VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 16, 2020 – 7:30 PM
Village Hall – Community Room, 400 Park Ave., River Forest, IL

AGENDA

Physical attendance at this public meeting is limited to 20 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 your public comments via email in advance of the meeting to: jloster@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: 820 2870 3042 or by clicking here: https://us02web.zoom.us/j/82028703042. If you would like to speak during public comment, please email jloster@vrf.us by 4:00 PM on Wednesday, September 16, 2020.

1. Call to Order/Roll Call

2. Adoption of meeting minutes from the September 18, 2019 Traffic and Safety Commission Meeting

3. Adoption of meeting minutes from the December 4, 2019 Traffic and Safety Commission Meeting

4. Public Comment

5. As a condition of approval, the development located at 800 Harlem Ave is subject to the review of the Traffic and Safety Commission as it relates to future on-street traffic and parking concerns in the vicinity of the site.

6. Request by Village Staff to review changes associated with the Village's Safe Walking Routes to Schools (SWRTS) Project.

7. Adjournment

VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES

Wednesday, September 18, 2019 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 18, 2019 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Commissioner Buis, Commissioner Cleary, Commissioner Gillis, Commissioner Osga, and Commissioner Wade.

Old Business

Jeff Loster, Village Engineer asked for a motion to approve the minutes from the March 20, 2019 Traffic and Safety Commission Meetings. Commissioner Gillis made the motion and Commissioner Osga seconded the motion. All commissioners present voted to approve the minutes.

New Business – Request by Patricia O'Connor at 240 Gale Avenue to modify the recently installed No Parking and 2-hr Parking restrictions on both sides of Linden Street (between Thatcher and Gale) to Resident Only Parking.

Neil O'Connor and his wife have lived in the corner of Linden and Gale for 35 years. The commuter parking has been a problem off and on. Mostly the back entrance of their home is utilized. His car is parked on Linden at various times of the day, pretty much on the same spot. He questions if the 2-hr parking is accumulative or consecutive? If a parking enforcer went by during the day they might assume he has not moved his car all day. Mr. O'Connor hopes there is some sort of resident parking permit for their area.

Patricia O'Connor, communicates her maid comes once a week to her home. She has her park in one place then has to go out and move her car. This has created a real hassle for them. She is unclear on what to do when her daughter visits from California.

Commissioner Osga advises if they elect residential parking, they would have to get permits. Questions why they did a 2-hr parking on the south side of the street, rather than residential? Recalls there was a reason for it initially.

Jeff Loster, Village Engineer recaps that due to the width of the street, emergency vehicles and snow plowing had concerns about getting through when cars were parked on both sides. That was the impetus for putting the No Parking on one side. Initially the Traffic and Safety Commission recommended resident parking only zones. When it reached the Board level, the Board elected to change that to 2-hr parking.

Ms. O'Connor inquires about the 300 block of Gale, 6a – 10a resident parking zone?

Jeff Loster, Village Engineer informs it is for local residents, those addresses on that block obtain two permits per household. They register their vehicles to that permit, only those vehicles tied to that address can park there. If they have more vehicles, extra permits may be purchased for a small fee.

Mr. O'Connor determines they would like the resident parking with the permit. He is certain if they do the resident parking the residents from the north side will park there.

Commