes	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Czernik	Pepperball	9/27/2022	9/27/2022	1
Dosen	Law Enforcement Use of Force Review	9/12/2022	9/12/2022	8
Dosen	Pepperball	9/27/2022	9/27/2022	1
Dosen	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Dosen	Officer Health and Wellness Workshop	9/22/2022	9/22/2022	8.5
Drake	Close Quarter Handgun Skills-1	9/14/2022	9/15/2022	16
Drake	Pepperball	9/27/2022	9/27/2022	1
Drake	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Drake	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Fries	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Gonzalez	Suicide Awareness and Intervention	9/16/2022	9/16/2022	8
Gonzalez	Pepperball	9/27/2022	9/27/2022	1
Gonzalez	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Gonzalez	Officer Health and Wellness Workshop	9/22/2022	9/22/2022	8.5
Green	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Greenwood	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Grill	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Heneghan	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Humphreys	Graham v. Connor: Use of Force	9/27/2022	10/31/2022	0.5
Humphreys	Tennessee V. Garner-FLETC-Talks	9/27/2022	10/31/2022	0.5
Humphreys	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Humphreys	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Labriola	Pepperball	9/27/2022	9/27/2022	1
Labriola	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Labriola	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Landini	Pepperball	9/27/2022	9/27/2022	1
Landini	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Lenz	Pepperball	9/27/2022	9/27/2022	1
Lenz	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Lenz	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Mika	Officer Stress Management	8/23/2022	9/14/2022	1
Mika	Pepperball	9/27/2022	9/27/2022	1
Mika	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Mika	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1

Murillo	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Murillo	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Niemann	Close Quarter Handgun Skills-1	9/14/2022	9/15/2022	16
Niemann	Pepperball	9/27/2022	9/27/2022	1
Niemann	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Ransom	Pepperball	9/27/2022	9/27/2022	1
Ransom	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Ransom	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Schrader	ILETSB-Intro to CIT Training	9/12/2022	9/12/2022	8
Schrader	40 Hour Juvenile Specialist Skills	9/26/2022	9/30/2022	40
Schrader	Interviewing Children	9/7/2022	9/7/2022	8
Schrader	Emergency Vehicle Operator Course	9/11/2022	9/11/2022	8
Schrader	Pepperball	9/27/2022	9/27/2022	1
Schrader	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Schrader	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Sousanes	ILETSB-Intro to CIT Training	9/27/2022	9/27/2022	8
Sousanes	Pepperball	9/27/2022	9/27/2022	1
Sousanes	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Sousanes	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Swierczynski	Tennessee V. Garner-FLETC-Talks	9/27/2022	10/31/2022	0.5
Swierczynski	Graham v. Connor: Use of Force	9/27/2022	10/31/2022	0.5
Swierczynski	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Tagle	Law Enforcement Use of Force Review	9/12/2022	9/12/2022	8
Tagle	Pepperball	9/27/2022	9/27/2022	1
Tagle	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Tagle	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
Zermeno	Tennessee V. Garner-FLETC-Talks	9/27/2022	10/31/2022	0.5
Zermeno	Graham v. Connor: Use of Force	9/27/2022	10/31/2022	0.5
Zermeno	Officer Down: Tactical Response	9/16/2022	9/16/2022	8
Zermeno	PLI August 2022 Monthly Legal Update	8/1/2022	9/30/2022	1
Zermeno	PLI September 2022 Monthly Legal Update	9/1/2022	10/31/2022	1
<b>Total Hours</b>				<b>267</b>



## MEMORANDUM

Date: October 6, 2022

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Brian Murphy, Village Administrator

Subject: Village Administrator's Report

Upcoming Meetings (all meetings are at Village Hall unless otherwise noted)

Tuesday, October 11	7:00 PM	Sustainability Commission Meeting
Wednesday, October 12	6:00 PM	Age Friendly Ad Hoc Committee Meeting
Monday, October 17	7:00 PM	Committee of the Whole Meeting – CANCELLED
Tuesday, October 18	7:00 PM	Diversity, Equity and Inclusion Advisory Group (Parmer Hall – Dominican University)
Tuesday, October 18	7:00 PM	Plan Commission Meeting
Thursday, October 20	7:30 PM	Development Review Board Meeting - CANCELLED
Thursday, October 20	7:30 PM	Special Zoning Board of Appeals Meeting
Monday, October 24	7:00 PM	Village Board of Trustees Meeting

Recent Payments of >\$10,000

In accordance with the purchasing policy, the following is a summary of payments between \$10,000 and \$20,000 that have occurred since the last Board meeting:

Vendor	Amount	Description
Klein, Thorpe and Jenkins Ltd.	\$16,861.15	Legal Services
Watersmart Annual Subscription Inc.	\$10,300.00	Watersmart Annual Subscription
Jean Guarino Historic Resources Documentation.	\$16,200.00	HABS Recording Services Retainer
Homer Tree Care Inc.	\$12,470.00	Contract Tree Removal
MOE Funds	\$10,463.00	P/W Employee Health Insurance – November 2022
Wigit's Truck Center	\$10,560.31	Maintenance of Village Vehicle #41

New Business Licenses:  
None

Thank you.



## MEMORANDUM

**DATE:** October 10, 2022

**TO:** Brian Murphy, Village Administrator

**FROM:** Jeff Loster, Director of Public Works and Development Services

**SUBJECT:** Traffic and Safety Commission Recommendations – September 21, 2022 Meeting

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**Issue:** Recommendations have been made following discussion of the Traffic Study in the northeast corner of the Village.

**Analysis:** On January 24, 2022 the Village Board approved an updated contract with Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) to perform a study of cut-through traffic in the northeast corner of the Village. The findings of this study were discussed at public Traffic and Safety Commission (Commission) Meetings held on July 26<sup>th</sup> and September 21<sup>st</sup> of this year.

The initial concern raised which initiated the study is that there has been an influx in vehicular traffic cutting through the portion of the Village bound by North Avenue, Harlem Avenue, Greenfield Street and Lathrop Avenue. The assumption being that this traffic is diverted traffic from North Avenue due to the occasional congestion at the North Avenue/Harlem Avenue intersection.

As part of the study, KLOA performed vehicle/pedestrian/bicycle counts at several locations throughout the area. The data was largely collected during morning/evening rush hours as well as on Saturday evenings in an effort to capture traffic volumes at their peak. Crash data from area intersections was also reviewed.

Upon review and discussion of the study's findings and recommendations at the July 26<sup>th</sup> Commission Meeting, the Commission requested that KLOA provide more substantial improvement options that could be implemented to calm area traffic. An additional three exhibits were provided for discussion at the September 21<sup>st</sup> meeting, in addition to the initial report and recommendations. As a result of the two public meetings held, the following recommendations have been made (it should be noted that all curb-deflection recommendations were proposed as temporary installations pending follow-up to ensure their effectiveness before converting them to permanent installations):

**Recommendation 1:** The Traffic and Safety Commission recommends that LeMoyne Street be converted to a one-way (eastbound) street between Harlem Ave and the alley, with a "right-out only" curb diverter to allow for southbound turns onto Harlem Ave only. Additional signage to include:

- Right Turn Only for eastbound traffic
- No Right Turn for southbound traffic
- One-Way and Do Not Enter signage facing eastward

**Recommendation 2:** The Traffic and Safety Commission recommends that a cul-de-sac be installed on Bonnie Brae, at the south edge of the east/west alley. Though additional signage was not discussed at the meeting, Staff recommends the installation of a Dead End sign for northbound traffic at the intersection of Bonnie Brae and LeMoyne Street.

**Recommendation 3:** The Traffic and Safety Commission recommends that a *partial* cul-de-sac be installed on Clinton Place, at the south edge of the east/west alley, blocking southbound traffic but allowing northbound traffic to continue to North Ave. Though additional signage was not discussed at the meeting, Staff recommends the installation of a Do Not Enter sign for southbound traffic at the location of the partial cul-de-sac.

**Recommendation 4:** The Traffic and Safety Commission recommends the conversion of the current two-way stop at the intersection of William Street/LeMoyne Street and one-way stop at Clinton Place/Greenfield Street to all-way stop intersections and modification of the all-way stop at Clinton Place/LeMoyne Street such that only the north/south legs of the intersection are required to stop.

**Recommendation 5:** The Traffic and Safety Commission recommends that ladder-style crosswalks with Pedestrian Crossing signage be installed on the east and west legs of the Greenfield Street/Bonnie Brae intersection. No motion is required for this recommendation if a consensus is reached.

If the Village Board agrees with the recommendations from the Traffic and Safety Commission, the following motions would be appropriate:

1. **Motion to restrict traffic on LeMoyne Street to one-way eastbound, install a “right-out only” curb diverter and install all accompanying signage as proposed – all on a temporary basis.**
2. **Motion to install a cul-de-sac on Bonnie Brae at the south edge of the east/west alley just south of North Avenue and install the accompanying sign as proposed – all on a temporary basis.**
3. **Motion to install a partial cul-de-sac on the west half of Clinton Place at the south edge of the east/west alley just south of North Avenue and install the accompanying signage as proposed – all on a temporary basis.**
4. **Motion to convert the two-way stop at the intersection of William Street/LeMoyne Street and the one-way stop at Clinton Place/Greenfield Street to all-way stop intersections and modify the all-way stop at Clinton Place/LeMoyne Street such that only the north/south legs of the intersection are required to stop.**

**Attachments:**

Traffic and Safety Agenda Packet – 9/21/22

Recommendation Exhibits (5)

Ordinances (4)





## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

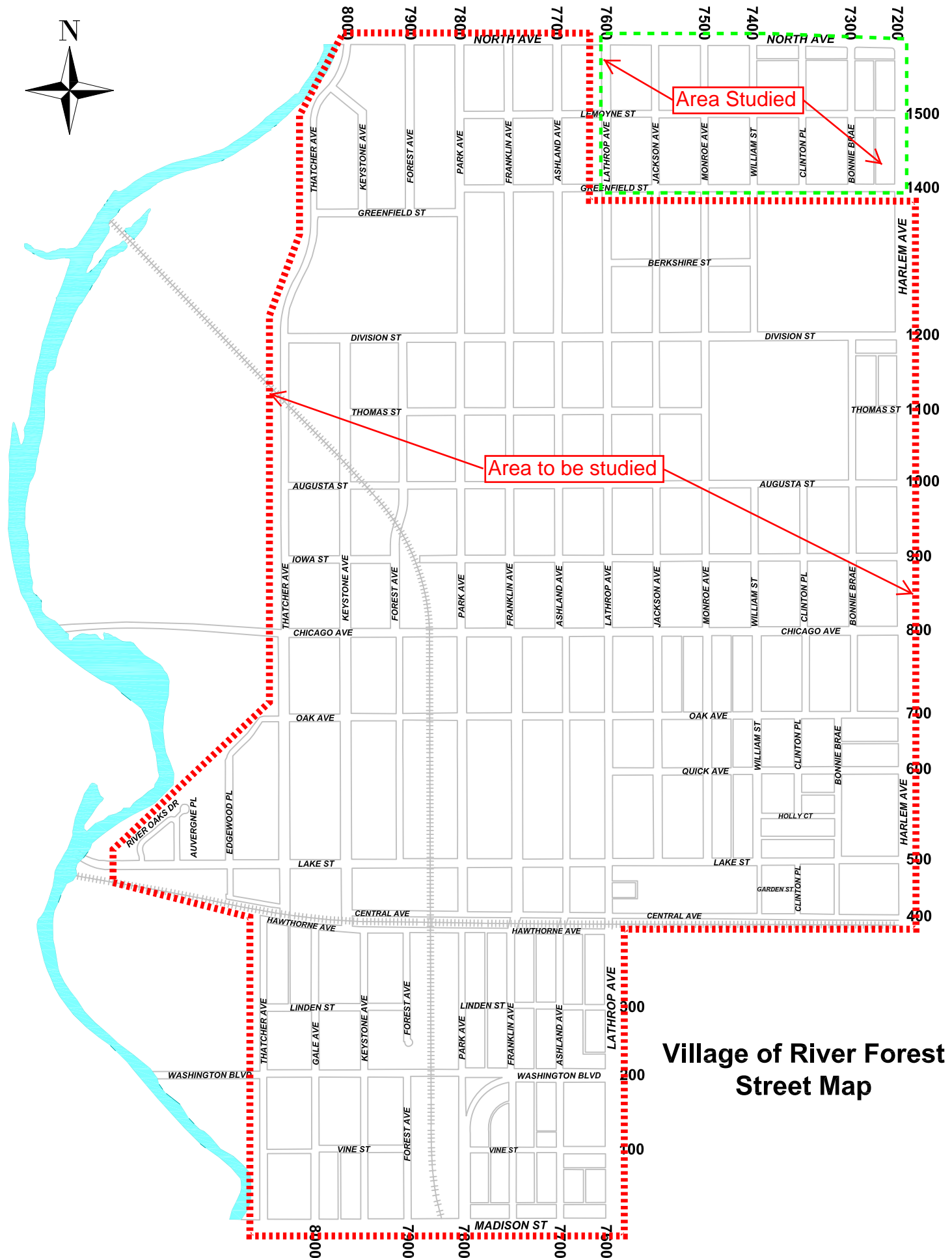
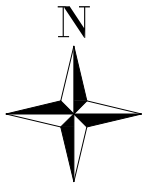
Wednesday, September 21, 2022 – 7:30 PM

### AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: [ppuljic@vrf.us](mailto:ppuljic@vrf.us). You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 824 105 8979 or by clicking here: <https://us02web.zoom.us/j/8241058979>. If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email [ppuljic@vrf.us](mailto:ppuljic@vrf.us) by 4:00 PM on Wednesday, September 21, 2022.

1. Call to Order/Roll Call
2. Public Comment
3. Discussion of Traffic Study (Northeast Section of River Forest) with specific discussion regarding truck traffic and weight limits. See attached (3) Exhibits for potential enhancements to improve transportation conditions.
4. Adjournment





**Village of River Forest  
Street Map**

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC  
Director of Public Works and Development Services  
Village of River Forest

FROM: Brendan May, PE, PTOE  
Senior Consultant

Michael A. Werthmann, PE, PTOE  
Principal

DATE: September 1, 2022

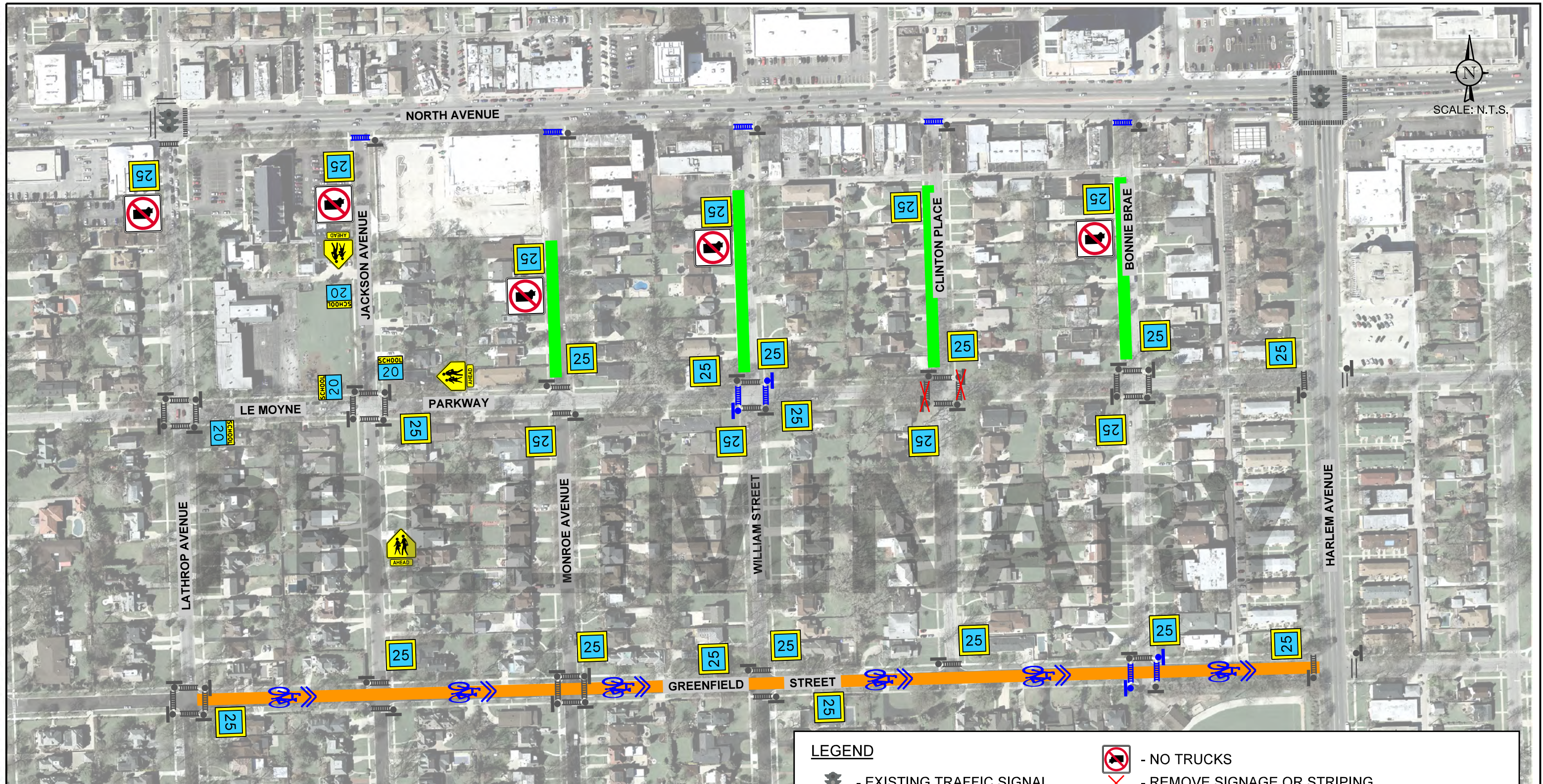
SUBJECT: Neighborhood Evaluation - Follow Up  
Harlem Avenue/North Avenue/Greenfield Street/Lathrop Avenue  
River Forest, Illinois

As a follow up to the Traffic and Safety Commission Meeting on July 26, 2022. KLOA, Inc. prepared three exhibits with potential enhancements to improve transportation conditions within the neighborhood to be considered by the Commission. The exhibits were prepared to present a staged approach as follows:

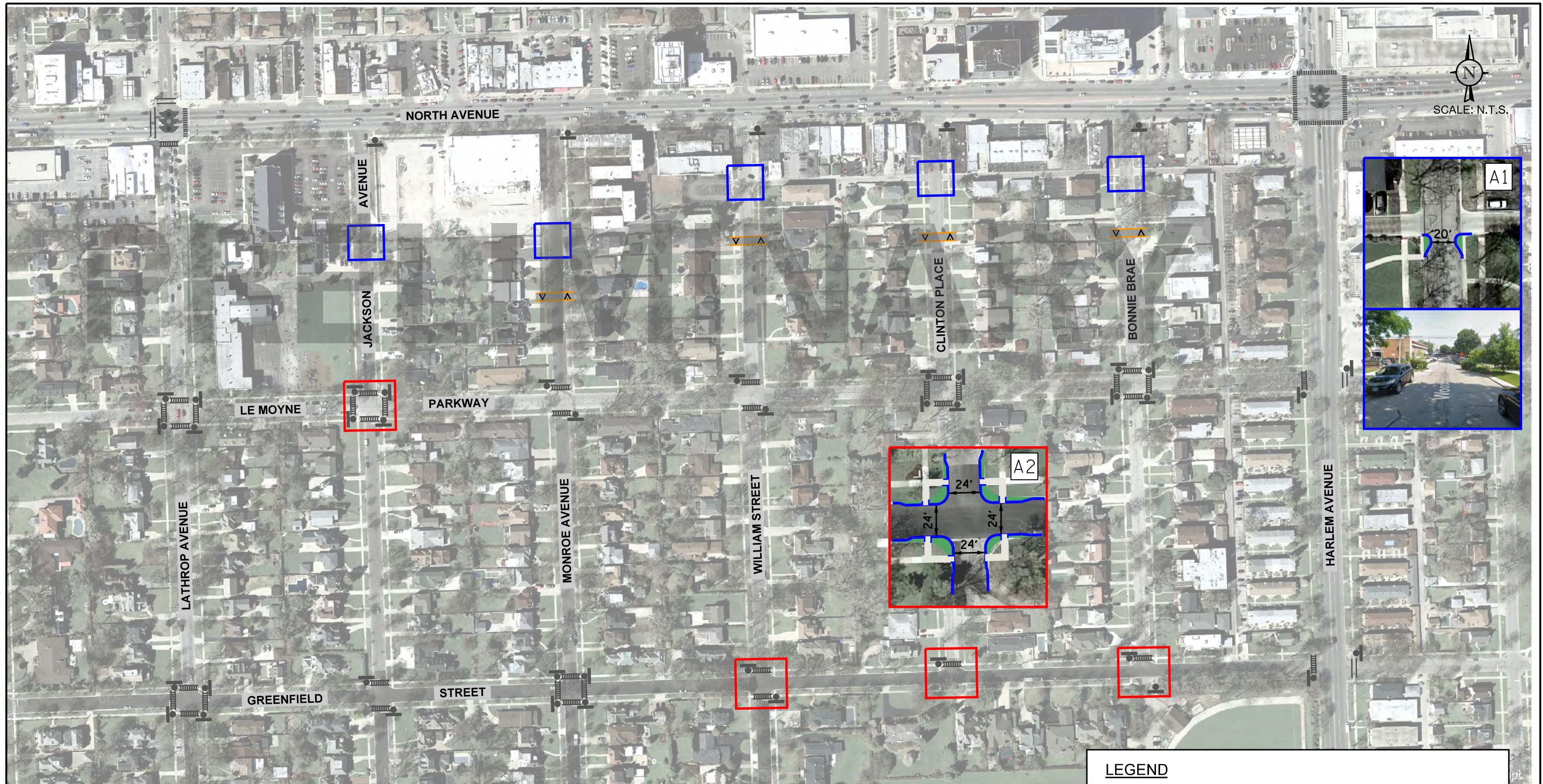
- Exhibit A: Phase I – Striping and Signage. This exhibit illustrates the potential locations for additional signage and striping to address concerns related to speeding, volume/type of traffic, pedestrian/bicycle safety. It should be noted that the location of the truck signage was determined to be consistent with Village Ordinance 2510 per section 9-3-6, Schedule 6 and associated map exhibit.
- Exhibit B: Phase II – Horizontal and Vertical Deflections. This exhibit illustrates the potential locations for curb modifications (horizontal measures) to narrow the effective width of the roadway or for potential locations of speed humps (vertical measures) to further address, if necessary, concerns related to speeding and volume/type of traffic. The pros and cons of the utilization of these measures are summarized in the last page of the Appendix of the July 11, 2022 Neighborhood Traffic Study.
- Exhibit C: Phase III – Advanced Signage on North Avenue. This exhibit illustrates advanced signage on North Avenue which would allow the curb (parking) lane to be utilized as a travel lane during the peak periods and would prohibit right-turns into the neighborhood. These measures should only be considered if Phase I and Phase II measures are not effective as the potential modifications would have adverse impacts to the businesses along North Avenue and would result in the redistribution of traffic to other neighborhood roads.

Please let us know if you have any questions or clarifications on these exhibits.














N  
SCALE: N.T.S.


**LEGEND**

	- EXISTING TRAFFIC SIGNAL		- INSET A1
	- EXISTING STOP SIGN		- INSET A2
	- PROPOSED SPEED HUMPS		





**LEGEND**

 NO PARKING  
7-9AM  
4-6 PM  
MON-FRI



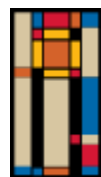


# Neighborhood Traffic Study

River Forest, Illinois



Prepared For:



## RIVER FOREST

*Proud Heritage • Bright Future*

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

July 11, 2022

# 1. Introduction

The Village of River Forest has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct a neighborhood traffic study for the northeast corner of the Village, which is bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west. Overall, the objective of the study was to thoroughly examine and evaluate the following:

- The existing traffic operations within the neighborhood.
- Identify operational deficiencies along the roadways and at intersections within the neighborhood.
- Address the primary traffic concerns within the neighborhood including:
  - Cut-through traffic
  - Speeding
  - Overall vehicular and pedestrian safety
- Recommend modifications and/or improvements to enhance both vehicular and pedestrian operations.

In order to determine the existing physical and operating characteristics of the neighborhood, field surveys were conducted of existing lane configurations, parking restrictions, pedestrian facilities, and traffic control at all of the intersections within the neighborhood. Additionally, daily traffic counts and speed surveys were conducted at seven locations within the neighborhood along Bonnie Brae, Clinton Place, William Street, Monroe Street, Le Moyne Parkway, and Greenfield Street. Furthermore, peak period turning movement counts were conducted at the following twelve intersections:

- |                                    |  |
|------------------------------------|--|
| • North Avenue with Bonnie Brae    | • Le Moyne Parkway with Harlem Avenue  |
| • North Avenue with Clinton Place  | • Le Moyne Parkway with Bonnie Brae    |
| • North Avenue with William Street | • Le Moyne Parkway with Clinton Place  |
| • North Avenue with Monroe Avenue  | • Greenfield Street with Harlem Avenue |
| • North Avenue with Jackson Avenue | • Greenfield Street with Bonnie Brae   |
| • North Avenue with Lathrop Avenue | • Greenfield Street with Clinton Place |

These locations were determined based on coordination with Village staff. **Figure 1** shows an aerial view of the location of the neighborhood which also illustrates the locations of the daily traffic counts/speed surveys and peak period turning movement counts (all of the figures for this study are provided in the Appendix).

## 2. Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, traffic control, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

### Study Area and Existing Land Uses

The neighborhood is generally bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west. The neighborhood has seven north-south roadways and three east-west roadways and primarily consists of residential and institutional land uses, with commercial land uses fronting North Avenue between Jackson Avenue and Harlem Avenue. The commercial land uses are bordered on the south by an east-west alley that extends between William Street and Harlem Avenue. In addition, Priory Park, the Fenwick Athletic Fields, the Dominican University Priory Campus, and Concordia University are located south of the neighborhood, Trinity High School is located one block south of study area's southern boundary, and St. Vincent Ferrer Catholic Church and Catholic Elementary School is located in the northwest corner of the neighborhood. It should be noted that commercial properties also front North Avenue along the north side of the roadway in Elmwood Park, which consist of a number of restaurant uses as well as a Binny's Beverage Depot.

### Existing Roadway System

The two external roadways that border the neighborhood are described below.

*North Avenue (IL Route 64)* is an east-west roadway that is under the jurisdiction of the Illinois Department of Transportation (IDOT). It generally has a four-lane cross-section that widens to a six-lane cross section west of Thatcher Avenue and at its intersection with Harlem Avenue. Exclusive left-turn lanes are provided at Harlem Avenue, Lathrop Avenue, and 72<sup>nd</sup> Court. North Avenue has a posted speed limit of 30 miles per hour. Traffic signal control is provided at its intersections with Harlem Avenue and Lathrop Avenue. IDOT classifies North Avenue as a principal arterial roadway and the Village of River Forest in its May 2019 Comprehensive Plan classifies North Avenue as a major arterial roadway. North Avenue is designated as a Strategic Regional Arterial by IDOT and carries an Annual Average Daily Traffic (AADT) volume of 30,500 vehicles (IDOT 2021).



*Harlem Avenue (IL Route 43)* is a north-south roadway that is under the jurisdiction of IDOT. Harlem Avenue has a four-lane cross-section and a posted speed limit of 30 miles per hour. Separate turn-lanes are provided on Harlem Avenue at its signalized intersection with North Avenue. IDOT classifies Harlem Avenue as a principal arterial roadway and the Village of River Forest in its May 2019 Comprehensive Plan classifies Harlem Avenue as a major arterial. Harlem Avenue is designated as a Strategic Regional Arterial by IDOT and carries an AADT volume of 25,900 vehicles (IDOT 2021).

It should be noted that the external roadway network experiences congestion during the weekday morning, weekday evening, Saturday midday, and Saturday evening peak periods due to the following:

- The delays and queueing that occur at the signalized intersection of North Avenue with Harlem Avenue which is the intersection of two major regional arterial roadways as previously discussed.
- The lack of left-turn lanes along both North Avenue and Harlem Avenue and given the provision of on-street parking along both sides of North Avenue and along the east side of Harlem Avenue, which through traffic is often waiting behind left-turning vehicles turning onto the local residential roadways and vehicles maneuvering in and out of on-street parking spaces.
- The additional traffic and parking generated by the commercial developments along the North Avenue corridor, particularly the restaurant uses and the Binny's Beverage Depot and Fruitful Yield.

As discussed later, the subject neighborhood experiences cut-through traffic due to the congestion along the arterial roadway system and the grid roadway system serving the neighborhood.

### Existing Intersection Traffic Control

The following provides a summary of the existing traffic control at the 21 intersections within the neighborhood:

- The intersection of North Avenue with Harlem Avenue and North Avenue with Lathrop Avenue intersections are under traffic signal control.
- Six intersections are under all-way stop sign control. These intersections include the Le Moyne Avenue with Bonnie Brae, Clinton Place, Jackson Avenue, and Lathrop Avenue and Greenfield Street with Monroe Avenue and Lathrop Avenue.
- The remaining thirteen intersections are under two-way or one-way stop sign control.

It should be noted that all the intersections within the neighborhood have some form of intersection traffic control.

## Internal Neighborhood Roadways

Excluding North Avenue and Harlem Avenue, the following summarizes the physical and operating characteristics of the neighborhood roadways.

- All of the neighborhood roads provide one lane in each direction.
- All of the roadways within the neighborhood are classified as local roads by the Village and IDOT except Lathrop Avenue, which is classified as a collector roadway by both IDOT and the Village.
- The posted speed limit within the neighborhood is 25 miles per hour except for Lathrop Avenue between North Avenue and Le Moyne Parkway which has a posted school zone speed limit of 20 miles per hour.
- On-Street parking is generally provided on one or both sides of the roadways except Jackson Avenue and Lathrop Avenue between North Avenue and Le Moyne Parkway in which parking is restricted on the east side of the roadway and timed parking restrictions are provided on the west side of the roadway.
- No parking or timed parking restrictions are provided on all of the north-south roadways between North Avenue and Le Moyne Parkway.
- Northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway are prohibited 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.

**Figure 2** illustrates the number of lanes, posted speed limits, the geometrics, traffic control and traffic restriction signage within the neighborhood. **Figure 3** shows the parking restrictions in the neighborhood.

## Pedestrian and Bicycle Facilities and Traffic Control Devices

The neighborhood contains St. Vincent Ferrer Catholic Church and Keystone Montessori School as well as various commercial uses along North Avenue. Additionally, Priory Park, the Fenwick High School Athletic Fields, and Dominican University Priory Campus are located on the south side of Greenfield Street, east of William Street. Concordia University and Trinity High School are located to the south of the neighborhood with Dominican University main campus located to the west of the neighborhood. In order to accommodate the neighborhood pedestrian and bicycle activities, a number of facilities and traffic control devices are provided in the neighborhood. These are illustrated in **Figure 4** and highlighted below:

- Sidewalks are provided on both sides of all of the study area roadways.
- High visibility crosswalks are provided on all legs that are under stop sign control within the study area and were installed in accordance with the Safe Walking Routes to School Plan prepared by KLOA, Inc. in January 2019 in conjunction with the Village staff.

- Lathrop Avenue, Monroe Avenue, and Greenfield Street are designated bike routes and Lathrop Avenue provides shared lane pavement markings (sharrows).
- School zones with reduced speed limits are located along Lathrop Avenue, between North Avenue and Le Moyne Parkway, and School zones with warning signs are located along Jackson Avenue between North Avenue and Greenfield Street, and Le Moyne Parkway Between Monroe Avenue and Lathrop Avenue.
- All of the traffic signals provide pedestrian countdown timers.
- High visibility crosswalks are provided on at least two legs of the study area intersections except for at the following locations:
  - Bonnie Brae approach at North Avenue
  - Clinton Place approach at North Avenue
  - William Street approach at North Avenue
  - Monroe Avenue approach at North Avenue
  - Jackson Avenue approach at North Avenue

## Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along key roadway segments within the neighborhood, KLOA, Inc. conducted daily traffic counts and speed surveys using pneumatic tube counters at seven locations that were identified in coordination with Village staff. Of the total traffic counts and speed surveys, four were conducted along north-south roadways and three were conducted along the east-west roadways as illustrated in Figure 1. The KLOA, Inc. traffic counts and speed surveys were conducted in March 2022.

All of the traffic counts and speed surveys were conducted over a four-day period between Thursday and Sunday and were broken down by direction and by hour. **Figure 5** shows the two-way daily traffic volumes and **Figure 6** shows the average and 85<sup>th</sup> percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road.

Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85<sup>th</sup> percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions. The 85<sup>th</sup> percentile speed is commonly used to establish the posted speed limits along roadways.

The hourly summary sheets showing both daily traffic volumes and speeds by direction and combined are included in the appendix.

## Existing Peak Period Vehicle, Pedestrian, and Bicycle Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle traffic counts at the following intersections within the study area:

- North Avenue with Bonnie Brae
- North Avenue with Clinton Place
- North Avenue with William Street
- North Avenue with Monroe Avenue
- North Avenue with Jackson Avenue
- North Avenue with Lathrop Avenue
- Le Moyne Parkway with Harlem Avenue
- Le Moyne Parkway with Bonnie Brae
- Le Moyne Parkway with Clinton Place
- Greenfield Street with Harlem Avenue
- Greenfield Street with Bonnie Brae
- Greenfield Street with Clinton Place

The traffic counts were conducted in March 2022 during the weekday morning (7:00 A.M. to 9:00 A.M.), weekday evening (4:00 P.M. to 8:00 P.M.), and Saturday evening (4:00 P.M. to 8:00 P.M.) peak periods. **Figure 7** illustrates the respective peak hour vehicle traffic volumes for the study intersections. The traffic count summary sheets are included in the appendix

## Historic Crash Data

KLOA, Inc. obtained crash data for the most recent available five years for all 21 intersections within the neighborhood from IDOT. Crashes reported to IDOT include all injury and crashes (including fatalities) and crashes resulting in at least 1,500 dollars of property damage. The crash data for each intersection is summarized in **Tables A** through **Q** (included in the appendix).

According to IDOT, no internal intersection had more than three crashes in the five-year period which is less than one crash per year. Furthermore, no crashes were reported to IDOT at the following intersections during the review period:

- La Moyne Parkway with Bonnie Brae
- La Moyne Parkway with Clinton Place
- La Moyne Parkway with Jackson Avenue
- Greenfield Parkway with Monroe Avenue

Additionally, a review of the crash data indicated that there were no fatalities reported during the review period.

### 3. Evaluation of Existing Conditions

To determine how the roadway system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes and the speed surveys as well as the physical characteristics of the neighborhood and its transportation system. This evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal roadways.

#### Existing Daily and Peak Hour Traffic Volumes

In order to determine if the study area roadway segments are operating within their functional classification and are operating as intended, KLOA, Inc. reviewed the criteria for local roadways utilizing the following two sources:

- The Village of River Forest Comprehensive Plan (May 2019)
- Residential Streets, Third Edition<sup>1</sup>

The Village of River Forest Comprehensive Plan indicates that local streets provide direct access to residential areas and other private properties. These roadways carry low traffic volumes at low speeds, connecting to higher-capacity collector and arterial streets. Overall, the roadways designated as local roadways are currently operating as designed and are carrying traffic volumes that meets this criteria. It should be noted that the daily traffic volumes along Bonnie Brae, Clinton Place and William Street are consistent with the daily traffic volume of other local roadways within the Village (such as Keystone Avenue at Linden Street and Ashland Avenue at Vine Street) which were previously evaluated by KLOA, Inc and carry an average daily traffic volume of approximately 900 vehicles.

*Residential Streets*, Third Edition indicates that local residential roads have a daily volume between 400 and 1,500 vehicles while residential collector roads have a daily volume exceeding 1,500 vehicles. Therefore, even with the characteristics outlined above, the traffic volumes along the north-south roadways generally fall within the middle of the established standards for residential roads except for the following two roads:

- Le Moyne Parkway carries a weekday daily volume that is at the upper threshold for a local residential road. This is due in part due to the fact that Le Moyne Parkway serves school drop-off/pickup area for the St. Vincent Ferrer Catholic Elementary School and provides access to the commercial developments along North Avenue.

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<sup>1</sup> *Residential Streets*, Third Edition was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

- Greenfield Street (between Clinton Place and Bonnie Brae) carries a weekday daily traffic volumes are just over the upper threshold of a local residential street. This is due in part to the fact Greenfield Street extends through the Village of River Forest, intersects the collector roadways of Lathrop Avenue and Thatcher Avenue, and intersects all of the north-south local neighborhood roadways.

Lastly, Monroe Avenue carries the higher volume of traffic for the north-south roadways which is due in part that it provides direct access to Fresh Thyme Market.

## Cut-Through Traffic

A review of the existing daily and peak hour traffic volumes and the roadway system's physical and operating conditions indicates that the neighborhood roadways are experiencing cut-through traffic. The following summarizes the evaluation of the traffic volumes:

### *Split of Daily Traffic Volumes*

The daily traffic volumes along local roads generally have directional traffic volumes that are similar. However, many of the traffic volumes in the neighborhood have either southbound or eastbound traffic volumes higher than the corresponding northbound or westbound traffic volumes, which would indicate the potential for cut-through traffic. The following outlines the split of the daily traffic within the neighborhood:

- 60 to 65 percent of the weekday daily traffic volumes along Bonnie Brae, Clinton Place, William Street, and Monroe Avenue is southbound traffic.
- 60 to 70 percent of the Saturday daily traffic volumes along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is southbound traffic.
- 65 percent of the traffic on Le Moyne Parkway and Greenfield Street on the weekday is eastbound traffic.
- 60 percent of the traffic on Le Moyne Parkway and Greenfield Street on Saturday is eastbound traffic
- The daily traffic volume along Le Moyne Parkway between Monroe Avenue and William Street is evenly distributed on a weekday and is approximately 55 percent westbound traffic on Saturday.

### *Intersection Traffic Counts*

Furthermore, a review of the turning movement counts conducted indicated the following:

- Of the total hourly traffic volumes traversing Bonnie Brae between North Avenue and Le Moyne Parkway 40 to 60 percent of the traffic is southbound traffic, all of which are eastbound right-turning movements from North Avenue, given the physical left-turn restrictions at this intersection.



- Of the total hourly traffic volumes traversing Clinton Place between North Avenue and Le Moyne Parkway 60 to 90 percent of the traffic is southbound traffic, of which 35 to 55 percent is eastbound right-turning movements from North Avenue.
- Of the total hourly traffic volumes traversing William Street between North Avenue and Le Moyne Parkway 60 to 80 percent of the traffic is southbound traffic, of which 30 to 55 percent is eastbound right-turning movements from North Avenue.
- Of the total hourly traffic volumes traversing Monroe Avenue between North Avenue and Le Moyne Parkway 65 to 80 percent of the traffic is southbound traffic, of which 30 to 35 percent is eastbound right-turning movements from North Avenue.
- Of the total southbound traffic on Bonnie Brae at Le Moyne Parkway 45 to 55 percent of the traffic is a southbound left-turn onto Le Moyne Parkway
- Of the total southbound traffic on Clinton Place at Le Moyne Parkway 40 to 60 percent of the traffic is a southbound left-turn onto Le Moyne Parkway
- Of the total southbound traffic on Bonnie Brae at Greenfield Street 40 to 75 percent of the traffic is a southbound left-turn onto Greenfield Street
- Of the total southbound traffic on Clinton Place at Greenfield Street 20 to 75 percent of the traffic is a southbound left-turn onto Greenfield Street

When taking into consideration the turning movement counts conducted during the weekday morning, weekday evening, and Saturday evening peak hours and the existing roadway characteristics, the existing directional split of daily traffic is likely a result of the following:

- Northbound left-turning movements are prohibited from Bonnie Brae onto North Avenue due to the existing raised median along North Avenue at its intersection with Bonnie Brae.
- Northbound left-turning movements from Clinton Place, William Street, and Monroe Avenue onto North Avenue are difficult due to the high volume of through traffic along North Avenue and absence of a center median or two-way left-turn lane.
  - As a result, existing traffic utilizes the signalized intersection of Lathrop Avenue with North Avenue to turn left onto North Avenue, as demonstrated by the results of the traffic counts.
  - As can be seen from the results of the turning movement counts in Figure 7, less than ten vehicles per hour are performing northbound left-turning movements onto North Avenue, compared to the eastbound right-turn volumes.

- Northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway are prohibited between 7:00 A.M. and 9:00 A.M. and 4:00 P.M. and 6:00 P.M. As can be seen from the result of the turning movement counts in Figure 7, less than ten vehicles per hour are performing northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway, indicating that this restriction is likely obeyed by motorists.

Overall, the results of the traffic surveys indicate that cut-through traffic along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is likely the result of eastbound traffic on North Avenue avoiding the intersection of North Avenue with Harlem Avenue to travel south on Harlem Avenue or to continue east on Le Moyne Parkway and Greenfield Street east of Harlem Avenue.

The cut-through traffic can be attributed to the congestion on North Avenue due to the lack of left-turn lanes at its intersection with the local residential roadways and provision of on-street parking along the roadway. Additionally, this cut through traffic can be attributed to the queueing of eastbound traffic on North Avenue originating at the intersection of North Avenue with Harlem Avenue, particularly during the weekday and Saturday peak periods.

However, as indicated previously, the traffic volumes along Bonnie Brae, Clinton Place and William Street are within the established standards for residential roads and are consistent with the traffic volumes of other local residential roadways within the Village that have been previously evaluated by KLOA, Inc.

## Capacity Analyses

Intersection analyses were performed for the weekday morning, weekday evening, and Saturday evening peak hours at the intersections of Bonnie Brae and Clinton Place at their respective intersections with Le Moyne Parkway and Greenfield Street. The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections and the summary sheets for the capacity analyses are included in the appendix of this report.

The results of the capacity analyses indicated all four intersections overall and all of the critical approaches currently operate at the very good level of service (LOS) A, during the weekday morning, weekday evening, and Saturday evening peak hours, with the exception of the northbound (Athletic Field access drive) approach which creates the fourth (south) leg of the intersection of Bonnie Brae with Greenfield Street, which operates on the threshold of LOS A/B.

These results are expected for the volumes of traffic these intersections carry during the peak hours and indicate that these intersections are operating well within their carrying capacity and are operating as designed and signed.

## Travel Speed Surveys

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of the road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to change.

Generally, the internal neighborhood roads had an observed average speed of approximately 15 to 25 miles per hour which is lower or meets the posted speed limits within the neighborhood. Except for William Street and Monroe Avenue, the neighborhood roads have an observed 85<sup>th</sup> percentile speed of approximately 19 to 29 miles per hour, which is reasonable given the grid system of the neighborhood.

It should be noted that William Street and Monroe Avenue in the southbound direction experienced an average speed of 29 and 27 miles per hour, respectively, with an 85<sup>th</sup> percentile speed of 38 and 33 miles per hour, respectively. The higher speeds are partly due to the result of the no-parking restrictions that exist along the west side of these roadways. Without the provision of parking along the west side of the roadway, southbound vehicles operate under a free flow condition and do not need to yield to oncoming traffic.

## 4. Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and included a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

- Intersection Traffic Control Devices
- Pedestrian and Bicycle Facilities

In addition, a number of traffic calming measures and/or tools were identified that can be used to effectively reduce the operating speeds and traffic volumes in the neighborhood.

The recommendations developed in this section were based primarily on accepted engineering practices, conforming with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD), existing Village criteria, and the input from Village staff. The MUTCD defines the standards used to install and maintain traffic control devices, including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

### Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the neighborhood (see Chapter 3). Any intersection traffic control plan must consider typical neighborhood issues, such as functional classifications, cut-through traffic, speeding, traffic calming, neighborhood circulation, and land-use impacts. As such, a systematic approach was employed that examined the neighborhood from the inside (each individual intersection) and outside (the overall neighborhood).

It should be noted that the intersections of Greenfield Street with Bonnie Brae and Clinton Place were identified as intersections for a traffic control upgrade in the May 2019 Comprehensive Plan and have since been upgraded to provide stop-sign control for the Bonnie Brae and Clinton Place approaches to Greenfield Street.

The first step consisted of evaluating the physical and operating conditions of each intersection to determine if they meet any of the MUTCD warrants/requirements that control the installation of all-way stop sign control. The second step was to determine which roadway of the two-way controlled intersections is to be under stop sign control.

## All-Way Stop Sign Controlled Intersections

The following points summarize the all-way stop sign control warrants/requirements as outlined in the MUTCD:

1. Meets the minimum traffic and pedestrian volume
2. Meets the minimum number of intersection crashes
3. Required to control left-turn conflicts
4. Required to control vehicle/pedestrian conflicts
5. Required due to poor intersection sight distance
6. Required to improve traffic operational characteristics of the intersection of two collector roads with similar design and operating characteristics

The characteristics of each intersection were evaluated to verify whether the existing operations met any of the warrants and/or requirements that control the installation of an all-way stop sign control. Overall, the existing two-way stop sign controlled intersections within the study area do not meet the volume or crash history requirements to warrant all-way stop-sign control. Additionally, while KLOA, Inc. believes the existing traffic control within the neighborhood is adequate, the following traffic control modifications could be considered to provide consistency within the neighborhood area and to control vehicle/pedestrian conflicts at the intersections near the Fenwick Athletic Fields:

- Consideration should be given to converting the intersection of William Street with Le Moyne Parkway to all-way stop sign control. In conjunction with this conversation, it is recommended that the intersection of Le Moyne Parkway with Clinton Place be converted to two-way stop sign control with the Clinton Place approaches under stop-sign control.
  - This conversion would provide continuity of stop-sign control to every other street between Jackson Avenue and Bonnie Brae and William Street carries the higher daily traffic volume compared to Clinton Place.
  - It should be noted that while this modification conflicts with the existing Safe Walking Route to School routes, these changes can easily be modified to direct pedestrians eastbound and westbound through this intersection without increasing the overall travel distances of the routes.
- Consideration should be given to providing all-way stop control at the intersection of Greenfield Street with Bonnie Brae to help control vehicle/pedestrian conflicts during sporting events.
  - However, this intersection should be studied further during sporting events to obtain traffic, pedestrian, and bicycle volumes at the intersection. Additionally, parking counts along Greenfield Street and Bonnie Brae should be conducted during sporting events to determine the utilization of parking on these roadways.

- Given the availability of unrestricted parking along both sides of Greenfield Street and Bonnie Brae, it is anticipated that these roadways are primarily utilized for parking during sporting events at the Fenwick Athletic Fields in which pedestrians cross Greenfield Street at Bonnie Brae to access the fields.

**Figure 8** illustrates the proposed traffic control modifications and **Table 1** summarizes the intersection traffic control modifications by intersection.

Table 1

RECOMMENDED TRAFFIC CONTROL MODIFICATIONS

Intersection/Roadway Segment	Modification	Implementation Stage
Le Moyne Parkway with William Street	<ul style="list-style-type: none"> <li>• Consideration should be given to converting to all-way stop-sign control               <ul style="list-style-type: none"> <li>○ In conjunction with the above, convert the intersection of Le Moyne Parkway with Clinton Place to two-way stop control with the Clinton Place approaches under stop-sign control.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Short Term</li> </ul>
Greenfield Street with Bonnie Brae	<ul style="list-style-type: none"> <li>• Convert to all-way stop sign control<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> </ul>
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts 1 – Recommend additional studies regarding the pedestrian/bicycle utilization of this area during sport events		



## Pedestrian and Bicycle Facilities and Traffic Control Devices

As discussed previously, the neighborhood contains several pedestrian- and bicycle-generating land uses, including St. Vincent Ferrer Catholic Church and Keystone Montessori School as well as various commercial uses along North Avenue. Additionally, Priory Park, the Fenwick High School Athletic Fields, and Dominican University Priory Campus are located on the south side of Greenfield Street, east of William Street. Concordia University and Trinity High School are located to the south of the neighborhood with Dominican University main campus located to the west of the neighborhood. As such, the neighborhood has a number of existing and proposed land uses that generate higher pedestrian and bicycle activity.

In addition to the standard pedestrian and bicycle facilities (i.e., sidewalks, crosswalks, and bike routes), the neighborhood contains various traffic control devices associated with the non-residential land uses.

The neighborhood has one school speed zone along Lathrop Avenue, which includes appropriate warning signs and reduced speed limits, and school warning signs are also provided along Jackson Avenue between North Avenue and Greenfield Street and along Le Moyne Parkway between Le Moyne Parkway and Lathrop Avenue.

The traffic signals at the intersections of North Avenue with Harlem Avenue and Lathrop Avenue have countdown pedestrian signals. Overall, these traffic control devices are generally well distributed and located appropriately.

However, the following recommendations have been developed to further enhance the pedestrian and bicycle circulation and to ensure that the traffic control devices comply with the MUTCD.

- High visibility ladder style crosswalks should be installed on Bonnie Brae, Clinton Place, William Street, Monroe Avenue and Jackson Avenue at their approaches to North Avenue. No pedestrian crosswalks are provided on these legs under existing conditions, and the provision of these pedestrian crossing enhancements were identified in the May 2019 comprehensive plan.
- High visibility ladder style crosswalks should be installed at the Le Moyne Parkway approaches at William Street should this intersection be converted to all-way stop sign control.
- The high visibility crosswalks on Le Moyne Parkway approaches at Clinton Place should be removed if this intersection is converted to two-way stop sign control in conjunction with the modifications to the intersection of Le Moyne Parkway with William Street to provide consistency within the neighborhood in which crosswalks are not provided on free flow approaches.

- Consideration should be given to installing sharrow markings along Greenfield Street (which is a designated bike route) between Lathrop Avenue and Bonnie Brae. The sharrows will reduce the effective width of the roadway, providing a traffic calming measure, and reinforce the shared-lane environment of posted bicycle routes consistent with the local neighborhood designation of the roadway, while continuing to allow on-street parking.

The proposed pedestrian and bicycle facility and bicycle modifications are also illustrated in Figure 8 and are summarized in **Table 2**.

Table 2

**RECOMMENDED PEDESTRIAN AND BICYCLE FACILITIES MODIFICATIONS**

<b>Intersection/Roadway Segment</b>	<b>Modification</b>	<b>Implementation Stage</b>
Le Moyne Parkway with Clinton Place	• Remove the high visibility crosswalks on the Le Moyne Parkway approaches	• Short Term
Le Moyne Parkway with William Street	• Provide high visibility crosswalks on the Le Moyne Parkway approaches	• Short Term
Greenfield Street with Bonnie Brae	• Provide high visibility crosswalks on the Greenfield Street approaches	• Short Term
North Avenue with Bonnie Brae	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Clinton Place	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with William Street	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Monroe Avenue	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Jackson Avenue	• Provide high visibility crosswalk on the northbound approach	• Short Term
Greenfield Street between Lathrop Avenue and Harlem Avenue	• Provide sharrows along both sides of the roadway which is an existing designated bike route	• Long Term
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		

## Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood generally fall within the acceptable range for residential roads and are consistent with traffic patterns on other neighborhood roads within the Village. However, with 60 to 65 percent of traffic on a daily basis traveling south and east on the neighborhood roadways, it is likely that cut-through traffic is occurring by vehicles bypassing the intersection of North Avenue with Harlem Avenue.

Additionally, the speed of vehicles traveling within the neighborhood are generally within the acceptable range for residential roads and are within five miles per hour of the posted speed limit except for vehicles traveling in the southbound direction on William Street and Monroe Avenue between North Avenue and Le Moyne Parkway. These two roadway segments experienced average speeds within four miles per hour of the posted speed limit and observed 85<sup>th</sup> percentile speeds of up to 38 miles per hour which exceeds the posted speed limit on William Street by 13 miles per hour. It should be noted that Monroe Avenue currently does not have a posted speed limit sign along this block. These higher speeds are likely due to the no parking restrictions that exist along the west sides of these roadways in which vehicles in the northbound direction must yield to southbound vehicles. Therefore, southbound traffic operates under a free flow condition.

The aforementioned recommended traffic control and striping modifications should help to mitigate the speeds and cut-through traffic in the neighborhood. However, the following additional recommendations can be implemented to reduce the likelihood of speeding traffic along these roadways:

- Provide speed limit sign for southbound traffic on Monroe Avenue. This sign should be located south of the access drive serving Fresh Thyme Market.
- Provide yellow bordered speed limit signs on Bonnie Brae, Clinton Place, William Street and Monroe Avenue to provide enhanced visibility of the posted speed limits to motorists.
- Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers along William Street and Monroe Avenue between North Avenue and Le Moyne Parkway.
- Modify the on-street parking restriction on the west side of Bonnie Brae, Clinton Place, William Street and Monroe Avenue between North Avenue and Le Moyne Parkway to permit Two-Hour parking on the west side of the roadway.
  - This will reduce the effective width of the roadway and will slow vehicles as they will be required to yield for opposing traffic as they traverse the roadway segment.
  - Alternatively, modify the on-street parking along these blocks so that parking on the west side of the street is restricted to Two Hour parking and that parking on the east side of the street is restricted to no-parking. This will provide traffic calming for southbound vehicles by having vehicle parked on the west side of the roadway requiring southbound vehicles to yield to northbound vehicles.

- In addition to or in lieu of the conversion of Bonnie Brae to all-way stop sign control, consideration should be given to providing curb extensions and high visibility crosswalks at the intersection of Bonnie Brae and Greenfield Street. Further, consideration should be given to installing curb extensions on Greenfield Street at its intersections with Clinton Place and William Street. The utilization of curb extensions will reduce the effect width of the roadway through these intersections which acts as a traffic calming measure, will reduce the distance pedestrians will have to cross the roadway, and better alert drivers to pedestrian crossing areas as the pedestrians are located further into the intersection and are not blocked by parked vehicles.
- Install 20 mile per hour school speed limit zones Jackson Avenue and Le Moyne Parkway along the St. Vincent Ferrer Catholic Elementary School frontage.
- Increased police enforcement and or use of portable radar feedback trailer for speeding traffic through the neighborhood, particularly along William Street and Monroe Avenue.

In addition, KLOA, Inc. examined locations that would be appropriate for additional traffic calming measures and developed traffic calming recommendations for the Village to consider. The review was only preliminary in nature and based on the existing traffic volumes, speed surveys, and roadway characteristics. Before these measures are implemented, particularly the implementation of vertical deflection measures, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, long-term maintenance, and impact on commercial properties along North Avenue. The following outlines traffic calming measures that could be implemented along several of the neighborhood roads.

- Consideration could be given to the installation of peak period No Right-Turn restriction along North Avenue for eastbound traffic at its intersections with Bonnie Brae, Clinton Place and William Street. This restriction should be enforced from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. similar to the left-turn restrictions from Harlem Avenue to Greenfield Street and Le Moyne Parkway. While the restriction will reduce the southbound traffic on these roadways, it is important to note that they will have the following impacts:
  - The restriction would redistribute a portion of the traffic to other neighborhood roadways, which will result in an increase in traffic, particularly along Monroe Avenue and Jackson Avenue.
  - The restriction would result also restrict access to the residential land-uses and will result in increased travel time and distance traveled by residents.
  - They would likely have an adverse impact on the commercial properties along North Avenue of which the majority are served via parking lots with access provided only via the east-west alley traversing the south side of the commercial properties.

- Speed humps could be considered along William Street and Monroe Street between North Avenue and Le Moyne Parkway given that (1) their location of the last block within the Village which will minimize any impact on emergency response times and (2) the higher 85<sup>th</sup> percentile speeds on these two blocks. However, with the utilization of speed humps consideration should be given to the following:
  - While speed humps reduce the speed of vehicles traveling over the hump, they can increase the speed of which vehicles arrive to and depart the speed hump.
  - They increase the noise of vehicles traveling along the roadway.
  - They can impact the response times for emergency vehicles such as ambulances and fire trucks.
  - They impact other modes of transportation such as bicycles traveling along the roadway. As previously indicated, Monroe Avenue is designated as a marked bike route.
- The Village should continue to work with IDOT and the adjacent communities to mitigate congestion on the arterial roadway system.

The proposed traffic calming modifications are also illustrated in Figure 8 and are summarized in **Table 3**. Examples of the proposed traffic calming modifications are also included in the Appendix.

Table 3  
RECOMMENDED/SUPPLEMENTAL TRAFFIC CALMING MEASURES

Intersection/Roadway Segment	Modification	Implementation Stage
Bonnie Brae between North Avenue and Le Moyne Parkway	<ul style="list-style-type: none"> <li>• Provide yellow bordered speed limit sign</li> <li>• Modify on-street parking to permit two-hour parking on both sides of the roadway.               <ul style="list-style-type: none"> <li>○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Short Term</li> </ul>
Clinton Place between North Avenue and Le Moyne Parkway	<ul style="list-style-type: none"> <li>• Provide yellow bordered speed limit sign</li> <li>• Modify on-street parking to permit two-hour parking on both sides of the street               <ul style="list-style-type: none"> <li>○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Short Term</li> </ul>
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		

Table 3 – Cont.

## RECOMMENDED/SUPPLEMENTAL TRAFFIC CALMING MEASURES

Intersection/Roadway Segment	Modification	Implementation Stage
William Street between North Avenue and Le Moyne Parkway	<ul style="list-style-type: none"> <li>• Provide yellow bordered speed limit sign</li> <li>• Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers.</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Short Term</li> </ul>
Monroe Avenue between North Avenue and Le Moyne Parkway	<ul style="list-style-type: none"> <li>• Install yellow bordered speed limit sign south of the Fresh Thyme Market access drive</li> <li>• Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers.</li> <li>• Modify on-street parking to permit two-hour parking on both sides of the street <ul style="list-style-type: none"> <li>○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Short Term</li> <li>• Short Term</li> </ul>
Jackson Avenue between North Avenue and Le Moyne Parkway	<ul style="list-style-type: none"> <li>• Provide 20 Mile Per Hour School Speed Limit sign along the school frontage</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> </ul>
Le Moyne Parkway between Lathrop Avenue and Jackson Avenue	<ul style="list-style-type: none"> <li>• Provide 20 Mile Per Hour School Speed Limit sign along the school frontage</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> </ul>
Greenfield Street with Bonnie Brae	<ul style="list-style-type: none"> <li>• Provide curb extensions</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
Greenfield Street with Clinton Place	<ul style="list-style-type: none"> <li>• Provide curb extensions</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
Greenfield Street with William Street	<ul style="list-style-type: none"> <li>• Provide curb extensions</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
North Avenue with Bonnie Brae	<ul style="list-style-type: none"> <li>• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
North Avenue with Clinton Place	<ul style="list-style-type: none"> <li>• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
North Avenue with William Street	<ul style="list-style-type: none"> <li>• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage</li> </ul>	<ul style="list-style-type: none"> <li>• Long Term</li> </ul>
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns.		
Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		



## Other Consideration

The utilization of right-in/right-out intersections or use of cul-de-sacs were also evaluated by KLOA, Inc. At this time, it is not recommended that these measures be implemented based on the following:

- The identifiable cut-through traffic is primarily eastbound on North Avenue to southbound on Harlem Avenue, which requires a right-turn movement from North Avenue to the residential roadways. As such, the prohibition of left-turning movements will not reduce the eastbound right-turning traffic.
- Under existing conditions, left-turning vehicles at all of the arterial intersections is minimal. As such, many of the North Avenue intersections function as right-in/right-out intersections due to the high volume of through traffic along North Avenue.
- The right-in/right-out restriction would have an adverse impact on the operation of the traffic generated by the commercial properties along North Avenue and would increase commercial traffic utilizing the local roadways to access these developments during all hours of the day.
- The use of cul-de-sacs would significantly reduce the utilization of the local roadways between North Avenue and Le Moyne Parkway by cut-through traffic. However, the provision of cul-de-sacs would increase traffic volumes along the other local roadways and Lathrop Avenue.
- It should be noted that as part of the May 2019 comprehensive plan, Bonnie Brae, Clinton Place, William Street and Monroe Avenue at North Avenue were identified as potential cul-de-sac locations. The intention of the cul-de-sac was to improve and develop public parking areas for adjacent and nearby commercial development along North Avenue and should be considered on a case-by-case basis as a potential way of accommodating desirable development and lot consolidation.

## 5. Conclusion

This study summarizes the results and findings of a neighborhood traffic study conducted by KLOA, Inc. for the northeast corner of the Village, in the area bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west.

Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2009 MUTCD, existing Village criteria, and the input from Village staff and residents.

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The external roadway network (North Avenue and Harlem Avenue) experiences congestion, particularly during the weekday morning, weekday evening, Saturday midday, and Saturday evening peak periods due to the delays and queueing that occur at the signalized intersection of North Avenue with Harlem Avenue which is the intersection of two major regional arterial roadways. Furthermore, as previously discussed, the lack of left-turn lanes along both North Avenue and Harlem Avenue and given the provision of on-street parking along the roadways often results in through traffic waiting behind left-turning vehicles turning onto the local residential roadways and vehicles maneuvering in and out of on-street parking spaces.
- Overall, the roadways designated as local roadways by the Village and IDOT are currently operating as designed and are carrying traffic volumes that meet criteria published in *Residential Streets*, Third Edition.
- The daily traffic volumes along Bonnie Brae, Clinton Place and William Street are consistent with the daily traffic volume of other local roadways within the Village (such as Keystone Avenue at Linden Street and Ashland Avenue at Vine Street) which were previously evaluated by KLOA, Inc and carry an average daily traffic volume of approximately 900 vehicles.
- The results of the capacity analyses indicated that the respective intersections of Le Moyne Parkway and Greenfield Street with Bonnie Brae and Clinton Place operate at a very good level of service which are expected for the volumes of traffic these intersections carry during the peak hours and indicate that these intersections are operating well within their carrying capacity and are operating as designed and signed.

- Overall, the results of the traffic surveys indicate that cut-through traffic along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is likely the result of eastbound traffic on North Avenue avoiding the intersection of North Avenue with Harlem Avenue to travel south on Harlem Avenue or to continue east on Le Moyne Parkway and Greenfield Street east of Harlem Avenue.
- William Street and Monroe Avenue in the southbound direction experienced an average speed of 29 and 27 miles per hour, respectively, with an 85<sup>th</sup> percentile speed of 38 and 33 miles per hour, respectively. The higher speeds are partly due to the result of the no-parking restrictions that exist along the west side of these roadways.
- Recommendations to the traffic control, pedestrian and bicycle facilities, and traffic calming measures were prepared to address cut-through, speeding, and potential vehicle/pedestrian conflicts within the neighborhood as summarized in Tables 1 through 3 and illustrated in Figure 8.

# Appendix

Report Figures

Daily Traffic Count/Speed Surveys

Peak Period Turning Movement Counts

Crash Tables

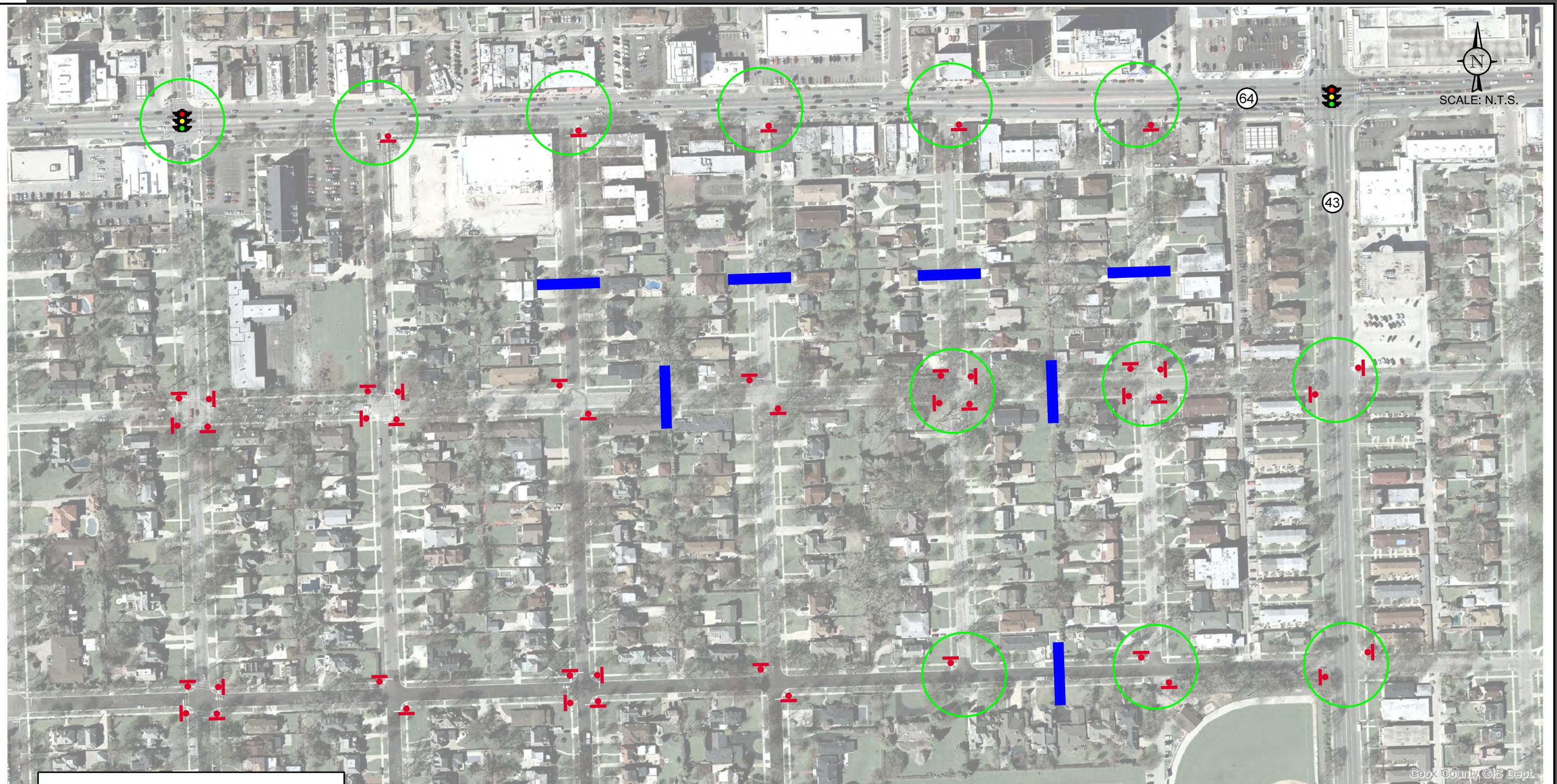
Level of Service Criteria


Capacity Analysis Summary Sheets


Examples of Traffic Calming Measures

## Report Figures





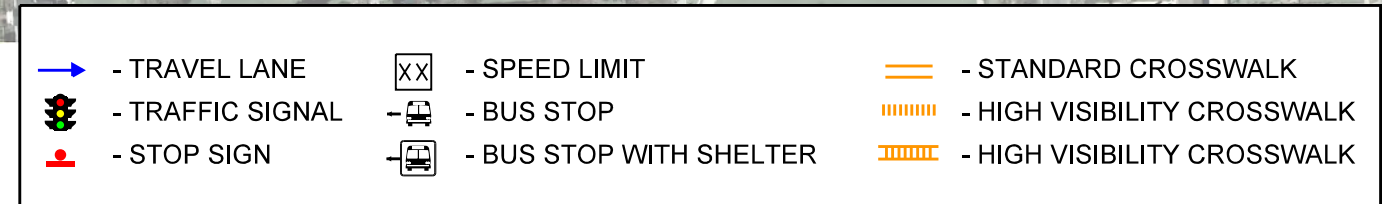
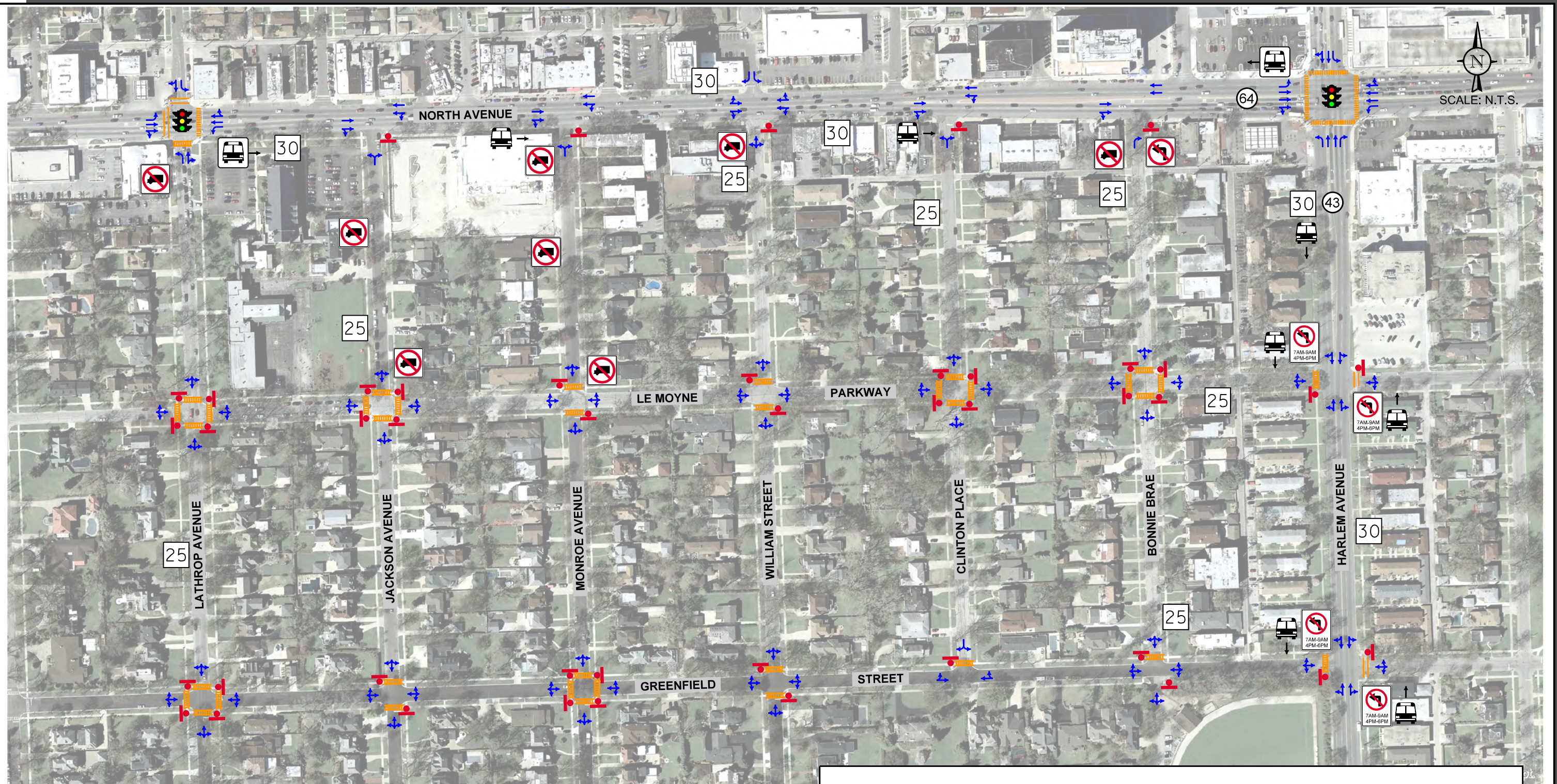

- TURNING MOVEMENT COUNT


- SPEED STUDY

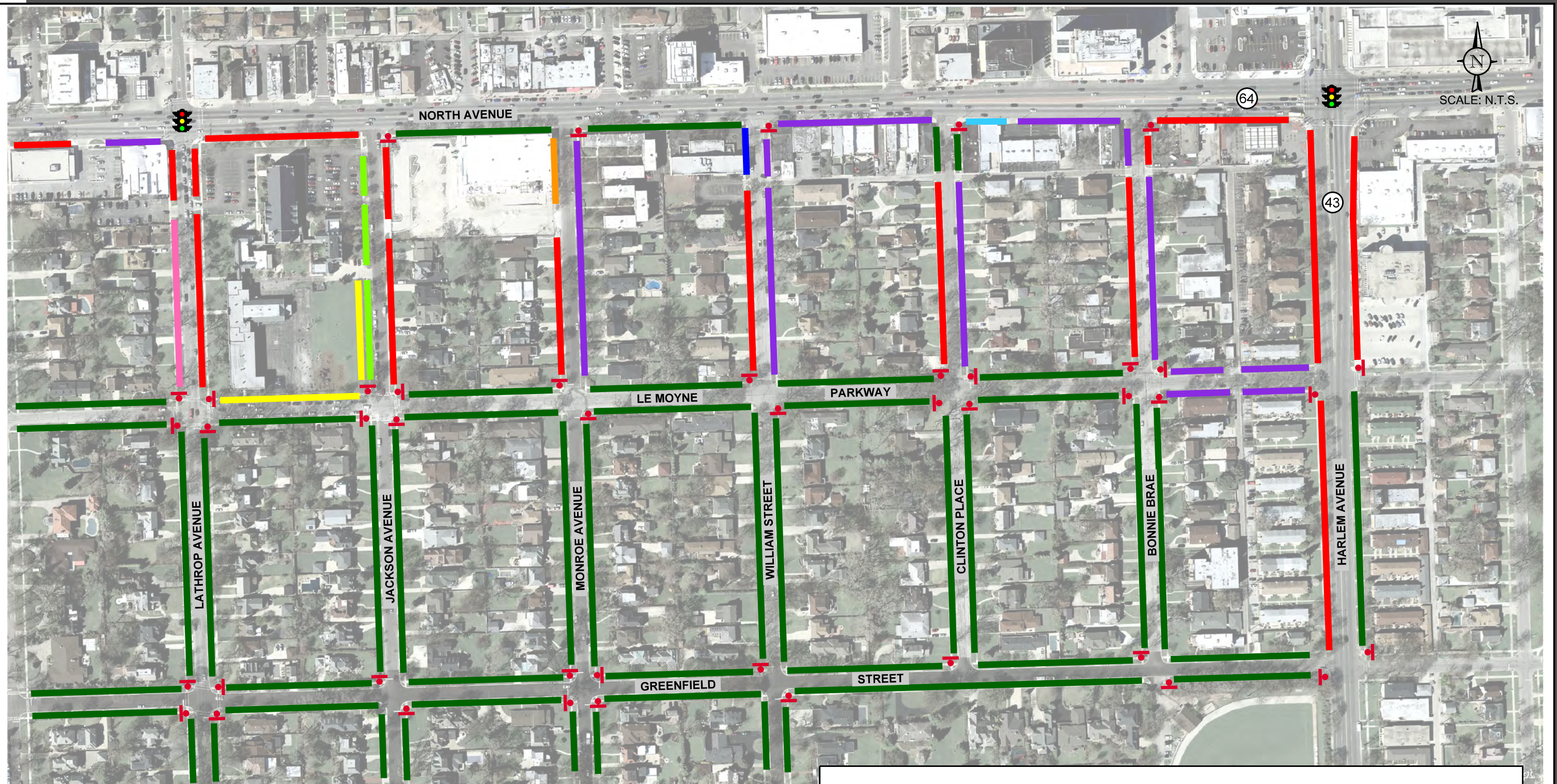
RIVER FOREST  
NEIGHBORHOOD STUDY  
RIVER FOREST, ILLINOIS

NEIGHBORHOOD STUDY AREA AND COUNT LOCATIONS



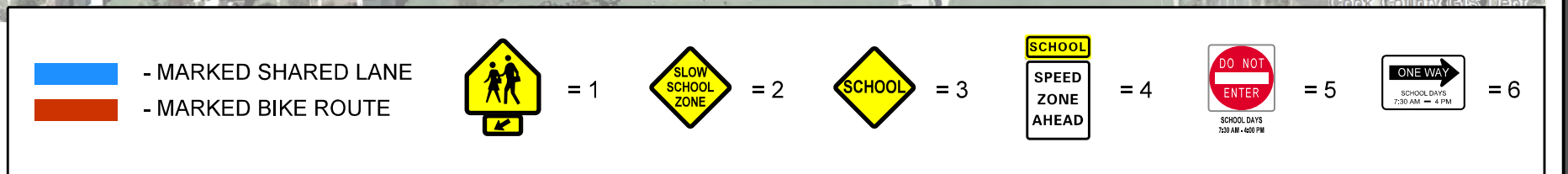
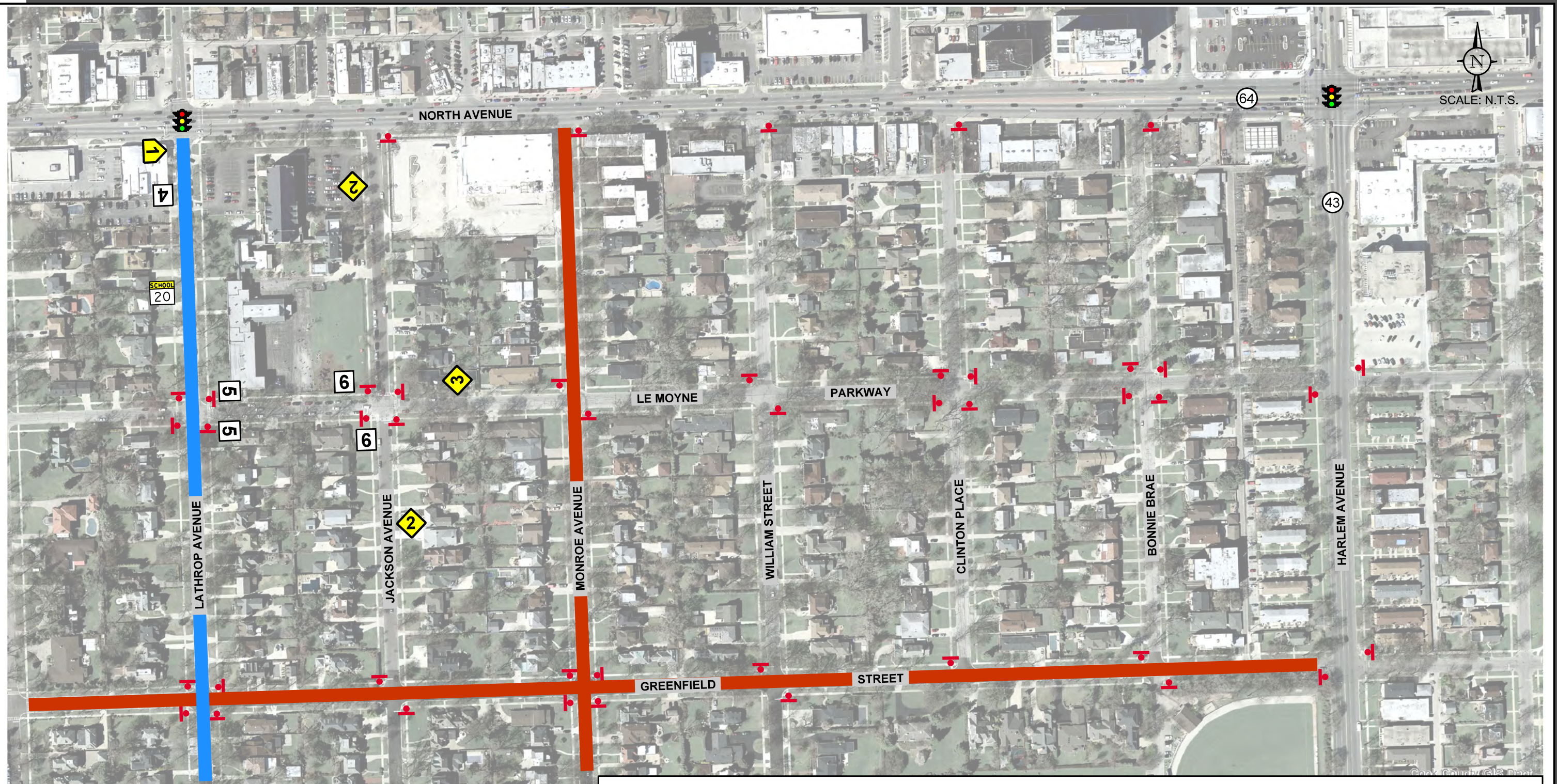






<span style="color: purple;">—</span> - 2 HOUR PARKING	<span style="color: orange;">—</span> - LOADING ZONE	<span style="color: green;">—</span> - PARKING
<span style="color: lightblue;">—</span> - 15 MINUTE PARKING	<span style="color: red;">—</span> - NO PARKING	<span style="color: yellow;">—</span> - STUDENT LOADING
<span style="color: blue;">—</span> - 15 MINUTE PARKING SCHOOL DAYS	<span style="color: pink;">—</span> - NO PARKING 8AM-5PM MON-FRI	<span style="color: limegreen;">—</span> - NO PARKING ANYTIME EXCEPT SUNDAYS









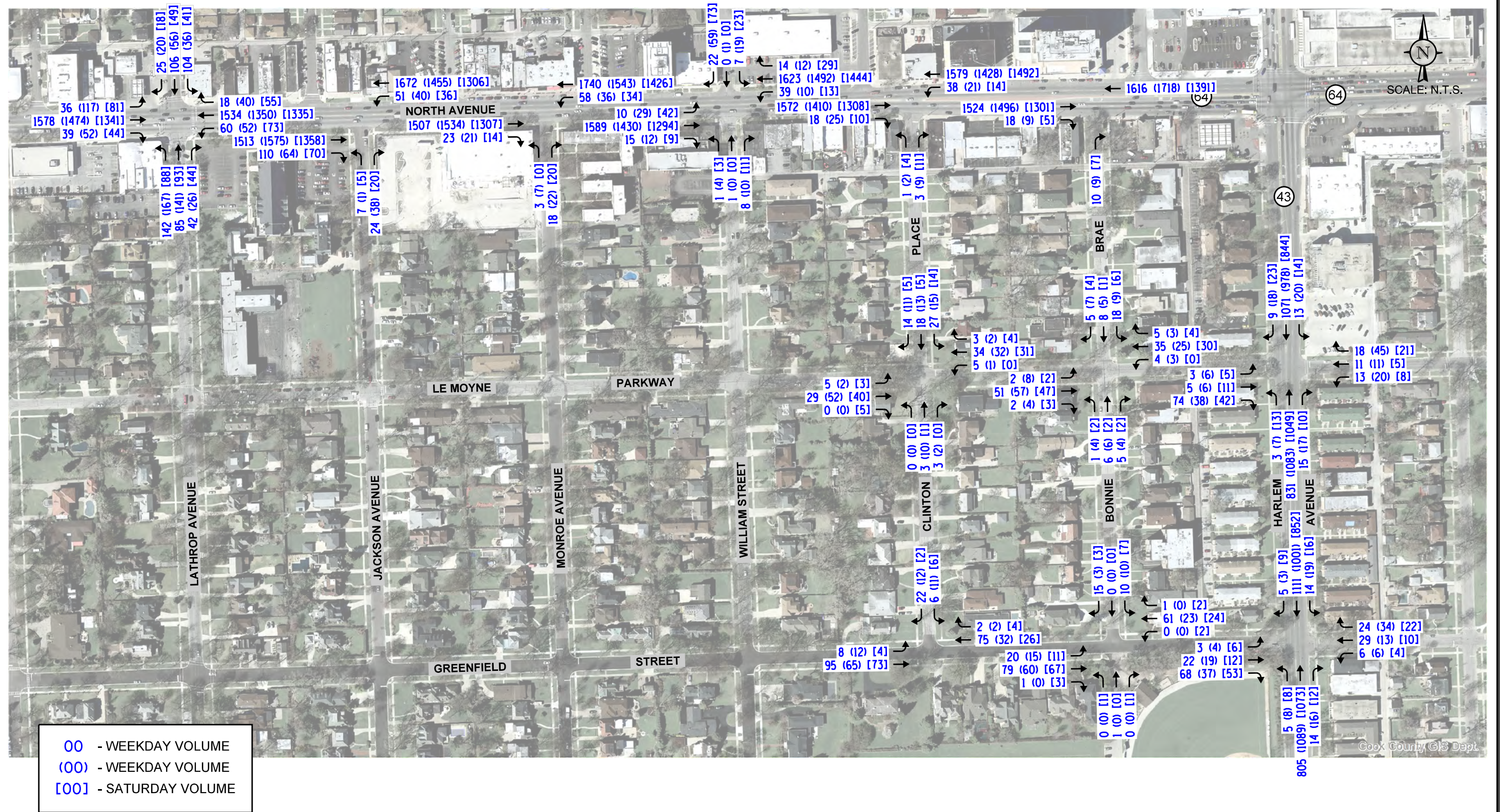
- 00 - WEEKDAY VOLUME
- (00) - SATURDAY VOLUME
- 00 - AVERAGE DAILY TRAFFIC (ADT)





00 - AVERAGE SPEED  
 (00) - 85TH PERCENTILE SPEED











## Daily Traffic Count/Speed Surveys

Latitude: 0' 0.0000 South

[illegible]



Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99			Speed	in Pace
03/06/22	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9-18	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
07:00	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
08:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
09:00	3	5	3	3	0	0	0	0	0	0	0	0	0	0	0	14	15-24	8
10:00	4	7	10	0	0	0	0	0	0	0	0	0	0	0	0	21	16-25	17
11:00	1	10	6	3	0	0	0	0	0	0	0	0	0	0	0	20	16-25	16
12 PM	2	6	15	5	0	0	0	0	0	0	0	0	0	0	0	28	16-25	21
13:00	1	6	13	3	1	0	0	0	0	0	0	0	0	0	0	24	16-25	19
14:00	5	5	6	6	2	0	0	0	0	0	0	0	0	0	0	24	19-28	12
15:00	2	6	11	4	0	0	0	0	0	0	0	0	0	0	0	23	16-25	17
16:00	3	5	7	3	0	0	0	0	0	0	0	0	0	0	0	18	16-25	12
17:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8	13-22	4
18:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
19:00	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	12	16-25	8
20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1
23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	2
Total	34	72	92	32	4	0	0	0	0	0	0	0	0	0	0	234		
Percent	14.5%	30.8%	39.3%	13.7%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	09:00												10:00		
Vol.	4	10	10	3												21		
PM Peak	14:00	12:00	12:00	14:00	14:00											12:00		
Vol.	5	6	15	6	2											28		
Total	229	396	560	189	26	3	0	0	0	0	0	0	0	0	0	1403		
Percent	16.3%	28.2%	39.9%	13.5%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	16-25 MPH
Number in Pace :	956	
Percent in Pace :	68.1%	
Number of Vehicles > 25 MPH :	218	
Percent of Vehicles > 25 MPH :	15.5%	
Mean Speed(Average) :	20 MPH	





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Speed		Total		Number	
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	in		Pace		Total		in	
03/04/22		0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2	15-24	2	2	15-24	2
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	14-23	1	1	14-23	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	0	0	*	*
	05:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4	21-30	5	5	21-30	4
	06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1	9-18	2	2	9-18	1
	07:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6	11-20	4	11-20	6	6	11-20	4
	08:00	4	1	6	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7	16-25	11	11	16-25	7
	09:00	4	8	8	1	1	0	0	0	0	0	0	0	0	0	22	16-25	16	16-25	22	22	16-25	16
	10:00	7	4	2	0	0	0	0	0	0	0	0	0	0	0	13	16-25	6	16-25	13	13	16-25	6
	11:00	5	5	8	2	0	0	0	0	0	0	0	0	0	0	20	16-25	13	16-25	20	20	16-25	13
	12 PM	2	5	2	1	0	0	0	0	0	0	0	0	0	0	10	16-25	7	16-25	10	10	16-25	7
	13:00	2	4	7	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11	16-25	13	13	16-25	11
	14:00	5	4	6	0	0	0	0	0	0	0	0	0	0	0	15	16-25	10	16-25	15	15	16-25	10
	15:00	3	4	5	1	0	0	0	0	0	0	0	0	0	0	13	16-25	9	16-25	13	13	16-25	9
	16:00	2	6	5	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11	16-25	14	14	16-25	11
	17:00	4	7	4	1	0	0	0	0	0	0	0	0	0	0	16	16-25	11	16-25	16	16	16-25	11
	18:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7	15-24	5	15-24	7	7	15-24	5
	19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3	9-18	5	5	9-18	3
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	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	14-23	1	1	14-23	1
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	9-18	1	1	9-18	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	0	0	*	*
Total		45	60	62	10	3	0	0	0	0	0	0	0	0	0	180				180			
Percent		25.0%	33.3%	34.4%	5.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								
AM Peak		10:00	09:00	09:00	11:00	09:00										09:00				09:00			
Vol.		7	8	8	2	1										22				22			
PM Peak		14:00	17:00	13:00	12:00	18:00										17:00				17:00			
Vol.		5	7	7	1	2										16				16			





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99	999		Speed	in Pace
03/06/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
08:00	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
09:00	1	3	8	2	0	0	0	0	0	0	0	0	0	0	0	14	16-25	11
10:00	2	2	7	1	0	0	0	0	0	0	0	0	0	0	0	12	16-25	9
11:00	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	9	16-25	6
12 PM	5	12	4	5	0	0	0	0	0	0	0	0	0	0	0	26	16-25	16
13:00	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
14:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
15:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	11-20	5
16:00	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	5	20-29	3
17:00	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	9	6-15	4
18:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	27	43	47	16	0	0	0	0	0	0	0	0	0	0	0	133		
Percent	20.3%	32.3%	35.3%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	09:00	09:00												09:00		
Vol.	2	3	8	2												14		
PM Peak	17:00	12:00	12:00	12:00												12:00		
Vol.	6	12	217	63												26		
Total	180	213	217	127												680		
Percent	26.5%	31.3%	31.9%	9.3%														

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	430
	Percent in Pace :	63.2%
Number of Vehicles > 25 MPH :		70
Percent of Vehicles > 25 MPH :		10.3%
Mean Speed(Average) :		18 MPH

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																																		
Start Time	15	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace	Speed	Number in Pace		
03/03/22	0	1	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	1	1	9-18	1		
01:00	0	1	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	1	1	9-18	1		
02:00	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	*	*		
03:00	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	*	*		
04:00	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	1	14-23	1	1		
05:00	3	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21-30	2	2		
06:00	1	6	8	8	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16-25	14	14		
07:00	10	11	16	16	7	3	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	16-25	27	27		
08:00	7	9	21	7	1	1	7	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	16-25	30	30		
09:00	12	14	13	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	16-25	27	27		
10:00	15	13	10	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	16-25	23	23		
11:00	11	18	16	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	16-25	34	34		
12 PM	12	10	13	4	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	16-25	23	23		
13:00	8	10	16	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	16-25	26	26		
14:00	8	13	22	5	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	16-25	35	35		
15:00	14	11	19	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	16-25	30	30		
16:00	20	16	10	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	16-25	26	26		
17:00	13	22	17	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	16-25	39	39		
18:00	7	16	16	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	16-25	32	32		
19:00	1	6	11	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16-25	17	17		
20:00	5	4	4	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	16-25	8	8		
21:00	1	2	4	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	7	16-25	6	6		
22:00	1	2	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	19-28	6	6		
23:00	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	1	9-18	1	1		
Total	149	186	221	61	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626					
Percent	23.8%	29.7%	35.3%	9.7%	1.1%	1.1%	0.3%	0.3%	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%	0.0%	0.0%	11:00					
AM Peak	10:00	11:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00																		49				
Vol.	15	18	21	7	3	3	1	1																										
PM Peak	16:00	17:00	14:00	14:00	12:00	12:00																								17:00				
Vol.	20	22	22	5	1	1																								55				





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in		Pace		Number		in		Pace	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Pace		Number		in		Pace		Number	
03/05/22	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1		24-33		1		24-33		1	
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1		14-23		1		14-23		1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		*		*		*		*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		*		*		*		*	
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2		15-24		2		15-24		2	
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*		*		*		*		*	
06:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	5		16-25		5		16-25		5	
07:00	3	1	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	6		16-25		6		16-25		6	
08:00	8	7	7	5	1	0	0	0	0	0	0	0	0	0	28	16-25	14		16-25		14		16-25		14	
09:00	3	7	13	8	0	0	0	0	0	0	0	0	0	0	31	19-28	21		19-28		21		19-28		21	
10:00	10	11	19	7	3	0	0	0	0	0	0	0	0	0	50	16-25	30		16-25		30		16-25		30	
11:00	8	17	20	9	1	0	0	0	0	0	0	0	0	0	55	16-25	37		16-25		37		16-25		37	
12 PM	5	14	26	9	1	0	0	0	0	0	0	0	0	0	55	16-25	40		16-25		40		16-25		40	
13:00	7	12	17	4	0	0	0	0	0	0	0	0	0	0	40	16-25	29		16-25		29		16-25		29	
14:00	8	16	18	3	2	0	0	0	0	0	0	0	0	0	47	16-25	34		16-25		34		16-25		34	
15:00	9	8	11	6	2	1	0	0	0	0	0	0	0	0	37	16-25	19		16-25		19		16-25		19	
16:00	5	8	14	6	1	0	0	0	0	0	0	0	0	0	34	16-25	22		16-25		22		16-25		22	
17:00	5	11	11	6	0	0	0	0	0	0	0	0	0	0	33	16-25	22		16-25		22		16-25		22	
18:00	4	7	13	2	0	0	0	0	0	0	0	0	0	0	26	16-25	20		16-25		20		16-25		20	
19:00	5	4	8	2	0	0	0	0	0	0	0	0	0	0	19	16-25	12		16-25		12		16-25		12	
20:00	5	1	4	1	1	1	0	0	0	0	0	0	0	0	13	19-28	5		19-28		5		19-28		5	
21:00	2	3	1	2	0	0	0	0	0	0	0	0	0	0	8	16-25	4		16-25		4		16-25		4	
22:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4		16-25		4		16-25		4	
23:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7		16-25		7		16-25		7	
Total	94	134	199	70	13	2	0	0	0	0	0	0	0	0	512											
Percent	18.4%	26.2%	38.9%	13.7%	2.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	10:00	11:00	11:00	11:00	10:00										11:00											
Vol.	10	17	20	9	3										55											
PM Peak	15:00	14:00	12:00	12:00	14:00	15:00									12:00											
Vol.	9	16	26	9	2	1									55											



Latitude: 0' 0.0000 South

[illegible]



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Number	
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in	Pace
03/18/22		0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	06:00	1	0	4	2	2	0	0	0	0	0	0	0	0	0	1	9-18	1	
	07:00	1	5	6	3	0	0	0	0	0	0	0	0	0	0	9	21-30	6	
	08:00	1	4	12	3	1	0	0	0	0	0	0	0	0	0	15	16-25	11	
	09:00	0	5	3	3	1	0	0	0	0	0	0	0	0	0	21	16-25	16	
	10:00	1	3	7	2	0	0	0	0	0	0	0	0	0	0	12	16-25	8	
	11:00	1	4	13	4	1	1	0	0	0	0	0	0	0	0	13	16-25	10	
	12 PM	2	10	12	6	0	0	0	0	0	0	0	0	0	0	24	16-25	17	
	13:00	1	1	14	8	0	0	0	0	0	0	0	0	0	0	30	16-25	22	
	14:00	0	2	18	11	2	0	0	0	0	0	0	0	0	0	24	21-30	22	
	15:00	1	3	23	23	2	0	0	0	0	0	0	0	0	0	33	21-30	29	
	16:00	0	8	33	29	5	1	0	0	0	0	0	0	0	0	52	21-30	46	
	17:00	0	3	26	14	5	2	0	1	0	0	0	0	0	0	76	21-30	62	
	18:00	2	7	17	10	4	0	0	0	0	0	0	0	0	0	51	21-30	40	
	19:00	1	2	9	6	1	0	0	0	0	0	0	0	0	0	40	21-30	27	
	20:00	0	3	9	4	0	0	0	0	0	0	0	0	0	0	19	21-30	15	
	21:00	0	1	11	2	0	0	0	0	0	0	0	0	0	0	16	19-28	13	
	22:00	1	2	7	2	0	0	0	0	0	0	0	0	0	0	14	19-28	13	
	23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	12	16-25	9	
Total		13	68	226	132	24	4	0	1	0	0	0	0	0	0	468			
Percent		2.8%	14.5%	48.3%	28.2%	5.1%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	06:00	1	5	13	4	2	1									11:00			
Vol.		1	5	13	4	2	1									24			
PM Peak	12:00	2	10	33	29	5	2		17:00							16:00			
Vol.		2	10	33	29	5	2		1							76			

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Speed	in Pace
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
03/19/22	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	29-38	1
07:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
08:00	1	2	10	1	0	0	0	0	0	0	0	0	0	0	0	2	9-18	1
09:00	1	3	11	4	2	0	0	0	0	0	0	0	0	0	0	14	16-25	12
10:00	1	0	9	2	0	0	0	0	0	0	0	0	0	0	0	21	21-30	15
11:00	3	6	19	8	1	0	0	0	0	0	0	0	0	0	0	12	20-29	11
12 PM	1	5	24	16	2	1	0	0	0	0	0	0	0	0	0	37	21-30	27
13:00	4	3	17	12	0	0	0	0	0	0	0	0	0	0	0	49	21-30	40
14:00	0	4	16	15	5	1	0	0	0	0	0	0	0	0	0	36	21-30	29
15:00	2	7	17	6	1	0	0	0	0	0	0	0	0	0	0	41	21-30	31
16:00	1	5	17	16	2	1	0	0	0	0	0	0	0	0	0	33	16-25	24
17:00	0	8	24	15	3	1	0	0	0	0	0	0	0	0	0	42	21-30	33
18:00	1	3	20	10	1	0	0	0	0	0	0	0	0	0	0	51	21-30	39
19:00	0	4	13	8	0	0	0	0	0	0	0	0	0	0	0	35	21-30	30
20:00	0	7	10	1	0	0	0	0	0	0	0	0	0	0	0	25	21-30	21
21:00	1	0	12	3	0	0	0	0	0	0	0	0	0	0	0	18	16-25	17
22:00	0	4	8	2	0	0	0	0	0	0	0	0	0	0	0	16	21-30	15
23:00	1	5	3	4	0	0	0	0	0	0	0	0	0	0	0	14	16-25	12
Total	19	70	232	125	17	5	0	0	0	0	0	0	0	0	0	13	16-25	8
Percent	4.1%	15.0%	49.6%	26.7%	3.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	468		
AM Peak	11:00	11:00	11:00	11:00	09:00	05:00										11:00		
Vol.	3	6	19	8	2	1										37		
PM Peak	13:00	17:00	12:00	12:00	14:00	12:00										17:00		
Vol.	4	8	24	16	5	1										51		

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Speed	in Pace
03/20/22	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	5	26-35
01:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	*
06:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9-18
08:00	0	2	6	6	5	0	0	0	0	0	0	0	0	0	0	1	9-18
09:00	0	2	9	9	5	0	0	0	0	0	0	0	0	0	0	13	21-30
10:00	1	1	20	4	0	0	0	0	0	0	0	0	0	0	0	16	21-30
11:00	2	3	9	11	11	2	0	0	0	0	0	0	0	0	0	26	21-30
12 PM	1	5	17	16	3	3	0	0	0	0	0	0	0	0	0	27	21-30
13:00	1	3	22	9	3	3	0	0	0	0	0	0	0	0	0	42	21-30
14:00	0	3	21	16	0	0	0	0	0	0	0	0	0	0	0	38	21-30
15:00	2	6	17	12	3	3	1	0	0	0	0	0	0	0	0	40	21-30
16:00	0	4	18	15	2	2	1	0	0	0	0	0	0	0	0	41	21-30
17:00	0	8	15	19	4	4	0	0	0	0	0	0	0	0	0	40	21-30
18:00	2	3	13	14	3	3	0	0	0	0	0	0	0	0	0	46	21-30
19:00	0	3	13	7	2	2	0	0	0	0	0	0	0	0	0	35	21-30
20:00	2	0	8	2	1	1	0	0	0	0	0	0	0	0	0	25	21-30
21:00	0	3	8	1	0	0	1	0	0	0	0	0	0	0	0	13	20-29
22:00	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0	13	16-25
23:00	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	15-24
Total	14	51	201	141	3	25	3	0	0	1	0	0	0	0	0	436	3
Percent	3.2%	11.7%	46.1%	32.3%	5.7%	0.7%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	11:00	10:00	11:00	11:00											11:00	
Vol.	2	3	20	11	2											27	
PM Peak	15:00	17:00	13:00	17:00	17:00	17:00	15:00			22:00						17:00	
Vol.	2	8	22	19	4	1	17	0	0	1	0	0	0	0	0	46	
Total	63	245	908	513	85	17	1	1	1	1	0	0	0	0	0	1833	
Percent	3.4%	13.4%	49.5%	28.0%	4.6%	0.9%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1421
	Percent in Pace :	77.5%
	Number of Vehicles > 25 MPH :	617
	Percent of Vehicles > 25 MPH :	33.7%
	Mean Speed(Average) :	24 MPH



Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		Speed	in Pace
Time																		
03/17/22	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24:33	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24:33	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	20:29	4
05:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5	26:35	3
06:00	1	1	3	8	2	1	0	0	0	0	0	0	0	0	0	16	21:30	11
07:00	2	12	22	25	6	1	0	0	0	0	0	0	0	0	0	68	21:30	47
08:00	1	8	26	21	5	1	0	0	0	0	0	0	0	0	0	62	21:30	47
09:00	0	5	18	7	3	3	0	0	0	0	0	0	0	0	0	36	21:30	25
10:00	1	5	23	9	1	1	0	0	0	0	0	0	0	0	0	40	21:30	32
11:00	1	6	21	15	1	0	0	0	0	0	0	0	0	0	0	44	21:30	36
12 PM	0	8	21	22	6	0	1	0	0	0	0	0	0	0	0	58	21:30	43
13:00	1	3	27	17	2	0	0	0	0	0	0	0	0	0	0	50	21:30	44
14:00	2	11	33	21	4	0	0	0	0	0	0	0	0	0	0	71	21:30	54
15:00	1	19	37	24	5	0	0	0	0	0	0	0	0	0	0	86	21:30	61
16:00	5	11	37	25	3	0	0	0	0	0	0	0	0	0	0	81	21:30	62
17:00	3	5	34	29	5	0	0	0	0	0	0	0	0	0	0	76	21:30	63
18:00	1	15	34	18	3	0	1	0	0	0	0	0	0	0	0	72	21:30	52
19:00	3	6	13	15	2	0	0	0	0	0	0	0	0	0	0	39	21:30	28
20:00	1	6	10	6	1	0	0	0	0	0	0	0	0	0	0	24	16:25	16
21:00	0	4	6	4	2	0	0	0	0	0	0	0	0	0	0	16	21:30	10
22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	19:28	4
23:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	21:30	3
Total	23	127	369	276	54	8	2	0	0	0	0	0	0	0	0	859		
Percent	2.7%	14.8%	43.0%	32.1%	6.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	07:00	09:00										07:00		
Vol.	2	12	26	25	6	3										68		
PM Peak	16:00	15:00	15:00	17:00	12:00		12:00									15:00		
Vol.	5	19	37	29	6	1										86		

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Speed	in Pace
Time																		
03/19/22	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20-29	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	24-33	2
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	2
06:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	19-28	4
07:00	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0	13	19-28	9
08:00	1	2	12	6	3	1	0	0	0	0	0	0	0	0	0	25	21-30	18
09:00	0	3	18	14	3	0	0	0	0	0	0	0	0	0	0	38	21-30	32
10:00	4	10	27	14	1	0	1	0	0	0	0	0	0	0	0	57	21-30	41
11:00	0	10	35	19	4	0	0	0	0	0	0	0	0	0	0	68	21-30	54
12 PM	1	8	42	20	5	0	0	0	0	0	0	0	0	0	0	76	21-30	62
13:00	2	7	38	24	5	1	0	0	0	0	0	0	0	0	0	77	21-30	62
14:00	1	5	25	27	4	0	0	0	0	0	0	0	0	0	0	62	21-30	52
15:00	1	7	24	22	9	0	0	0	0	0	0	0	0	0	0	63	21-30	46
16:00	1	4	24	20	4	1	0	0	0	0	0	0	0	0	0	54	21-30	44
17:00	0	4	18	11	3	0	0	0	0	0	0	0	0	0	0	36	21-30	29
18:00	0	3	10	13	8	1	0	0	0	0	0	0	0	0	0	35	21-30	23
19:00	0	1	3	11	2	1	0	0	0	0	0	0	0	0	0	18	21-30	14
20:00	0	2	5	5	3	0	0	0	0	0	0	0	0	0	0	15	21-30	10
21:00	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10	20-29	9
22:00	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7	21-30	5
23:00	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	9	21-30	7
Total	12	72	307	224	58	5	1	0	0	0	0	0	0	0	0	679		
Percent	1.8%	10.6%	45.2%	33.0%	8.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	08:00	10:00									11:00		
Vol.	4	10	35	19	4	1	1									68		
PM Peak	13:00	12:00	12:00	14:00	15:00	13:00										13:00		
Vol.	2	8	42	27	9	1										77		



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/20/22		0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
01:00		0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
02:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00		0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
07:00		0	0	5	5	1	0	0	0	0	0	0	0	0	0	11	21-30	10
08:00		0	1	7	10	2	0	0	0	0	0	0	0	0	0	20	21-30	17
09:00		0	4	11	9	3	1	1	0	0	0	0	0	0	0	29	21-30	20
10:00		2	7	26	27	9	0	0	0	0	0	0	0	0	0	71	21-30	53
11:00		0	3	14	31	9	1	0	0	0	0	0	0	0	0	58	21-30	45
12 PM		1	7	17	24	8	4	0	0	0	0	0	0	0	0	61	21-30	41
13:00		0	5	15	30	6	0	0	0	0	0	0	0	0	0	56	21-30	45
14:00		1	3	19	21	7	0	1	0	0	0	0	0	0	0	52	21-30	40
15:00		3	4	24	18	8	1	0	0	0	0	0	0	0	0	58	21-30	42
16:00		0	2	10	15	7	0	0	0	0	0	0	0	0	0	34	21-30	25
17:00		0	3	19	13	4	2	0	0	0	0	0	0	0	0	41	21-30	32
18:00		0	5	11	8	1	0	0	0	0	0	0	0	0	0	25	21-30	19
19:00		1	8	6	12	4	0	0	0	0	0	0	0	0	0	31	21-30	18
20:00		1	3	6	7	3	0	0	0	0	0	0	0	0	0	20	21-30	13
21:00		0	1	1	4	0	0	0	0	0	0	0	0	0	0	6	21-30	5
22:00		2	0	3	1	1	1	0	0	0	0	0	0	0	0	8	21-30	4
23:00		0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
Total		11	58	199	240	74	10	2	0	0	0	0	0	0	0	594		
Percent	1.9%	9.8%	33.5%	40.4%	12.5%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	10:00	10:00	09:00	09:00								10:00		
Vol.	2	7	26	31	9	1	1	1								71		
PM Peak	15:00	19:00	15:00	13:00	12:00	12:00	12:00	14:00								12:00		
Vol.	3	8	24	30	8	4	4	1								61		
Total	65	367	1246	1013	254	32	32	7	1	0	0	0	0	0	0	2985		
Percent	2.2%	12.3%	41.7%	33.9%	8.5%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 2259  
Percent in Pace : 75.7%  
Number of Vehicles > 25 MPH : 1307  
Percent of Vehicles > 25 MPH : 43.8%  
Mean Speed(Average) : 25 MPH

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Speed		Total		75		99		76		in	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99	24-33		2		0		0		0		2	
03:17:22	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24-33		1		0		0		0		24-33	
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	24-33		1		0		0		0		24-33	
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25-34		2		0		0		0		25-34	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9-18		1		0		0		0		9-18	
04:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	20-29		5		0		0		0		20-29	
05:00	0	0	1	3	1	1	0	0	0	0	0	0	0	0	26-35		6		0		0		0		26-35	
06:00	1	2	7	9	3	1	0	0	0	0	0	0	0	0	21-30		23		0		0		0		21-30	
07:00	4	16	30	29	7	1	0	0	0	0	0	0	0	0	21-30		87		0		0		0		21-30	
08:00	2	12	43	29	6	1	0	0	0	0	0	0	0	0	21-30		93		0		0		0		21-30	
09:00	2	7	26	11	4	3	0	0	0	0	0	0	0	0	21-30		53		0		0		0		21-30	
10:00	2	8	27	13	1	2	0	0	0	0	0	0	0	0	21-30		53		0		0		0		21-30	
11:00	1	8	34	19	2	0	0	0	0	0	0	0	0	0	21-30		64		0		0		0		21-30	
12 PM	0	9	35	25	7	0	1	0	0	0	0	0	0	0	21-30		77		0		0		0		21-30	
13:00	2	4	45	21	3	0	0	0	0	0	0	0	0	0	21-30		75		0		0		0		21-30	
14:00	2	15	47	23	6	0	0	0	0	0	0	0	0	0	21-30		93		0		0		0		21-30	
15:00	5	27	65	37	6	3	0	0	0	0	0	0	0	0	21-30		143		0		0		0		21-30	
16:00	7	14	69	42	5	0	0	0	0	0	0	0	0	0	21-30		137		0		0		0		21-30	
17:00	4	9	67	53	7	0	0	0	0	0	0	0	0	0	21-30		140		0		0		0		21-30	
18:00	2	20	59	33	3	1	1	0	0	0	0	0	0	0	21-30		119		0		0		0		21-30	
19:00	4	15	23	20	3	0	0	0	0	0	0	0	0	0	21-30		65		0		0		0		21-30	
20:00	1	8	21	8	2	0	0	0	0	0	0	0	0	0	16-25		40		0		0		0		16-25	
21:00	0	5	10	6	3	0	0	0	0	0	0	0	0	0	19-28		24		0		0		0		19-28	
22:00	0	2	7	3	0	0	0	0	0	0	0	0	0	0	19-28		12		0		0		0		19-28	
23:00	1	0	1	3	0	0	0	0	0	0	0	0	0	0	21-30		5		0		0		0		21-30	
Total	40	183	618	391	73	13	2	0	0	0	0	0	0	0			1320									
Percent	3.0%	13.9%	46.8%	29.6%	5.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	07:00	07:00	08:00	07:00	07:00	09:00											08:00									
Vol.	4	16	43	29	7	3											93									
PM Peak	16:00	15:00	16:00	17:00	12:00	15:00	12:00										15:00									
Vol.	7	27	69	53	7	3	1										143									

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in		Pace		Number		in		Pace	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Pace		Number		in		Pace		Number	
03/18/22	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4		16-25		4		16-25		4	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		9-18		1		9-18		1	
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1		14-23		1		14-23		1	
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1		19-28		1		19-28		1	
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2		24-33		2		24-33		2	
05:00	0	2	3	5	1	0	0	0	0	0	0	0	0	0	11	21-30	8		21-30		8		21-30		8	
06:00	1	1	13	6	2	2	0	0	0	0	0	0	0	0	25	21-30	19		21-30		19		21-30		19	
07:00	4	12	32	17	3	0	1	0	0	0	0	0	0	0	69	21-30	49		21-30		49		21-30		49	
08:00	2	15	40	23	7	0	0	0	0	0	0	0	0	0	87	21-30	63		21-30		63		21-30		63	
09:00	2	12	30	13	3	2	0	0	0	0	0	0	0	0	62	19-28	43		19-28		43		19-28		43	
10:00	3	9	23	16	3	0	0	0	0	0	0	0	0	0	54	21-30	39		21-30		39		21-30		39	
11:00	2	16	42	19	7	1	1	0	0	0	0	0	0	0	88	21-30	61		21-30		61		21-30		61	
12 PM	3	20	40	27	3	0	0	0	0	0	0	0	0	0	93	21-30	67		21-30		67		21-30		67	
13:00	2	7	35	24	8	0	0	0	0	0	0	0	0	0	76	21-30	59		21-30		59		21-30		59	
14:00	1	6	47	32	10	0	0	0	0	0	0	0	0	0	96	21-30	79		21-30		79		21-30		79	
15:00	3	10	53	66	11	0	0	1	0	0	0	0	0	0	144	21-30	119		21-30		119		21-30		119	
16:00	0	15	61	47	10	4	0	0	0	0	0	0	0	0	137	21-30	108		21-30		108		21-30		108	
17:00	3	8	56	42	11	3	0	1	0	0	0	0	0	0	124	21-30	98		21-30		98		21-30		98	
18:00	3	17	41	21	8	0	0	0	0	0	0	0	0	0	90	21-30	62		21-30		62		21-30		62	
19:00	2	9	28	23	2	0	0	0	0	0	0	0	0	0	64	21-30	51		21-30		51		21-30		51	
20:00	0	6	18	7	0	0	0	0	0	0	0	0	0	0	31	19-28	25		19-28		25		19-28		25	
21:00	0	4	18	6	0	1	0	0	0	0	0	0	0	0	29	20-29	24		20-29		24		20-29		24	
22:00	1	3	11	7	0	0	0	0	0	0	0	0	0	0	22	21-30	18		21-30		18		21-30		18	
23:00	0	3	3	1	2	0	0	0	0	0	0	0	0	0	9	16-25	6		16-25		6		16-25		6	
Total	32	178	597	405	92	13	2	2	0	0	0	0	0	0	1321											
Percent	2.4%	13.5%	45.2%	30.7%	7.0%	1.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	07:00	11:00	11:00	08:00	08:00	06:00	07:00								11:00											
Vol.	4	16	42	23	7	2	1								88											
PM Peak	12:00	12:00	16:00	15:00	15:00	16:00		15:00							15:00											
Vol.	3	20	61	66	11	4		1							144											









Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99	999		Speed	in Pace
03/06/22	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	6	2	3	1	0	0	0	0	0	0	0	0	0	0	7	19-28	7
09:00	6	6	7	2	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
10:00	4	5	9	4	0	0	0	0	0	0	0	0	0	0	0	21	16-25	13
11:00	14	8	6	3	1	0	0	0	0	0	0	0	0	0	0	22	16-25	14
12 PM	3	8	6	2	1	0	0	0	0	0	0	0	0	0	0	32	15-24	14
13:00	4	6	5	4	0	0	0	0	0	0	0	0	0	0	0	20	16-25	14
14:00	3	6	6	2	2	2	0	0	0	0	0	0	0	0	0	19	16-25	11
15:00	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	21	16-25	12
16:00	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7	19-28	4
17:00	1	5	3	3	0	0	0	0	0	0	0	0	0	0	0	9	11-20	6
18:00	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	12	16-25	8
19:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	9	21-30	8
20:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	5	19-28	4
21:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	5
22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	4	20-29	4
23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	19-28	4
Total	40	64	67	40	7	2	0	0	0	0	0	0	0	0	0	220		1
Percent	18.2%	29.1%	30.5%	18.2%	3.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	10:00	08:00											11:00		
Vol.	14	8	9	4	1											32		
PM Peak	13:00	12:00	12:00	13:00	14:00	14:00										14:00		
Vol.	4	8	6	4	2	2										21		
Total	214	331	351	185	48	7	2	0	0	0	0	0	0	0	0	1138		
Percent	18.8%	29.1%	30.8%	16.3%	4.2%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	682
Percent in Pace :	59.9%
Number of Vehicles > 25 MPH :	242
Percent of Vehicles > 25 MPH :	21.3%
Mean Speed(Average) :	20 MPH

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:06:22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00		1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
06:00		0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	10-19	2
07:00		0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
08:00		1	1	5	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
09:00		3	4	4	0	0	0	0	0	0	0	0	0	0	0	11	16-25	8
10:00		4	2	3	1	0	0	0	0	0	0	0	0	0	0	10	15-24	5
11:00		9	3	1	1	0	0	0	0	0	0	0	0	0	0	14	1-10	6
12 PM		7	6	3	0	0	0	0	0	0	0	0	0	0	0	16	13-22	9
13:00		5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	6
14:00		3	4	1	2	1	0	0	0	0	0	0	0	0	0	11	14-23	5
15:00		2	2	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
16:00		1	8	2	0	0	0	0	0	0	0	0	0	0	0	11	15-24	10
17:00		2	4	0	1	0	0	0	0	0	0	0	0	0	0	7	11-20	5
18:00		1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
19:00		2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
20:00		1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
21:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00		1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
23:00		1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
Total		47	43	36	7	1	0	0	0	0	0	0	0	0	0	134		
Percent		35.1%	32.1%	26.9%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	09:00	08:00	06:00											11:00		
Vol.		9	4	5	2											14		
PM Peak		12:00	16:00	15:00	14:00	14:00										12:00		
Vol.		7	8	5	2	1	1									16		
Total		215	222	186	37	4	4	0	0	0	0	0	0	0	0	665		
Percent		32.3%	33.4%	28.0%	5.6%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	408
	Percent in Pace :	61.4%
	Number of Vehicles > 25 MPH :	42
	Percent of Vehicles > 25 MPH :	6.3%
	Mean Speed(Average) :	17 MPH











Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Number	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	Total	Speed	in	Pace
03:17:22	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	29-38	2	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	
05:00	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	6	31-40	3	
06:00	2	0	4	2	1	2	1	2	0	0	0	0	0	0	0	14	21-30	6	
07:00	2	8	11	26	16	9	2	0	0	0	0	0	0	0	0	74	26-35	42	
08:00	0	5	9	21	14	3	1	0	0	0	0	0	0	0	0	53	26-35	35	
09:00	0	5	9	10	6	2	2	0	1	0	0	0	0	0	0	35	21-30	19	
10:00	0	6	8	11	5	1	0	0	0	0	0	0	0	0	0	31	21-30	19	
11:00	3	4	16	16	7	2	0	0	0	0	0	0	0	0	0	48	21-30	32	
12 PM	0	3	17	12	9	3	0	0	0	0	0	0	0	0	0	44	21-30	29	
13:00	6	6	16	14	7	0	0	0	0	0	0	0	0	0	0	49	21-30	30	
14:00	4	12	24	14	10	1	0	0	0	0	0	0	0	0	0	65	21-30	38	
15:00	3	18	17	23	7	3	0	0	0	0	0	0	0	0	0	71	21-30	40	
16:00	6	6	25	24	18	3	1	0	0	0	0	0	0	0	0	83	21-30	49	
17:00	7	10	23	26	9	4	0	0	0	0	0	0	0	0	0	79	21-30	49	
18:00	3	4	16	12	14	4	1	0	0	0	0	0	0	0	0	54	21-30	28	
19:00	0	0	12	11	5	1	0	0	0	0	0	0	0	0	0	29	21-30	23	
20:00	1	0	5	11	8	2	0	0	0	0	0	0	0	0	0	27	26-35	19	
21:00	2	1	2	3	3	2	0	0	0	0	0	0	0	0	0	13	24-33	6	
22:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	24-33	5	
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	25-34	2	
Total	39	89	217	240	146	44	9	2	1	0	0	0	0	0	0	787			
Percent	5.0%	11.3%	27.6%	30.5%	18.6%	5.6%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	11:00	07:00	11:00	07:00	07:00	07:00	07:00	06:00	09:00							07:00			
Vol.	3	8	16	26	16	9	2	2	1							74			
PM Peak	17:00	15:00	16:00	17:00	16:00	17:00	16:00									16:00			
Vol.	7	18	25	26	18	4	1									83			







Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/20/22		0	0	1	2	0	0	1	0	0	0	0	0	0	0	4	20-29	3
	01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
	05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	20-29	4
	08:00	0	1	6	3	2	1	1	0	0	0	0	0	0	0	14	21-30	9
	09:00	0	0	8	8	8	7	0	0	0	0	0	0	0	0	31	21-30	16
	10:00	2	4	10	15	4	3	3	1	0	0	0	0	0	0	42	21-30	25
	11:00	1	4	11	17	6	2	0	0	0	0	0	0	0	0	41	21-30	28
	12 PM	2	8	28	17	7	0	0	0	0	0	0	0	0	0	62	21-30	45
	13:00	7	7	20	27	10	2	1	0	0	0	0	0	0	0	74	21-30	47
	14:00	1	3	25	15	2	4	0	0	0	0	0	0	0	0	50	21-30	40
	15:00	3	6	13	17	9	1	0	0	0	0	0	0	0	0	49	21-30	30
	16:00	4	7	21	12	13	4	0	0	0	0	0	0	0	0	61	21-30	33
	17:00	1	9	21	20	8	4	2	0	0	0	0	0	0	0	65	21-30	41
	18:00	2	3	12	17	5	2	0	0	0	0	0	0	0	0	41	21-30	29
	19:00	0	2	6	18	6	3	1	0	0	0	0	0	0	0	36	26-35	24
	20:00	2	2	6	7	5	0	1	0	0	0	0	0	0	0	23	21-30	13
	21:00	0	0	1	5	3	3	0	0	0	0	0	0	0	0	12	25-34	8
	22:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5	31-40	2
	23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
Total		25	57	193	205	93	37	11	1	0	0	0	0	0	0	622		
Percent		4.0%	9.2%	31.0%	33.0%	15.0%	5.9%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	09:00	09:00	10:00	10:00							10:00		
Vol.	2	4	11	17	8	7	7	3	1							42		
PM Peak	13:00	17:00	12:00	13:00	16:00	14:00	14:00	17:00								13:00		
Vol.	7	9	28	27	13	4	4	2								74		
Total	113	304	811	922	537	193	193	47	9	4	1	1	0	0	0	2942		
Percent	3.8%	10.3%	27.6%	31.3%	18.3%	6.6%	6.6%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1733
	Percent in Pace :	58.9%
	Number of Vehicles > 25 MPH :	1714
	Percent of Vehicles > 25 MPH :	58.3%
	Mean Speed(Average) :	27 MPH

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:20/22		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00		0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
07:00		0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	6
08:00		2	18	0	0	0	0	0	0	0	0	0	0	0	0	20	11-20	19
09:00		1	17	3	0	0	0	0	0	0	0	0	0	0	0	21	16-25	20
10:00		7	18	1	0	0	0	0	0	0	0	0	0	0	0	26	12-21	20
11:00		4	21	1	0	0	0	0	0	0	0	0	0	0	0	26	15-24	22
12 PM		13	23	2	0	0	0	0	0	0	0	0	0	0	0	38	11-20	27
13:00		17	13	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	19
14:00		7	17	1	0	0	0	0	0	0	0	0	0	0	0	25	12-21	19
15:00		6	24	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	26
16:00		3	24	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	25
17:00		11	15	0	0	0	0	0	0	0	0	0	0	0	0	26	11-20	19
18:00		10	17	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	20
19:00		7	16	1	0	0	0	0	0	0	0	0	0	0	0	24	12-21	18
20:00		4	5	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7
21:00		1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
22:00		1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
23:00		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total		95	246	13	0	0	0	0	0	0	0	0	0	0	0	354		
Percent		26.8%	69.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	09:00												10:00		
Vol.		7	21	3												26		
PM Peak		13:00	15:00	12:00												12:00		
Vol.		17	24	2												38		
Total		444	1025	91	1	0	0	0	0	0	0	0	0	0	0	1561		
Percent		28.4%	65.7%	5.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	11-20 MPH
	Number in Pace :	1173
	Percent in Pace :	75.1%
	Number of Vehicles > 25 MPH :	1
	Percent of Vehicles > 25 MPH :	0.1%
	Mean Speed(Average) :	15 MPH

Latitude: 0' 0.0000 South

[illegible]







Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in		Pace		Number		in		Pace	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Pace		Number		in		Pace		Number	
03/20/22	0	1	2	2	0	0	1	0	0	0	0	0	0	0	6	21-30	4		21-30		4		21-30		4	
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2		24-33		2		24-33		2	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		9-18		1		9-18		1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0		*		0		*		0	
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2		19-28		2		19-28		2	
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1		34-43		1		34-43		1	
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4		11-20		4		11-20		4	
07:00	0	6	2	2	2	2	0	0	0	0	0	0	0	0	12	16-25	8		16-25		8		16-25		8	
08:00	2	19	6	3	2	1	1	0	0	0	0	0	0	0	34	16-25	25		16-25		25		16-25		25	
09:00	1	17	11	8	8	7	0	0	0	0	0	0	0	0	52	16-25	28		16-25		28		16-25		28	
10:00	9	22	11	15	4	3	3	1	0	0	0	0	0	0	68	16-25	33		16-25		33		16-25		33	
11:00	5	25	12	17	6	2	0	0	0	0	0	0	0	0	67	16-25	37		16-25		37		16-25		37	
12 PM	15	31	30	17	7	0	0	0	0	0	0	0	0	0	100	16-25	61		16-25		61		16-25		61	
13:00	24	20	20	27	10	2	1	0	0	0	0	0	0	0	104	21-30	47		21-30		47		21-30		47	
14:00	8	20	26	15	2	4	0	0	0	0	0	0	0	0	75	16-25	46		16-25		46		16-25		46	
15:00	9	30	13	17	9	1	0	0	0	0	0	0	0	0	79	16-25	43		16-25		43		16-25		43	
16:00	7	31	21	12	13	4	0	0	0	0	0	0	0	0	88	16-25	52		16-25		52		16-25		52	
17:00	12	24	21	20	8	4	2	0	0	0	0	0	0	0	91	16-25	45		16-25		45		16-25		45	
18:00	12	20	12	17	5	2	0	0	0	0	0	0	0	0	68	16-25	32		16-25		32		16-25		32	
19:00	7	18	7	18	6	3	1	0	0	0	0	0	0	0	60	21-30	25		21-30		25		21-30		25	
20:00	6	7	8	7	5	0	1	0	0	0	0	0	0	0	34	16-25	15		16-25		15		16-25		15	
21:00	1	2	1	5	3	3	0	0	0	0	0	0	0	0	15	25-34	8		25-34		8		25-34		8	
22:00	1	4	2	1	1	1	0	0	0	0	0	0	0	0	10	16-25	6		16-25		6		16-25		6	
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1		9-18		1		9-18		1	
Total	120	303	206	205	93	37	11	1	0	0	0	0	0	0	976											
Percent	12.3%	31.0%	21.1%	21.0%	9.5%	3.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	10:00	11:00	11:00	11:00	09:00	09:00	10:00	10:00							10:00											
Vol.	9	25	12	17	8	7	3	1							68											
PM Peak	13:00	12:00	12:00	13:00	16:00	14:00	17:00								13:00											
Vol.	24	31	30	27	13	4	2								104											
Total	557	1329	902	923	537	193	47	9	4	1	1	0	0	0	4503											
Percent	12.4%	29.5%	20.0%	20.5%	11.9%	4.3%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%												

Stats  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 2231  
Percent in Pace : 49.5%  
Number of Vehicles > 25 MPH : 1715  
Percent of Vehicles > 25 MPH : 38.1%  
Mean Speed(Average) : 23 MPH

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/03/22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	05:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
	06:00	0	1	1	1	1	1	0	1	1	0	0	0	0	0	7	46-55	2
	07:00	2	4	4	10	5	1	5	3	0	0	0	0	0	0	34	24-33	15
	08:00	3	2	12	11	11	8	4	3	0	0	0	0	0	0	54	21-30	23
	09:00	3	1	1	3	3	3	2	0	0	0	0	0	0	0	16	25-34	6
	10:00	3	0	5	9	7	4	1	0	0	0	0	0	0	0	29	25-34	16
	11:00	3	8	5	7	5	4	1	0	0	0	1	0	0	0	34	16-25	13
	12 PM	1	4	1	10	2	4	5	0	0	0	0	0	0	0	27	24-33	12
	13:00	1	3	8	8	6	6	1	1	0	0	0	0	0	0	34	21-30	16
	14:00	4	1	4	12	4	3	4	2	0	0	0	0	0	0	34	21-30	16
	15:00	9	2	8	11	11	7	4	2	1	0	0	0	0	0	55	26-35	22
	16:00	1	4	4	7	3	2	3	0	1	0	0	0	0	0	25	21-30	11
	17:00	2	2	8	8	6	4	4	1	0	0	0	0	0	0	35	21-30	16
	18:00	7	4	14	15	8	5	2	0	0	0	0	0	0	0	55	21-30	29
	19:00	1	1	4	4	4	3	3	0	0	0	0	0	0	0	20	21-30	8
	20:00	0	1	3	2	4	1	0	0	0	0	0	0	0	0	11	26-35	6
	21:00	1	0	4	2	1	0	0	1	0	0	0	0	0	0	9	21-30	6
	22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
	23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
Total		43	39	86	123	83	57	39	14	3	0	1	0	0	0	488		
Percent		8.8%	8.0%	17.6%	25.2%	17.0%	11.7%	8.0%	2.9%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak		08:00	11:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00		11:00				08:00		
Vol.		3	8	12	11	11	8	5	3	1		1				54		
PM Peak		15:00	12:00	18:00	18:00	15:00	15:00	12:00	14:00	15:00						15:00		
Vol.		9	4	14	15	11	7	5	2	1						55		

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:04:22		0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00		0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
05:00		0	1	2	0	0	1	0	1	1	0	0	0	0	0	5	16-25	3
06:00		0	0	2	1	0	3	1	1	1	0	0	0	0	0	9	36-45	4
07:00		2	2	2	2	3	4	1	3	1	0	0	0	0	0	20	30-39	7
08:00		0	3	10	13	9	7	3	1	0	0	0	0	0	0	46	21-30	23
09:00		0	1	7	5	8	3	2	1	1	0	0	0	0	0	28	24-33	13
10:00		2	3	1	3	2	4	1	0	0	0	0	0	0	0	16	31-40	6
11:00		4	3	6	6	6	2	1	0	0	0	0	0	0	0	28	21-30	12
12 PM		2	1	7	8	4	3	0	1	1	0	0	0	0	0	27	21-30	15
13:00		4	4	9	11	3	5	2	1	0	0	0	0	0	0	39	21-30	20
14:00		1	3	6	9	7	4	2	1	0	0	0	0	0	0	33	26-35	16
15:00		3	6	6	8	10	13	4	0	1	0	0	0	0	0	51	31-40	23
16:00		1	8	8	9	8	6	3	1	0	0	0	0	1	0	45	26-35	17
17:00		2	3	6	12	10	4	4	2	0	0	0	0	0	0	43	26-35	22
18:00		2	4	6	7	6	3	0	0	0	0	0	0	0	0	28	21-30	13
19:00		2	2	7	5	5	1	0	0	0	0	0	0	0	0	22	21-30	12
20:00		2	0	4	3	4	1	1	0	0	0	0	0	0	0	15	26-35	7
21:00		3	1	2	1	0	2	0	1	1	0	0	0	0	0	11	21-30	3
22:00		0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	34-43	2
23:00		1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	26-35	3
Total		31	45	92	105	91	67	27	14	6	0	0	0	1	0	479		
Percent		6.5%	9.4%	19.2%	21.9%	19.0%	14.0%	5.6%	2.9%	1.3%	0.0%	0.0%	0.0%	0.2%	0.0%			
AM Peak		11:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00						08:00		
Vol.		4	3	10	13	9	7	3	3	1						46		
PM Peak		13:00	16:00	13:00	17:00	15:00	15:00	15:00	17:00	12:00				16:00		15:00		
Vol.		4	8	9	12	10	13	4	2	1				1		51		

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/05/22		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
	07:00	0	0	0	1	1	3	1	0	0	0	0	0	0	0	6	36-45	4
	08:00	0	0	1	3	5	4	1	0	0	0	0	0	0	0	14	31-40	9
	09:00	1	1	3	4	3	8	2	0	0	0	0	0	0	0	22	31-40	11
	10:00	1	2	1	6	8	3	1	1	0	0	0	0	0	0	23	26-35	14
	11:00	6	3	9	8	8	1	0	0	0	0	0	0	0	0	35	21-30	17
	12 PM	2	4	9	8	8	3	3	0	1	0	1	0	0	0	39	21-30	17
	13:00	0	0	5	17	9	9	5	0	0	0	0	0	0	0	45	26-35	26
	14:00	1	1	5	9	7	7	1	2	0	0	0	0	0	0	33	25-34	16
	15:00	1	5	4	11	10	7	2	1	1	0	0	0	0	0	42	26-35	21
	16:00	0	2	2	12	16	6	4	4	0	1	0	0	0	0	47	26-35	28
	17:00	4	2	7	4	4	5	0	0	0	0	0	0	0	0	26	21-30	11
	18:00	2	6	4	11	2	3	0	0	1	1	0	0	0	0	30	21-30	15
	19:00	0	1	4	4	2	3	0	0	0	0	0	0	0	0	14	21-30	8
	20:00	1	2	1	4	4	1	1	1	0	0	0	0	0	0	15	26-35	8
	21:00	1	0	0	3	1	1	0	0	0	0	0	0	0	0	6	26-35	4
	22:00	0	0	2	0	3	2	0	0	0	0	0	0	0	0	7	31-40	5
	23:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5	24-33	3
Total		20	30	59	109	92	68	21	9	3	2	1	0	0	0	414		
Percent		4.8%	7.2%	14.3%	26.3%	22.2%	16.4%	5.1%	2.2%	0.7%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00		11:00	11:00	11:00	10:00	09:00	09:00	10:00							11:00		
Vol.	6	3	9	8	8	8	8	2	1							35		
PM Peak	17:00	18:00	12:00	13:00	13:00	16:00	13:00	13:00	16:00	12:00	16:00	12:00				16:00		
Vol.	4	6	9	17	9	16	9	5	4	1	1	1				47		



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99		Speed	in Pace
03/06/22		2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
07:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
08:00		2	0	1	3	4	0	0	0	0	0	0	0	0	0	10	26-35	7
09:00		0	2	3	1	7	3	0	0	0	0	0	0	0	0	16	31-40	10
10:00		3	4	1	0	3	0	0	0	0	0	0	0	0	0	11	11-20	5
11:00		4	4	1	4	2	1	1	2	0	0	0	0	0	0	19	26-35	6
12 PM		2	1	5	7	3	3	0	0	0	1	0	0	0	0	22	21-30	12
13:00		1	2	5	6	6	2	0	2	0	0	0	0	0	0	24	26-35	12
14:00		1	0	1	5	4	7	3	0	0	0	0	0	0	0	21	30-39	11
15:00		1	1	2	6	2	3	1	0	0	0	0	0	0	0	16	26-35	8
16:00		0	3	3	4	2	0	0	0	0	0	0	0	0	0	12	21-30	7
17:00		0	1	1	5	3	1	0	0	0	0	0	0	0	0	11	25-34	8
18:00		1	1	3	5	1	3	1	0	0	0	0	0	0	0	15	21-30	8
19:00		2	3	0	4	1	0	0	0	0	0	0	0	0	0	10	24-33	5
20:00		1	0	2	1	3	2	0	0	0	0	0	0	0	0	9	31-40	5
21:00		0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	35-44	2
22:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
23:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total		21	23	31	53	42	25	8	4	0	1	0	0	0	0	208		
Percent	10.1%	11.1%	14.9%	25.5%	20.2%	12.0%	3.8%	3.8%	1.9%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		10:00	09:00	11:00	09:00	09:00	11:00	11:00							11:00		
Vol.	4	4	3	4	7	3	3	1	2							19		
PM Peak	12:00	16:00	12:00	12:00	13:00	14:00	14:00	14:00	13:00	12:00						13:00		
Vol.	2	3	5	7	6	7	7	3	2	1						24		
Total	115	137	268	390	308	217	217	95	41	12	3	2	0	1	0	1589		
Percent	7.2%	8.6%	16.9%	24.5%	19.4%	13.7%	13.7%	6.0%	2.6%	0.8%	0.2%	0.1%	0.0%	0.1%	0.0%			

Stats  
10 MPH Pace Speed : 26-35 MPH  
Number in Pace : 698  
Percent in Pace : 43.9%  
Number of Vehicles > 25 MPH : 1069  
Percent of Vehicles > 25 MPH : 67.3%  
Mean Speed(Average) : 29 MPH

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:06/22		1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00		0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
06:00		1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
07:00		1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
08:00		3	7	2	0	0	0	0	0	0	0	0	0	0	0	12	14-23	9
09:00		2	8	0	0	0	0	0	0	0	0	0	0	0	0	10	11-20	9
10:00		2	11	2	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
11:00		5	4	1	0	0	0	0	0	0	0	0	0	0	0	10	11-20	6
12 PM		2	8	1	0	0	0	0	0	0	0	0	0	0	0	11	11-20	9
13:00		5	8	2	1	0	0	0	0	0	0	0	0	0	0	16	11-20	10
14:00		5	5	1	0	0	0	0	0	0	0	0	0	0	0	11	11-20	7
15:00		1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
16:00		0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	6
17:00		3	6	1	0	0	0	0	0	0	0	0	0	0	0	10	15-24	7
18:00		2	4	3	0	0	0	0	0	0	0	0	0	0	0	9	15-24	7
19:00		3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	10-19	4
20:00		2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
21:00		4	2	0	1	0	0	0	0	0	0	0	0	0	0	7	12-21	3
22:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00		1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
Total		43	84	20	2	0	0	0	0	0	0	0	0	0	0	149		
Percent		28.9%	56.4%	13.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	07:00												10:00		
Vol.		5	11	2												15		
PM Peak		13:00	12:00	18:00	13:00											13:00		
Vol.		5	8	3	1											16		
Total		303	549	110	5	0	0	0	0	0	0	0	0	0	0	967		
Percent		31.3%	56.8%	11.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	659
	Percent in Pace :	68.1%
	Number of Vehicles > 25 MPH :	5
	Percent of Vehicles > 25 MPH :	0.5%
	Mean Speed(Average) :	15 MPH



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999				in	Pace
03/04/22	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	8-17		1	
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23		1	
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18		1	
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18		1	
04:00	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	9-18		1	
05:00	0	4	2	0	0	1	0	1	1	0	0	0	0	0	8	16-25		6	
06:00	1	1	2	1	0	3	1	1	1	0	0	0	0	0	11	36-45		4	
07:00	3	4	5	2	3	4	1	3	1	0	0	0	0	0	26	16-25		9	
08:00	5	20	12	13	9	7	3	1	0	0	0	0	0	0	70	16-25		32	
09:00	2	9	10	5	8	3	2	1	1	0	0	0	0	0	41	16-25		19	
10:00	4	16	3	3	2	4	1	0	0	0	0	0	0	0	33	16-25		19	
11:00	13	20	7	6	6	2	1	0	0	0	0	0	0	0	55	16-25		27	
12 PM	9	9	9	9	4	3	0	1	1	0	0	0	0	0	45	21-30		18	
13:00	8	16	12	11	3	5	2	1	0	0	0	0	0	0	58	16-25		28	
14:00	10	12	9	9	7	4	2	1	0	0	0	0	0	0	54	16-25		21	
15:00	14	20	13	8	10	13	4	0	1	0	0	0	0	0	83	16-25		33	
16:00	5	26	9	9	8	6	3	1	0	0	0	0	1	0	68	16-25		35	
17:00	6	10	7	12	10	4	4	2	0	0	0	0	0	0	55	26-35		22	
18:00	5	19	10	7	6	3	0	0	0	0	0	0	0	0	50	16-25		29	
19:00	4	15	8	5	5	1	0	0	0	0	0	0	0	0	38	16-25		23	
20:00	4	15	5	3	4	1	1	0	0	0	0	0	0	0	33	16-25		20	
21:00	5	3	2	1	0	2	0	1	1	0	0	0	0	0	15	16-25		5	
22:00	3	2	1	1	0	1	1	0	0	0	0	0	0	0	9	16-25		3	
23:00	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	26-35		4	
Total	105	224	128	107	91	67	27	14	6	0	0	0	1	0	770				
Percent	13.6%	29.1%	16.6%	13.9%	11.8%	8.7%	3.5%	1.8%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%					
AM Peak	11:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00						08:00				
Vol.	13	20	12	13	9	7	3	3	1						70				
PM Peak	15:00	16:00	15:00	17:00	15:00	15:00	15:00	17:00	12:00				16:00		15:00				
Vol.	14	26	13	12	10	13	4	2	1				1		83				

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																																
Start Time	15	1	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace	
03/05/22	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1		
01:00	0	2	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14-23	3		
02:00	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3			
03:00	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	*	*		
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1			
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1			
06:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2			
07:00	0	5	1	1	1	1	1	1	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14-23	6			
08:00	2	9	6	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	16-25	15			
09:00	3	12	6	4	3	8	2	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	16-25	18			
10:00	6	13	5	6	8	3	1	1	0	0	3	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	43	16-25	18			
11:00	14	17	9	8	8	1	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	16-25	26			
12 PM	11	18	10	8	8	3	3	3	0	1	3	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	63	16-25	28			
13:00	2	7	5	5	9	7	5	17	9	9	9	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	54	26-35	26			
14:00	12	7	7	10	7	7	9	7	7	7	7	7	1	1	2	2	0	0	0	0	0	0	0	0	0	0	55	20-29	19			
15:00	10	18	7	11	7	10	11	7	2	1	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	67	16-25	25			
16:00	6	10	3	12	3	16	12	6	4	4	6	4	4	4	4	0	0	0	1	0	0	0	0	0	0	0	62	26-35	28			
17:00	11	6	10	5	10	4	5	0	4	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41	16-25	16			
18:00	7	13	5	11	5	2	11	2	2	3	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	43	16-25	18			
19:00	2	5	4	4	4	2	4	4	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16-25	9			
20:00	5	6	2	4	2	4	4	1	4	4	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	24	11-20	8			
21:00	3	3	0	3	0	3	3	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	26-35	4			
22:00	3	1	1	2	2	3	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	31-40	5			
23:00	0	0	0	0	0	1	2	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24-33	3			
Total	98	156	89	89	89	92	110	110	68	92	68	21	21	9	9	3	3	2	2	1	1	0	0	0	0	0	0	649				
Percent	15.1%	24.0%	13.7%	13.7%	13.7%	14.2%	16.9%	16.9%	10.5%	14.2%	10.5%	3.2%	3.2%	1.4%	1.4%	0.5%	0.5%	0.3%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	09:00	10:00	09:00	09:00	09:00	09:00	10:00	10:00												11:00				
Vol.	14	17	9	8	9	8	8	8	8	8	8	2	2	1	1													57				
PM Peak	14:00	12:00	12:00	12:00	12:00	16:00	13:00	13:00	13:00	16:00	13:00	13:00	13:00	13:00	16:00	16:00	12:00	12:00	16:00	16:00	12:00	12:00					15:00					
Vol.	12	18	10	10	10	16	9	9	9	16	9	9	5	5	4	4	1	1	1	1	1							67				



***Kenig, Lindgren, O'Hara, Aboona, Inc.***  
9575 West Higgins Road, Suite 400  
Rosemont, Illinois 60018

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																																	
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	99	Total	Pace Speed	Number in Pace			
03/06/22	3	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21-30	*	2		
01:00	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	*	*		
02:00	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	*	*		
03:00	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	1	14-23	*	1		
04:00	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	*	*		
05:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	*	4		
06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	*	2		
07:00	1	2	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	*	4		
08:00	5	7	3	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	16-25	*	10		
09:00	2	10	3	1	3	7	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	16-25	*	13		
10:00	5	15	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	15-24	*	18		
11:00	9	8	2	2	4	2	1	1	2	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	29	11-20	*	11		
12 PM	4	9	6	6	7	7	3	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33	16-25	*	15		
13:00	6	10	7	7	7	6	2	0	6	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40	16-25	*	17		
14:00	6	5	2	2	5	4	7	3	4	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	30-39	*	11		
15:00	2	5	3	3	6	2	3	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	19-28	*	9		
16:00	0	9	3	3	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	16-25	*	12		
17:00	3	7	2	2	5	3	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	14-23	*	9		
18:00	3	5	6	6	5	1	3	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	16-25	*	11		
19:00	5	6	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	11-20	*	8		
20:00	3	2	2	2	1	3	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	29-38	*	5		
21:00	4	2	1	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	16-25	*	3		
22:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19-28	*	2			
23:00	2	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	3	8-17	*	1			
Total	64	107	51	55	42	25	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357					
Percent AM Peak	17.9%	30.0%	14.3%	15.4%	11.8%	7.0%	2.2%	1.1%	0.0%	0.3%	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%	11:00					
Vol.	9	15	3	4	7	3	1	2																				29					
PM Peak	13:00	13:00	13:00	12:00	13:00	14:00	14:00	13:00		12:00																			13:00				
Vol.	6	10	7	7	6	7	3	2		1																		40					
Total	418	686	378	395	308	217	95	41	12	3	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2556					
Percent	16.4%	26.8%	14.8%	15.5%	12.1%	8.5%	3.7%	1.6%	0.5%	0.1%	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%	0.0%	0.0%						
15th Percentile : 13 MPH																																	
50th Percentile : 22 MPH																																	
85th Percentile : 34 MPH																																	
95th Percentile : 41 MPH																																	
10 MPH Pace Speed : 16-25 MPH																																	
Number in Pace : 1064																																	
Percent in Pace : 41.6%																																	
Number of Vehicles > 25 MPH : 1074																																	
Percent of Vehicles > 25 MPH : 42.0%																																	
Mean Speed(Average) : 24 MPH																																	
Stats																																	



Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Speed		Total	Number in Pace
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		21-30		21-30			
03/20/22	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8		7		8	7
01:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7		21-30		7	7
02:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4		19-28		4	2
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		19-28		1	1
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3		14-23		3	2
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1		14-23		1	1
06:00	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5		20-29		5	4
07:00	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	11		19-28		11	9
08:00	0	7	4	7	3	0	1	0	0	0	0	0	0	0	0	22		16-25		22	11
09:00	1	3	6	7	1	1	0	0	0	0	0	0	0	0	0	19		21-30		19	13
10:00	2	3	17	13	4	0	0	0	0	0	0	0	0	0	0	39		21-30		39	30
11:00	3	6	16	14	2	0	0	0	0	0	0	0	0	0	0	41		21-30		41	30
12 PM	1	8	27	18	7	0	0	0	0	0	0	0	0	0	0	61		21-30		61	45
13:00	2	14	24	12	6	0	0	0	0	0	0	0	0	0	0	58		16-25		58	38
14:00	0	7	16	10	4	0	0	0	0	0	0	0	0	0	0	37		21-30		37	26
15:00	1	13	26	8	5	0	0	0	0	0	0	0	0	0	0	53		16-25		53	39
16:00	4	10	14	8	4	0	0	0	0	0	0	0	0	0	0	40		16-25		40	24
17:00	2	8	25	12	5	1	0	0	0	0	0	0	0	0	0	53		21-30		53	37
18:00	3	8	30	8	2	0	0	0	0	0	0	0	0	0	0	51		16-25		51	38
19:00	1	8	25	10	3	0	0	0	0	0	0	0	0	0	0	47		21-30		47	35
20:00	4	1	15	3	5	0	0	0	0	0	0	0	0	0	0	28		20-29		28	18
21:00	1	0	12	5	1	2	0	0	0	0	0	0	0	0	0	21		21-30		21	17
22:00	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	9		21-30		9	7
23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		9-18		2	1
Total	26	101	276	156	55	6	1	0	0	0	0	0	0	0	0	621					
Percent	4.2%	16.3%	44.4%	25.1%	8.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak	11:00	08:00	10:00	11:00	10:00	00:00	08:00									11:00					
Vol.	3	7	17	14	4	1	1									41					
PM Peak	16:00	13:00	18:00	12:00	12:00	21:00										12:00					
Vol.	4	14	30	18	7	2										61					
Total	149	578	1425	812	239	45	9	0	0	0	0	0	0	0	0	3257					
Percent	4.6%	17.7%	43.8%	24.9%	7.3%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	2237
	Percent in Pace :	68.7%
	Number of Vehicles > 25 MPH :	1105
	Percent of Vehicles > 25 MPH :	33.9%
	Mean Speed(Average) :	24 MPH



Latitude: 0' 0.0000 South

[illegible]





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:20/22		1	1	1	1	0	1	0	0	0	0	0	0	0	0	5	21-30	2
01:00		2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
02:00		0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
03:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
05:00		4	0	3	0	0	0	0	0	0	0	0	0	0	0	7	21-30	3
06:00		1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
07:00		0	3	5	2	1	0	0	0	0	0	0	0	0	0	11	16-25	8
08:00		0	2	7	6	1	0	0	0	0	0	0	0	0	0	16	21-30	13
09:00		1	3	14	6	1	0	0	0	0	0	0	0	0	0	25	21-30	20
10:00		1	4	15	5	1	0	0	0	0	0	0	0	0	0	26	19-28	20
11:00		7	5	17	5	3	0	0	0	0	0	0	0	0	0	37	21-30	22
12 PM		1	11	17	6	0	0	0	0	0	0	0	0	0	0	35	16-25	28
13:00		2	5	22	6	0	1	0	0	0	0	0	0	0	0	36	21-30	28
14:00		6	5	19	11	1	0	0	0	0	0	0	0	0	0	42	21-30	30
15:00		1	3	10	6	1	0	0	0	0	0	0	0	0	0	21	21-30	16
16:00		4	4	18	6	2	0	0	0	0	0	0	0	0	0	34	20-29	24
17:00		2	5	17	6	0	0	0	0	0	0	0	0	0	0	30	21-30	23
18:00		3	4	10	4	1	0	0	0	0	0	0	0	0	0	22	21-30	14
19:00		1	5	11	3	0	1	0	0	0	0	0	0	0	0	21	16-25	16
20:00		3	2	3	7	0	0	0	0	0	0	0	0	0	0	15	21-30	10
21:00		0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	
23:00		0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
Total		40	68	199	82	13	3	0	0	0	0	0	0	0	0	405		
Percent		9.9%	16.8%	49.1%	20.2%	3.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	08:00	11:00	00:00									11:00		
Vol.		7	5	17	6	3	1									37		
PM Peak		14:00	12:00	13:00	14:00	16:00	13:00									14:00		
Vol.		6	11	22	11	2	1									42		
Total		203	514	824	307	60	11	1	0	0	0	0	0	0	0	1920		
Percent		10.6%	26.8%	42.9%	16.0%	3.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	1338
	Percent in Pace :	69.7%
	Number of Vehicles > 25 MPH :	379
	Percent of Vehicles > 25 MPH :	19.7%
	Mean Speed(Average) :	21 MPH

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																															
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number														
15	20	25	30	35	40	45	50	55	60	65	70	75	999			in Pace															
03/17/22	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	4														
01:00	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6	21-30	5														
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1														
03:00	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	6														
04:00	1	1	3	1	1	1	0	0	0	0	0	0	0	0	8	21-30	4														
05:00	1	2	5	2	2	2	0	0	0	0	0	0	0	0	14	21-30	7														
06:00	1	3	11	9	4	2	1	0	0	0	0	0	0	0	31	21-30	20														
07:00	4	14	51	30	14	2	0	0	0	0	0	0	0	0	115	21-30	81														
08:00	8	30	46	26	6	2	0	0	0	0	0	0	0	0	118	16-25	76														
09:00	7	16	22	11	2	0	0	0	0	0	0	0	0	0	58	16-25	38														
10:00	7	20	20	14	2	0	0	0	0	0	0	0	0	0	63	16-25	40														
11:00	7	28	26	12	1	0	0	0	0	0	0	0	0	0	74	16-25	54														
12 PM	3	18	41	16	5	0	0	0	0	0	0	0	0	0	83	16-25	59														
13:00	2	13	41	19	4	0	0	0	0	0	0	0	0	0	79	21-30	60														
14:00	18	25	29	7	3	1	0	0	0	0	0	0	0	0	83	16-25	54														
15:00	17	57	60	24	0	1	0	0	0	0	0	0	0	0	159	16-25	117														
16:00	26	52	58	10	5	1	0	0	0	0	0	0	0	0	152	16-25	110														
17:00	19	55	70	17	1	0	1	0	0	0	0	0	0	0	163	16-25	125														
18:00	8	24	46	21	4	3	0	0	0	0	0	0	0	0	106	16-25	70														
19:00	2	21	34	19	2	1	0	0	0	0	0	0	0	0	79	16-25	55														
20:00	5	7	21	14	4	0	1	0	0	0	0	0	0	0	52	21-30	35														
21:00	1	3	10	11	2	1	1	0	0	0	0	0	0	0	29	21-30	21														
22:00	0	2	6	5	1	0	0	0	0	0	0	0	0	0	14	21-30	11														
23:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5														
Total	137	399	612	271	64	17	4	0	0	0	0	0	0	0	1504																
Percent	9.1%	26.5%	40.7%	18.0%	4.3%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	
AM Peak	08:00	08:00	07:00	07:00	07:00	05:00	06:00								08:00																
Vol.	8	30	51	30	14	2	1								118																
PM Peak	16:00	15:00	17:00	15:00	12:00	18:00	17:00								17:00																
Vol.	26	57	70	24	5	3	1								163																

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace
			20	25	30	35	40	45	50	55	60	65	70	75	999				
03/18/22	0	2	4	1	0	0	1	0	0	0	0	0	0	0	0	8	16-25	6	
01:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		*
03:00	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	4	14-23	2	
04:00	0	1	1	1	1	2	1	0	0	0	0	0	0	0	0	6	31-40	3	
05:00	1	4	2	2	2	2	0	0	0	0	0	0	0	0	0	11	16-25	6	
06:00	3	4	13	1	5	5	1	0	0	0	0	0	0	0	0	27	16-25	17	
07:00	12	23	45	20	6	6	1	0	0	0	0	0	0	0	0	107	16-25	68	
08:00	20	33	40	25	5	5	1	0	0	0	0	0	0	0	0	124	16-25	73	
09:00	5	23	33	11	0	0	0	0	0	0	0	0	0	0	0	72	16-25	56	
10:00	6	24	33	3	0	0	0	0	0	0	0	0	0	0	0	66	16-25	57	
11:00	14	22	29	8	1	1	0	0	0	0	0	0	0	0	0	74	16-25	51	
12 PM	11	20	40	13	3	3	0	0	0	0	0	0	0	0	0	87	16-25	60	
13:00	2	16	29	13	3	3	0	0	0	0	0	0	0	0	0	63	16-25	45	
14:00	5	14	34	29	3	3	2	1	0	0	0	0	0	0	0	88	21-30	63	
15:00	10	42	71	51	7	7	0	1	0	0	0	0	0	0	0	182	21-30	122	
16:00	5	18	70	31	13	13	0	0	0	0	0	0	0	0	0	137	21-30	101	
17:00	6	23	76	35	10	10	1	0	0	0	0	0	0	0	0	151	21-30	111	
18:00	2	24	52	31	8	8	1	1	0	0	0	0	0	0	0	119	21-30	83	
19:00	0	11	30	19	7	7	1	0	0	0	0	0	0	0	0	68	21-30	49	
20:00	3	10	27	8	4	4	2	0	0	0	0	0	0	0	0	54	16-25	37	
21:00	2	11	14	6	1	1	0	0	0	0	0	0	0	0	0	34	16-25	25	
22:00	0	8	15	7	0	0	0	0	0	0	0	0	0	0	0	30	16-25	23	
23:00	1	3	10	8	2	2	0	0	0	0	0	0	0	0	0	24	21-30	18	
Total	109	337	672	324	82	82	13	3	0	0	0	0	0	0	0	1540			
Percent	7.1%	21.9%	43.6%	21.0%	5.3%	5.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	08:00	07:00	08:00	07:00	07:00	00:00									08:00			
Vol.	20	33	45	25	6	6	1									124			
PM Peak	12:00	15:00	17:00	15:00	16:00	16:00	14:00	14:00								15:00			
Vol.	11	42	76	51	13	13	2	1								182			

Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				in Pace	
03/19/22	1	4	5	3	1	0	0	0	0	0	0	0	0	0	14	16-25	16-25	9	
01:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	21-30	7	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
04:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	24-33	2	
05:00	1	1	2	1	1	2	0	0	0	0	0	0	0	0	8	31-40	31-40	3	
06:00	0	3	2	2	3	0	0	0	0	0	0	0	0	0	10	15-24	15-24	5	
07:00	1	4	11	7	0	0	0	0	0	0	0	0	0	0	23	21-30	21-30	18	
08:00	0	5	21	11	5	0	0	0	0	0	0	0	0	0	42	21-30	21-30	32	
09:00	0	11	22	13	4	2	0	0	0	0	0	0	0	0	52	21-30	21-30	35	
10:00	2	15	39	18	5	0	0	0	0	0	0	0	0	0	79	21-30	21-30	57	
11:00	4	13	36	10	4	0	0	0	0	0	0	0	0	0	67	16-25	16-25	49	
12 PM	1	18	47	27	11	2	0	0	0	0	0	0	0	0	106	21-30	21-30	74	
13:00	3	23	47	20	9	1	0	0	0	0	0	0	0	0	103	16-25	16-25	70	
14:00	5	10	39	24	8	3	0	0	0	0	0	0	0	0	89	21-30	21-30	63	
15:00	5	6	32	22	9	1	0	0	0	0	0	0	0	0	75	21-30	21-30	54	
16:00	5	14	48	23	3	2	0	0	0	0	0	0	0	0	95	21-30	21-30	71	
17:00	1	9	35	28	6	2	1	0	0	0	0	0	0	0	82	21-30	21-30	63	
18:00	2	9	25	26	3	0	1	0	0	0	0	0	0	0	66	21-30	21-30	51	
19:00	1	7	21	17	4	1	0	0	0	0	0	0	0	0	51	21-30	21-30	38	
20:00	1	10	17	12	2	0	0	0	0	0	0	0	0	0	42	20-29	20-29	29	
21:00	2	11	20	9	2	1	0	0	0	0	0	0	0	0	45	16-25	16-25	31	
22:00	3	6	9	5	2	0	0	0	0	0	0	0	0	0	25	16-25	16-25	15	
23:00	1	7	7	5	2	0	0	0	0	0	0	0	0	0	22	16-25	16-25	14	
Total	40	187	490	286	85	17	2	0	0	0	0	0	0	0	1107				
Percent	3.6%	16.9%	44.3%	25.8%	7.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	10:00	10:00	10:00	08:00	05:00									10:00				
Vol.	4	15	39	18	5	2									79				
PM Peak	14:00	13:00	16:00	17:00	12:00	14:00	17:00								12:00				
Vol.	5	23	48	28	11	3	1								106				



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																															
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number														
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace														
03/20/22	1	1	3	6	0	2	0	0	0	0	0	0	0	0	13	21-30	9														
01:00	2	1	4	3	0	0	0	0	0	0	0	0	0	0	10	20-29	7														
02:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	6	21-30	4														
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2														
04:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5	16-25	4														
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	4														
06:00	2	2	5	2	0	0	0	0	0	0	0	0	0	0	11	21-30	7														
07:00	0	5	11	5	1	0	0	0	0	0	0	0	0	0	22	16-25	16														
08:00	0	9	11	13	4	0	1	0	0	0	0	0	0	0	38	21-30	24														
09:00	2	6	20	13	2	1	0	0	0	0	0	0	0	0	44	21-30	33														
10:00	3	7	32	18	5	0	0	0	0	0	0	0	0	0	65	21-30	50														
11:00	10	11	33	19	5	0	0	0	0	0	0	0	0	0	78	21-30	52														
12 PM	2	19	44	24	7	0	0	0	0	0	0	0	0	0	96	21-30	68														
13:00	4	19	46	18	6	1	0	0	0	0	0	0	0	0	94	16-25	65														
14:00	6	12	35	21	5	0	0	0	0	0	0	0	0	0	79	21-30	56														
15:00	2	16	36	14	6	0	0	0	0	0	0	0	0	0	74	16-25	52														
16:00	8	14	32	14	6	0	0	0	0	0	0	0	0	0	74	20-29	46														
17:00	4	13	42	18	5	1	0	0	0	0	0	0	0	0	83	21-30	60														
18:00	6	12	40	12	3	0	0	0	0	0	0	0	0	0	73	21-30	52														
19:00	2	13	36	13	3	1	0	0	0	0	0	0	0	0	68	21-30	49														
20:00	7	3	18	10	5	0	0	0	0	0	0	0	0	0	43	21-30	28														
21:00	1	1	14	5	1	2	0	0	0	0	0	0	0	0	24	21-30	19														
22:00	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9	21-30	7														
23:00	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7	19-28	5														
Total	66	169	475	238	68	9	1	0	0	0	0	0	0	0	1026																
Percent	6.4%	16.5%	46.3%	23.2%	6.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	
AM Peak	11:00	11:00	11:00	11:00	10:00	00:00	08:00											11:00													
Vol.	10	11	33	19	5	2	1											78													
PM Peak	16:00	12:00	13:00	12:00	12:00	21:00											12:00														
Vol.	8	19	46	24	7	2											96														
Total	352	1092	2249	1119	299	56	10											5177													
Percent	6.8%	21.1%	43.4%	21.6%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	3368
	Percent in Pace :	65.1%
	Number of Vehicles > 25 MPH :	1484
	Percent of Vehicles > 25 MPH :	28.7%
	Mean Speed(Average) :	23 MPH

Latitude: 0' 0.0000 South

	12:00	19:00	17:00	17:00	15:00	22:00	17:00
PM Peak	6	18	41	12	2	1	69
Vol.							

Latitude: 0' 0.0000 South

[illegible]





Latitude: 0' 0.0000 South

[illegible]



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99			Speed	in Pace
06/26/22	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7	21-30	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	20-29	3
06:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
07:00	0	3	3	1	0	3	0	0	0	0	0	0	0	0	0	10	16-25	6
08:00	0	3	12	7	0	0	0	0	0	0	0	0	0	0	0	22	21-30	19
09:00	1	4	12	9	1	0	0	0	0	0	0	0	0	0	0	27	21-30	21
10:00	3	10	25	11	1	0	0	0	0	0	0	0	0	0	0	50	19-28	36
11:00	3	6	24	14	1	0	0	0	0	0	0	0	0	0	0	48	21-30	38
12 PM	5	10	19	12	2	1	0	0	0	0	0	0	0	0	0	49	20-29	31
13:00	2	11	26	6	3	0	0	0	0	0	0	0	0	0	0	48	16-25	37
14:00	2	9	20	17	2	0	0	0	0	0	0	0	0	0	0	50	21-30	37
15:00	0	4	14	18	4	0	0	0	0	0	0	0	0	0	0	40	21-30	32
16:00	1	8	13	7	3	0	0	0	0	0	0	0	0	0	0	32	16-25	21
17:00	2	9	22	15	0	0	0	0	0	0	0	0	0	0	0	48	21-30	37
18:00	2	6	15	11	0	1	0	0	0	0	0	0	0	0	0	35	21-30	26
19:00	3	5	13	6	1	1	0	0	0	0	0	0	0	0	0	29	19-28	19
20:00	1	8	13	9	0	0	0	0	0	0	0	0	0	0	0	31	19-28	22
21:00	0	1	6	2	2	0	0	0	0	0	0	0	0	0	0	11	21-30	8
22:00	0	2	4	1	0	1	0	0	0	0	0	0	0	0	0	8	16-25	6
23:00	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	6	31-40	2
Total	26	105	251	153	25	5	0	0	0	0	0	0	0	0	0	565		
Percent	4.6%	18.6%	44.4%	27.1%	4.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	07:00											10:00		
Vol.	3	10	25	14	3											50		
PM Peak	12:00	13:00	13:00	15:00	15:00	12:00										14:00		
Vol.	5	11	26	18	4	1										50		
Total	64	307	822	440	92	14	4	0	0	0	0	0	0	0	0	1743		
Percent	3.7%	17.6%	47.2%	25.2%	5.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1262
	Percent in Pace :	72.4%
	Number of Vehicles > 25 MPH :	550
	Percent of Vehicles > 25 MPH :	31.6%
	Mean Speed(Average) :	24 MPH



Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	15	16	20	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace
06/25/22	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0	11	16-25	10	
	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	2	
	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	1	
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*	1	
	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	2	14-23	2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	2	
	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7	
	0	5	12	3	0	0	0	0	0	0	0	0	0	0	0	20	16-25	17	
	0	11	25	9	0	0	0	0	0	0	0	0	0	0	0	52	16-25	36	
09:00	5	14	38	7	0	0	0	0	0	0	0	0	0	0	0	64	16-25	52	
	2	21	34	16	5	0	0	0	0	0	0	0	0	0	0	78	16-25	55	
	1	25	44	12	0	1	1	0	0	0	0	0	0	0	0	83	16-25	69	
	3	28	54	17	6	1	1	0	0	0	0	0	0	0	0	109	16-25	82	
	2	37	59	20	1	0	0	0	0	0	0	0	0	0	0	119	16-25	96	
	1	21	39	16	3	0	0	0	0	0	0	0	0	0	0	80	16-25	60	
	0	17	48	25	1	1	1	0	0	0	0	0	0	0	0	93	21-30	73	
	3	22	34	13	3	0	0	0	0	0	0	0	0	0	0	75	16-25	56	
	1	26	49	13	1	0	0	0	0	0	0	0	0	0	0	90	16-25	75	
	1	26	39	8	5	0	0	0	0	0	0	0	0	0	0	79	16-25	65	
19:00	1	20	28	9	2	0	0	0	0	0	0	0	0	0	0	60	16-25	48	
	4	20	17	2	0	0	0	0	0	0	0	0	0	0	0	43	16-25	37	
	1	9	9	3	1	0	0	0	0	0	0	0	0	0	0	23	16-25	18	
	1	9	8	5	1	1	0	1	0	0	0	0	0	0	0	25	16-25	17	
	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	11	16-25	9	
	Total	35	322	559	183	33	4	2	0	0	0	0	0	0	0	1138			
	Percent	3.1%	28.3%	49.1%	16.1%	2.9%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	AM Peak	08:00	11:00	11:00	10:00	10:00	05:00									11:00			
	Vol.	5	25	44	16	5	1									83			
	PM Peak	20:00	13:00	13:00	15:00	12:00	12:00	15:00								13:00			
Vol.	4	37	59	25	6	1	1								119				



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in		Pace		Number		in		Pace	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Pace		Number		in		Pace		Number	
06/26/22	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9	16-25	6		16-25		1		*		6	
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	3		14-23		3		14-23		3	
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	15-24	1		15-24		1		15-24		1	
03:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	14-23	3		14-23		3		14-23		3	
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4	20-29	3		20-29		3		20-29		3	
05:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	9	16-25	8		16-25		8		16-25		8	
06:00	0	2	6	1	0	0	0	0	0	0	0	0	0	0	17	16-25	13		16-25		13		16-25		13	
07:00	0	9	4	1	3	0	0	0	0	0	0	0	0	0	36	16-25	28		16-25		28		16-25		28	
08:00	0	9	19	8	0	0	0	0	0	0	0	0	0	0	36	16-25	25		16-25		25		16-25		25	
09:00	1	9	16	9	1	0	0	0	0	0	0	0	0	0	86	16-25	60		16-25		60		16-25		60	
10:00	13	18	42	12	1	0	0	0	0	0	0	0	0	0	90	16-25	69		16-25		69		16-25		69	
11:00	5	34	35	15	1	0	0	0	0	0	0	0	0	0	99	16-25	71		16-25		71		16-25		71	
12 PM	9	26	45	15	3	1	0	0	0	0	0	0	0	0	103	16-25	84		16-25		84		16-25		84	
13:00	4	33	51	12	3	0	0	0	0	0	0	0	0	0	97	16-25	71		16-25		71		16-25		71	
14:00	5	28	43	18	3	0	0	0	0	0	0	0	0	0	80	16-25	53		16-25		53		16-25		53	
15:00	2	22	31	21	4	0	0	0	0	0	0	0	0	0	66	16-25	47		16-25		47		16-25		47	
16:00	3	19	28	12	4	0	0	0	0	0	0	0	0	0	91	16-25	67		16-25		67		16-25		67	
17:00	5	20	47	19	0	0	0	0	0	0	0	0	0	0	84	16-25	61		16-25		61		16-25		61	
18:00	4	21	40	18	0	1	0	0	0	0	0	0	0	0	57	16-25	43		16-25		43		16-25		43	
19:00	3	18	25	8	2	1	0	0	0	0	0	0	0	0	48	16-25	32		16-25		32		16-25		32	
20:00	4	13	19	12	0	0	0	0	0	0	0	0	0	0	26	16-25	18		16-25		18		16-25		18	
21:00	2	6	12	4	2	0	0	0	0	0	0	0	0	0	13	16-25	9		16-25		9		16-25		9	
22:00	2	4	5	1	0	1	0	0	0	0	0	0	0	0	9	16-25	5		16-25		5		16-25		5	
23:00	1	3	2	1	1	1	0	0	0	0	0	0	0	0	1070											
Total	65	302	476	193	29	5	0	0	0	0	0	0	0	0	1100											
Percent	6.1%	28.2%	44.5%	18.0%	2.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	10:00	11:00	10:00	11:00	07:00										90											
Vol.	13	34	42	15	3																					
PM Peak	12:00	13:00	13:00	15:00	15:00	12:00									13:00											
Vol.	9	33	51	21	4	1									103											
Total	142	840	1550	574	104	15	4	0	0	0	0	0	0	0	3229											
Percent	4.4%	26.0%	48.0%	17.8%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												

Stats	10 MPH Pace Speed :		16-25 MPH	
	Number in Pace :		2390	
	Percent in Pace :		74.0%	
	Number of Vehicles > 25 MPH :		697	
	Percent of Vehicles > 25 MPH :		21.6%	
Mean Speed(Average) :		22 MPH		

Latitude: 0' 0.0000 South

[illegible]





Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Speed	in Pace
03/18/22	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6	19-28	4
05:00	0	2	8	3	0	0	0	0	0	0	0	0	0	0	0	13	21-30	11
06:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	*	1
07:00	3	12	13	4	1	0	0	0	0	0	0	0	0	0	0	33	16-25	25
08:00	2	12	30	7	0	0	0	0	0	0	0	0	0	0	0	51	16-25	42
09:00	3	21	26	1	0	0	0	0	0	0	0	0	0	0	0	51	16-25	47
10:00	6	10	24	5	0	0	0	0	0	0	0	0	0	0	0	45	16-25	34
11:00	0	26	26	9	1	0	0	0	0	0	0	0	0	0	0	62	16-25	52
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	15	88	131	34	3	0	0	0	0	0	0	0	0	0	0	271		
Percent	5.5%	32.5%	48.3%	12.5%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	11:00	06:00											11:00		
Vol.	6	26	30	9	1											62		
PM Peak																		
Vol.																		

Total	53	293	485	132	11	1	0	0	0	0	0	0	0	0	0	975
Percent	5.4%	30.1%	49.7%	13.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

15th Percentile : 16 MPH  
50th Percentile : 21 MPH  
85th Percentile : 24 MPH  
95th Percentile : 28 MPH

Stats 10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 778  
Percent in Pace : 79.8%  
Number of Vehicles > 25 MPH : 144  
Percent of Vehicles > 25 MPH : 14.8%  
Mean Speed(Average) : 21 MPH



Site Code:  
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Pace										Number	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in		Pace		Number		in		Pace	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Pace		Number		in		Pace		Number	
03/17/22	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2		14-23		2		14-23		2	
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1		9-18		1		9-18		1	
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	25-34	3		25-34		3		25-34		3	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		9-18		1		9-18		1	
04:00	1	2	3	3	0	0	0	0	0	0	0	0	0	0	9	19-28	6		19-28		6		19-28		6	
05:00	0	1	11	3	0	0	0	0	0	0	0	0	0	0	15	21-30	14		21-30		14		21-30		14	
06:00	2	5	9	3	1	0	0	0	0	0	0	0	0	0	20	16-25	14		16-25		14		16-25		14	
07:00	6	28	49	16	2	0	0	0	0	0	0	0	0	0	101	16-25	77		16-25		77		16-25		77	
08:00	11	30	44	11	0	1	0	0	0	0	0	0	0	0	97	16-25	74		16-25		74		16-25		74	
09:00	4	21	37	8	1	0	0	0	0	0	0	0	0	0	71	16-25	58		16-25		58		16-25		58	
10:00	2	29	28	3	1	0	0	0	0	0	0	0	0	0	63	16-25	57		16-25		57		16-25		57	
11:00	6	45	29	4	0	0	0	0	0	0	0	0	0	0	84	16-25	74		16-25		74		16-25		74	
12 PM	4	20	42	13	1	1	0	0	0	0	0	0	0	0	81	16-25	62		16-25		62		16-25		62	
13:00	1	18	48	12	2	0	0	0	0	0	0	0	0	0	81	16-25	66		16-25		66		16-25		66	
14:00	5	32	45	9	0	0	0	0	0	0	0	0	0	0	91	16-25	77		16-25		77		16-25		77	
15:00	10	43	77	17	3	0	0	0	0	0	0	0	0	0	150	16-25	120		16-25		120		16-25		120	
16:00	13	36	84	12	1	0	0	0	0	0	0	0	0	0	146	16-25	120		16-25		120		16-25		120	
17:00	10	29	67	17	1	0	0	0	0	0	0	0	0	0	124	16-25	96		16-25		96		16-25		96	
18:00	9	32	51	10	1	0	0	0	0	0	0	0	0	0	103	16-25	83		16-25		83		16-25		83	
19:00	0	27	31	7	0	0	0	0	0	0	0	0	0	0	65	16-25	58		16-25		58		16-25		58	
20:00	3	20	11	7	0	0	0	0	0	0	0	0	0	0	41	16-25	31		16-25		31		16-25		31	
21:00	0	13	15	2	0	0	0	0	0	0	0	0	0	0	30	16-25	28		16-25		28		16-25		28	
22:00	4	9	1	2	0	0	0	0	0	0	0	0	0	0	16	15-24	10		15-24		10		15-24		10	
23:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8	16-25	6		16-25		6		16-25		6	
Total	91	445	687	164	16	2	0	0	0	0	0	0	0	0	1405											
Percent	6.5%	31.7%	48.9%	11.7%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%												
AM Peak	08:00	11:00	07:00	07:00	02:00	08:00									07:00											
Vol.	11	45	49	16	2	1									101											
PM Peak	16:00	15:00	16:00	15:00	15:00	12:00									15:00											
Vol.	13	43	84	17	3	1									150											



## Peak Period Turning Movement Counts



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400  
Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: North Avenue with Bonnie Brae  
Site Code:  
Start Date: 06/09/2022  
Page No: 1

## Turning Movement Data

Start Time	North Avenue Eastbound					North Avenue Westbound					Bonnie Brae Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	393	1	0	394	0	0	356	0	356	0	0	0	1	750
7:15 AM	0	418	3	0	421	0	0	399	0	399	0	0	1	0	821
7:30 AM	0	381	8	0	389	0	0	426	0	426	0	0	4	1	819
7:45 AM	0	354	4	0	358	0	0	396	0	396	0	0	2	3	756
Hourly Total	0	1546	16	0	1562	0	0	1577	0	1577	0	0	7	5	3146
8:00 AM	0	371	3	0	374	0	0	395	0	395	0	0	3	0	772
8:15 AM	0	321	10	0	331	0	0	338	0	338	0	0	2	2	671
8:30 AM	0	295	6	0	301	0	0	351	0	351	0	0	2	3	654
8:45 AM	0	278	5	0	283	0	0	305	0	305	0	0	2	3	590
Hourly Total	0	1265	24	0	1289	0	0	1389	0	1389	0	0	9	8	2687
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	374	6	0	380	0	0	400	0	400	0	0	1	0	781
4:15 PM	0	374	4	0	378	0	0	425	0	425	0	0	4	0	807
4:30 PM	0	356	2	0	358	0	0	418	0	418	0	0	1	1	777
4:45 PM	0	381	2	0	383	0	0	426	0	426	0	1	3	0	813
Hourly Total	0	1485	14	0	1499	0	0	1669	0	1669	0	1	9	1	3178
5:00 PM	0	380	4	0	384	0	0	440	0	440	0	0	1	0	825
5:15 PM	0	364	1	0	365	0	0	393	1	393	0	0	2	1	760
5:30 PM	0	371	2	0	373	0	0	459	0	459	0	0	3	0	835
5:45 PM	0	388	3	0	391	0	0	403	0	403	0	0	2	0	796
Hourly Total	0	1503	10	0	1513	0	0	1695	1	1695	0	0	8	1	3216
6:00 PM	0	403	4	0	407	0	0	329	0	329	0	0	1	0	737
6:15 PM	0	395	5	0	400	0	0	379	1	379	0	0	1	2	780
6:30 PM	0	361	1	0	362	0	0	367	0	367	0	0	1	0	730
6:45 PM	0	368	4	0	372	0	0	349	0	349	0	0	2	1	723
Hourly Total	0	1527	14	0	1541	0	0	1424	1	1424	0	0	5	3	2970
7:00 PM	0	356	1	0	357	0	0	329	0	329	0	0	1	0	687
7:15 PM	0	285	4	0	289	0	0	323	0	323	0	0	1	2	613
7:30 PM	0	263	2	0	265	0	0	256	0	256	0	0	5	1	526
Grand Total	0	8230	85	0	8315	0	0	8662	2	8662	0	1	45	21	17023
Approach %	0.0	99.0	1.0	-	-	0.0	0.0	100.0	-	-	0.0	2.2	97.8	-	-
Total %	0.0	48.3	0.5	-	48.8	0.0	0.0	50.9	-	50.9	0.0	0.0	0.3	-	0.3
Lights	0	7934	83	-	8017	0	0	8411	-	8411	-	1	43	-	44
% Lights	-	96.4	97.6	-	96.4	-	-	97.1	-	97.1	-	100.0	95.6	-	95.7
Buses	0	31	0	-	31	0	0	30	-	30	0	0	0	-	61
% Buses	-	0.4	0.0	-	0.4	-	-	0.3	-	0.3	-	0.0	0.0	-	0.4

Single-Unit Trucks	0	178	2	-	180	0	0	0	157	-	157	0	0	0	-	0	337
% Single-Unit Trucks	-	2.2	2.4	-	2.2	-	-	-	1.8	-	1.8	-	0.0	0.0	-	0.0	2.0
Articulated Trucks	0	83	0	-	83	0	0	0	63	-	63	0	0	0	-	0	146
% Articulated Trucks	-	1.0	0.0	-	1.0	-	-	-	0.7	-	0.7	-	0.0	0.0	-	0.0	0.9
Bicycles on Road	0	4	0	-	4	0	0	0	1	-	1	0	0	2	-	2	7
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	4.4	-	4.3	0.0
Pedestrians	-	-	-	0	-	-	-	-	-	2	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

Site Code:  
Start Date: 06/09/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Bonnie Brae Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	418	3	0	421		0	0	399	0	399		0	0	1	0	1	821
7:30 AM	0	381	8	0	389		0	0	426	0	426		0	0	4	1	4	819
7:45 AM	0	354	4	0	358		0	0	396	0	396		0	0	2	3	2	756
8:00 AM	0	371	3	0	374		0	0	395	0	395		0	0	3	0	3	772
Total	0	1524	18	0	1542		0	0	1616	0	1616		0	0	10	4	10	3168
Approach %	0.0	98.8	1.2	-	-		0.0	0.0	100.0	-	-		0.0	0.0	100.0	-	-	-
Total %	0.0	48.1	0.6	-	48.7		0.0	0.0	51.0	-	51.0		0.0	0.0	0.3	-	0.3	-
PHF	0.000	0.911	0.563	-	0.916		0.000	0.000	0.948	-	0.948		0.000	0.000	0.625	-	0.625	0.965
Lights	0	1415	17	-	1432		0	0	1568	-	1568		0	0	10	-	10	3010
% Lights	-	92.8	94.4	-	92.9		-	-	97.0	-	97.0		-	-	100.0	-	100.0	95.0
Buses	0	4	0	-	4		0	0	3	-	3		0	0	0	-	0	7
% Buses	-	0.3	0.0	-	0.3		-	-	0.2	-	0.2		-	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	81	1	-	82		0	0	33	-	33		0	0	0	-	0	115
% Single-Unit Trucks	-	5.3	5.6	-	5.3		-	-	2.0	-	2.0		-	-	0.0	-	0.0	3.6
Articulated Trucks	0	24	0	-	24		0	0	12	-	12		0	0	0	-	0	36
% Articulated Trucks	-	1.6	0.0	-	1.6		-	-	0.7	-	0.7		-	-	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	-	0.0	-	0.0		-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	4	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	100.0	-	-



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Count Name: North Avenue with Bonnie Brae  
Site Code:  
Start Date: 06/09/2022  
Page No: 4

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

Start Time	North Avenue Eastbound					North Avenue Westbound					Bonnie Brae Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:45 PM	0	381	2	0	383	0	0	426	0	426	0	1	3	0	813
5:00 PM	0	380	4	0	384	0	0	440	0	440	0	0	1	0	825
5:15 PM	0	364	1	0	365	0	0	393	1	393	0	0	2	1	760
5:30 PM	0	371	2	0	373	0	0	459	0	459	0	0	3	0	835
Total	0	1496	9	0	1505	0	0	1718	1	1718	0	1	9	1	3233
Approach %	0.0	99.4	0.6	-	-	0.0	0.0	100.0	-	-	0.0	10.0	90.0	-	-
Total %	0.0	46.3	0.3	-	46.6	0.0	0.0	53.1	-	53.1	0.0	0.0	0.3	-	-
PHF	0.000	0.982	0.563	-	0.980	0.000	0.000	0.936	-	0.936	0.000	0.250	0.750	-	0.625
Lights	0	1472	9	-	1481	0	0	1677	-	1677	0	1	9	-	3168
% Lights	-	98.4	100.0	-	98.4	-	-	97.6	-	97.6	-	100.0	100.0	-	98.0
Buses	0	5	0	-	5	0	0	6	-	6	0	0	0	-	11
% Buses	-	0.3	0.0	-	0.3	-	-	0.3	-	0.3	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	12	0	-	12	0	0	23	-	23	0	0	0	-	35
% Single-Unit Trucks	-	0.8	0.0	-	0.8	-	-	1.3	-	1.3	-	0.0	0.0	-	1.1
Articulated Trucks	0	7	0	-	7	0	0	12	-	12	0	0	0	-	19
% Articulated Trucks	-	0.5	0.0	-	0.5	-	-	0.7	-	0.7	-	0.0	0.0	-	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North ave with Bonnie Brae Pl  
Site Code:  
Start Date: 06/25/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound					North Ave Westbound					Bonnie Brae Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	342	2	0	344	0	0	393	1	393	0	0	1	2	1
5:15 PM	0	309	1	1	310	0	0	330	0	330	0	0	4	0	4
5:30 PM	0	346	2	1	348	0	0	335	0	335	0	0	2	1	2
5:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0
Hourly Total	0	1301	5	2	1306	0	0	1391	1	1391	0	0	7	3	7
6:00 PM	0	319	0	0	319	0	0	334	0	334	0	0	1	3	1
6:15 PM	0	292	4	0	296	0	0	315	0	315	0	0	1	0	1
6:30 PM	0	302	1	0	303	0	0	327	0	327	0	0	1	1	1
6:45 PM	0	297	1	0	298	0	0	311	0	311	0	0	4	0	4
Hourly Total	0	1210	6	0	1216	0	0	1287	0	1287	0	0	7	4	7
7:00 PM	0	267	1	0	268	0	0	282	0	282	0	0	4	1	4
7:15 PM	0	284	1	0	285	0	0	262	0	262	0	0	1	0	1
7:30 PM	0	246	2	1	248	0	0	230	1	230	0	0	3	0	3
7:45 PM	0	242	0	0	242	0	0	244	0	244	0	0	1	1	1
Hourly Total	0	1039	4	1	1043	0	0	1018	1	1018	0	0	9	2	9
Grand Total	0	3550	15	3	3565	0	0	3696	2	3696	0	0	23	9	23
Approach %	0.0	99.6	0.4	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-
Total %	0.0	48.7	0.2	-	48.9	0.0	0.0	50.7	-	50.7	0.0	0.0	0.3	-	0.3
Lights	0	3526	15	-	3541	0	0	3662	-	3662	0	0	22	-	22
% Lights	-	99.3	100.0	-	99.3	-	-	99.1	-	99.1	-	-	95.7	-	95.7
Buses	0	6	0	-	6	0	0	5	-	5	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Single-Unit Trucks	0	10	0	-	10	0	0	25	-	25	0	0	1	-	1
% Single-Unit Trucks	-	0.3	0.0	-	0.3	-	-	0.7	-	0.7	-	-	4.3	-	4.3
Articulated Trucks	0	7	0	-	7	0	0	3	-	3	0	0	0	-	0
% Articulated Trucks	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	9	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North ave with Bonnie Brae Pl  
Site Code:  
Start Date: 06/25/2022  
Page No: 2

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

Start Time	North Ave Eastbound					North Ave Westbound					Bonnie Brae Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	342	2	0	344	0	0	393	1	393	0	0	1	2	1
5:15 PM	0	309	1	1	310	0	0	330	0	330	0	0	4	0	4
5:30 PM	0	346	2	1	348	0	0	335	0	335	0	0	2	1	2
5:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0
Total	0	1301	5	2	1306	0	0	1391	1	1391	0	0	7	3	7
Approach %	0.0	99.6	0.4	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-
Total %	0.0	48.1	0.2	-	48.3	0.0	0.0	51.4	-	51.4	0.0	0.0	0.3	-	0.3
PHF	0.000	0.940	0.625	-	0.938	0.000	0.000	0.885	-	0.885	0.000	0.000	0.438	-	0.438
Lights	0	1290	5	-	1295	0	0	1379	-	1379	0	0	7	-	7
% Lights	-	99.2	100.0	-	99.2	-	-	99.1	-	99.1	-	-	100.0	-	100.0
Buses	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Single-Unit Trucks	0	4	0	-	4	0	0	8	-	8	0	0	0	-	0
% Single-Unit Trucks	-	0.3	0.0	-	0.3	-	-	0.6	-	0.6	-	-	0.0	-	0.0
Articulated Trucks	0	4	0	-	4	0	0	2	-	2	0	0	0	-	0
% Articulated Trucks	-	0.3	0.0	-	0.3	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	3	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Greenfield St with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach Northbound						Bonnie Brae 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	2	3	0	2	5	0	0	5	0	2	5	0	0	0	0	0	0	0	2	0	0	0	2	12
7:15 AM	0	2	9	0	1	11	0	0	9	0	1	9	0	0	0	0	0	0	0	3	0	2	0	5	25
7:30 AM	0	3	20	0	0	23	0	0	14	0	0	14	0	0	0	0	0	0	0	6	0	4	3	10	47
7:45 AM	0	7	20	1	1	28	0	0	20	0	0	20	0	0	0	0	0	0	0	1	0	0	3	1	49
Hourly Total	0	14	52	1	4	67	0	0	48	0	3	48	0	0	0	0	0	0	0	12	0	6	6	18	133
8:00 AM	0	4	20	0	1	24	0	0	14	1	0	15	0	0	1	0	1	1	0	3	0	8	1	11	51
8:15 AM	0	6	19	0	0	25	0	0	13	0	2	13	0	0	0	0	1	0	0	0	0	3	0	3	41
8:30 AM	0	4	10	1	1	15	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	24
8:45 AM	0	3	4	0	1	7	0	0	5	0	1	5	0	0	0	0	0	0	0	1	0	0	1	1	13
Hourly Total	0	17	53	1	3	71	0	0	41	1	3	42	0	0	1	0	2	1	0	4	0	11	3	15	129
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	23	0	1	23	0	0	10	2	0	12	0	0	0	0	2	0	0	2	0	5	2	7	42
4:15 PM	0	2	12	0	1	14	0	0	5	0	1	5	0	0	0	0	0	0	0	2	0	1	1	3	22
4:30 PM	0	2	16	0	0	18	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	1	1	5	29
4:45 PM	0	4	12	0	2	16	0	0	11	0	0	11	0	0	0	0	0	0	0	2	0	1	1	3	30
Hourly Total	0	8	63	0	4	71	0	0	32	2	1	34	0	0	0	0	2	0	0	10	0	8	5	18	123
5:00 PM	0	7	20	0	1	27	0	0	1	0	2	1	0	0	0	0	0	0	0	2	0	0	1	2	30
5:15 PM	0	0	14	0	2	14	0	0	7	0	1	7	0	0	0	0	1	0	0	1	0	4	1	5	26
5:30 PM	0	6	14	0	0	20	0	0	4	1	2	5	0	0	0	0	0	0	0	0	0	1	1	1	26
5:45 PM	0	4	14	0	0	18	0	0	4	2	0	6	0	0	0	0	0	0	0	3	0	1	1	4	28
Hourly Total	0	17	62	0	3	79	0	0	16	3	5	19	0	0	0	0	1	0	0	6	0	6	4	12	110
6:00 PM	0	3	17	1	0	21	0	0	5	3	0	8	0	1	0	0	0	1	0	2	0	3	0	5	35
6:15 PM	0	1	15	0	0	16	0	0	3	2	0	5	0	0	0	0	0	0	0	2	0	0	0	2	23
6:30 PM	0	1	13	1	0	15	0	0	3	1	0	4	0	0	0	0	0	0	0	5	0	0	0	5	24
6:45 PM	0	0	10	0	0	10	0	0	6	0	0	6	0	0	0	2	0	2	0	0	1	1	0	2	20
Hourly Total	0	5	55	2	0	62	0	0	17	6	0	23	0	1	0	2	0	3	0	9	1	4	0	14	102
7:00 PM	0	0	5	0	0	5	0	0	2	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1	9
7:15 PM	0	3	7	0	0	10	0	0	6	0	0	6	0	0	0	0	1	0	0	2	0	0	0	2	18
7:30 PM	1	2	8	0	0	11	0	0	5	3	0	8	0	0	0	0	0	0	0	1	0	1	0	2	21
7:45 PM	0	1	6	0	3	7	0	0	6	5	0	11	0	0	0	0	0	0	0	0	0	1	0	1	19
Hourly Total	1	6	26	0	3	33	0	0	19	9	0	28	0	0	0	0	1	0	0	4	0	2	0	6	67
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	1	1	12	0	3	14	0	0	3	0	0	3	0	0	0	0	2	0	0	0	1	3	2	4	21
5:15 PM	0	5	14	1	1	20	0	1	9	0	5	10	0	0	0	0	1	0	0	2	0	2	0	4	34
5:30 PM	0	2	18	1	1	21	0	0	3	1	0	4	0	0	0	1	1	1	0	2	0	1	2	3	29



5:45 PM	0	2	15	0	0	17	0	1	6	1	0	0	8	0	1	0	0	0	0	2	0	0	2	28	
Hourly Total	1	10	59	2	5	72	0	2	21	2	5	25	0	1	0	1	4	2	0	6	1	6	13	112	
6:00 PM	0	2	20	1	0	23	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	0	1	30	
6:15 PM	0	2	16	0	1	18	0	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	2	25	
6:30 PM	0	1	13	0	0	14	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	3	0	26	
6:45 PM	0	1	15	0	0	16	0	0	5	0	0	5	0	1	0	0	0	1	0	1	0	1	0	24	
Hourly Total	0	6	64	1	1	71	0	0	25	0	0	25	0	1	0	0	0	1	0	4	0	4	0	8	105
7:00 PM	0	1	7	1	0	9	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	0	1	15	
7:15 PM	0	1	5	1	0	7	0	0	5	1	0	6	0	1	0	0	0	1	0	1	0	0	1	15	
7:30 PM	0	1	9	0	0	10	0	0	8	1	0	9	0	2	0	1	0	3	0	1	0	0	1	23	
7:45 PM	0	0	9	0	0	9	0	0	2	0	1	2	0	0	0	0	1	0	0	2	0	0	2	13	
Hourly Total	0	3	30	2	0	35	0	1	19	2	1	22	0	3	0	1	1	4	0	5	0	0	5	66	
Grand Total	2	86	464	9	23	561	0	3	238	25	18	266	0	6	1	4	11	11	0	60	2	47	22	109	947
Approach %	0.4	15.3	82.7	1.6	-	-	0.0	1.1	89.5	9.4	-	-	0.0	54.5	9.1	36.4	-	-	0.0	55.0	1.8	43.1	-	-	-
Total %	0.2	9.1	49.0	1.0	-	59.2	0.0	0.3	25.1	2.6	-	28.1	0.0	0.6	0.1	0.4	-	1.2	0.0	6.3	0.2	5.0	-	11.5	-
Lights	2	83	459	7	-	551	0	2	231	24	-	257	0	4	1	4	-	9	0	60	1	46	-	107	924
% Lights	100.0	96.5	98.9	77.8	-	98.2	-	66.7	97.1	96.0	-	96.6	-	66.7	100.0	100.0	-	81.8	-	100.0	50.0	97.9	-	98.2	97.6
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	1	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	2	0	-	3	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	0	-	7	7
% Single-Unit Trucks	0.0	1.2	0.4	0.0	-	0.5	-	0.0	1.3	4.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	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	-	0.0	0.0
Bicycles on Road	0	2	3	2	-	7	0	1	3	0	-	4	0	2	0	0	-	2	0	0	1	1	-	2	15
% Bicycles on Road	0.0	2.3	0.6	22.2	-	1.2	-	33.3	1.3	0.0	-	1.5	-	33.3	0.0	0.0	-	18.2	-	0.0	50.0	2.1	-	1.8	1.6
Pedestrians	-	-	-	-	23	-	-	-	-	-	18	-	-	-	-	-	11	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Greenfield St with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach						Bonnie Brae 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	3	20	0	0	23	0	0	14	0	0	14	0	0	0	0	0	0	0	6	0	4	3	10	47
7:45 AM	0	7	20	1	1	28	0	0	20	0	0	20	0	0	0	0	0	0	0	1	0	0	3	1	49
8:00 AM	0	4	20	0	1	24	0	0	14	1	0	15	0	0	1	0	1	1	1	0	3	0	8	1	51
8:15 AM	0	6	19	0	0	25	0	0	13	0	2	13	0	0	0	0	1	0	0	0	0	3	0	3	41
Total	0	20	79	1	2	100	0	0	61	1	2	62	0	0	1	0	2	1	0	10	0	15	7	25	188
Approach %	0.0	20.0	79.0	1.0	-	-	0.0	0.0	98.4	1.6	-	-	0.0	0.0	100.0	0.0	-	-	0.0	40.0	0.0	60.0	-	-	-
Total %	0.0	10.6	42.0	0.5	-	53.2	0.0	0.0	32.4	0.5	-	33.0	0.0	0.0	0.5	0.0	-	0.5	0.0	5.3	0.0	8.0	-	13.3	-
PHF	0.000	0.714	0.988	0.250	-	0.893	0.000	0.000	0.763	0.250	-	0.775	0.000	0.000	0.250	0.000	-	0.250	0.000	0.417	0.000	0.469	-	0.568	0.922
Lights	0	20	77	0	-	97	0	0	60	1	-	61	0	0	1	0	-	1	0	10	0	15	-	25	184
% Lights	-	100.0	97.5	0.0	-	97.0	-	-	98.4	100.0	-	98.4	-	-	100.0	-	-	100.0	-	100.0	-	100.0	-	100.0	97.9
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	1.6	0.0	-	1.6	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.0	-	-	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
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	1.3	100.0	-	2.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	1.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Greenfield St with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 4

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

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach						Bonnie Brae 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	2	12	0	1	14	0	0	5	0	1	5	0	0	0	0	0	0	0	2	0	1	1	3	22
4:30 PM	0	2	16	0	0	18	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	1	1	5	29
4:45 PM	0	4	12	0	2	16	0	0	11	0	0	11	0	0	0	0	0	0	0	2	0	1	1	3	30
5:00 PM	0	7	20	0	1	27	0	0	1	0	2	1	0	0	0	0	0	0	0	2	0	0	1	2	30
Total	0	15	60	0	4	75	0	0	23	0	3	23	0	0	0	0	0	0	0	10	0	3	4	13	111
Approach %	0.0	20.0	80.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	76.9	0.0	23.1	-	-	-
Total %	0.0	13.5	54.1	0.0	-	67.6	0.0	0.0	20.7	0.0	-	20.7	0.0	0.0	0.0	0.0	-	0.0	0.0	9.0	0.0	2.7	-	11.7	-
PHF	0.000	0.536	0.750	0.000	-	0.694	0.000	0.000	0.523	0.000	-	0.523	0.000	0.000	0.000	0.000	-	0.000	0.625	0.000	0.750	-	0.650	0.925	-
Lights	0	15	59	0	-	74	0	0	23	0	-	23	0	0	0	0	-	0	10	0	3	-	13	110	-
% Lights	-	100.0	98.3	-	-	98.7	-	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	-	100.0	-	-	100.0	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	-
% Buses	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	1.7	-	-	1.3	-	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Greenfield St with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

### Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach (S. 160 ft W.)						Bonnie Brae 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
5:15 PM	0	5	14	1	1	20	0	1	9	0	5	10	0	0	0	0	1	0	0	2	0	2	0	4	34
5:30 PM	0	2	18	1	1	21	0	0	3	1	0	4	0	0	0	1	1	1	0	2	0	1	2	3	29
5:45 PM	0	2	15	0	0	17	0	1	6	1	0	8	0	1	0	0	0	1	0	2	0	0	0	2	28
6:00 PM	0	2	20	1	0	23	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	30
Total	0	11	67	3	2	81	0	2	24	2	5	28	0	1	0	1	2	2	0	7	0	3	2	10	121
Approach %	0.0	13.6	82.7	3.7	-	-	0.0	7.1	85.7	7.1	-	-	0.0	50.0	0.0	50.0	-	-	0.0	70.0	0.0	30.0	-	-	-
Total %	0.0	9.1	55.4	2.5	-	66.9	0.0	1.7	19.8	1.7	-	23.1	0.0	0.8	0.0	0.8	-	1.7	0.0	5.8	0.0	2.5	-	8.3	-
PHF	0.000	0.550	0.838	0.750	-	0.880	0.000	0.500	0.667	0.500	-	0.700	0.000	0.250	0.000	0.250	-	0.500	0.000	0.875	0.000	0.375	-	0.625	0.890
Lights	0	10	67	2	-	79	0	2	23	2	-	27	0	1	0	1	-	2	0	7	0	3	-	10	118
% Lights	-	90.9	100.0	66.7	-	97.5	-	100.0	95.8	100.0	-	96.4	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	4.2	0.0	-	3.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	9.1	0.0	33.3	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Greenfield St with Clinton Pl  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

### Turning Movement Data

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Clinton Pl Southbound					
	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	5	0	5		0	5	0	0	5		0	1	2	1	3	13
7:15 AM	0	1	9	1	10		0	12	0	0	12		0	1	2	0	3	25
7:30 AM	0	2	20	0	22		0	18	0	0	18		0	4	1	2	5	45
7:45 AM	0	1	28	2	29		0	20	1	0	21		0	1	11	3	12	62
Hourly Total	0	4	62	3	66		0	55	1	0	56		0	7	16	6	23	145
8:00 AM	0	1	23	0	24		0	22	0	0	22		0	1	7	2	8	54
8:15 AM	0	4	24	0	28		0	15	1	0	16		0	0	3	2	3	47
8:30 AM	0	1	14	0	15		0	9	0	0	9		0	2	0	0	2	26
8:45 AM	0	0	5	0	5		0	5	1	0	6		0	0	1	1	1	12
Hourly Total	0	6	66	0	72		0	51	2	0	53		0	3	11	5	14	139
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	2	22	0	24		0	14	0	0	14		0	1	0	1	1	39
4:15 PM	0	3	13	0	16		0	5	0	0	5		0	0	2	2	2	23
4:30 PM	0	5	15	0	20		1	8	0	0	9		0	2	1	1	3	32
4:45 PM	0	2	16	0	18		0	10	2	0	12		0	1	4	0	5	35
Hourly Total	0	12	66	0	78		1	37	2	0	40		0	4	7	4	11	129
5:00 PM	0	1	22	1	23		0	3	0	0	3		0	5	4	2	9	35
5:15 PM	0	4	12	0	16		0	11	0	0	11		0	3	3	0	6	33
5:30 PM	0	4	20	0	24		0	4	1	0	5		0	0	1	3	1	30
5:45 PM	0	3	16	0	19		0	6	1	0	7		0	1	0	0	1	27
Hourly Total	0	12	70	1	82		0	24	2	0	26		0	9	8	5	17	125
6:00 PM	0	3	18	0	21		0	8	0	0	8		0	3	3	1	6	35
6:15 PM	0	1	13	0	14		0	3	0	0	3		0	3	1	0	4	21
6:30 PM	0	1	14	0	15		0	2	0	0	2		0	3	0	0	3	20
6:45 PM	0	1	7	0	8		0	6	1	0	7		0	1	2	0	3	18
Hourly Total	0	6	52	0	58		0	19	1	0	20		0	10	6	1	16	94
7:00 PM	0	1	7	0	8		0	2	0	0	2		0	0	0	0	0	10
7:15 PM	0	0	7	0	7		0	4	2	0	6		0	1	2	1	3	16
7:30 PM	0	0	11	0	11		1	5	1	0	7		0	0	1	0	1	19
7:45 PM	0	1	6	0	7		0	7	0	0	7		0	0	0	0	0	14
Hourly Total	0	2	31	0	33		1	18	3	0	22		0	1	3	1	4	59
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
5:00 PM	0	0	12	0	12		0	8	0	0	8		0	2	3	0	5	25
5:15 PM	0	1	17	0	18		0	10	1	0	11		0	2	0	1	2	31
5:30 PM	0	2	21	0	23		0	4	0	2	4		0	2	1	0	3	30
5:45 PM	0	0	16	0	16		0	8	2	0	10		0	0	1	0	1	27



Hourly Total	0	3	66	0	69	0	30	3	2	33	0	6	5	1	11	113
6:00 PM	0	1	19	0	20	0	4	1	0	5	0	2	0	0	2	27
6:15 PM	0	0	19	0	19	0	5	0	0	5	0	3	1	1	4	28
6:30 PM	0	0	12	0	12	0	14	1	0	15	0	2	1	0	3	30
6:45 PM	0	1	12	0	13	0	5	0	0	5	0	1	1	0	2	20
Hourly Total	0	2	62	0	64	0	28	2	0	30	0	8	3	1	11	105
7:00 PM	0	2	7	0	9	0	3	1	0	4	0	2	2	0	4	17
7:15 PM	0	0	8	0	8	0	6	0	0	6	0	0	0	0	0	14
7:30 PM	0	2	8	0	10	0	8	2	0	10	0	2	1	0	3	23
7:45 PM	0	1	6	0	7	0	2	0	0	2	0	2	0	0	2	11
Hourly Total	0	5	29	0	34	0	19	3	0	22	0	6	3	0	9	65
Grand Total	0	52	504	4	556	2	281	19	2	302	0	54	62	24	116	974
Approach %	0.0	9.4	90.6	-	-	0.7	93.0	6.3	-	-	0.0	46.6	53.4	-	-	-
Total %	0.0	5.3	51.7	-	57.1	0.2	28.9	2.0	-	31.0	0.0	5.5	6.4	-	11.9	-
Lights	0	51	499	-	550	2	274	18	-	294	0	53	58	-	111	955
% Lights	-	98.1	99.0	-	98.9	100.0	97.5	94.7	-	97.4	-	98.1	93.5	-	95.7	98.0
Buses	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Buses	-	1.9	0.0	-	0.2	0.0	0.4	0.0	-	0.3	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	4	-	4	0	2	0	-	2	0	0	3	-	3	9
% Single-Unit Trucks	-	0.0	0.8	-	0.7	0.0	0.7	0.0	-	0.7	-	0.0	4.8	-	2.6	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	4	1	-	5	0	1	1	-	2	8
% Bicycles on Road	-	0.0	0.2	-	0.2	0.0	1.4	5.3	-	1.7	-	1.9	1.6	-	1.7	0.8
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Count Name: Greenfield St with Clinton Pl  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:30 AM)

[illegible]

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

Site Code: 22-030  
Start Date: 03/03/2022  
Page No: 4

## Turning Movement Peak Hour Data (4:30 PM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Clinton Pl Southbound					
	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	5	15	0	20		1	8	0	0	9		0	2	1	1	3	32
4:45 PM	0	2	16	0	18		0	10	2	0	12		0	1	4	0	5	35
5:00 PM	0	1	22	1	23		0	3	0	0	3		0	5	4	2	9	35
5:15 PM	0	4	12	0	16		0	11	0	0	11		0	3	3	0	6	33
Total	0	12	65	1	77		1	32	2	0	35		0	11	12	3	23	135
Approach %	0.0	15.6	84.4	-	-		2.9	91.4	5.7	-	-		0.0	47.8	52.2	-	-	-
Total %	0.0	8.9	48.1	-	57.0		0.7	23.7	1.5	-	25.9		0.0	8.1	8.9	-	17.0	-
PHF	0.000	0.600	0.739	-	0.837		0.250	0.727	0.250	-	0.729		0.000	0.550	0.750	-	0.639	0.964
Lights	0	12	65	-	77		1	32	2	-	35		0	11	12	-	23	135
% Lights	-	100.0	100.0	-	100.0		100.0	100.0	100.0	-	100.0		-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-		-	-	-	0	-		-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-



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Count Name: Greenfield St with Clinton Pl  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

### Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Clinton Pl Southbound				
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
5:15 PM	0	1	17	0	18	0	10	1	0	11	0	2	0	1	31
5:30 PM	0	2	21	0	23	0	4	0	2	4	0	2	1	0	30
5:45 PM	0	0	16	0	16	0	8	2	0	10	0	0	1	0	27
6:00 PM	0	1	19	0	20	0	4	1	0	5	0	2	0	0	27
Total	0	4	73	0	77	0	26	4	2	30	0	6	2	1	115
Approach %	0.0	5.2	94.8	-	-	0.0	86.7	13.3	-	-	0.0	75.0	25.0	-	-
Total %	0.0	3.5	63.5	-	67.0	0.0	22.6	3.5	-	26.1	0.0	5.2	1.7	-	7.0
PHF	0.000	0.500	0.869	-	0.837	0.000	0.650	0.500	-	0.682	0.000	0.750	0.500	-	0.667
Lights	0	4	73	-	77	0	25	4	-	29	0	6	2	-	114
% Lights	-	100.0	100.0	-	100.0	-	96.2	100.0	-	96.7	-	100.0	100.0	-	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	3.8	0.0	-	3.3	-	0.0	0.0	-	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Harlem Ave with Greenfield St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. 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	1	0	9	10	0	0	3	4	0	7	0	0	164	1	0	165	0	4	281	0	285	467	
7:15 AM	0	3	4	7	14	0	0	5	4	0	9	0	0	210	0	0	210	0	3	264	2	269	502	
7:30 AM	0	2	4	23	29	0	1	9	4	1	14	0	0	189	3	0	192	0	4	292	1	297	532	
7:45 AM	0	0	8	14	22	0	1	9	4	0	14	0	3	183	4	0	190	0	2	297	3	302	528	
Hourly Total	0	6	16	53	75	0	2	26	16	1	44	0	3	746	8	0	757	0	13	1134	6	1153	2029	
8:00 AM	0	1	5	14	20	0	1	7	10	0	18	0	2	224	3	0	229	0	4	259	0	263	530	
8:15 AM	0	0	5	17	22	0	3	4	6	0	13	0	0	209	4	2	213	0	4	263	1	0	268	516
8:30 AM	0	0	4	8	12	0	2	6	2	1	10	0	1	179	5	0	185	1	6	251	1	2	259	466
8:45 AM	0	1	1	4	6	0	2	4	6	1	12	0	0	239	5	0	244	0	3	257	0	0	260	522
Hourly Total	0	2	15	43	60	0	8	21	24	2	53	0	3	851	17	2	871	1	17	1030	2	3	1050	2034
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	8	17	26	0	2	7	6	3	15	0	1	287	8	5	296	0	4	191	1	0	196	533
4:15 PM	0	3	3	4	10	0	1	2	2	3	5	0	1	291	3	0	295	0	9	261	0	2	270	580
4:30 PM	0	1	4	15	20	0	0	3	4	1	7	0	1	233	3	0	237	0	1	220	1	0	222	486
4:45 PM	0	1	5	6	12	0	3	5	8	2	16	0	4	281	4	0	289	0	3	247	2	0	252	569
Hourly Total	0	6	20	42	68	0	6	17	20	9	43	0	7	1092	18	5	1117	0	17	919	4	2	940	2168
5:00 PM	0	1	7	14	22	0	1	0	15	1	16	0	1	260	3	0	264	0	4	273	1	0	278	580
5:15 PM	0	1	2	11	14	0	2	5	4	1	11	0	2	289	4	0	295	0	4	252	0	1	256	576
5:30 PM	0	1	5	6	12	0	0	3	7	0	10	0	1	259	5	1	265	0	8	229	0	1	237	524
5:45 PM	0	3	6	11	20	0	3	1	4	0	8	0	1	263	4	0	268	0	5	230	2	0	237	533
Hourly Total	0	6	20	42	68	0	6	9	30	2	45	0	5	1071	16	1	1092	0	21	984	3	2	1008	2213
6:00 PM	0	1	3	10	14	0	0	1	4	0	5	0	6	225	6	0	237	0	7	231	1	1	239	495
6:15 PM	0	5	2	12	19	0	1	1	2	2	4	0	6	243	7	0	256	0	3	234	0	0	237	516
6:30 PM	0	0	5	11	16	0	1	1	4	0	6	0	1	229	1	0	231	1	3	221	0	0	225	478
6:45 PM	0	1	5	6	12	0	2	2	5	1	9	0	3	238	2	0	243	0	2	226	0	0	228	492
Hourly Total	0	7	15	39	61	0	4	5	15	3	24	0	16	935	16	0	967	1	15	912	1	1	929	1981
7:00 PM	0	2	0	7	9	0	0	1	3	0	4	0	0	254	6	0	260	1	7	199	1	0	208	481
7:15 PM	0	1	2	6	9	0	1	2	4	0	7	0	3	212	0	0	215	0	4	185	1	0	190	421
7:30 PM	0	0	5	6	11	0	2	2	4	0	8	0	4	207	5	0	216	0	1	211	0	1	212	447
7:45 PM	0	2	0	4	6	0	0	3	6	0	9	0	9	206	3	0	218	0	3	156	4	0	163	396
Hourly Total	0	5	7	23	35	0	3	8	17	0	28	0	16	879	14	0	909	1	15	751	6	1	773	1745
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	4	8	12	0	1	1	6	0	8	0	1	250	0	1	251	0	4	248	2	0	254	525
5:15 PM	0	1	1	13	15	0	1	4	5	1	10	0	1	269	1	0	271	0	3	215	2	0	220	516
5:30 PM	0	3	4	11	18	0	1	3	8	0	12	0	1	260	3	0	264	0	5	197	1	1	203	497



5:45 PM	0	2	2	14	18	0	1	2	5	0	8	0	2	262	6	0	270	0	6	224	3	0	233	529
Hourly Total	0	6	11	46	63	0	4	10	24	1	38	0	5	1041	10	1	1056	0	18	884	8	1	910	2067
6:00 PM	0	0	5	15	20	0	1	1	4	0	6	0	4	282	2	0	288	0	2	216	3	0	221	535
6:15 PM	0	1	3	14	18	0	0	1	7	1	8	0	0	247	3	0	250	0	8	222	3	0	233	509
6:30 PM	0	0	2	8	10	0	2	2	4	0	8	0	2	265	2	0	269	0	3	221	3	0	227	514
6:45 PM	0	1	3	13	17	0	1	0	1	0	2	0	1	257	5	0	263	0	2	196	4	0	202	484
Hourly Total	0	2	13	50	65	0	4	4	16	1	24	0	7	1051	12	0	1070	0	15	855	13	0	883	2042
7:00 PM	0	2	1	6	9	0	1	1	0	0	2	0	2	230	3	0	235	1	2	194	1	0	198	444
7:15 PM	0	1	4	4	9	0	4	3	3	0	10	0	2	193	1	0	196	0	2	194	1	0	197	412
7:30 PM	0	1	1	5	7	0	1	0	2	0	3	0	7	229	3	0	239	0	3	228	2	0	233	482
7:45 PM	0	1	4	10	15	0	1	0	2	0	3	0	3	201	4	0	208	0	1	163	1	0	165	391
Hourly Total	0	5	10	25	40	0	7	4	7	0	18	0	14	853	11	0	878	1	8	779	5	0	793	1729
Grand Total	0	45	127	363	535	0	44	104	169	19	317	0	76	8519	122	9	8717	4	139	8248	48	11	8439	18008
Approach %	0.0	8.4	23.7	67.9	-	0.0	13.9	32.8	53.3	-	-	0.0	0.9	97.7	1.4	-	-	0.0	1.6	97.7	0.6	-	-	-
Total %	0.0	0.2	0.7	2.0	3.0	0.0	0.2	0.6	0.9	-	1.8	0.0	0.4	47.3	0.7	-	48.4	0.0	0.8	45.8	0.3	-	46.9	-
Lights	0	44	124	361	529	0	42	103	167	-	312	0	75	8319	119	-	8513	4	138	8042	47	-	8231	17585
% Lights	-	97.8	97.6	99.4	98.9	-	95.5	99.0	98.8	-	98.4	-	98.7	97.7	97.5	-	97.7	100.0	99.3	97.5	97.9	-	97.5	97.7
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	84	0	-	84	0	0	88	1	-	89	173
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	1.0	0.0	0.0	1.1	2.1	-	1.1	1.0
Single-Unit Trucks	0	1	1	1	3	0	2	0	1	-	3	0	1	70	1	-	72	0	1	70	0	-	71	149
% Single-Unit Trucks	-	2.2	0.8	0.3	0.6	-	4.5	0.0	0.6	-	0.9	-	1.3	0.8	0.8	-	0.8	0.0	0.7	0.8	0.0	-	0.8	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	46	0	-	46	0	0	48	0	-	48	94
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	0.0	0.0	0.6	0.0	-	0.6	0.5
Bicycles on Road	0	0	2	1	3	0	0	1	1	-	2	0	0	0	2	-	2	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	1.6	0.3	0.6	-	0.0	1.0	0.6	-	0.6	-	0.0	0.0	1.6	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	-	19	-	-	-	-	9	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Harlem Ave with Greenfield St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. Total				
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total								
7:30 AM	0	2	4	23	29	0	1	9	4	1	14	0	0	189	3	0	192	0	4	292	1	0	297	532	
7:45 AM	0	0	8	14	22	0	1	9	4	0	14	0	3	183	4	0	190	0	2	297	3	1	302	528	
8:00 AM	0	1	5	14	20	0	1	7	10	0	18	0	2	224	3	0	229	0	4	259	0	1	263	530	
8:15 AM	0	0	5	17	22	0	3	4	6	0	13	0	0	209	4	2	213	0	4	263	1	0	268	516	
Total	0	3	22	68	93	0	6	29	24	1	59	0	5	805	14	2	824	0	14	1111	5	2	1130	2106	
Approach %	0.0	3.2	23.7	73.1	-	0.0	10.2	49.2	40.7	-	-	0.0	0.6	97.7	1.7	-	-	0.0	1.2	98.3	0.4	-	-	-	
Total %	0.0	0.1	1.0	3.2	4.4	0.0	0.3	1.4	1.1	-	2.8	0.0	0.2	38.2	0.7	-	39.1	0.0	0.7	52.8	0.2	-	53.7	-	
PHF	0.000	0.375	0.688	0.739	0.802	0.000	0.500	0.806	0.600	-	0.819	0.000	0.417	0.898	0.875	-	0.900	0.000	0.875	0.935	0.417	-	0.935	0.990	
Lights	0	3	21	67	91	0	6	29	23	-	58	0	5	767	13	-	785	0	14	1059	4	-	1077	2011	
% Lights	-	100.0	95.5	98.5	97.8	-	100.0	100.0	95.8	-	98.3	-	100.0	95.3	92.9	-	95.3	-	100.0	95.3	80.0	-	-	95.3	95.5
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	13	0	-	13	0	0	16	1	-	17	30	
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	0.0	-	1.6	-	0.0	1.4	20.0	-	1.5	1.4	
Single-Unit Trucks	0	0	1	0	1	0	0	0	1	-	1	0	0	16	0	-	16	0	0	25	0	-	25	43	
% Single-Unit Trucks	-	0.0	4.5	0.0	1.1	-	0.0	0.0	4.2	-	1.7	-	0.0	2.0	0.0	-	1.9	-	0.0	2.3	0.0	-	2.2	2.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	9	0	-	9	0	0	11	0	-	11	20	
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.1	-	0.0	1.0	0.0	-	1.0	0.9	
Bicycles on Road	0	0	0	1	1	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	2	
% Bicycles on Road	-	0.0	0.0	1.5	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	7.1	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Harlem Ave with Greenfield St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 4

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

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total				
4:45 PM	0	1	5	6	12	0	3	5	8	2	16	0	4	281	4	0	289	569			
5:00 PM	0	1	7	14	22	0	1	0	15	1	16	0	1	260	3	0	264	580			
5:15 PM	0	1	2	11	14	0	2	5	4	1	11	0	2	289	4	0	295	576			
5:30 PM	0	1	5	6	12	0	0	3	7	0	10	0	1	259	5	1	265	524			
Total	0	4	19	37	60	0	6	13	34	4	53	0	8	1089	16	1	1113	2249			
Approach %	0.0	6.7	31.7	61.7	-	0.0	11.3	24.5	64.2	-	-	0.0	0.7	97.8	1.4	-	-	-			
Total %	0.0	0.2	0.8	1.6	2.7	0.0	0.3	0.6	1.5	-	2.4	0.0	0.4	48.4	0.7	-	49.5	-			
PHF	0.000	1.000	0.679	0.661	0.682	0.000	0.500	0.650	0.567	-	0.828	0.000	0.500	0.942	0.800	-	0.943	0.969			
Lights	0	4	19	37	60	0	5	12	33	-	50	0	8	1065	16	-	1089	2200			
% Lights	-	100.0	100.0	100.0	100.0	-	83.3	92.3	97.1	-	94.3	-	100.0	97.8	100.0	-	97.8	97.8			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	19			
% Buses	-	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	0.8			
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	0	1	0	0	9	0	0	9	15			
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	16.7	0.0	0.0	0.0	1.9	-	0.0	0.8	0.0	-	0.8	0.7			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	13			
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4	0.0	-	0.4	0.6			
Bicycles on Road	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	2			
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	7.7	2.9	-	3.8	-	0.0	0.0	0.0	-	0.0	0.1			
Pedestrians	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	2	-	-			
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-			

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Start Date: 03/03/2022  
Page No: 5

## Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Harlem Ave Northbound						Harlem Ave Southbound									
	U-Turn	Left	Thru	Right	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	
5:15 PM	0	1	1	13	15		0	1	4	5	1	10		0	1	269	1	0	271		0	3	215	2	0	220	516	
5:30 PM	0	3	4	11	18		0	1	3	8	0	12		0	1	260	3	0	264		0	5	197	1	1	203	497	
5:45 PM	0	2	2	14	18		0	1	2	5	0	8		0	2	262	6	0	270		0	6	224	3	0	233	529	
6:00 PM	0	0	5	15	20		0	1	1	4	0	6		0	4	282	2	0	288		0	2	216	3	0	221	535	
Total	0	6	12	53	71		0	4	10	22	1	36		0	8	1073	12	0	1093		0	16	852	9	1	877	2077	
Approach %	0.0	8.5	16.9	74.6	-		0.0	11.1	27.8	61.1	-	-		0.0	0.7	98.2	1.1	-	-		0.0	1.8	97.1	1.0	-	-	-	
Total %	0.0	0.3	0.6	2.6	3.4		0.0	0.2	0.5	1.1	-	1.7		0.0	0.4	51.7	0.6	-	52.6		0.0	0.8	41.0	0.4	-	42.2	-	
PHF	0.000	0.500	0.600	0.883	0.888		0.000	1.000	0.625	0.688	-	0.750		0.000	0.500	0.951	0.500	-	0.949		0.000	0.667	0.951	0.750	-	0.941	0.971	
Lights	0	6	12	53	71		0	4	10	22	-	36		0	8	1058	12	-	1078		0	16	843	9	-	868	2053	
% Lights	-	100.0	100.0	100.0	100.0		-	100.0	100.0	100.0	-	100.0		-	100.0	98.6	100.0	-	98.6		-	100.0	98.9	100.0	-	-	99.0	98.8
Buses	0	0	0	0	0		0	0	0	0	0	0		0	0	10	0	0	10		0	0	6	0	-	6	16	
% Buses	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.9	0.0	-	0.9		-	0.0	0.7	0.0	-	0.7	0.8	
Single-Unit Trucks	0	0	0	0	0		0	0	0	0	-	0		0	0	3	0	-	3		0	0	2	0	-	2	5	
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.3	0.0	-	0.3		-	0.0	0.2	0.0	-	0.2	0.2	
Articulated Trucks	0	0	0	0	0		0	0	0	0	-	0		0	0	2	0	-	2		0	0	1	0	-	1	3	
% Articulated Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.2	0.0	-	0.2		-	0.0	0.1	0.0	-	0.1	0.1	
Bicycles on Road	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	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	
Pedestrians	-	-	-	-	-		-	-	-	-	1	-		-	-	-	-	0	-		-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	-		-	-	-	-	100.0	-		-	-	-	-	-	-		-	-	-	-	100.0	-	-	



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Count Name: Le Moyne Pkwy with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae 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	5	0	0	5	0	0	5	1	1	6	0	0	1	1	1	0	2	0	7	2	1	0	10	23
7:15 AM	0	0	11	2	0	13	0	1	3	0	1	4	0	0	1	1	0	2	1	0	7	2	1	1	10	28
7:30 AM	0	0	13	1	0	14	0	0	7	1	1	8	0	0	1	1	1	1	2	0	4	4	0	1	8	32
7:45 AM	0	1	11	0	0	12	0	0	10	2	1	12	0	1	3	2	1	1	6	0	4	1	0	1	5	35
Hourly Total	0	1	40	3	0	44	0	1	25	4	4	30	0	1	6	4	4	11	0	22	9	2	3	33	118	
8:00 AM	0	1	18	1	1	20	0	3	9	1	0	13	0	0	2	0	3	2	0	4	2	4	0	10	45	
8:15 AM	0	0	9	0	0	9	0	1	9	1	0	11	0	0	0	2	0	2	0	6	1	1	1	0	8	30
8:30 AM	0	1	5	0	0	6	0	0	10	0	0	10	0	1	1	2	1	4	0	5	0	1	1	1	6	26
8:45 AM	0	0	6	0	0	6	0	0	3	0	0	3	0	0	2	0	0	2	0	5	0	1	0	6	17	
Hourly Total	0	2	38	1	1	41	0	4	31	2	0	37	0	1	5	4	4	10	0	20	3	7	1	30	118	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	0	8	1	0	9	0	1	7	3	0	11	0	1	0	1	0	2	0	2	3	0	0	5	27	
4:15 PM	0	0	10	0	0	10	0	1	6	2	0	9	0	1	2	1	0	4	0	4	2	1	1	7	30	
4:30 PM	0	3	11	1	0	15	0	0	4	0	0	4	0	1	0	1	1	2	0	3	3	0	1	6	27	
4:45 PM	0	0	8	1	0	9	0	2	10	6	0	18	0	0	2	1	0	3	0	2	1	1	0	4	34	
Hourly Total	0	3	37	3	0	43	0	4	27	11	0	42	0	3	4	4	1	11	0	11	9	2	2	22	118	
5:00 PM	0	2	16	1	0	19	0	1	9	0	0	10	0	0	2	2	1	4	0	2	0	0	0	2	35	
5:15 PM	0	3	9	2	1	14	0	2	5	0	0	7	0	0	0	0	1	0	0	1	1	2	1	4	25	
5:30 PM	0	3	17	1	1	21	0	0	8	1	0	9	0	2	1	1	2	4	0	0	1	4	0	5	39	
5:45 PM	0	0	15	0	0	15	0	0	3	2	0	5	0	2	3	1	0	6	0	6	3	1	0	10	36	
Hourly Total	0	8	57	4	2	69	0	3	25	3	0	31	0	4	6	4	4	14	0	9	5	7	1	21	135	
6:00 PM	0	2	16	3	0	21	1	2	13	0	0	16	0	1	1	3	1	5	0	5	1	1	2	7	49	
6:15 PM	0	0	14	1	0	15	0	0	11	1	1	12	0	2	0	0	0	2	0	1	0	0	1	1	30	
6:30 PM	0	0	12	1	0	13	0	2	6	2	0	10	0	1	0	0	1	1	0	2	0	1	0	3	27	
6:45 PM	0	1	11	0	0	12	0	0	3	1	0	4	0	0	0	1	0	1	0	1	2	2	0	5	22	
Hourly Total	0	3	53	5	0	61	1	4	33	4	1	42	0	4	1	4	2	9	0	9	3	4	3	16	128	
7:00 PM	0	1	9	1	0	11	0	0	5	1	0	6	0	0	0	2	0	2	0	5	1	0	0	6	25	
7:15 PM	0	1	16	2	0	19	0	0	5	1	0	6	0	0	1	1	0	2	0	2	0	1	0	3	30	
7:30 PM	0	0	5	1	0	6	1	0	6	1	0	8	0	0	0	2	1	2	0	1	0	0	0	1	17	
7:45 PM	0	1	11	0	0	12	0	0	4	2	0	6	0	0	0	1	0	1	0	0	1	0	0	1	20	
Hourly Total	0	3	41	4	0	48	1	0	20	5	0	26	0	0	1	6	1	7	0	8	2	1	0	11	92	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	0	0	15	4	0	19	0	0	7	1	0	8	0	1	0	1	2	2	0	2	1	0	1	3	32	
5:15 PM	0	0	7	0	0	7	0	0	2	2	0	4	1	0	2	2	2	5	0	1	1	1	1	3	19	
5:30 PM	0	1	10	0	0	11	0	0	5	0	2	5	1	0	1	0	2	2	0	1	0	1	0	2	20	



5:45 PM	0	1	12	2	0	15	0	0	10	0	0	10	0	2	0	0	4	2	0	3	0	1	0	4	31
Hourly Total	0	2	44	6	0	52	0	0	24	3	2	27	2	3	3	3	10	11	0	7	2	3	2	12	102
6:00 PM	0	0	18	1	0	19	0	0	13	2	0	15	0	0	1	0	2	1	0	1	0	1	5	2	37
6:15 PM	0	0	13	2	1	15	0	0	11	1	0	12	0	1	0	1	0	2	0	0	1	1	2	2	31
6:30 PM	0	2	13	0	0	15	1	1	4	0	0	6	0	1	0	0	0	1	0	0	0	0	1	0	22
6:45 PM	0	1	8	1	0	10	0	0	2	1	0	3	0	0	0	0	1	0	0	1	1	2	0	4	17
Hourly Total	0	3	52	4	1	59	1	1	30	4	0	36	0	2	1	1	3	4	0	2	2	4	8	8	107
7:00 PM	0	0	12	0	0	12	0	0	4	0	6	4	0	0	1	0	0	1	0	0	1	0	0	1	18
7:15 PM	0	0	14	0	0	14	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	19
7:30 PM	0	2	7	0	0	9	0	1	4	0	0	5	0	0	0	3	0	3	0	1	0	1	0	2	19
7:45 PM	0	3	10	0	0	13	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	19
Hourly Total	0	5	43	0	0	48	0	1	13	0	6	14	0	0	1	3	0	4	0	4	3	2	0	9	75
Grand Total	0	30	405	30	4	465	3	18	228	36	13	285	2	18	28	33	29	81	0	92	38	32	20	162	993
Approach %	0.0	6.5	87.1	6.5	-	-	1.1	6.3	80.0	12.6	-	-	2.5	22.2	34.6	40.7	-	-	0.0	56.8	23.5	19.8	-	-	-
Total %	0.0	3.0	40.8	3.0	-	46.8	0.3	1.8	23.0	3.6	-	28.7	0.2	1.8	2.8	3.3	-	8.2	0.0	9.3	3.8	3.2	-	16.3	-
Lights	0	30	389	29	-	448	3	17	226	34	-	280	2	18	26	33	-	79	0	89	37	32	-	158	965
% Lights	-	100.0	96.0	96.7	-	96.3	100.0	94.4	99.1	94.4	-	98.2	100.0	100.0	92.9	100.0	-	97.5	-	96.7	97.4	100.0	-	97.5	97.2
Buses	0	0	4	1	-	5	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	1.0	3.3	-	1.1	0.0	0.0	0.0	2.8	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	2	1	0	-	3	5
% Single-Unit Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	3.6	0.0	-	1.2	-	2.2	2.6	0.0	-	1.9	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	0.6	0.1
Bicycles on Road	0	0	11	0	-	11	0	1	2	1	-	4	0	0	1	0	-	1	0	0	0	0	-	0	16
% Bicycles on Road	-	0.0	2.7	0.0	-	2.4	0.0	5.6	0.9	2.8	-	1.4	0.0	0.0	3.6	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	1.6
Pedestrians	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	29	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae 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	0	13	1	0	14	0	0	7	1	1	8	0	0	1	1	1	2	0	4	4	0	1	8	32
7:45 AM	0	1	11	0	0	12	0	0	10	2	1	12	0	1	3	2	1	6	0	4	1	0	1	5	35
8:00 AM	0	1	18	1	1	20	0	3	9	1	0	13	0	0	2	0	3	2	0	4	2	4	0	10	45
8:15 AM	0	0	9	0	0	9	0	1	9	1	0	11	0	0	0	2	0	2	0	6	1	1	0	8	30
Total	0	2	51	2	1	55	0	4	35	5	2	44	0	1	6	5	5	12	0	18	8	5	2	31	142
Approach %	0.0	3.6	92.7	3.6	-	-	0.0	9.1	79.5	11.4	-	-	0.0	8.3	50.0	41.7	-	-	0.0	58.1	25.8	16.1	-	-	-
Total %	0.0	1.4	35.9	1.4	-	38.7	0.0	2.8	24.6	3.5	-	31.0	0.0	0.7	4.2	3.5	-	8.5	0.0	12.7	5.6	3.5	-	21.8	-
PHF	0.000	0.500	0.708	0.500	-	0.688	0.000	0.333	0.875	0.625	-	0.846	0.000	0.250	0.500	0.625	-	0.500	0.000	0.750	0.500	0.313	-	0.775	0.789
Lights	0	2	49	2	-	53	0	4	35	5	-	44	0	1	6	5	-	12	0	18	8	5	-	31	140
% Lights	-	100.0	96.1	100.0	-	96.4	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	2.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	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
% 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	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	2.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 4

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

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae 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	2	16	1	0	19	0	1	9	0	0	10	0	0	2	2	2	1	4	0	2	0	0	2	35	
5:15 PM	0	3	9	2	1	14	0	2	5	0	0	7	0	0	0	0	1	1	4	0	1	1	2	1	25	
5:30 PM	0	3	17	1	1	21	0	0	8	1	0	9	0	2	1	1	1	2	4	0	0	1	4	0	5	39
5:45 PM	0	0	15	0	0	15	0	0	3	2	0	5	0	2	3	1	0	0	6	0	6	3	1	0	10	36
Total	0	8	57	4	2	69	0	3	25	3	0	31	0	4	6	4	4	14	14	0	9	5	7	1	21	135
	0.0	11.6	82.6	5.8	-	-	0.0	9.7	80.6	9.7	-	-	-	0.0	28.6	42.9	28.6	-	-	0.0	42.9	23.8	33.3	-	-	-
Total %	0.0	5.9	42.2	3.0	-	51.1	0.0	2.2	18.5	2.2	-	23.0	0.0	3.0	4.4	3.0	-	10.4	0.0	6.7	3.7	5.2	-	15.6	-	-
PHF	0.000	0.667	0.838	0.500	-	0.821	0.000	0.375	0.694	0.375	-	0.775	0.000	0.500	0.500	0.500	-	0.583	0.000	0.375	0.417	0.438	-	0.525	0.865	
Lights	0	8	57	4	-	69	0	3	25	3	-	31	0	4	5	4	-	13	0	9	5	7	-	21	134	
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	83.3	100.0	-	92.9	-	100.0	100.0	100.0	-	100.0	99.3	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1	
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	16.7	0.0	-	7.1	-	0.0	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	0.0	
Bicycles on Road	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	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	
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



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Count Name: Le Moyne Pkwy with Bonnie Brae  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

### Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae 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	
5:15 PM	0	0	7	0	0	7	0	0	2	2	0	4	1	0	2	2	2	2	5	0	1	1	1	1	3	19
5:30 PM	0	1	10	0	0	11	0	0	5	0	2	5	1	0	1	0	0	2	2	0	1	0	1	0	2	20
5:45 PM	0	1	12	2	0	15	0	0	10	0	0	10	0	2	0	0	4	2	2	0	3	0	1	0	4	31
6:00 PM	0	0	18	1	0	19	0	0	13	2	0	15	0	0	1	0	2	1	0	0	1	0	1	5	2	37
Total	0	2	47	3	0	52	0	0	30	4	2	34	2	2	4	2	10	10	10	0	6	1	4	6	11	107
Approach %	0.0	3.8	90.4	5.8	-	-	0.0	0.0	88.2	11.8	-	-	20.0	20.0	40.0	20.0	-	-	-	0.0	54.5	9.1	36.4	-	-	-
Total %	0.0	1.9	43.9	2.8	-	48.6	0.0	0.0	28.0	3.7	-	31.8	1.9	1.9	3.7	1.9	-	9.3	0.0	5.6	0.9	3.7	-	-	10.3	-
PHF	0.000	0.500	0.653	0.375	-	0.684	0.000	0.000	0.577	0.500	-	0.567	0.500	0.250	0.500	0.250	-	0.500	0.000	0.500	0.250	1.000	-	-	0.688	0.723
Lights	0	2	46	3	-	51	0	0	28	3	-	31	2	2	4	2	-	10	0	6	1	4	-	-	11	103
% Lights	-	100.0	97.9	100.0	-	98.1	-	-	93.3	75.0	-	91.2	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	-	100.0	96.3
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	25.0	-	2.9	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	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
% 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	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	-	0	3
% Bicycles on Road	-	0.0	2.1	0.0	-	1.9	-	-	6.7	0.0	-	5.9	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	2.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	10	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Clinton PI  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton Pl Northbound						Clinton Pl Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	1	3	0	0	4	0	0	8	0	0	8	0	0	0	0	0	1	0	0	2	3	0	1	5	17
7:15 AM	0	0	8	0	0	8	0	0	3	0	0	3	0	0	1	0	1	1	1	0	2	2	1	1	5	17
7:30 AM	0	1	3	0	0	4	0	0	8	0	3	8	0	0	0	1	1	1	1	0	9	4	1	1	14	27
7:45 AM	0	2	8	0	0	10	0	2	6	1	0	9	0	0	1	0	2	2	1	0	8	8	7	5	23	43
Hourly Total	0	4	22	0	0	26	0	2	25	1	3	28	0	0	2	1	5	3	3	0	21	17	9	8	47	104
8:00 AM	0	1	12	0	0	13	0	2	10	0	2	12	0	0	0	1	2	1	1	0	7	6	4	0	17	43
8:15 AM	0	1	6	0	0	7	0	1	10	2	1	13	0	0	2	1	0	3	3	0	3	0	2	0	5	28
8:30 AM	0	0	2	0	1	2	0	0	10	3	0	13	0	0	1	0	0	1	1	0	4	1	1	3	6	22
8:45 AM	0	2	3	0	0	5	0	0	5	1	0	6	0	0	2	0	3	2	2	0	3	3	1	0	7	20
Hourly Total	0	4	23	0	1	27	0	3	35	6	3	44	0	0	5	2	5	7	7	0	17	10	8	3	35	113
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	8	0	0	11	0	0	7	2	0	9	0	0	1	1	0	2	2	0	0	2	2	0	4	26
4:15 PM	0	1	6	2	0	9	0	0	6	3	0	9	0	0	3	1	0	4	4	0	5	1	3	0	9	31
4:30 PM	0	2	11	0	0	13	0	0	5	1	0	6	0	1	1	2	1	4	1	2	3	3	0	0	9	32
4:45 PM	0	0	6	0	0	6	0	0	12	0	0	12	0	0	1	0	0	1	1	0	3	3	2	0	8	27
Hourly Total	0	6	31	2	0	39	0	0	30	6	0	36	0	1	6	4	1	11	11	1	10	9	10	0	30	116
5:00 PM	0	0	11	0	0	11	0	0	7	0	0	7	0	0	2	0	0	2	2	0	4	9	2	0	15	35
5:15 PM	0	0	14	0	0	14	0	0	7	0	3	7	0	0	4	0	3	4	4	0	1	2	4	5	7	32
5:30 PM	0	2	17	0	0	19	0	1	10	0	0	11	0	0	3	1	1	4	4	0	4	1	3	0	8	42
5:45 PM	0	0	10	0	0	10	0	0	8	2	0	10	0	0	1	1	0	2	2	0	6	1	2	0	9	31
Hourly Total	0	2	52	0	0	54	0	1	32	2	3	35	0	0	10	2	4	12	12	0	15	13	11	5	39	140
6:00 PM	0	2	15	1	0	18	0	0	11	2	0	13	0	1	2	1	0	4	4	0	4	4	5	0	13	48
6:15 PM	0	1	13	1	0	15	0	1	10	0	0	11	0	0	0	0	0	0	0	0	2	4	3	1	9	35
6:30 PM	0	1	9	0	0	10	0	0	6	2	0	8	0	1	1	0	0	2	2	0	5	4	1	0	10	30
6:45 PM	0	1	9	0	0	10	0	1	4	0	0	5	0	0	1	1	0	2	2	0	3	2	1	0	6	23
Hourly Total	0	5	46	2	0	53	0	2	31	4	0	37	0	2	4	2	0	8	8	0	14	14	10	1	38	136
7:00 PM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	1	0	0	1	1	0	3	0	3	0	6	18
7:15 PM	0	1	12	0	0	13	0	1	7	0	0	8	0	0	1	0	0	1	1	0	4	1	1	0	6	28
7:30 PM	0	0	7	0	0	7	0	0	6	0	0	6	0	0	0	0	0	0	0	0	1	2	2	0	5	18
7:45 PM	0	0	10	1	0	11	0	0	4	1	0	5	0	1	0	0	0	1	1	0	1	0	1	0	2	19
Hourly Total	0	1	36	1	0	38	0	1	21	1	0	23	0	1	2	0	0	3	3	0	9	3	7	0	19	83
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	1	17	0	0	18	0	0	8	0	1	8	0	0	2	0	0	2	2	0	3	3	3	1	9	37
5:15 PM	0	2	5	0	0	7	0	0	4	0	0	4	0	0	0	0	2	0	0	0	0	3	0	1	3	14
5:30 PM	0	1	9	3	1	13	0	0	4	1	0	5	0	0	1	0	0	2	1	0	1	0	4	1	5	24



5:45 PM	0	0	14	0	0	14	0	0	0	12	1	0	13	0	0	0	0	2	0	0	5	1	0	0	6	33
Hourly Total	0	4	45	3	1	52	0	0	28	2	1	30	0	0	3	0	6	3	0	9	7	7	3	23	108	
6:00 PM	0	0	12	2	0	14	0	0	11	2	0	13	0	0	0	0	0	0	0	8	1	1	4	10	37	
6:15 PM	0	2	13	0	0	15	0	0	10	0	0	10	0	0	1	0	0	1	0	1	3	1	1	5	31	
6:30 PM	0	0	11	0	0	11	0	0	9	0	0	9	0	0	0	0	0	0	0	1	2	0	1	3	23	
6:45 PM	0	1	10	0	0	11	0	0	3	0	0	3	0	0	0	0	0	0	0	1	3	0	1	4	18	
Hourly Total	0	3	46	2	0	51	0	0	33	2	0	35	0	0	1	0	0	1	0	11	9	2	7	22	109	
7:00 PM	0	0	8	0	0	8	1	0	3	1	0	5	0	0	0	1	0	1	0	1	2	0	0	3	17	
7:15 PM	0	0	11	0	0	11	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	15		
7:30 PM	0	0	5	0	0	5	0	1	3	1	0	5	0	0	3	1	0	4	0	2	2	0	0	4	18	
7:45 PM	0	1	10	0	0	11	0	0	1	3	0	4	0	0	0	2	0	2	0	3	3	1	0	7	24	
Hourly Total	0	1	34	0	0	35	1	1	10	5	0	17	0	0	3	4	0	7	0	7	7	1	0	15	74	
Grand Total	0	30	335	10	2	375	1	10	245	29	10	285	0	4	36	15	21	55	1	113	89	65	27	268	983	
Approach %	0.0	8.0	89.3	2.7	-	-	0.4	3.5	86.0	10.2	-	-	0.0	7.3	65.5	27.3	-	-	0.4	42.2	33.2	24.3	-	-	-	
Total %	0.0	3.1	34.1	1.0	-	38.1	0.1	1.0	24.9	3.0	-	29.0	0.0	0.4	3.7	1.5	-	5.6	0.1	11.5	9.1	6.6	-	27.3	-	
Lights	0	29	325	10	-	364	1	10	243	28	-	282	0	4	35	14	-	53	1	111	86	64	-	262	961	
% Lights	-	96.7	97.0	100.0	-	97.1	100.0	100.0	99.2	96.6	-	98.9	-	100.0	97.2	93.3	-	96.4	100.0	98.2	96.6	98.5	-	97.8	97.8	
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	2	0	1	-	3	5	
% Buses	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	6.7	-	1.8	0.0	1.8	0.0	1.5	-	1.1	0.5	
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	0	-	2	5	
% Single-Unit Trucks	-	3.3	0.3	0.0	-	0.5	0.0	0.0	0.0	3.4	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.2	0.0	-	0.7	0.5	
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	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	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	
Bicycles on Road	0	0	7	0	-	7	0	0	2	0	-	2	0	0	1	0	-	1	0	0	1	0	-	1	11	
% Bicycles on Road	-	0.0	2.1	0.0	-	1.9	0.0	0.0	0.8	0.0	-	0.7	-	0.0	2.8	0.0	-	1.8	0.0	0.0	1.1	0.0	-	0.4	1.1	
Pedestrians	-	-	-	-	2	-	-	-	-	-	-	10	-	-	-	-	21	-	-	-	-	-	27	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Le Moyne Pkwy with Clinton PI  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:30 AM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton Pl Northbound						Clinton Pl 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	1	3	0	0	4	0	0	8	0	3	8	0	0	0	1	1	1	1	0	9	4	1	1	14	27
7:45 AM	0	2	8	0	0	10	0	2	6	1	0	9	0	0	1	0	2	1	1	0	8	8	7	5	23	43
8:00 AM	0	1	12	0	0	13	0	2	10	0	2	12	0	0	0	1	2	1	1	0	7	6	4	0	17	43
8:15 AM	0	1	6	0	0	7	0	1	10	2	1	13	0	0	2	1	0	3	1	0	3	0	2	0	5	28
Total	0	5	29	0	0	34	0	5	34	3	6	42	0	0	3	3	5	6	1	0	27	18	14	6	59	141
Approach %	0.0	14.7	85.3	0.0	-	-	0.0	11.9	81.0	7.1	-	-	0.0	0.0	50.0	50.0	-	-	0.0	45.8	30.5	23.7	-	-	-	-
Total %	0.0	3.5	20.6	0.0	-	24.1	0.0	3.5	24.1	2.1	-	29.8	0.0	0.0	2.1	2.1	-	4.3	0.0	19.1	12.8	9.9	-	41.8	-	
PHF	0.000	0.625	0.604	0.000	-	0.654	0.000	0.625	0.850	0.375	-	0.808	0.000	0.000	0.375	0.750	-	0.500	0.000	0.750	0.563	0.500	-	0.641	0.820	
Lights	0	4	27	0	-	31	0	5	34	3	-	42	0	0	3	2	-	5	0	26	16	14	-	56	134	
% Lights	-	80.0	93.1	-	-	91.2	-	100.0	100.0	100.0	-	100.0	-	-	100.0	66.7	-	83.3	-	96.3	88.9	100.0	-	94.9	95.0	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	1	0	0	-	1	2	
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	33.3	-	16.7	-	3.7	0.0	0.0	-	1.7	1.4	
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2	
% Single-Unit Trucks	-	20.0	0.0	-	-	2.9	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	5.6	0.0	-	1.7	1.4	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3	
% Bicycles on Road	-	0.0	6.9	-	-	5.9	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	5.6	0.0	-	1.7	2.1	
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	-	5	-	-	-	-	6	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Le Moyne Pkwy with Clinton PI  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 4

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

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton Pl Northbound						Clinton Pl 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	0	11	0	0	11	0	0	7	0	0	7	0	0	2	0	0	2	0	4	9	2	0	15	35
5:15 PM	0	0	14	0	0	14	0	0	7	0	3	7	0	0	4	0	3	4	0	1	2	4	5	7	32
5:30 PM	0	2	17	0	0	19	0	1	10	0	0	11	0	0	3	1	1	4	0	4	1	3	0	8	42
5:45 PM	0	0	10	0	0	10	0	0	8	2	0	10	0	0	1	1	0	2	0	6	1	2	0	9	31
Total	0	2	52	0	0	54	0	1	32	2	3	35	0	0	10	2	4	12	0	15	13	11	5	39	140
Approach %	0.0	3.7	96.3	0.0	-	-	0.0	2.9	91.4	5.7	-	-	0.0	0.0	83.3	16.7	-	-	0.0	38.5	33.3	28.2	-	-	-
Total %	0.0	1.4	37.1	0.0	-	38.6	0.0	0.7	22.9	1.4	-	25.0	0.0	0.0	7.1	1.4	-	8.6	0.0	10.7	9.3	7.9	-	27.9	-
PHF	0.000	0.250	0.765	0.000	-	0.711	0.000	0.250	0.800	0.250	-	0.795	0.000	0.000	0.625	0.500	-	0.750	0.000	0.625	0.361	0.688	-	0.650	0.833
Lights	0	2	52	0	-	54	0	1	32	2	-	35	0	0	9	2	-	11	0	15	13	11	-	39	139
% Lights	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	90.0	100.0	-	91.7	-	100.0	100.0	100.0	-	100.0	99.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	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
% 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	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	10.0	0.0	-	8.3	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Clinton PI  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

## Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne Pkwy Eastbound							Le Moyne Pkwy Westbound							Clinton PI Northbound							Clinton PI 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
5:15 PM	0	2	5	0	0	7		0	0	4	0	0	4		0	0	0	0	0	2	0	0	0	3	0	1	3	14
5:30 PM	0	1	9	3	1	13		0	0	4	1	0	5		0	1	0	4	1	2	1	0	1	0	4	1	5	24
5:45 PM	0	0	14	0	0	14		0	0	12	1	0	13		0	0	0	0	0	2	0	0	5	1	0	0	6	33
6:00 PM	0	0	12	2	0	14		0	0	11	2	0	13		0	0	0	0	0	0	0	0	8	1	1	4	10	37
Total	0	3	40	5	1	48		0	0	31	4	0	35		0	0	1	0	6	1		0	14	5	5	6	24	108
Approach %	0.0	6.3	83.3	10.4	-	-		0.0	0.0	88.6	11.4	-	-		0.0	0.0	100.0	0.0	-	-		0.0	58.3	20.8	20.8	-	-	-
Total %	0.0	2.8	37.0	4.6	-	44.4		0.0	0.0	28.7	3.7	-	32.4		0.0	0.0	0.9	0.0	-	0.9		0.0	13.0	4.6	4.6	-	22.2	-
PHF	0.000	0.375	0.714	0.417	-	0.857		0.000	0.000	0.646	0.500	-	0.673		0.000	0.000	0.250	0.000	-	0.250		0.000	0.438	0.417	0.313	-	0.600	0.730
Lights	0	3	39	5	-	47		0	0	30	4	-	34		0	0	1	0	-	1		0	14	5	5	-	24	106
% Lights	-	100.0	97.5	100.0	-	97.9		-	-	96.8	100.0	-	97.1		-	-	100.0	-	-	100.0		-	100.0	100.0	100.0	-	100.0	98.1
Buses	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0		-	-	0.0	0.0	-	0.0		-	-	0.0	-	-	0.0		-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% 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	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
% 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	1	0	-	1		0	0	0	0	-	0		0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	2.5	0.0	-	2.1		-	-	3.2	0.0	-	2.9		-	-	0.0	-	-	0.0		-	0.0	0.0	0.0	-	0.0	1.9
Pedestrians	-	-	-	-	1	-		-	-	-	-	0	-		-	-	-	-	-	6		-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	-	100.0		-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Harlem Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	Le Moyne Pkwy Eastbound					Le Moyne Pkwy Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. Total			
	U-Turn	Left	Thru	Right	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	11	11	0	2	2	0	0	4	0	2	164	1	1	167	0	2	274	5	0	281	463
7:15 AM	0	1	2	18	21	0	2	0	4	0	6	0	1	218	3	0	222	0	4	261	1	2	266	515
7:30 AM	0	1	0	20	21	0	2	4	5	3	11	0	0	205	6	1	211	0	2	274	2	0	278	521
7:45 AM	0	0	1	20	21	0	5	4	5	1	14	0	1	192	4	0	197	0	5	282	2	0	289	521
Hourly Total	0	2	3	69	74	0	11	10	14	4	35	0	4	779	14	2	797	0	13	1091	10	2	1114	2020
8:00 AM	0	1	2	16	19	0	4	3	4	3	11	0	1	216	2	0	219	0	2	254	4	0	260	509
8:15 AM	0	1	0	12	13	0	2	0	7	3	9	0	1	208	3	0	212	0	1	252	3	0	256	490
8:30 AM	0	2	1	6	9	0	3	2	8	1	13	0	3	192	3	1	198	0	7	253	5	0	265	485
8:45 AM	0	1	2	8	11	0	5	1	8	1	14	0	0	220	3	0	223	0	3	235	2	0	240	488
Hourly Total	0	5	5	42	52	0	14	6	27	8	47	0	5	836	11	1	852	0	13	994	14	0	1021	1972
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	4	7	11	0	1	3	12	1	16	0	5	279	8	0	292	0	5	186	6	0	197	516
4:15 PM	0	1	3	15	19	0	2	2	12	1	16	0	1	288	8	0	297	2	6	235	7	0	250	582
4:30 PM	0	3	1	8	12	0	7	1	8	0	16	0	1	247	2	0	250	0	1	235	3	0	239	517
4:45 PM	0	0	2	9	11	0	5	7	14	0	26	0	1	277	8	0	286	0	8	219	10	0	237	560
Hourly Total	0	4	10	39	53	0	15	13	46	2	74	0	8	1091	26	0	1125	2	20	875	26	0	923	2175
5:00 PM	0	1	0	10	11	0	5	1	14	0	20	0	2	267	5	0	274	0	3	262	3	0	268	573
5:15 PM	0	2	3	11	16	0	3	2	9	1	14	0	3	292	2	0	297	0	8	262	2	0	272	599
5:30 PM	0	1	4	12	17	0	5	2	12	0	19	0	0	247	8	0	255	0	3	205	5	0	213	504
5:45 PM	0	1	4	16	21	0	0	2	7	0	9	0	2	270	6	0	278	0	7	240	3	0	250	558
Hourly Total	0	5	11	49	65	0	13	7	42	1	62	0	7	1076	21	0	1104	0	21	969	13	0	1003	2234
6:00 PM	0	0	6	13	19	0	6	4	7	0	17	0	5	227	0	0	232	0	8	221	8	1	237	505
6:15 PM	0	1	3	13	17	0	2	2	9	1	13	0	6	233	6	0	245	0	3	221	4	1	228	503
6:30 PM	0	0	1	13	14	0	3	1	12	2	16	0	5	232	5	0	242	0	4	217	6	0	227	499
6:45 PM	0	2	2	10	14	0	3	0	6	0	9	0	7	234	2	0	243	0	4	202	3	0	209	475
Hourly Total	0	3	12	49	64	0	14	7	34	3	55	0	23	926	13	0	962	0	19	861	21	2	901	1982
7:00 PM	0	2	0	13	15	0	1	0	7	0	8	0	2	243	9	0	254	0	2	206	0	0	208	485
7:15 PM	0	2	2	12	16	0	0	1	5	0	6	0	3	209	3	0	215	0	4	188	2	0	194	431
7:30 PM	0	0	2	7	9	0	2	3	2	0	7	0	1	195	5	2	201	0	2	200	4	0	206	423
7:45 PM	0	0	3	5	8	0	1	0	6	0	7	0	5	210	1	0	216	1	6	155	1	1	163	394
Hourly Total	0	4	7	37	48	0	4	4	20	0	28	0	11	857	18	2	886	1	14	749	7	1	771	1733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	3	1	13	17	0	5	3	8	0	16	0	4	246	4	0	254	0	4	222	4	0	230	517
5:15 PM	0	0	2	7	9	0	2	1	6	2	9	0	0	279	2	0	281	0	3	216	7	5	226	525
5:30 PM	0	3	2	9	14	0	0	1	7	0	8	0	4	254	3	0	261	0	3	199	4	0	206	489



5:45 PM	0	2	1	11	14	0	3	0	4	4	7	0	2	264	4	3	270	0	4	213	5	0	222	513
Hourly Total	0	8	6	40	54	0	10	5	25	6	40	0	10	1043	13	3	1066	0	14	850	20	5	884	2044
6:00 PM	0	0	6	15	21	0	3	3	4	2	10	0	7	252	1	0	260	1	3	216	7	2	227	518
6:15 PM	0	3	5	8	16	0	0	1	6	2	7	0	7	222	2	0	231	0	3	216	3	0	222	476
6:30 PM	0	2	3	8	13	0	0	1	3	1	4	0	6	230	4	0	240	1	2	221	4	1	228	485
6:45 PM	0	1	1	8	10	0	1	0	4	0	5	0	2	223	2	0	227	0	6	195	2	0	203	445
Hourly Total	0	6	15	39	60	0	4	5	17	5	26	0	22	927	9	0	958	2	14	848	16	3	880	1924
7:00 PM	0	3	2	7	12	0	1	0	4	0	5	0	4	242	2	0	248	0	3	183	0	0	186	451
7:15 PM	0	2	3	7	12	0	0	1	4	0	5	0	0	192	4	0	196	0	3	207	4	1	214	427
7:30 PM	0	0	1	6	7	0	1	0	4	0	5	0	2	222	4	2	228	0	1	203	4	0	208	448
7:45 PM	0	1	3	10	14	0	0	0	0	0	0	0	4	186	1	0	191	0	4	183	2	0	189	394
Hourly Total	0	6	9	30	45	0	2	1	12	0	15	0	10	842	11	2	863	0	11	776	10	1	797	1720
Grand Total	0	43	78	394	515	0	87	58	237	29	382	0	100	8377	136	10	8613	5	139	8013	137	14	8284	17804
Approach %	0.0	8.3	15.1	76.5	-	0.0	22.8	15.2	62.0	-	-	0.0	1.2	97.3	1.6	-	-	0.1	1.7	96.6	1.7	-	-	-
Total %	0.0	0.2	0.4	2.2	2.9	0.0	0.5	0.3	1.3	-	2.1	0.0	0.6	47.1	0.8	-	48.4	0.0	0.8	45.0	0.8	-	46.6	-
Lights	0	41	76	388	505	0	86	55	234	-	375	0	99	8171	132	-	8402	5	139	7810	136	-	8090	17372
% Lights	-	95.3	97.4	98.5	98.1	-	98.9	94.8	98.7	-	98.2	-	99.0	97.5	97.1	-	97.6	100.0	100.0	97.5	99.3	-	97.5	97.6
Buses	0	0	0	4	4	0	0	1	1	-	2	0	0	89	0	-	89	0	0	86	1	-	87	182
% Buses	-	0.0	0.0	1.0	0.8	-	0.0	1.7	0.4	-	0.5	-	0.0	1.1	0.0	-	1.0	0.0	0.0	1.1	0.7	-	1.0	1.0
Single-Unit Trucks	0	0	0	1	1	0	1	0	2	-	3	0	1	68	2	-	71	0	0	70	0	-	70	145
% Single-Unit Trucks	-	0.0	0.0	0.3	0.2	-	1.1	0.0	0.8	-	0.8	-	1.0	0.8	1.5	-	0.8	0.0	0.0	0.9	0.0	-	0.8	0.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	-	0	0	0	49	0	-	49	0	0	46	0	-	46	96
% Articulated Trucks	-	2.3	0.0	0.0	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	0.0	0.0	0.6	0.0	-	0.6	0.5
Bicycles on Road	0	1	2	1	4	0	0	2	0	-	2	0	0	0	2	-	2	0	0	1	0	-	1	9
% Bicycles on Road	-	2.3	2.6	0.3	0.8	-	0.0	3.4	0.0	-	0.5	-	0.0	0.0	1.5	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	-	-	-	-	-	-	29	-	-	-	-	10	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Le Moyne Pkwy with Harlem Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Harlem Ave Northbound						Harlem Ave Southbound						App. Total	Int. Total
	U-Turn	Left	Thru	Right	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		
7:15 AM	0	1	2	18	21		0	2	0	4	0	6	0	1	218	3	0	222	0	4	261	1	2	266	515	
7:30 AM	0	1	0	20	21		0	2	4	5	3	11	0	0	205	6	1	211	0	2	274	2	0	278	521	
7:45 AM	0	0	1	20	21		0	5	4	5	1	14	0	1	192	4	0	197	0	5	282	2	0	289	521	
8:00 AM	0	1	2	16	19		0	4	3	4	3	11	0	1	216	2	0	219	0	2	254	4	0	260	509	
Total	0	3	5	74	82		0	13	11	18	7	42	0	3	831	15	1	849	0	13	1071	9	2	1093	2066	
Approach %	0.0	3.7	6.1	90.2	-		0.0	31.0	26.2	42.9	-	-	0.0	0.4	97.9	1.8	-	-	0.0	1.2	98.0	0.8	-	-	-	
Total %	0.0	0.1	0.2	3.6	4.0		0.0	0.6	0.5	0.9	-	2.0	0.0	0.1	40.2	0.7	-	41.1	0.0	0.6	51.8	0.4	-	52.9	-	
PHF	0.000	0.750	0.625	0.925	0.976		0.000	0.650	0.688	0.900	-	0.750	0.000	0.750	0.953	0.625	-	0.956	0.000	0.650	0.949	0.563	-	0.946	0.991	
Lights	0	3	4	70	77		0	13	11	17	-	41	0	3	795	14	-	812	0	13	1023	9	-	1045	1975	
% Lights	-	100.0	80.0	94.6	93.9		-	100.0	100.0	94.4	-	97.6	-	100.0	95.7	93.3	-	95.6	-	100.0	95.5	100.0	-	-	95.6	95.6
Buses	0	0	0	4	4		0	0	0	0	-	0	0	0	14	0	-	14	0	0	13	0	-	13	31	
% Buses	-	0.0	0.0	5.4	4.9		-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	1.6	-	0.0	1.2	0.0	-	-	1.2	1.5
Single-Unit Trucks	0	0	0	0	0		0	0	0	1	-	1	0	0	10	1	-	11	0	0	27	0	-	27	39	
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	5.6	-	2.4	-	0.0	1.2	6.7	-	1.3	-	0.0	2.5	0.0	-	-	2.5	1.9
Articulated Trucks	0	0	0	0	0		0	0	0	0	-	0	0	0	12	0	-	12	0	0	8	0	-	8	20	
% Articulated Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	0.0	-	1.4	-	0.0	0.7	0.0	-	-	0.7	1.0
Bicycles on Road	0	0	1	0	1		0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Bicycles on Road	-	0.0	20.0	0.0	1.2		-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	-		-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-		-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	

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## Turning Movement Peak Hour Data (4:30 PM)

[illegible]



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Count Name: Le Moyne Pkwy with Harlem Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

### Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne Pkwy Eastbound					Le Moyne Pkwy Westbound					Harlem Ave Northbound					Harlem Ave Southbound					App. Total	Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru			Right	Peds
5:15 PM	0	0	2	7	9	0	2	1	6	2	9	0	0	279	2	0	281	0	3	216	7	5	226	525
5:30 PM	0	3	2	9	14	0	0	1	7	0	8	0	4	254	3	0	261	0	3	199	4	0	206	489
5:45 PM	0	2	1	11	14	0	3	0	4	4	7	0	2	264	4	3	270	0	4	213	5	0	222	513
6:00 PM	0	0	6	15	21	0	3	3	4	2	10	0	7	252	1	0	260	1	3	216	7	2	227	518
Total	0	5	11	42	58	0	8	5	21	8	34	0	13	1049	10	3	1072	1	13	844	23	7	881	2045
Approach %	0.0	8.6	19.0	72.4	-	0.0	23.5	14.7	61.8	-	-	0.0	1.2	97.9	0.9	-	-	0.1	1.5	95.8	2.6	-	-	-
Total %	0.0	0.2	0.5	2.1	2.8	0.0	0.4	0.2	1.0	-	1.7	0.0	0.6	51.3	0.5	-	52.4	0.0	0.6	41.3	1.1	-	43.1	-
PHF	0.000	0.417	0.458	0.700	0.690	0.000	0.667	0.417	0.750	-	0.850	0.000	0.464	0.940	0.625	-	0.954	0.250	0.813	0.977	0.821	-	0.970	0.974
Lights	0	5	11	41	57	0	8	3	21	-	32	0	12	1033	10	-	1055	1	13	834	23	-	871	2015
% Lights	-	100.0	100.0	97.6	98.3	-	100.0	60.0	100.0	-	94.1	-	92.3	98.5	100.0	-	98.4	100.0	100.0	98.8	100.0	-	98.9	98.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	-	12	0	0	7	0	-	7	19
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.1	0.0	0.0	0.8	0.0	-	0.8	0.9
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	-	0	0	1	2	0	-	3	0	0	2	0	-	2	5
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	7.7	0.2	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	1	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	2.4	1.7	-	0.0	40.0	0.0	-	5.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: North Ave with Clinton Pl  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						Clinton Pl Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	371	2	0	373		4	3	333	0	340		0	0	2	0	2	715
7:15 AM	0	426	3	0	429		0	4	350	0	354		0	0	0	0	0	783
7:30 AM	0	374	7	0	381		1	6	415	0	422		0	0	0	0	0	803
7:45 AM	0	381	2	0	383		2	17	461	0	480		1	0	1	3	2	865
Hourly Total	0	1552	14	0	1566		7	30	1559	0	1596		1	0	3	3	4	3166
8:00 AM	0	391	6	1	397		0	8	353	0	361		0	1	2	0	3	761
8:15 AM	0	307	3	2	310		0	0	377	0	377		0	1	2	1	3	690
8:30 AM	0	308	8	0	316		5	4	301	0	310		0	1	2	0	3	629
8:45 AM	0	295	6	0	301		3	5	307	0	315		0	0	3	0	3	619
Hourly Total	0	1301	23	3	1324		8	17	1338	0	1363		0	3	9	1	12	2699
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	379	5	0	384		1	2	372	1	375		0	0	4	3	4	763
4:15 PM	0	337	5	0	342		1	4	366	0	371		0	1	2	0	3	716
4:30 PM	0	331	5	0	336		1	5	351	0	357		0	0	1	0	1	694
4:45 PM	0	402	7	0	409		2	2	372	0	376		0	1	2	1	3	788
Hourly Total	0	1449	22	0	1471		5	13	1461	1	1479		0	2	9	4	11	2961
5:00 PM	0	340	8	0	348		0	6	339	0	345		0	0	4	1	4	697
5:15 PM	0	334	3	0	337		2	0	383	0	385		0	0	2	0	2	724
5:30 PM	0	347	2	0	349		0	2	371	0	373		0	0	3	0	3	725
5:45 PM	0	340	1	0	341		1	5	316	0	322		0	2	2	1	4	667
Hourly Total	0	1361	14	0	1375		3	13	1409	0	1425		0	2	11	2	13	2813
6:00 PM	0	371	6	0	377		1	2	341	0	344		0	3	4	0	7	728
6:15 PM	0	372	6	0	378		0	2	313	0	315		0	0	1	1	1	694
6:30 PM	0	368	1	0	369		0	6	321	0	327		0	0	3	0	3	699
6:45 PM	0	337	4	0	341		1	4	296	1	301		0	0	2	0	2	644
Hourly Total	0	1448	17	0	1465		2	14	1271	1	1287		0	3	10	1	13	2765
7:00 PM	0	331	3	0	334		3	2	250	1	255		0	2	0	0	2	591
7:15 PM	1	302	3	0	306		1	2	238	1	241		0	0	1	1	1	548
7:30 PM	0	253	3	0	256		0	3	240	0	243		0	0	1	0	1	500
7:45 PM	0	251	1	0	252		0	1	225	0	226		0	1	2	2	1	479
Hourly Total	1	1137	10	0	1148		4	8	953	2	965		0	3	2	3	5	2118
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
5:00 PM	0	340	3	0	343		0	7	347	0	354		0	0	5	0	5	702
5:15 PM	0	331	2	0	333		0	2	405	4	407		0	1	2	1	3	743
5:30 PM	0	325	2	3	327		0	4	354	0	358		0	1	2	5	3	688
5:45 PM	0	312	3	0	315		0	1	386	0	387		0	2	2	0	4	706



Hourly Total	0	1308	10	3	1318	0	14	1492	4	1506	0	4	11	6	15	2839
6:00 PM	0	307	8	0	315	0	1	322	0	323	0	1	1	1	2	640
6:15 PM	0	328	3	0	331	1	2	362	0	365	0	1	2	3	3	699
6:30 PM	0	319	3	1	322	0	1	308	0	309	0	2	1	2	3	634
6:45 PM	0	328	0	0	328	0	3	300	0	303	0	1	2	2	3	634
Hourly Total	0	1282	14	1	1296	1	7	1292	0	1300	0	5	6	8	11	2607
7:00 PM	0	320	0	0	320	2	3	298	0	303	0	0	1	0	1	624
7:15 PM	0	314	1	0	315	1	0	258	0	259	0	1	0	0	1	575
7:30 PM	0	257	1	0	258	0	4	282	0	286	0	1	0	0	1	545
7:45 PM	0	255	0	1	255	0	5	238	0	243	0	2	0	0	2	500
Hourly Total	0	1146	2	1	1148	3	12	1076	0	1091	0	4	1	0	5	2244
Grand Total	1	11984	126	8	12111	33	128	11851	8	12012	1	26	62	28	89	24212
Approach %	0.0	99.0	1.0	-	-	0.3	1.1	98.7	-	-	1.1	29.2	69.7	-	-	-
Total %	0.0	49.5	0.5	-	50.0	0.1	0.5	48.9	-	49.6	0.0	0.1	0.3	-	0.4	-
Lights	1	11706	123	-	11830	32	127	11606	-	11765	1	26	62	-	89	23684
% Lights	100.0	97.7	97.6	-	97.7	97.0	99.2	97.9	-	97.9	100.0	100.0	100.0	-	100.0	97.8
Buses	0	36	2	-	38	0	1	43	-	44	0	0	0	-	0	82
% Buses	0.0	0.3	1.6	-	0.3	0.0	0.8	0.4	-	0.4	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	180	1	-	181	1	0	151	-	152	0	0	0	-	0	333
% Single-Unit Trucks	0.0	1.5	0.8	-	1.5	3.0	0.0	1.3	-	1.3	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	60	0	-	60	0	0	51	-	51	0	0	0	-	0	111
% Articulated Trucks	0.0	0.5	0.0	-	0.5	0.0	0.0	0.4	-	0.4	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	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
Pedestrians	-	-	-	8	-	-	-	-	8	-	-	-	-	28	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code: 22-030  
Start Date: 03/03/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Ave Eastbound						North Ave Westbound						Clinton Pl Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	426	3	0	429		0	4	350	0	354		0	0	0	0	0	783
7:30 AM	0	374	7	0	381		1	6	415	0	422		0	0	0	0	0	803
7:45 AM	0	381	2	0	383		2	17	461	0	480		1	0	1	3	2	865
8:00 AM	0	391	6	1	397		0	8	353	0	361		0	1	2	0	3	761
Total	0	1572	18	1	1590		3	35	1579	0	1617		1	1	3	3	5	3212
Approach %	0.0	98.9	1.1	-	-		0.2	2.2	97.6	-	-		20.0	20.0	60.0	-	-	-
Total %	0.0	48.9	0.6	-	49.5		0.1	1.1	49.2	-	50.3		0.0	0.0	0.1	-	0.2	-
PHF	0.000	0.923	0.643	-	0.927		0.375	0.515	0.856	-	0.842		0.250	0.250	0.375	-	0.417	0.928
Lights	0	1486	17	-	1503		3	34	1538	-	1575		1	1	3	-	5	3083
% Lights	-	94.5	94.4	-	94.5		100.0	97.1	97.4	-	97.4		100.0	100.0	100.0	-	100.0	96.0
Buses	0	4	1	-	5		0	1	4	-	5		0	0	0	-	0	10
% Buses	-	0.3	5.6	-	0.3		0.0	2.9	0.3	-	0.3		0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	62	0	-	62		0	0	23	-	23		0	0	0	-	0	85
% Single-Unit Trucks	-	3.9	0.0	-	3.9		0.0	0.0	1.5	-	1.4		0.0	0.0	0.0	-	0.0	2.6
Articulated Trucks	0	20	0	-	20		0	0	14	-	14		0	0	0	-	0	34
% Articulated Trucks	-	1.3	0.0	-	1.3		0.0	0.0	0.9	-	0.9		0.0	0.0	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-		-	-	-	0	-		-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-

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File Code: 22-030  
Start Date: 03/03/2022  
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## Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Ave Eastbound						North Ave Westbound						Clinton Pl Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	337	5	0	342		1	4	366	0	371		0	1	2	0	3	716
4:30 PM	0	331	5	0	336		1	5	351	0	357		0	0	1	0	1	694
4:45 PM	0	402	7	0	409		2	2	372	0	376		0	1	2	1	3	788
5:00 PM	0	340	8	0	348		0	6	339	0	345		0	0	4	1	4	697
Total	0	1410	25	0	1435		4	17	1428	0	1449		0	2	9	2	11	2895
Approach %	0.0	98.3	1.7	-	-		0.3	1.2	98.6	-	-		0.0	18.2	81.8	-	-	-
Total %	0.0	48.7	0.9	-	49.6		0.1	0.6	49.3	-	50.1		0.0	0.1	0.3	-	0.4	-
PHF	0.000	0.877	0.781	-	0.877		0.500	0.708	0.960	-	0.963		0.000	0.500	0.563	-	0.688	0.918
Lights	0	1383	24	-	1407		4	17	1396	-	1417		0	2	9	-	11	2835
% Lights	-	98.1	96.0	-	98.0		100.0	100.0	97.8	-	97.8		-	100.0	100.0	-	100.0	97.9
Buses	0	4	1	-	5		0	0	7	-	7		0	0	0	-	0	12
% Buses	-	0.3	4.0	-	0.3		0.0	0.0	0.5	-	0.5		-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	14	0	-	14		0	0	24	-	24		0	0	0	-	0	38
% Single-Unit Trucks	-	1.0	0.0	-	1.0		0.0	0.0	1.7	-	1.7		-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	9	0	-	9		0	0	1	-	1		0	0	0	-	0	10
% Articulated Trucks	-	0.6	0.0	-	0.6		0.0	0.0	0.1	-	0.1		-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	2	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	100.0	-	-



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Count Name: North Ave with Clinton Pl  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

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

Start Time	North Ave Eastbound					North Ave Westbound					Clinton Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	340	3	0	343	0	7	347	0	354	0	0	5	0	5
5:15 PM	0	331	2	0	333	0	2	405	4	407	0	1	2	1	3
5:30 PM	0	325	2	3	327	0	4	354	0	358	0	1	2	5	3
5:45 PM	0	312	3	0	315	0	1	386	0	387	0	2	2	0	4
Total	0	1308	10	3	1318	0	14	1492	4	1506	0	4	11	6	15
Approach %	0.0	99.2	0.8	-	-	0.0	0.9	99.1	-	-	0.0	26.7	73.3	-	-
Total %	0.0	46.1	0.4	-	46.4	0.0	0.5	52.6	-	53.0	0.0	0.1	0.4	-	0.5
PHF	0.000	0.962	0.833	-	0.961	0.000	0.500	0.921	-	0.925	0.000	0.500	0.550	-	0.750
Lights	0	1297	10	-	1307	0	14	1482	-	1496	0	4	11	-	15
% Lights	-	99.2	100.0	-	99.2	-	100.0	99.3	-	99.3	-	100.0	100.0	-	100.0
Buses	0	3	0	-	3	0	0	1	-	1	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	6	0	-	6	0	0	9	-	9	0	0	0	-	0
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	4	-	-	-	-	6	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North Ave with Jackson Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	364	3	0	367	0	4	341	0	345	0	3	1	0	716
7:15 AM	0	426	12	0	438	0	8	364	0	372	0	0	3	0	813
7:30 AM	0	388	19	0	407	0	18	408	1	426	0	0	7	0	840
7:45 AM	0	397	69	0	466	0	18	419	0	437	0	1	8	0	912
Hourly Total	0	1575	103	0	1678	0	48	1532	1	1580	0	4	19	0	3281
8:00 AM	0	346	11	0	357	0	6	433	0	439	0	3	8	0	807
8:15 AM	0	382	11	0	393	1	8	412	0	421	0	3	1	1	818
8:30 AM	0	348	1	0	349	0	7	331	0	338	0	4	8	0	699
8:45 AM	0	327	9	0	336	0	7	327	0	334	0	0	2	0	672
Hourly Total	0	1403	32	0	1435	1	28	1503	0	1532	0	10	19	1	2996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	359	15	0	374	0	6	344	0	350	0	2	7	0	733
4:15 PM	0	419	25	0	444	0	7	397	0	404	0	0	7	0	855
4:30 PM	0	350	15	0	365	0	9	371	0	380	0	0	11	0	756
4:45 PM	0	394	11	0	405	0	11	371	1	382	0	0	13	0	800
Hourly Total	0	1522	66	0	1588	0	33	1483	1	1516	0	2	38	0	3144
5:00 PM	0	412	13	0	425	0	13	306	0	319	0	1	7	0	752
5:15 PM	0	351	17	0	368	0	7	328	0	335	0	0	6	0	709
5:30 PM	0	334	11	0	345	0	5	362	0	367	0	1	8	0	721
5:45 PM	0	363	6	0	369	2	10	294	0	306	0	0	7	0	682
Hourly Total	0	1460	47	0	1507	2	35	1290	0	1327	0	2	28	0	2864
6:00 PM	0	346	11	0	357	0	13	312	0	325	0	1	6	0	689
6:15 PM	0	348	8	0	356	0	10	316	0	326	0	1	5	0	688
6:30 PM	0	324	7	0	331	2	12	316	0	330	0	2	7	0	670
6:45 PM	0	278	14	0	292	0	11	280	0	291	0	2	5	0	590
Hourly Total	0	1296	40	0	1336	2	46	1224	0	1272	0	6	23	0	2637
7:00 PM	0	331	2	0	333	2	9	276	0	287	0	3	6	0	629
7:15 PM	0	306	10	0	316	0	6	233	0	239	0	0	10	0	565
7:30 PM	0	259	8	4	267	1	10	261	0	272	0	6	10	0	555
7:45 PM	0	250	0	0	250	0	4	227	0	231	0	2	2	0	485
Hourly Total	0	1146	20	4	1166	3	29	997	0	1029	0	11	28	0	2234
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	350	14	0	364	0	6	345	0	351	0	1	4	0	720
5:15 PM	0	344	29	0	373	0	14	331	0	345	0	2	5	0	725
5:30 PM	0	322	11	0	333	0	7	330	0	337	0	1	7	0	678
5:45 PM	0	342	16	0	358	1	8	300	0	309	0	1	4	0	672



Hourly Total	0	1358	70	0	1428	1	35	1306	0	1342	0	20	0	25	2795
6:00 PM	1	322	13	0	336	1	4	298	0	303	0	7	0	9	648
6:15 PM	0	337	13	0	350	1	2	293	0	296	0	7	1	7	653
6:30 PM	0	304	4	0	308	0	11	298	0	309	0	9	0	11	628
6:45 PM	0	264	9	0	273	2	7	302	0	311	0	2	3	5	589
Hourly Total	1	1227	39	0	1267	4	24	1191	0	1219	0	6	1	32	2518
7:00 PM	0	298	4	0	302	1	9	263	0	273	0	3	0	6	581
7:15 PM	0	256	7	0	263	0	8	239	0	247	0	0	3	3	513
7:30 PM	0	296	7	0	303	0	18	292	0	310	0	0	6	6	619
7:45 PM	0	257	10	4	267	0	4	223	0	227	0	1	3	4	498
Hourly Total	0	1107	28	4	1135	1	39	1017	0	1057	0	4	15	0	2211
Grand Total	1	12094	445	8	12540	14	317	11543	2	11874	0	50	216	2	24680
Approach %	0.0	96.4	3.5	-	-	0.1	2.7	97.2	-	-	0.0	18.8	81.2	-	-
Total %	0.0	49.0	1.8	-	50.8	0.1	1.3	46.8	-	48.1	0.0	0.2	0.9	-	1.1
Lights	1	11832	441	-	12274	13	315	11260	-	11588	0	48	216	-	264
% Lights	100.0	97.8	99.1	-	97.9	92.9	99.4	97.5	-	97.6	-	96.0	100.0	-	99.2
Buses	0	34	0	-	34	0	1	48	-	49	0	0	0	0	83
% Buses	0.0	0.3	0.0	-	0.3	0.0	0.3	0.4	-	0.4	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	169	3	-	172	1	0	173	-	174	0	0	0	0	346
% Single-Unit Trucks	0.0	1.4	0.7	-	1.4	7.1	0.0	1.5	-	1.5	-	0.0	0.0	-	1.4
Articulated Trucks	0	59	1	-	60	0	1	61	-	62	0	1	0	1	123
% Articulated Trucks	0.0	0.5	0.2	-	0.5	0.0	0.3	0.5	-	0.5	-	2.0	0.0	-	0.4
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	1	0	1	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	2.0	0.0	-	0.4
Pedestrians	-	-	-	8	-	-	-	-	2	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-



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Count Name: North Ave with Jackson Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:30 AM	0	388	19	0	407	0	18	408	1	426	0	0	7	0	840
7:45 AM	0	397	69	0	466	0	18	419	0	437	0	1	8	0	912
8:00 AM	0	346	11	0	357	0	6	433	0	439	0	3	8	0	807
8:15 AM	0	382	11	0	393	1	8	412	0	421	0	3	1	1	818
Total	0	1513	110	0	1623	1	50	1672	1	1723	0	7	24	1	3377
Approach %	0.0	93.2	6.8	-	-	0.1	2.9	97.0	-	-	0.0	22.6	77.4	-	-
Total %	0.0	44.8	3.3	-	48.1	0.0	1.5	49.5	-	51.0	0.0	0.2	0.7	-	-
PHF	0.000	0.953	0.399	-	0.871	0.250	0.694	0.965	-	0.981	0.000	0.583	0.750	-	0.705
Lights	0	1421	110	-	1531	0	49	1615	-	1664	0	7	24	-	31
% Lights	-	93.9	100.0	-	94.3	0.0	98.0	96.6	-	96.6	-	100.0	100.0	-	100.0
Buses	0	5	0	-	5	0	1	9	-	10	0	0	0	-	15
% Buses	-	0.3	0.0	-	0.3	0.0	2.0	0.5	-	0.6	-	0.0	0.0	-	0.4
Single-Unit Trucks	0	73	0	-	73	1	0	39	-	40	0	0	0	-	113
% Single-Unit Trucks	-	4.8	0.0	-	4.5	100.0	0.0	2.3	-	2.3	-	0.0	0.0	-	3.3
Articulated Trucks	0	14	0	-	14	0	0	9	-	9	0	0	0	-	23
% Articulated Trucks	-	0.9	0.0	-	0.9	0.0	0.0	0.5	-	0.5	-	0.0	0.0	-	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North Ave with Jackson Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 4

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

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:15 PM	0	419	25	0	444	0	7	397	0	404	0	0	7	0	855
4:30 PM	0	350	15	0	365	0	9	371	0	380	0	0	11	0	756
4:45 PM	0	394	11	0	405	0	11	371	1	382	0	0	13	0	800
5:00 PM	0	412	13	0	425	0	13	306	0	319	0	1	7	0	752
Total	0	1575	64	0	1639	0	40	1445	1	1485	0	1	38	0	3163
Approach %	0.0	96.1	3.9	-	-	0.0	2.7	97.3	-	-	0.0	2.6	97.4	-	-
Total %	0.0	49.8	2.0	-	51.8	0.0	1.3	45.7	-	46.9	0.0	0.0	1.2	-	-
PHF	0.000	0.940	0.640	-	0.923	0.000	0.769	0.910	-	0.919	0.000	0.250	0.731	-	0.750
Lights	0	1554	62	-	1616	0	40	1381	-	1421	0	1	38	-	39
% Lights	-	98.7	96.9	-	98.6	-	100.0	95.6	-	95.7	-	100.0	100.0	-	100.0
Buses	0	3	0	-	3	0	0	7	-	7	0	0	0	-	10
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	11	2	-	13	0	0	44	-	44	0	0	0	-	57
% Single-Unit Trucks	-	0.7	3.1	-	0.8	-	0.0	3.0	-	3.0	-	0.0	0.0	-	1.8
Articulated Trucks	0	7	0	-	7	0	0	13	-	13	0	0	0	-	20
% Articulated Trucks	-	0.4	0.0	-	0.4	-	0.0	0.9	-	0.9	-	0.0	0.0	-	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-

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File Code: 22-030  
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## Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound						North Ave Westbound						Jackson Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	350	14	0	364		0	6	345	0	351		0	1	4	0	5	720
5:15 PM	0	344	29	0	373		0	14	331	0	345		0	2	5	0	7	725
5:30 PM	0	322	11	0	333		0	7	330	0	337		0	1	7	0	8	678
5:45 PM	0	342	16	0	358		1	8	300	0	309		0	1	4	0	5	672
Total	0	1358	70	0	1428		1	35	1306	0	1342		0	5	20	0	25	2795
Approach %	0.0	95.1	4.9	-	-		0.1	2.6	97.3	-	-		0.0	20.0	80.0	-	-	-
Total %	0.0	48.6	2.5	-	51.1		0.0	1.3	46.7	-	48.0		0.0	0.2	0.7	-	0.9	-
PHF	0.000	0.970	0.603	-	0.957		0.250	0.625	0.946	-	0.956		0.000	0.625	0.714	-	0.781	0.964
Lights	0	1348	70	-	1418		1	35	1293	-	1329		0	5	20	-	25	2772
% Lights	-	99.3	100.0	-	99.3		100.0	100.0	99.0	-	99.0		-	100.0	100.0	-	100.0	99.2
Buses	0	5	0	-	5		0	0	4	-	4		0	0	0	-	0	9
% Buses	-	0.4	0.0	-	0.4		0.0	0.0	0.3	-	0.3		-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	3	0	-	3		0	0	8	-	8		0	0	0	-	0	11
% Single-Unit Trucks	-	0.2	0.0	-	0.2		0.0	0.0	0.6	-	0.6		-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	2	0	-	2		0	0	1	-	1		0	0	0	-	0	3
% Articulated Trucks	-	0.1	0.0	-	0.1		0.0	0.0	0.1	-	0.1		-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-



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Count Name: North Ave with Lathrop Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						Lathrop Ave Northbound						Lathrop Ave Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:00 AM	0	7	353	4	0	364	0	11	303	3	0	317	16	7	3	26	0	13	19	2	1	34	741	
7:15 AM	0	11	405	5	0	421	0	7	355	2	1	364	19	10	5	34	0	13	24	2	1	39	858	
7:30 AM	0	5	387	12	1	404	0	16	384	3	2	403	29	16	2	47	0	26	27	10	0	63	917	
7:45 AM	0	8	381	12	2	401	1	18	420	7	9	446	49	32	16	97	0	47	43	7	1	97	1041	
Hourly Total	0	31	1526	33	3	1590	1	52	1462	15	12	1530	113	65	26	204	0	99	113	21	3	233	3557	
8:00 AM	0	12	405	10	2	427	0	18	375	6	1	399	45	27	19	91	0	18	12	6	1	36	953	
8:15 AM	0	11	318	18	0	347	0	13	392	3	0	408	27	9	3	39	0	13	12	3	0	28	822	
8:30 AM	0	11	309	6	0	326	0	9	330	6	2	345	16	12	11	39	0	9	11	2	0	22	732	
8:45 AM	0	12	345	6	0	363	0	10	291	8	0	309	18	13	3	34	0	14	7	9	0	30	736	
Hourly Total	0	46	1377	40	2	1463	0	50	1388	23	3	1461	106	61	36	203	0	54	42	20	1	116	3243	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	23	333	13	2	369	0	13	307	8	0	328	34	26	7	67	0	11	11	2	0	24	788	
4:15 PM	0	18	376	14	0	408	0	9	327	9	3	345	25	40	9	74	0	14	17	2	0	33	860	
4:30 PM	0	11	326	11	1	348	0	6	372	8	7	386	34	35	5	74	0	12	24	2	1	38	846	
4:45 PM	0	25	370	6	2	401	0	18	326	6	0	350	33	43	11	87	0	16	19	3	0	38	876	
Hourly Total	0	77	1405	44	5	1526	0	46	1332	31	10	1409	126	144	32	302	0	53	71	9	1	133	3370	
5:00 PM	0	26	384	10	1	420	0	10	359	7	1	376	34	38	5	77	0	8	8	3	0	19	892	
5:15 PM	0	28	323	13	1	364	0	12	344	12	3	368	42	41	3	86	0	12	14	8	1	34	852	
5:30 PM	0	25	377	15	1	417	0	13	337	5	2	355	58	28	6	92	0	10	15	7	2	32	896	
5:45 PM	0	38	390	14	0	442	0	17	310	16	0	343	33	34	12	79	0	6	19	2	2	27	891	
Hourly Total	0	117	1474	52	3	1643	0	52	1350	40	6	1442	167	141	26	334	0	36	56	20	5	112	3531	
6:00 PM	0	17	374	8	0	399	0	16	296	12	1	324	34	35	7	76	0	8	17	5	0	30	829	
6:15 PM	0	24	388	13	0	425	0	11	279	8	0	298	27	30	9	66	0	7	11	6	0	24	813	
6:30 PM	0	24	403	17	0	444	0	20	278	9	0	307	20	21	8	49	0	10	14	6	0	30	830	
6:45 PM	0	18	319	19	0	356	0	14	256	5	0	275	20	22	11	53	0	16	11	5	0	32	716	
Hourly Total	0	83	1484	57	0	1624	0	61	1109	34	1	1204	101	108	35	244	0	41	53	22	0	116	3188	
7:00 PM	0	21	342	6	0	369	0	12	269	11	0	292	20	13	7	40	0	5	5	4	0	14	715	
7:15 PM	0	12	308	6	0	326	0	12	210	4	1	226	16	18	5	39	0	7	7	5	2	19	610	
7:30 PM	0	21	271	9	0	301	0	13	232	4	0	249	12	13	2	27	0	5	6	5	0	16	593	
7:45 PM	0	14	231	2	0	247	0	18	191	7	0	216	14	17	11	42	0	3	4	4	0	11	516	
Hourly Total	0	68	1152	23	0	1243	0	55	902	26	1	983	62	61	25	148	0	20	22	18	2	60	2434	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	0	19	342	14	0	375	0	14	320	18	1	352	20	31	14	65	0	13	19	6	2	38	830	
5:15 PM	0	20	347	14	2	381	0	22	342	10	2	374	24	23	11	58	0	13	9	4	4	26	839	
5:30 PM	0	24	316	8	0	348	0	22	333	16	4	371	24	20	10	54	0	5	11	4	2	20	793	



5:45 PM	0	18	336	8	2	362	0	15	340	11	1	366	20	19	9	48	0	10	10	4	1	24	800
Hourly Total	0	81	1341	44	4	1466	0	73	1335	55	8	1463	88	93	44	225	0	41	49	18	9	108	3262
6:00 PM	0	26	353	15	0	394	0	25	266	12	4	303	17	30	9	56	0	8	5	6	0	19	772
6:15 PM	0	17	350	12	1	379	1	34	329	10	0	374	14	20	10	44	0	11	11	3	1	25	822
6:30 PM	0	19	335	14	0	368	0	26	285	13	2	324	34	19	6	59	0	3	8	1	2	12	763
6:45 PM	0	16	323	15	0	354	0	27	286	18	3	331	11	15	9	35	0	7	14	6	1	27	747
Hourly Total	0	78	1361	56	1	1495	1	112	1166	53	9	1332	76	84	34	194	0	29	38	16	4	83	3104
7:00 PM	1	21	333	5	0	360	0	13	247	13	0	273	13	10	5	28	0	8	9	2	5	19	680
7:15 PM	0	19	316	2	0	337	0	18	281	9	2	308	14	12	7	33	0	4	8	1	4	13	691
7:30 PM	0	6	272	4	0	282	0	23	274	8	0	305	10	7	3	20	0	5	5	2	0	12	619
7:45 PM	0	19	229	4	0	252	0	15	234	10	1	259	5	11	9	25	0	5	8	2	1	15	551
Hourly Total	1	65	1150	15	0	1231	0	69	1036	40	3	1145	42	40	24	106	0	22	30	7	10	59	2541
Grand Total	1	646	12270	364	18	13281	2	570	11080	317	53	11969	881	797	282	1960	0	395	474	151	35	1020	28230
Approach %	0.0	4.9	92.4	2.7	-	-	0.0	4.8	92.6	2.6	-	-	44.9	40.7	14.4	-	0.0	38.7	46.5	14.8	-	-	-
Total %	0.0	2.3	43.5	1.3	-	47.0	0.0	2.0	39.2	1.1	-	42.4	3.1	2.8	1.0	6.9	0.0	1.4	1.7	0.5	-	3.6	-
Lights	1	642	11972	360	-	12975	2	568	10827	313	-	11710	873	790	282	1945	0	393	471	150	-	1014	27644
% Lights	100.0	99.4	97.6	98.9	-	97.7	100.0	99.6	97.7	98.7	-	97.8	99.1	99.1	100.0	99.2	-	99.5	99.4	99.3	-	99.4	97.9
Buses	0	1	37	1	-	39	0	0	35	1	-	36	2	0	0	2	0	0	1	0	-	1	78
% Buses	0.0	0.2	0.3	0.3	-	0.3	0.0	0.0	0.3	0.3	-	0.3	0.2	0.0	0.0	0.1	-	0.0	0.2	0.0	-	0.1	0.3
Single-Unit Trucks	0	3	199	3	-	205	0	2	155	3	-	160	6	2	0	8	0	2	0	1	-	3	376
% Single-Unit Trucks	0.0	0.5	1.6	0.8	-	1.5	0.0	0.4	1.4	0.9	-	1.3	0.7	0.3	0.0	0.4	-	0.5	0.0	0.7	-	0.3	1.3
Articulated Trucks	0	0	59	0	-	59	0	0	63	0	-	63	0	0	0	0	0	0	0	0	-	0	122
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.4	0.4
Bicycles on Road	0	0	3	0	-	3	0	0	0	0	-	0	0	5	0	5	0	0	0	2	0	2	10
% Bicycles on Road	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	0.3	-	0.0	0.4	0.0	-	0.2	0.0
Pedestrians	-	-	-	-	18	-	-	-	-	-	-	53	-	-	-	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: North Ave with Lathrop Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Ave Eastbound					North Ave Westbound					Lathrop Ave Northbound					Lathrop Ave Southbound					Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total			
7:15 AM	0	11	405	5	0	421	0	7	355	2	1	364	0	13	24	2	1	39	858		
7:30 AM	0	5	387	12	1	404	0	16	384	3	2	403	0	26	27	10	0	63	917		
7:45 AM	0	8	381	12	2	401	1	18	420	7	9	446	0	47	43	7	1	97	1041		
8:00 AM	0	12	405	10	2	427	0	18	375	6	1	399	0	18	12	6	1	36	953		
Total	0	36	1578	39	5	1653	1	59	1534	18	13	1612	0	104	106	25	3	235	3769		
Approach %	0.0	2.2	95.5	2.4	-	-	0.1	3.7	95.2	1.1	-	-	0.0	44.3	45.1	10.6	-	-	-		
Total %	0.0	1.0	41.9	1.0	-	43.9	0.0	1.6	40.7	0.5	-	42.8	0.0	2.8	2.8	0.7	-	6.2	-		
PHF	0.000	0.750	0.974	0.813	-	0.968	0.250	0.819	0.913	0.643	-	0.904	0.000	0.553	0.616	0.625	-	0.606	0.905		
Lights	0	33	1482	38	-	1553	1	59	1486	17	-	1563	0	103	105	24	-	232	3617		
% Lights	-	91.7	93.9	97.4	-	94.0	100.0	100.0	96.9	94.4	-	97.0	-	99.0	99.1	96.0	-	98.7	96.0		
Buses	0	1	5	0	-	6	0	0	5	1	-	6	0	0	1	0	-	1	13		
% Buses	-	2.8	0.3	0.0	-	0.4	0.0	0.0	0.3	5.6	-	0.4	-	0.0	0.9	0.0	-	0.4	0.3		
Single-Unit Trucks	0	2	68	1	-	71	0	0	25	0	-	25	0	1	0	1	-	2	98		
% Single-Unit Trucks	-	5.6	4.3	2.6	-	4.3	0.0	0.0	1.6	0.0	-	1.6	-	1.0	0.0	4.0	-	0.9	2.6		
Articulated Trucks	0	0	23	0	-	23	0	0	18	0	-	18	0	0	0	0	-	0	41		
% Articulated Trucks	-	0.0	1.5	0.0	-	1.4	0.0	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	1.1		
Bicycles on Road	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	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0		
Pedestrians	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	3	-	-		
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-		

Count Name: North Ave with Lathrop Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 4

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

[illegible]



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Count Name: North Ave with Lathrop Ave  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

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

Start Time	North Ave Eastbound					North Ave Westbound					Lathrop Ave Northbound					Lathrop Ave Southbound					Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total					
5:00 PM	0	19	342	14	0	375	0	14	320	18	1	352	20	31	14	65	0	13	19	6	2	38	830
5:15 PM	0	20	347	14	2	381	0	22	342	10	2	374	24	23	11	58	0	13	9	4	4	26	839
5:30 PM	0	24	316	8	0	348	0	22	333	16	4	371	24	20	10	54	0	5	11	4	2	20	793
5:45 PM	0	18	336	8	2	362	0	15	340	11	1	366	20	19	9	48	0	10	10	4	1	24	800
Total	0	81	1341	44	4	1466	0	73	1335	55	8	1463	88	93	44	225	0	41	49	18	9	108	3262
Approach %	0.0	5.5	91.5	3.0	-	-	0.0	5.0	91.3	3.8	-	-	39.1	41.3	19.6	-	0.0	38.0	45.4	16.7	-	-	-
Total %	0.0	2.5	41.1	1.3	-	44.9	0.0	2.2	40.9	1.7	-	44.8	2.7	2.9	1.3	6.9	0.0	1.3	1.5	0.6	-	3.3	-
PHF	0.000	0.844	0.966	0.786	-	0.962	0.000	0.830	0.976	0.764	-	0.978	0.917	0.750	0.786	0.865	0.000	0.788	0.645	0.750	-	0.711	0.972
Lights	0	81	1331	44	-	1456	0	73	1324	55	-	1452	88	92	44	224	0	41	48	18	-	107	3239
% Lights	-	100.0	99.3	100.0	-	99.3	-	100.0	99.2	100.0	-	99.2	100.0	98.9	100.0	99.6	-	100.0	98.0	100.0	-	99.1	99.3
Buses	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	0	0	0	0	-	0	5
% Buses	-	0.0	0.3	0.0	-	0.3	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	4	0	-	4	0	0	10	0	-	10	0	0	0	0	0	0	0	0	-	0	14
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.7	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	1	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	0.4	-	0.0	2.0	0.0	-	0.9	0.1
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: North Ave with Monroe Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						Monroe Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	367	5	0	372		0	1	336	0	337		0	1	0	1	1	710
7:15 AM	0	414	3	0	417		0	12	381	0	393		0	0	2	0	2	812
7:30 AM	0	391	2	0	393		0	21	430	0	451		0	1	3	1	4	848
7:45 AM	0	391	11	0	402		0	20	450	0	470		0	0	9	0	9	881
Hourly Total	0	1563	21	0	1584		0	54	1597	0	1651		0	2	14	2	16	3251
8:00 AM	0	343	8	0	351		0	8	433	0	441		0	1	3	2	4	796
8:15 AM	0	382	2	0	384		0	9	427	0	436		0	1	3	0	4	824
8:30 AM	0	350	2	0	352		0	6	340	0	346		0	0	3	1	3	701
8:45 AM	0	318	5	0	323		0	5	345	0	350		0	0	10	4	10	683
Hourly Total	0	1393	17	0	1410		0	28	1545	0	1573		0	2	19	7	21	3004
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	352	5	0	357		0	10	358	0	368		0	1	10	3	11	736
4:15 PM	0	401	6	0	407		0	11	413	0	424		0	1	8	1	9	840
4:30 PM	0	337	2	0	339		1	15	397	1	413		0	2	5	4	7	759
4:45 PM	0	399	10	5	409		0	4	402	0	406		0	3	3	0	6	821
Hourly Total	0	1489	23	5	1512		1	40	1570	1	1611		0	7	26	8	33	3156
5:00 PM	0	397	3	2	400		0	5	331	0	336		0	1	6	2	7	743
5:15 PM	0	359	9	0	368		0	10	380	0	390		0	0	6	0	6	764
5:30 PM	0	350	2	0	352		1	8	400	0	409		0	2	7	1	9	770
5:45 PM	0	375	3	1	378		1	8	342	0	351		0	0	5	2	5	734
Hourly Total	0	1481	17	3	1498		2	31	1453	0	1486		0	3	24	5	27	3011
6:00 PM	0	338	1	0	339		1	5	354	0	360		0	1	5	1	6	705
6:15 PM	0	347	4	2	351		0	4	370	0	374		0	1	7	1	8	733
6:30 PM	0	306	1	2	307		0	8	369	0	377		0	1	6	0	7	691
6:45 PM	0	274	2	0	276		0	11	315	2	326		0	0	4	0	4	606
Hourly Total	0	1285	8	4	1273		1	28	1408	2	1437		0	3	22	2	25	2735
7:00 PM	0	319	1	3	320		2	3	308	1	313		0	2	5	0	7	640
7:15 PM	0	302	1	0	303		0	8	273	0	281		0	1	0	0	1	585
7:30 PM	0	271	3	0	274		0	3	287	0	290		0	0	6	0	6	570
7:45 PM	0	236	2	1	238		2	2	243	0	247		0	1	8	0	9	494
Hourly Total	0	1128	7	4	1135		4	16	1111	1	1131		0	4	19	0	23	2289
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
5:00 PM	0	338	3	1	341		0	7	374	0	381		0	0	6	2	6	728
5:15 PM	0	339	5	0	344		0	10	381	2	391		0	0	4	1	4	739
5:30 PM	0	315	4	3	319		0	10	344	1	354		0	0	3	0	3	676
5:45 PM	0	315	2	1	317		1	6	327	1	334		0	0	7	0	7	658



Hourly Total	0	1307	14	5	1321	1	33	1426	4	1460	0	0	20	3	20	2801
6:00 PM	0	310	7	3	317	0	7	344	9	351	0	2	7	0	9	677
6:15 PM	0	315	2	4	317	0	6	329	0	335	0	0	2	2	2	654
6:30 PM	0	292	2	5	294	0	2	333	1	335	0	0	4	2	4	633
6:45 PM	0	254	2	1	256	0	11	337	1	348	0	1	2	0	3	607
Hourly Total	0	1171	13	13	1184	0	26	1343	11	1369	0	3	15	4	18	2571
7:00 PM	0	273	2	6	275	0	6	298	0	304	0	0	5	5	5	584
7:15 PM	0	265	0	3	265	0	7	288	0	295	0	0	2	0	2	562
7:30 PM	0	284	4	9	288	0	2	326	0	328	0	3	5	0	8	624
7:45 PM	0	254	2	3	256	0	5	250	8	255	0	1	3	0	4	515
Hourly Total	0	1076	8	21	1084	0	20	1162	8	1182	0	4	15	5	19	2285
Grand Total	0	11873	128	55	12001	9	276	12615	27	12900	0	28	174	36	202	25103
Approach %	0.0	98.9	1.1	-	-	0.1	2.1	97.8	-	-	0.0	13.9	86.1	-	-	-
Total %	0.0	47.3	0.5	-	47.8	0.0	1.1	50.3	-	51.4	0.0	0.1	0.7	-	0.8	-
Lights	0	11615	126	-	11741	9	274	12327	-	12610	0	25	172	-	197	24548
% Lights	-	97.8	98.4	-	97.8	100.0	99.3	97.7	-	97.8	-	88.3	98.9	-	97.5	97.8
Buses	0	33	1	-	34	0	1	44	-	45	0	0	0	-	0	79
% Buses	-	0.3	0.8	-	0.3	0.0	0.4	0.3	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	161	0	-	161	0	1	185	-	186	0	3	1	-	4	351
% Single-Unit Trucks	-	1.4	0.0	-	1.3	0.0	0.4	1.5	-	1.4	-	10.7	0.6	-	2.0	1.4
Articulated Trucks	0	64	1	-	65	0	0	58	-	58	0	0	0	-	0	123
% Articulated Trucks	-	0.5	0.8	-	0.5	0.0	0.0	0.5	-	0.4	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	0.5	0.0
Pedestrians	-	-	-	55	-	-	-	-	27	-	-	-	-	36	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code: 22-030  
Start Date: 03/17/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:30 AM)

[illegible]



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Count Name: North Ave with Monroe Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 4

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

Start Time	North Ave Eastbound					North Ave Westbound					Monroe Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:15 PM	0	401	6	0	407	0	11	413	0	424	0	1	8	1	840
4:30 PM	0	337	2	0	339	1	15	397	1	413	0	2	5	4	759
4:45 PM	0	399	10	5	409	0	4	402	0	406	0	3	3	0	821
5:00 PM	0	397	3	2	400	0	5	331	0	336	0	1	6	2	743
Total	0	1534	21	7	1555	1	35	1543	1	1579	0	7	22	7	3163
Approach %	0.0	98.6	1.4	-	-	0.1	2.2	97.7	-	-	0.0	24.1	75.9	-	-
Total %	0.0	48.5	0.7	-	49.2	0.0	1.1	48.8	-	49.9	0.0	0.2	0.7	-	0.9
PHF	0.000	0.956	0.525	-	0.950	0.250	0.583	0.934	-	0.931	0.000	0.583	0.688	-	0.806
Lights	0	1512	21	-	1533	1	34	1470	-	1505	0	7	21	-	28
% Lights	-	98.6	100.0	-	98.6	100.0	97.1	95.3	-	95.3	-	100.0	95.5	-	96.6
Buses	0	2	0	-	2	0	1	7	-	8	0	0	0	-	0
% Buses	-	0.1	0.0	-	0.1	0.0	2.9	0.5	-	0.5	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	13	0	-	13	0	0	57	-	57	0	0	1	-	1
% Single-Unit Trucks	-	0.8	0.0	-	0.8	0.0	0.0	3.7	-	3.6	-	0.0	4.5	-	3.4
Articulated Trucks	0	7	0	-	7	0	0	9	-	9	0	0	0	-	0
% Articulated Trucks	-	0.5	0.0	-	0.5	0.0	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	7	-	-	-	-	1	-	-	-	-	7	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North Ave with Monroe Ave  
Site Code: 22-050  
Start Date: 03/17/2022  
Page No: 5

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

Start Time	North Ave Eastbound					North Ave Westbound					Monroe Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
5:00 PM	0	338	3	1	341	0	7	374	0	381	0	0	6	2	728
5:15 PM	0	339	5	0	344	0	10	381	2	391	0	0	4	1	739
5:30 PM	0	315	4	3	319	0	10	344	1	354	0	0	3	0	676
5:45 PM	0	315	2	1	317	1	6	327	1	334	0	0	7	0	658
Total	0	1307	14	5	1321	1	33	1426	4	1460	0	0	20	3	2801
Approach %	0.0	98.9	1.1	-	-	0.1	2.3	97.7	-	-	0.0	0.0	100.0	-	-
Total %	0.0	46.7	0.5	-	47.2	0.0	1.2	50.9	-	52.1	0.0	0.0	0.7	-	-
PHF	0.000	0.964	0.700	-	0.960	0.250	0.825	0.936	-	0.934	0.000	0.000	0.714	-	0.714
Lights	0	1298	14	-	1312	1	33	1415	-	1449	0	0	20	-	2781
% Lights	-	99.3	100.0	-	99.3	100.0	100.0	99.2	-	99.2	-	-	100.0	-	99.3
Buses	0	5	0	-	5	0	0	3	-	3	0	0	0	-	8
% Buses	-	0.4	0.0	-	0.4	0.0	0.0	0.2	-	0.2	-	-	0.0	-	0.3
Single-Unit Trucks	0	2	0	-	2	0	0	7	-	7	0	0	0	-	9
% Single-Unit Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.5	-	0.5	-	-	0.0	-	0.3
Articulated Trucks	0	2	0	-	2	0	0	1	-	1	0	0	0	-	3
% Articulated Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.1	-	0.1	-	-	0.0	-	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	5	-	-	-	-	4	-	-	-	-	3	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: North Ave with William St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 1

## Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						William St Northbound						Access Dr 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	1	364	2	0	367	1	1	333	3	1	338	0	2	1	1	1	4	0	2	0	5	3	7	716
7:15 AM	0	0	424	3	0	427	0	4	346	4	0	354	0	1	0	1	0	2	0	2	0	5	5	7	790
7:30 AM	0	2	377	1	0	380	0	11	453	7	0	471	0	0	0	1	0	1	0	1	0	5	6	6	858
7:45 AM	0	3	392	1	1	396	0	10	436	2	0	448	0	0	1	3	0	4	0	1	0	5	4	6	854
Hourly Total	0	6	1557	7	1	1570	1	26	1568	16	1	1611	0	3	2	6	1	11	0	6	0	20	18	26	3218
8:00 AM	0	5	396	10	0	411	0	14	388	1	0	403	0	0	0	3	0	3	0	3	0	7	6	10	827
8:15 AM	0	3	314	7	0	324	0	6	402	4	0	412	0	0	0	8	0	8	0	4	0	6	3	10	754
8:30 AM	0	2	329	6	1	337	0	5	299	3	1	307	0	0	0	8	1	8	0	1	0	7	9	8	660
8:45 AM	0	8	302	1	0	311	0	3	296	4	1	303	0	1	0	2	0	3	0	2	0	6	15	8	625
Hourly Total	0	18	1341	24	1	1383	0	28	1385	12	2	1425	0	1	0	21	1	22	0	10	0	26	33	36	2866
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	5	332	8	0	346	0	3	361	1	0	365	0	2	0	5	0	7	0	4	0	10	1	14	732
4:15 PM	0	5	329	3	0	337	0	3	347	5	0	355	0	1	0	5	0	6	0	3	1	3	11	7	705
4:30 PM	0	9	362	1	0	372	0	3	376	4	0	383	0	2	0	3	0	5	0	1	0	17	6	18	778
4:45 PM	0	10	354	2	0	366	0	2	342	4	0	348	0	1	0	5	0	6	0	8	0	22	6	30	750
Hourly Total	1	29	1377	14	0	1421	0	11	1426	14	0	1451	0	6	0	18	0	24	0	16	1	52	24	69	2965
5:00 PM	0	5	377	2	0	384	0	3	383	1	0	387	0	0	0	1	0	1	0	4	0	9	3	13	785
5:15 PM	0	5	337	7	0	349	0	2	391	3	0	396	0	1	0	1	0	2	0	6	1	11	3	18	765
5:30 PM	1	6	375	4	0	386	0	5	349	6	0	360	0	0	0	5	0	5	0	3	0	10	2	13	764
5:45 PM	0	6	363	6	0	375	0	1	348	3	0	352	1	0	0	0	0	1	0	3	1	11	2	15	743
Hourly Total	1	22	1452	19	0	1494	0	11	1471	13	0	1495	1	1	0	7	0	9	0	16	2	41	10	59	3057
6:00 PM	0	7	371	9	0	387	0	0	321	4	0	325	0	2	3	4	0	9	0	7	0	9	2	16	737
6:15 PM	0	6	392	6	0	404	0	4	295	6	0	305	0	2	0	7	0	9	0	8	1	13	9	22	740
6:30 PM	0	11	390	9	0	410	1	2	336	6	0	345	0	1	0	1	0	2	0	1	0	17	8	18	775
6:45 PM	0	10	289	4	1	303	0	1	271	4	0	276	0	0	0	1	0	1	0	10	1	9	4	20	600
Hourly Total	0	34	1442	28	1	1504	1	7	1223	20	0	1251	0	5	3	13	0	21	0	26	2	48	23	76	2852
7:00 PM	1	6	322	2	0	331	0	3	247	5	0	255	0	1	0	1	0	2	0	4	0	9	5	13	601
7:15 PM	0	7	298	3	0	308	0	2	241	2	0	245	0	1	0	0	0	1	0	5	2	13	7	20	574
7:30 PM	1	2	257	1	0	261	0	3	249	3	0	255	0	0	0	4	0	4	0	2	1	8	1	11	531
7:45 PM	0	2	244	1	0	247	0	1	222	4	0	227	0	1	0	0	0	1	0	2	0	8	6	10	485
Hourly Total	2	17	1121	7	0	1147	0	9	959	14	0	982	0	3	0	5	0	8	0	13	3	38	19	54	2191
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	18	347	4	0	369	0	4	330	6	0	340	0	1	0	2	1	3	0	5	0	22	9	27	739
5:15 PM	0	7	331	1	0	339	0	4	392	8	2	404	0	0	0	3	0	3	0	8	0	14	9	22	768
5:30 PM	1	9	313	4	0	327	0	4	364	9	0	377	0	1	0	4	0	5	0	5	0	20	6	25	734



5:45 PM	1	6	303	0	0	310	0	1	358	6	0	365	0	1	0	2	0	3	0	5	0	17	9	22	700
Hourly Total	2	40	1294	9	0	1345	0	13	1444	29	2	1486	0	3	0	11	1	14	0	23	0	73	33	96	2941
6:00 PM	2	18	315	4	0	339	0	2	321	9	1	332	0	1	1	1	0	3	0	3	1	18	11	22	696
6:15 PM	0	17	342	5	1	364	0	2	337	9	0	348	0	0	0	1	1	1	0	8	0	18	8	26	739
6:30 PM	1	6	294	4	0	305	0	3	306	6	1	315	0	1	0	2	0	3	0	5	0	20	29	25	648
6:45 PM	0	10	326	0	0	336	0	1	295	7	0	303	0	1	0	2	0	3	0	7	1	15	7	23	665
Hourly Total	3	51	1277	13	1	1344	0	8	1259	31	2	1298	0	3	1	6	1	10	0	23	2	71	55	96	2748
7:00 PM	1	8	323	3	0	335	0	1	279	4	0	284	0	2	0	0	0	2	0	4	0	16	6	20	641
7:15 PM	0	11	304	2	0	317	1	1	262	5	0	269	0	0	0	1	0	1	0	5	0	10	20	15	602
7:30 PM	0	10	253	3	0	266	0	2	266	5	0	273	0	0	0	0	0	0	0	11	0	17	2	28	567
7:45 PM	0	6	239	2	0	247	0	2	253	7	0	262	0	0	1	0	0	1	0	5	0	14	2	19	529
Hourly Total	1	35	1119	10	0	1165	1	6	1060	21	0	1088	0	2	1	1	0	4	0	25	0	57	30	82	2339
Grand Total	10	252	11980	131	4	12373	3	119	11795	170	7	12087	1	27	7	88	4	123	0	158	10	426	245	594	25177
Approach %	0.1	2.0	96.8	1.1	-	-	0.0	1.0	97.6	1.4	-	-	0.8	22.0	5.7	71.5	-	-	0.0	26.6	1.7	71.7	-	-	-
Total %	0.0	1.0	47.6	0.5	-	49.1	0.0	0.5	46.8	0.7	-	48.0	0.0	0.1	0.0	0.3	-	0.5	0.0	0.6	0.0	1.7	-	2.4	-
Lights	10	252	11685	128	-	12075	3	118	11546	170	-	11837	1	26	7	86	-	120	0	158	10	426	-	594	24626
% Lights	100.0	100.0	97.5	97.7	-	97.6	100.0	99.2	97.9	100.0	-	97.9	100.0	96.3	100.0	97.7	-	97.6	-	100.0	100.0	100.0	-	100.0	97.8
Buses	0	0	35	2	-	37	0	0	39	0	-	39	0	0	0	1	-	1	0	0	0	0	-	0	77
% Buses	0.0	0.0	0.3	1.5	-	0.3	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	1.1	-	0.8	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	192	1	-	193	0	1	154	0	-	155	0	1	0	1	-	2	0	0	0	0	-	0	350
% Single-Unit Trucks	0.0	0.0	1.6	0.8	-	1.6	0.0	0.8	1.3	0.0	-	1.3	0.0	3.7	0.0	1.1	-	1.6	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	66	0	-	66	0	0	56	0	-	56	0	0	0	0	-	0	0	0	0	0	-	0	122
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	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	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	245	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: North Ave with William St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 3

## Turning Movement Peak Hour Data (7:15 AM)

[illegible]

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

Turning Movement Peak Hour Data (4:30 PM)

[illegible]



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: North Ave with William St  
Site Code: 22-050  
Start Date: 03/03/2022  
Page No: 5

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

Start Time	North Ave Eastbound						North Ave Westbound						William St Northbound						Access Dr 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
5:00 PM	0	18	347	4	0	369	0	4	330	6	0	340	0	1	0	2	1	3	0	5	0	22	9	27
5:15 PM	0	7	331	1	0	339	0	4	392	8	2	404	0	0	0	3	0	3	0	8	0	14	9	22
5:30 PM	1	9	313	4	0	327	0	4	364	9	0	377	0	1	0	4	0	5	0	5	0	20	6	25
5:45 PM	1	6	303	0	0	310	0	1	358	6	0	365	0	1	0	2	0	3	0	5	0	17	9	22
Total	2	40	1294	9	0	1345	0	13	1444	29	2	1486	0	3	0	11	1	14	0	23	0	73	33	96
Approach %	0.1	3.0	96.2	0.7	-	-	0.0	0.9	97.2	2.0	-	-	0.0	21.4	0.0	78.6	-	-	0.0	24.0	0.0	76.0	-	-
Total %	0.1	1.4	44.0	0.3	-	45.7	0.0	0.4	49.1	1.0	-	50.5	0.0	0.1	0.0	0.4	-	0.5	0.0	0.8	0.0	2.5	-	3.3
PHF	0.500	0.556	0.932	0.563	-	0.911	0.000	0.813	0.921	0.806	-	0.920	0.000	0.750	0.000	0.688	-	0.700	0.000	0.719	0.000	0.830	-	0.889
Lights	2	40	1284	9	-	1335	0	13	1433	29	-	1475	0	3	0	11	-	14	0	23	0	73	-	96
% Lights	100.0	100.0	99.2	100.0	-	99.3	-	100.0	99.2	100.0	-	99.3	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0
Buses	0	0	3	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Single-Unit Trucks	0	0	5	0	-	5	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.7	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	33	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-

## Crash Tables

Table A

## NORTH AVENUE WITH HARLEM AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	7	3	5	1	17
2018	0	0	0	8	0	2	2	12
2019	1	0	0	7	2	1	0	11
2020	1	0	0	2	3	0	1	7
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>13</u>
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>60</b>
<b>Average</b>	<b>&lt;1.0</b>	<b>--</b>	<b>--</b>	<b>5.8</b>	<b>2.2</b>	<b>2.2</b>	<b>1.2</b>	<b>12</b>

Table B

## NORTH AVENUE WITH BONNIE BRAE PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	2	0	2
2018	0	0	0	0	0	2	0	2
2019	0	0	0	1	1	2	0	4
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>11</b>
<b>Average</b>	<b>--</b>	<b>--</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>1.6</b>	<b>--</b>	<b>2.2</b>

Table C

## NORTH AVENUE WITH CLINTON PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	2	0	2
2018	0	0	0	1	0	6	0	7
2019	1	0	0	1	0	2	0	4
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>19</b>
<b>Average</b>	<b>&lt;1.0</b>	<b>--</b>	<b>--</b>	<b>&lt;1.0</b>	<b>--</b>	<b>3.2</b>	<b>--</b>	<b>3.8</b>



Table D

## NORTH AVENUE WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	0	0	2	0	3
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1	0	1
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	<b>&lt;1.0</b>	--	<b>1</b>

Table E

## NORTH AVENUE WITH MONROE AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	2	0	1	0	3
2018	0	0	0	0	0	1	0	1
2019	1	0	0	2	0	2	0	5
2020	0	0	0	0	0	4	0	4
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	<b>&lt;1.0</b>	--	<b>1.6</b>	--	<b>2.6</b>

Table F

## NORTH AVENUE WITH JACKSON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	0	0	2	0	3
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	<b>&lt;1.0</b>	--	<b>&lt;1.0</b>	--	<b>1.2</b>

Table G

## NORTH AVENUE WITH LATHROP AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	2	1	1	0	4
2018	0	0	0	4	0	3	0	7
2019	0	0	0	1	0	1	0	2
2020	0	0	0	2	0	0	0	2
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>18</b>
<b>Average</b>	--	--	--	<b>1.8</b>	<b>&lt;1.0</b>	<b>1.4</b>	--	<b>3.6</b>

Table H

## LEMOYNE PARKWAY WITH HARLEM AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	3	0	0	0	4
2018	1	0	0	0	0	1	0	2
2019	1	0	0	0	0	1	0	2
2020	1	0	0	2	0	1	0	4
2021	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>
<b>Average</b>	<b>1.2</b>	--	--	<b>1</b>	--	<b>&lt;1.0</b>	--	<b>2.8</b>

Table I

## LEMOYNE PARKWAY WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	0	0	0	1
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Average</b>	<b>&lt;1.0</b>	--	<b>&lt;1.0</b>	--	--	--	--	<b>&lt;1.0</b>

Table J

## LEMOYNE PARKWAY WITH MONROE AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	2	0	0	0	0	0	0	2
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	<b>&lt;1.0</b>	--	<b>&lt;1.0</b>

Table K

## LEMOYNE PARKWAY AND LATHROP AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	1	0	0	0	1
2019	0	0	0	0	0	0	0	0
2020	1	0	0	0	0	0	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	<b>&lt;1.0</b>	--	--	--	<b>&lt;1.0</b>

Table L

## GREENFIELD STREET WITH HARLEM AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	0	0	3	0	4
2018	3	0	0	2	0	1	0	6
2019	4	0	0	0	1	0	0	5
2020	0	0	0	0	0	1	0	1
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>18</b>
<b>Average</b>	<b>1.8</b>	--	--	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>1</b>	<b>&lt;1.0</b>	<b>3.6</b>

Table M

## GREENFIELD STREET WITH BONNIE BRAE PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	--	--	<b>&lt;1.0</b>

Table N

## GREENFIELD STREET WITH CLINTON PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	1	0	0	0	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Average</b>	--	--	<b>&lt;1.0</b>	--	--	--	--	<b>&lt;1.0</b>

Table O

## GREENFIELD STREET WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	--	--	<b>&lt;1.0</b>

Table P

## GREENFIELD STREET WITH JACKSON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	1
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	--	--	<b>&lt;1.0</b>

Table Q

## GREENFIELD WITH LATHROP AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	0	0	0	0	1
2018	0	0	0	0	0	0	0	0
2019	3	0	0	0	0	0	0	3
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Average</b>	<b>&lt;1.0</b>	--	--	--	--	--	--	<b>&lt;1.0</b>

## Level of Service Criteria



## LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	





Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

HCM 6th AWSC  
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	29	0	5	34	3	0	3	3	27	18	14
Future Vol, veh/h	5	29	0	5	34	3	0	3	3	27	18	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	20	0	0	0	0	0	0	0	33	4	6	0
Mvmt Flow	6	35	0	6	41	4	0	4	4	33	22	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.4	6.9	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	15%	12%	46%
Vol Thru, %	50%	85%	81%	31%
Vol Right, %	50%	0%	7%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	34	42	59
LT Vol	0	5	5	27
Through Vol	3	29	34	18
RT Vol	3	0	3	14
Lane Flow Rate	7	41	51	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.051	0.058	0.082
Departure Headway (Hd)	3.817	4.449	4.052	4.085
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	927	801	878	871
Service Time	1.883	2.497	2.101	2.136
HCM Lane V/C Ratio	0.008	0.051	0.058	0.083
HCM Control Delay	6.9	7.7	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	51	2	4	35	5	1	6	5	18	8	5
Future Vol, veh/h	2	51	2	4	35	5	1	6	5	18	8	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	4	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	65	3	5	44	6	1	8	6	23	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7	7.4
HCM LOS	A	A	A	A




Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	9%	58%
Vol Thru, %	50%	93%	80%	26%
Vol Right, %	42%	4%	11%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	55	44	31
LT Vol	1	2	4	18
Through Vol	6	51	35	8
RT Vol	5	2	5	5
Lane Flow Rate	15	70	56	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.017	0.078	0.062	0.045
Departure Headway (Hd)	3.914	4.024	3.999	4.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	905	888	892	857
Service Time	1.977	2.06	2.038	2.206
HCM Lane V/C Ratio	0.017	0.079	0.063	0.046
HCM Control Delay	7	7.4	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.1

HCM 6th TWSC  
11: Greenfield Street & Clinton Place

07/06/2022

Intersection





Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	95	75	2	6	22
Future Vol, veh/h	8	95	75	2	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	13	2	1	0	0	5
Mvmt Flow	10	113	89	2	7	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	91	0	0 223 90
Stage 1	-	-	- 90 -
Stage 2	-	-	- 133 -
Critical Hdwy	4.23	-	- 6.4 6.25
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.317	-	- 3.5 3.345
Pot Cap-1 Maneuver	1437	-	- 770 960
Stage 1	-	-	- 939 -
Stage 2	-	-	- 898 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1437	-	- 765 960
Mov Cap-2 Maneuver	-	-	- 765 -
Stage 1	-	-	- 932 -
Stage 2	-	-	- 898 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1437	-	-	-	910
HCM Lane V/C Ratio	0.007	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	79	1	0	61	1	0	1	0	10	0	15
Future Vol, veh/h	20	79	1	0	61	1	0	1	0	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	22	86	1	0	66	1	0	1	0	11	0	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	87	0	0	206	198	87	198	198	67
Stage 1	-	-	-	-	-	-	131	131	-	67	67	-
Stage 2	-	-	-	-	-	-	75	67	-	131	131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1547	-	-	1522	-	-	756	701	977	765	701	1002
Stage 1	-	-	-	-	-	-	877	792	-	948	843	-
Stage 2	-	-	-	-	-	-	939	843	-	877	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1522	-	-	735	690	977	755	690	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	690	-	755	690	-
Stage 1	-	-	-	-	-	-	864	780	-	934	843	-
Stage 2	-	-	-	-	-	-	924	843	-	863	780	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			10.2			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	690	1547	-	-	1522	-	-	886				
HCM Lane V/C Ratio	0.002	0.014	-	-	-	-	-	0.031				
HCM Control Delay (s)	10.2	7.4	0	-	0	-	-	9.2				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				



Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

HCM 6th AWSC  
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	52	0	1	32	2	0	10	2	15	13	11
Future Vol, veh/h	2	52	0	1	32	2	0	10	2	15	13	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	63	0	1	39	2	0	12	2	18	16	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	3%	38%
Vol Thru, %	83%	96%	91%	33%
Vol Right, %	17%	0%	6%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	54	35	39
LT Vol	0	2	1	15
Through Vol	10	52	32	13
RT Vol	2	0	2	11
Lane Flow Rate	14	65	42	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.073	0.047	0.052
Departure Headway (Hd)	4.021	4.047	4.029	4.004
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	883	886	889
Service Time	2.079	2.081	2.067	2.055
HCM Lane V/C Ratio	0.016	0.074	0.047	0.053
HCM Control Delay	7.1	7.4	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.2

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	57	4	3	25	3	4	6	4	9	5	7
Future Vol, veh/h	8	57	4	3	25	3	4	6	4	9	5	7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	0	0
Mvmt Flow	9	66	5	3	29	3	5	7	5	10	6	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	12%	10%	43%
Vol Thru, %	43%	83%	81%	24%
Vol Right, %	29%	6%	10%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	69	31	21
LT Vol	4	8	3	9
Through Vol	6	57	25	5
RT Vol	4	4	3	7
Lane Flow Rate	16	79	36	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.088	0.039	0.027
Departure Headway (Hd)	4.002	3.984	3.989	3.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	899	895	890
Service Time	2.056	2.009	2.024	2.048
HCM Lane V/C Ratio	0.018	0.088	0.04	0.027
HCM Control Delay	7.1	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1




# HCM 6th TWSC

## 11: Greenfield Street & Clinton Place

07/06/2022

### Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	65	32	2	11	12
Future Vol, veh/h	12	65	32	2	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	68	33	2	11	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	35	0	0 128 34
Stage 1	-	-	- 34 -
Stage 2	-	-	- 94 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1589	-	- 871 1045
Stage 1	-	-	- 994 -
Stage 2	-	-	- 935 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1589	-	- 863 1045
Mov Cap-2 Maneuver	-	-	- 863 -
Stage 1	-	-	- 985 -
Stage 2	-	-	- 935 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	949
HCM Lane V/C Ratio	0.008	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	60	0	0	23	0	0	0	0	10	0	3
Future Vol, veh/h	15	60	0	0	23	0	0	0	0	10	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	65	0	0	25	0	0	0	0	11	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	65	0	0	124	122	65	122	122	25
Stage 1	-	-	-	-	-	-	97	97	-	25	25	-
Stage 2	-	-	-	-	-	-	27	25	-	97	97	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1603	-	-	1550	-	-	855	772	1005	858	772	1057
Stage 1	-	-	-	-	-	-	914	819	-	998	878	-
Stage 2	-	-	-	-	-	-	996	878	-	914	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1550	-	-	846	764	1005	851	764	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	764	-	851	764	-
Stage 1	-	-	-	-	-	-	905	811	-	988	878	-
Stage 2	-	-	-	-	-	-	993	878	-	905	811	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1603	-	-	1550	-	-	891				
HCM Lane V/C Ratio	-	0.01	-	-	-	-	-	0.016				
HCM Control Delay (s)	0	7.3	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				





Capacity Analysis Summary Sheets  
Existing Saturday Midday Peak Hour



HCM 6th AWSC  
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	40	5	0	31	4	0	1	0	14	5	5
Future Vol, veh/h	3	40	5	0	31	4	0	1	0	14	5	5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	55	7	0	42	5	0	1	0	19	7	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	6%	0%	58%
Vol Thru, %	100%	83%	89%	21%
Vol Right, %	0%	10%	11%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	48	35	24
LT Vol	0	3	0	14
Through Vol	1	40	31	5
RT Vol	0	5	4	5
Lane Flow Rate	1	66	48	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.072	0.052	0.037
Departure Headway (Hd)	4.122	3.945	3.939	4.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	908	908	871
Service Time	2.173	1.97	1.969	2.134
HCM Lane V/C Ratio	0.001	0.073	0.053	0.038
HCM Control Delay	7.2	7.3	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.1

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	47	3	0	30	4	2	2	2	6	1	4
Future Vol, veh/h	2	47	3	0	30	4	2	2	2	6	1	4
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	25	0	0	0	0	0	0
Mvmt Flow	3	65	4	0	42	6	3	3	3	8	1	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.1	7.1
HCM LOS	A	A	A	A




Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	4%	0%	55%
Vol Thru, %	33%	90%	88%	9%
Vol Right, %	33%	6%	12%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	52	34	11
LT Vol	2	2	0	6
Through Vol	2	47	30	1
RT Vol	2	3	4	4
Lane Flow Rate	8	72	47	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.079	0.051	0.017
Departure Headway (Hd)	3.985	3.949	3.924	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	909	913	889
Service Time	2.034	1.967	1.947	2.051
HCM Lane V/C Ratio	0.009	0.079	0.051	0.017
HCM Control Delay	7.1	7.3	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.1

HCM 6th TWSC  
11: Greenfield Street & Clinton Place

07/06/2022

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	73	26	4	6	2
Future Vol, veh/h	4	73	26	4	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	4	78	28	4	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 116 30
Stage 1	-	-	- 30 -
Stage 2	-	-	- 86 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1593	-	- 885 1050
Stage 1	-	-	- 998 -
Stage 2	-	-	- 942 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1593	-	- 882 1050
Mov Cap-2 Maneuver	-	-	- 882 -
Stage 1	-	-	- 995 -
Stage 2	-	-	- 942 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	919
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	67	3	2	24	2	1	0	1	7	0	3
Future Vol, veh/h	11	67	3	2	24	2	1	0	1	7	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	12	75	3	2	27	2	1	0	1	8	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	78	0	0	135	134	77	133	134	28
Stage 1	-	-	-	-	-	-	101	101	-	32	32	-
Stage 2	-	-	-	-	-	-	34	33	-	101	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1597	-	-	1533	-	-	841	760	990	844	760	1053
Stage 1	-	-	-	-	-	-	910	815	-	990	872	-
Stage 2	-	-	-	-	-	-	987	872	-	910	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1533	-	-	833	753	990	837	753	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	753	-	837	753	-
Stage 1	-	-	-	-	-	-	903	808	-	982	871	-
Stage 2	-	-	-	-	-	-	983	871	-	902	808	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.5			9			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	905	1597	-	-	1533	-	-	892				
HCM Lane V/C Ratio	0.002	0.008	-	-	0.001	-	-	0.013				
HCM Control Delay (s)	9	7.3	0	-	7.4	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

## Examples of Traffic Calming Measures

Table R  
NON-PHYSICAL MEASURES/DEVICES

	<p><i>Education and Community Involvement Efforts</i> include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.</p>
	<p><i>Speed Limit Signage/Markings</i> include oversized speed limit signs, yellow-framed speed limit signs, and/or speed limit pavement markings that further reinforce speed limits.</p>
	<p><i>Speed Monitors and Enforcement</i> includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.</p>
	<p><i>Pavement Markings</i> include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.</p>
	<p><i>Sharrows Markings</i> reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.</p>
	<p><i>Buffered Bike Lanes</i> provides a dedicated lane for bicyclists that make the movements of both motorists and bicyclists more predictable, leading to safer roads. They also provide the perception of a narrower roadway.</p>



Table S

PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS

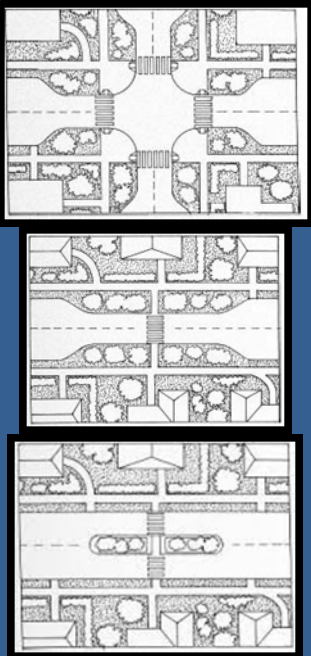
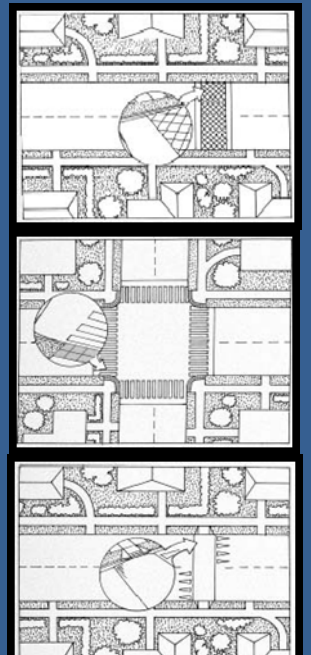
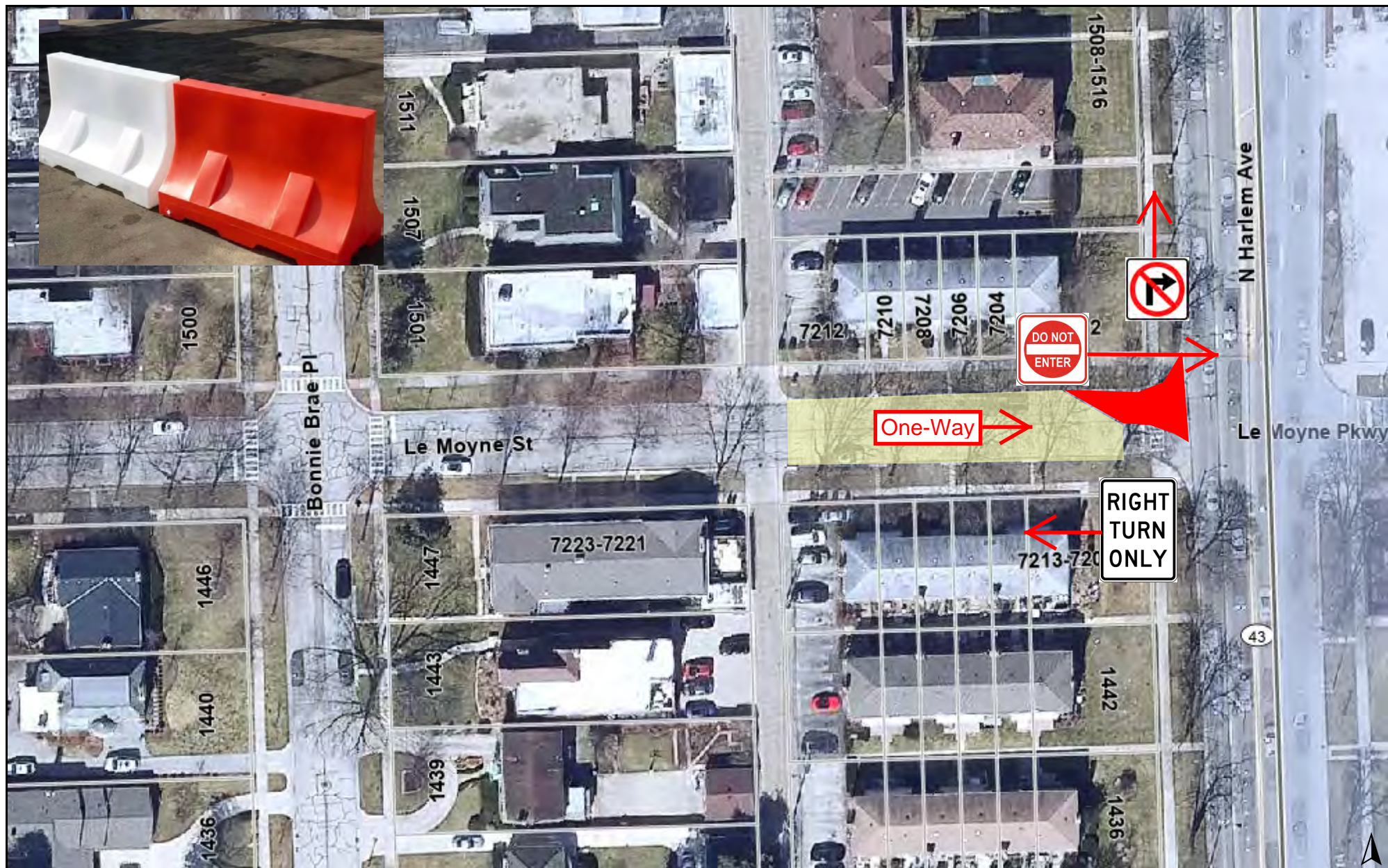
	<ul style="list-style-type: none"> <li>• Includes curb extensions, median islands, and chokers</li> <li>• Advantages: <ul style="list-style-type: none"> <li>○ Effective at reducing speeds, particularly in proximity to measure</li> <li>○ Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines</li> </ul> </li> <li>• Disadvantages: <ul style="list-style-type: none"> <li>○ More expensive</li> <li>○ May hinder bike circulation</li> <li>○ May reduce on-street parking</li> </ul> </li> </ul>
---	---

Table T

PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS

	<ul style="list-style-type: none"> <li>• Includes speed humps/lumps, raised crosswalks, and raised intersections</li> <li>• Advantages: <ul style="list-style-type: none"> <li>○ Effective at reducing speeds, particularly in proximity to measure</li> <li>○ Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings</li> </ul> </li> <li>• Disadvantages: <ul style="list-style-type: none"> <li>○ More expensive</li> <li>○ Increase emergency response times</li> <li>○ Require additional signage/stripping</li> <li>○ Noise and aesthetic issues/concerns</li> <li>○ May hinder bike circulation</li> <li>○ May reduce on-street parking</li> </ul> </li> </ul>
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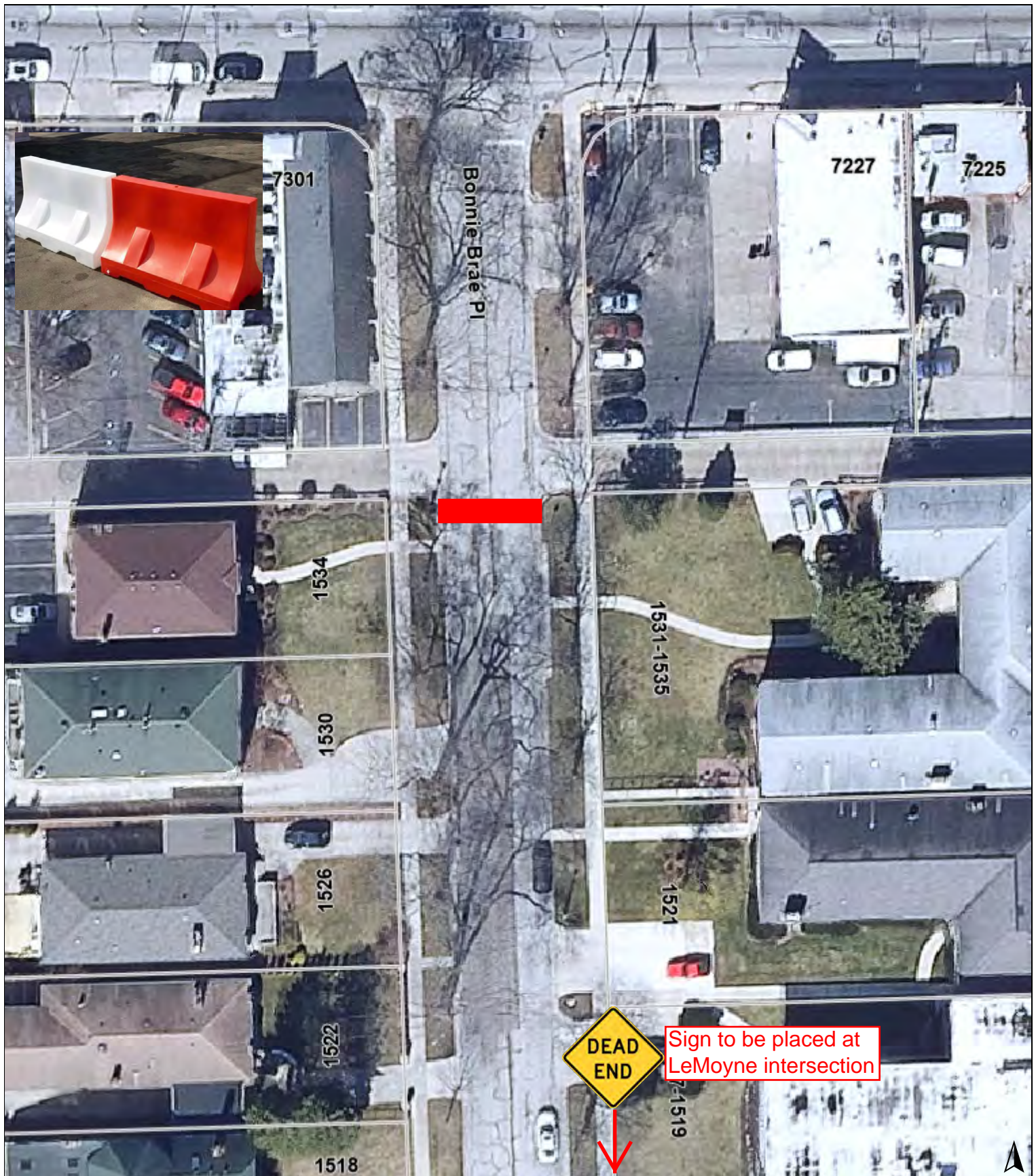


0 100 200  
ft

Print Date: 9/22/2022

Notes





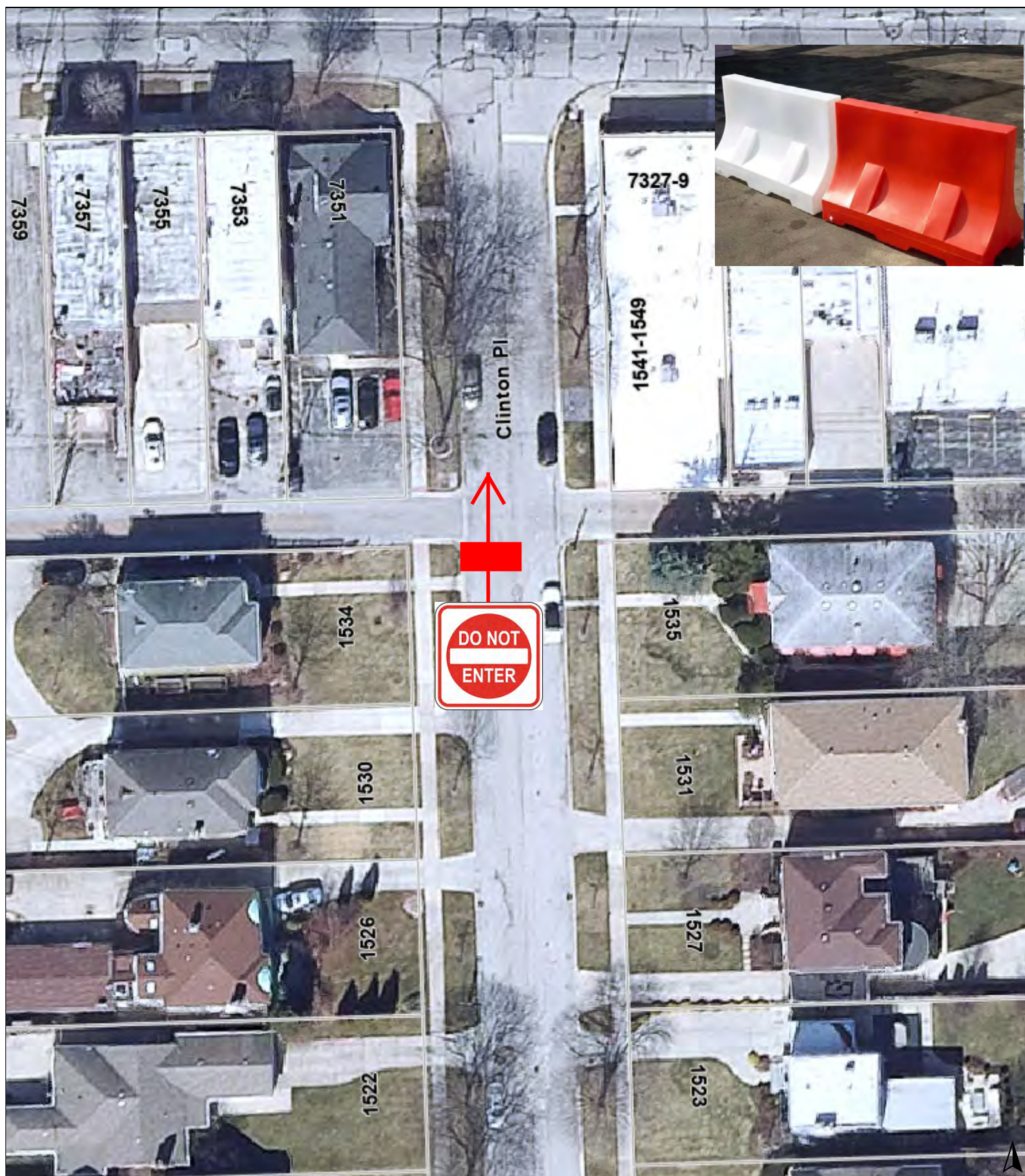
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Print Date: 9/22/2022

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.





0 50 100  
ft

Print Date: 9/22/2022

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0 300 600  
ft

Print Date: 9/22/2022

Existing Stop Sign  
Proposed Stop Sign  
Existing Stop Sign  
To Be Removed

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0 100 200  
ft

Print Date: 9/23/2022

Notes

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**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC  
REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES,"  
OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-2 thereof, entitled "Schedule 2, Stop Intersections" be amended by adding the following:

LEMOYNE STREET, eastbound and westbound at its intersection with William Street.

~~LEMOYNE STREET, eastbound and westbound at its intersection with Clinton Place.~~

GREENFIELD STREET, eastbound and westbound at its intersection with Clinton Place.

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 10 day of October, 2022, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 10 day of October, 2022.

---

Catherine Adduci, Village President

ATTEST:

---

Jonathan Keller, Village Clerk

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC  
REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES,"  
OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-3 thereof, entitled "Schedule 3, One-Way Streets and Alleys" be amended by adding the following:

LeMoyné Street, eastbound between Bonnie Brae and Harlem Avenue.

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 10 day of October, 2022, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 10 day of October, 2022.

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Catherine Adduci, Village President

ATTEST:

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Jonathan Keller, Village Clerk

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**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC  
REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES,"  
OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-8 thereof, entitled "Schedule 8, No Left Turns" be amended by adding the following:

LeMoyne Street, eastbound traffic where it intersects with Harlem Avenue.

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 10 day of October, 2022, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 10 day of October, 2022.

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Catherine Adduci, Village President

ATTEST:

---

Jonathan Keller, Village Clerk

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC  
REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES,"  
OF THE RIVER FOREST VILLAGE CODE**

**BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

**Section 1:** That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-11 thereof, entitled "Schedule 11, Do Not Enter" be amended by adding the following:

Clinton Place, at the south side of the alley just south of North Avenue shall be closed to traffic entering from the north.

LeMoyne Street, at Harlem Avenue shall be closed to traffic entering from the east.

**Section 2:** That the appropriate signage be installed in accordance with Section 1.

**Section 3:** That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

**Section 4:** This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

**ADOPTED** this 10 day of October, 2022, pursuant to a roll call vote as follows:

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** by me this 10 day of October, 2022.

---

Catherine Adduci, Village President

ATTEST:

---

Jonathan Keller, Village Clerk



## MEMORANDUM

Date: October 6, 2022

To: Catherine Adduci, Village President and Village Board of Trustees

From: Brian Murphy, Village Administrator

**Subject:** Diversity, Equity, and Inclusion Consultant Agreement

The Diversity, Equity, and Inclusion Ad Hoc Advisory Group was established by resolution on April 26, 2021. One of the responsibilities of the group is to engage a third-party consultant to assess Village practices, policies and structures. For several months the advisory group worked toward creating a Request for Proposal (RFP) for a consulting firm. To achieve this, the group created subcommittees to discuss the following categories; Request for Proposal/Consultant, Community Outreach, Employment/Human Resources, Intergovernmental Relationships, Purchasing/Suppliers, Governance/Diversity, Equity and Inclusion Framework, and Housing.

The final RFP was published on July 25, 2022. The Village received 16 proposals from consulting firms locally and nationwide. Trustees Johnson, Bachner, and Village Administrator Brian Murphy, as Co-Chairs, reviewed and selected seven firms to interview. After the interviews, the Co-Chairs selected Nova Collective, LLC as the most qualified. Nova Collective, LLC (Nova) presented its work philosophy and processes to the advisory group at the September 20, 2022 meeting and received a positive reaction.

Nova and the Village collaborated on a consulting agreement that will fulfill the objectives outlined in the RFP. The agreement is attached to this memo for the Village Board's review and approval. In the proposed contractor agreement, Nova will divide work in to two phases as described in Exhibit A of the agreement. Phase 1 will include the collection of data by survey and interviews along with the review of Village documents. For phase 2, Nova will create and provide the Village with deliverables including recommendations. The policy analysis and recommendations will be presented to the Village Board.

**Recommendation:** Approve an agreement with Nova Collective, LLC for \$50,000 and authorize the Village Administrator to execute the contract.

**INDEPENDENT CONTRACTOR AGREEMENT  
(NOVA COLLECTIVE)**

**INDEPENDENT CONTRACTOR AGREEMENT (NOVA COLLECTIVE)** ("Agreement") made this \_\_\_\_ day of \_\_\_\_\_, 2022 ("Effective Date"), by and between the Village of River Forest ("Village"), an Illinois municipal corporation, and Nova Collective LLC, an Illinois limited liability company ("Contractor"); and

**WHEREAS**, the Village has determined that Contractor can provide diversity, equity and inclusion professional consulting services; and

**WHEREAS**, Contractor is qualified and desires to provide said service based on the terms set forth below; and

**WHEREAS**, the Village finds that the health, safety, and welfare of the citizens of the Village will be benefited by the services provided by Contractor;

**NOW, THEREFORE, BE IT AGREED THAT:**

1. **INDEPENDENT CONTRACTOR**: The Village agrees to retain Contractor as an independent contractor to provide the services described herein, and Contractor agrees to provide such services. Contractor is retained by the Village only for the purposes and to the extent set forth in this Agreement, and its relation to the Village shall, during the term of this Agreement and period of its services hereunder, be that of an independent contractor. Neither Contractor, nor any of its employees or agents, shall be considered as having an employee status, nor shall the Village withhold any sums for the payment of income taxes, or Federal Insurance Contributions Act taxes, nor shall Contractor, its employees or its agents be entitled to participate in any plans, arrangements, or distributions by the Village pertaining to or in connection with any pension or retirement plans, or any other benefits for the regular employees of the Village. All of Contractor's work produced for the Village under this Agreement shall be owned by the Village. All information, data and documents obtained by Contractor under this Agreement shall be confidential and shall not be disclosed without the Village's written authorization.

2. **TERM**: That term of the Agreement shall begin on the Effective Date. This Agreement shall be in effect until the earlier of (a) its termination due to an uncured default, per Section 16 below, (b) thirty (30) days after a notice of termination is sent by the Village or Contractor to the other, and the Village or Contractor may terminate this Agreement on thirty (30) days' notice to the other, without cause, or (c) completion, to the Village's satisfaction, of Contractor's services described herein.

3. **CONTRACTOR RESPONSIBILITIES**: Contractor agrees to perform the services set forth in EXHIBIT A, attached hereto and made a part hereof. Contractor shall perform the services in EXHIBIT A within the times set forth therein. If no time is set forth in EXHIBIT A with regard to a particular service, Contractor shall perform and complete the services within a reasonable time. Contractor shall perform the services to the highest standard of care.

4. **VILLAGE RESPONSIBILITIES**: The Village agrees to pay Contractor for its services on the payment terms set forth in EXHIBIT B attached hereto made a part hereof.



5. **INSURANCE**: As part of the indemnification of the Village required by Contractor in Section 8 below, but without limiting the same, Contractor agrees to carry, during the life of this Agreement, at its expense:

- (a) Commercial General Liability Coverage – Insurance Services Office Commercial General Liability occurrence form CG 0001. This primary, non-contributory additional insured coverage shall be confirmed through policy endorsements acceptable to the Village. This coverage shall have no less than \$1,000,000 combined single limit per occurrence for bodily injury, and property damage and \$1,000,000 per occurrence for personal injury. The general aggregate shall be twice the required occurrence limit. Minimum General Aggregate shall be no less than \$2,000,000 or a project/contract specific aggregate of \$1,000,000.
- (b) Workers' Compensation and Employer's Liability Coverage – the insurer shall agree to waive all rights of subrogation against the Village of River Forest, its officials, employees, agents and volunteers for losses arising from work performed by Contractor for the Village.
- (c) Professional Liability Coverage – the coverage shall have limits not less than \$1,000,00 each claim with respect to negligent acts, errors and omissions in connection with professional services to be provided under the contract, with a deductible not-to-exceed \$50,000 without the Village's prior written approval. If the policy is written on a claims-made form, the retroactive date must be equal to or preceding the effective date of the contract. In the event the policy is cancelled, non-renewed or switched to an occurrence form, the Contractor shall be required to purchase supplemental extending reporting period coverage for a period of not less than three (3) years.

Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and licensed to do business in the State of Illinois. Contractor shall furnish the Village with certificates of insurance naming the Village, its officials, employees, agents, and volunteers as additional insureds on a primary and non-contributory basis, and with original endorsements affecting coverage required by this Agreement. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Village before any work commences. The Village reserves the right to request full certified copies of the insurance policies and endorsements. Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

Contractor's policy or policies of insurance shall specifically recognize and cover Contractor's indemnification obligations under this Agreement, and shall contain cross-liability endorsements. Said insurance shall provide that the insurance provided by Contractor shall be primary and noncontributory, and that any provision of any contract of insurance or other risk protection benefit or self-insurance policy purchased or in effect or enacted by the Village and any other insurance or benefit of the Village shall be in excess of Contractor's insurance.

All Certificate(s) of Insurance shall contain the following endorsement:

“Should any of the above-described policies be canceled before the expiration date thereof, the issuing company shall serve 30 days prior written notice to the Village.”

In the event of the cancellation of any insurance policy required herein, or upon Contractor's failure to procure said insurance, the Village shall have the right to terminate this Agreement.

6. **DEFAULT:** In the event that either party fails to perform under this Agreement, the other party shall notify the non-performing party of the default, in writing, setting forth the nature of the default. The party that has failed to perform shall have fifteen (15) days after receipt of the notice to correct such failure or take substantial steps toward correcting the failure. If, after fifteen (15) days, the default has not been corrected, or substantial steps taken to correct the default, the party serving the notice may then declare the Agreement terminated.

7. **NOTICE:** All notices, demands, elections, and other instruments required or permitted to be given or made by any party upon one or more of the others under the terms of this Agreement or any statute shall be in writing. Such communications shall be deemed to have been sufficiently served if sent by messenger delivery, overnight delivery courier, or certified or registered mail with proper postage prepaid or to such other party or address as either party may from time to time furnish to the other in writing. Service on the legal counsel for either party is sufficient notice to the party.

- (a) Notice to Village of River Forest  
shall be sent to:

Village of River Forest  
400 Park Avenue  
River Forest, Illinois 60305  
Attention: Village Administrator

- (b) Notices to Contractor  
shall be sent to:

Nova Collective LLC  
1024 Highland Avenue  
Oak Park, Illinois 60342

8. **INDEMNIFICATION:** As a material inducement for the Village to enter into this Agreement, Contractor agrees to defend, indemnify and hold harmless the Village, its elected officials, officers, agents, volunteers and employees from and against any and all claims, actions, suits, damages, costs, expenses and liabilities, including the reasonable fees and expenses of their attorneys, expert witnesses and consultants, court costs and fines, asserted against them or sought to be imposed upon them, individually, jointly or severally, and which arise directly or indirectly out of or in connection in any way with Contractor's performance of the terms of this Agreement, except to the extent that those claims, actions, suits, damages, costs, expenses and liabilities arise from the sole negligence of the Village, its representatives, officers, trustees, agents, volunteers or employees. Contractor shall, at its own expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefore or incurred in connections therewith, and, if any judgment shall be rendered against the Village, its elected

officials, officers, agents, volunteers and employees, in any such action, Contractor shall, at its own expense, satisfy and discharge the same, as directed by the Village, its elected officials, officers, agents, volunteers and employees.

The scope of Contractor's indemnification shall include, but is not limited to:

- (a) Any negligent, tortious or wrongful act or omission of Contractor, its officers, agents, volunteers, employees, contractors or subcontractors, resulting in personal injury, bodily injury, sickness or death to any person, loss or damage of any kind to the property of any person, including Contractor, its officers, agents, volunteers, employees, licensees and invitees, or damage to or loss of other intangible property rights or personal rights, including but not limited to libel, slander and invasion of privacy; and
- (b) loss or damage of any kind resulting from Contractor's failure to comply with any provision of this Agreement, or of any federal, state or local law or regulation applicable to Contractor.

9. **CORPORATE CONTRACTOR:** The Village is entering into this Agreement with Contractor based upon the representations and assurances of Contractor's individual officers that they will cause the corporation to perform under this Agreement. If, during the life of this Agreement, the individual or individuals who now own and operate Contractor transfer any part of the business, or their interests in Contractor, this Agreement shall, at the sole option of the Village, terminate unless prior approval of sale to the transferees by the Village shall be obtained.

10. **MUTUAL COOPERATION:** The Village and Contractor, agree to fully cooperate, consult and inform each other regarding any and all decisions and activities associated with or having a significant impact on Contractor's services.

11. **PERMITS:** Contractor shall, at its own cost, obtain any and all necessary permits, licenses, consents and other approvals to complete the work.

12. **ASSIGNMENT:** Contractor shall not assign, sublet, transfer, or convey this Agreement to any person or entity without the prior written consent of the Village.

13. **EXECUTION:** This Agreement may be executed simultaneously in two (2) counterparts, each of which shall be deemed an original, and such counterparts together shall constitute one and the same Agreement.

14. **ENTIRETY OF AGREEMENT:** This Agreement, together with the Exhibits attached thereto (all of which are attached hereto or incorporated herein by this reference), contains the entire understanding between the parties and supersedes any prior understanding or written or oral agreements between them with respect to the subject matter of this Agreement. There are no representations, agreements, arrangements or understandings, oral or written, between and among the parties hereto relating to the subject matter of this Agreement which are not fully expressed herein. No oral modification, amendment, or change shall be allowed to this Agreement. Any modification, amendment, or change hereto shall be in writing and approved by the corporate authorities of the Village.

15. **AUTHORITY:** This Agreement shall be in full force and effect, and legally binding, after it is signed by the duly authorized officer of each party. Each of the signatories to this Agreement are the duly authorized representatives of their respective corporate entity and each such person has signed this Agreement pursuant to the authority duly granted to him or her by the corporate authorities of said corporate entity, who have acted by motion or approved a resolution (in the Village's case, at an open public meeting) that authorized and directed the representatives to sign this Agreement. This Agreement shall be binding upon and shall inure to the benefit of the parties agreeing hereto and to their successor corporations, officers, officials, trustees, successors in office, heirs, representatives, and assigns.

16. **ENFORCEABILITY:** If any provision of this Agreement, or any paragraph, sentence, clause, phrase or word or the application thereof is held invalid, the remainder of this Agreement shall be construed as if such invalid part were never included and this Agreement shall be and remain valid and enforceable to the fullest extent permitted by law provided that the Agreement, in its entirety as so reconstituted, does not represent a material change to the rights or obligations of the parties. In the event of any conflict or inconsistency between the terms set forth in the body of this Agreement and the terms set forth in any Exhibit hereto, the terms set forth in such Exhibit shall govern and control.

17. **CHANGE IN LAWS:** Contractor shall immediately notify the Village of any change in conditions or change in federal, state or local law, or of any other event, which may significantly affect its ability to perform its obligations in accordance with the provisions of this Agreement.

18. **COMPLIANCE WITH LAWS:** Contractor certifies as follows:

- a. That its work shall be performed by it in a high quality manner and in accordance with all applicable Federal, State, and County laws and regulations and the Village codes, ordinances, and regulations, including but not limited to all local ordinances and regulations.
- b. That it is not barred from contracting with any unit of State or local government as a result of violating Section 33E-3 or 33E-4 of the Illinois Criminal Code (720 ILCS 5/33E-3 and 33E-4).
- c. That it shall comply with the Illinois Drug Free Work Place Act (30 ILCS 580/1, *et seq.*).
- d. In the performance of its obligations pursuant to this Agreement and in the operation of its program, it shall comply with all applicable provisions of federal, state and local law, including those regulations in regard to all applicable equal employment opportunity requirements, the Equal Opportunity Clause of the Illinois Human Rights Act (775 ILCS 5/1-101, *et seq.*) and the Rules and Regulations of the Illinois Department of Human Rights and the Americans with Disability Act (42 U.S.C. 12101, *et seq.*), and all rules and regulations issued pursuant to those Acts. There shall be no discrimination on the basis of disabilities (as defined in the Acts) in the operation of the services and programs provided by Contractor hereunder. Any complaint of such discrimination received by Contractor shall be immediately forwarded to the Village.

- e. That it shall comply with all applicable federal and state laws and regulations including, but not limited to, such laws and regulations relating to minimum wages to be paid to employees, limitations upon the employment of minors, minimum fair wage standards for minors, payment of wages due employees, and health and safety of employees. Contractor agrees to pay its employees, if any, all rightful salaries, medical benefits, pensions and social security benefits pursuant to applicable labor agreements and federal and state statutes, and Contractor further agrees to make all required withholdings and deposits therefore. Such requirements shall be included by Contractor in all its contracts and agreements with contractors and subcontractors for this program. Any contracts entered into by Contractor relating to improvements to Village-owned property shall require contractor and its subcontractors to comply with the Illinois Prevailing Wage Act (820 ILCS 130/0.01, *et seq.*).
- f. Section 7 of the Illinois Freedom of Information Act ("FOIA"), 5 ILCS 140/7, applies to public records in the possession of a party with whom the Village has contracted, including Contractor. The Village will have only a very short period of time from receipt of a FOIA request to comply with the request and there is a significant amount of work required to process a request including collating and reviewing the information. Contractor acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village for public records (as that term is defined by Section 2(c) of FOIA, 5 ILCS 140/2(c)) in Contractor's possession or control and to provide the requested public records to the Village within two (2) business days of the request being made by the Village. Contractor agrees to indemnify and hold harmless the Village from all claims, costs, penalty, losses and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the Village under this Agreement.

19. **THIRD PARTY BENEFICIARY.** No claim as a third party beneficiary under this Agreement by any person, firm or corporation shall be made or be valid against the Village or the Contractor.

20. **ADVERTISEMENT.** No Contractor advertising copy mentioning the Village or quoting the opinions of any of its employees may be released unless such copy is approved in writing by the Village before release.

21. **JURISDICTION AND VENUE:** This Agreement provides for services to be performed within the State of Illinois. Accordingly, this Agreement, and all questions of interpretation, construction and enforcement hereof, and all controversies hereunder, shall be governed by the applicable statutory and common law of the State of Illinois. The parties agree that for the purpose of any litigation relative to this Agreement and its enforcement, venue shall be in the Circuit Court of Cook County, Illinois and the parties consent to the *in personam* jurisdiction of said Court for any such action or proceeding.

22. **CAPTIONS:** The captions at the beginning of the several paragraphs, respectively, are for convenience in locating the context, but are not part of the context.

23. **EXHIBITS:** True and correct copies of the attached Exhibits are incorporated herein and made a part of this Agreement and are identified as follows:

EXHIBIT A – Contractor Responsibilities

EXHIBIT B – Payment Terms

24. **EFFECTIVE DATE**: After this Agreement has been signed by Contractor, this Agreement shall be deemed dated and become effective on the date that the Village President and Clerk sign this Agreement which date shall be the date stated on the first page of this Agreement.

**IN WITNESS WHEREOF**, the Village President and Clerk, pursuant to the authority given by the Board of Trustees of the Village of River Forest, and Contractor have signed this Agreement on the \_\_\_\_ day of \_\_\_\_\_, 2022.

**VILLAGE OF RIVER FOREST:**

\_\_\_\_\_  
**BY:** Catherine Adduci, Village President

Date: \_\_\_\_\_

**ATTEST:** \_\_\_\_\_  
Village Clerk

Date: \_\_\_\_\_

**NOVA COLLECTIVE LLC:**

\_\_\_\_\_  
**BY:** \_\_\_\_\_  
Authorized Officer

Date: \_\_\_\_\_

**ATTEST:** \_\_\_\_\_

Date: \_\_\_\_\_



**EXHIBIT A**  
**CONTRACTOR RESPONSIBILITIES**  
**DESCRIPTION OF SERVICES**

Contractor shall provide the following deliverables and services to the Village:

**Key Deliverables:**

- Phase 1:
  - Organizational Survey
    - Up to 150 respondents
    - Comms support for survey (email templates and reminder timeline; English)
    - Only Village to deploy survey and comms internally)
    - Survey instrument (English only)
      - 25-30 closed-ended measures
      - Up to (2) open-ends; (1) analyzed
    - Survey analysis report
      - Data cuts by demographic factors with statistically significant impact on results
        - e.g.: If gender was shown to impact engagement, but race/ethnicity was not, we will cut the engagement data by gender but not by race/ethnicity
    - Additional requested cuts are billed out of scope at \$750 per cut
    - One presentation of data and insights, single data cut as indicated statistically significant based on response data
    - *Any languages requested for the survey outside of English will be an additional cost*
  - Policy & Process Audit
    - Review/Redlines of existing DEI Mission/Vision statement (up to 10 pages of material)
    - Review/Redlines of salient sections of Employee Handbook (estimated at 20 pages of material)
    - Review/Redlines of existing recruiting/hiring materials (estimated at 30 pages of material)
    - (1) 90-minute call w/recruiting team, follow up w/request for assets
    - Policy Analysis w/recommendations on what to stop/start/continue (*\*note: does not include development/delivery of tools*)
- Phase 2:
  - Contractor to recommend the development of 2 deliverables, mutually agreed upon by the Village and Contractor following Phase 1. Sample deliverables include:
    - Development and Implementation of a Metrics Dashboard
    - Strategic Communications Plan
    - Hiring Toolkit
    - Employee Resource Group Charter

**Process Details:**

- Village briefing & discovery call
  - Set up recurring calls for project timeline
- Survey:

- (1) round of revisions for survey instrument
- (1) round of revisions on survey comms templates
- (1) Presentation of Survey Report
- Policy & Process Audit
  - (1) Policy Analysis presentation
- (2) deliverables, mutually agreed upon by the Village and Contractor following Phase 1

### Sample Project Milestones

*(\*Note: milestone timing is approximate and subject to agreement between the Village and Contractor):*

Timeframe	Activity	Notes
Week 0-1	Briefing and Kickoff Meeting	Bi-weekly status meetings scheduled during kickoff
Week 2-4	Contractor to develop survey instrument	
Week 2-6	Contractor to commence Policy & Process Audit	Contractor collects and reviews materials from VRF
Week 5	VRF Review and provide feedback of survey instrument	Opportunity for DEI Committee delegate (1-2 people maximum) to be part of the key stakeholders reviewing survey instrument
Week 6	Contractor to update and deliver final survey instrument for approval, along with sample comms	
Week 7	VRF to deploy survey	
Week 7 – 9	Survey in field, VRF to send survey follow up comms	
Week 10 – 14	Contractor to analyze survey results	
Week 15 - 16	Contractor to present (1) Survey Report and (1) Policy Analysis	(2) total presentations, 1 for each.  Opportunity for DEI Committee delegate (1-2 people maximum) to join and listen to each presentation
Week 17-18	Contractor and VRF to align on Phase 2 deliverables	
Weeks 19 – 25	Nova to develop 2 deliverables	

## EXHIBIT B

### PAYMENT TERMS

The Village shall make all payments under the Agreement to Contractor in accordance with the Illinois Local Government Prompt Payment Act, 50 ILCS 505/1, *et seq.*, and the Village and Contractor agree that the following payment terms apply under the Agreement:

1. The Village shall pay Contractor the not to exceed sum of Fifty Thousand and No/100 Dollars (\$50,000.00) for all of Contractor's services and expenses under the Agreement, plus \$1,000 per additional presentation request beyond those in **Exhibit A** ("Fee").
2. The Fee shall be paid as follows:
  - a. Thirty-three percent (33%) invoiced upon signing.
  - b. Thirty-three percent (33%) invoiced after completion of field survey in January, 2023.
  - c. Thirty-three percent (33%) invoiced at time of deliverables in April, 2023.
3. If the Agreement is terminated before completion of all of Contractor's services, the Fee shall be prorated through the date of termination based percentage of Contractor's overall services rendered through the date of termination, as determined by the Village.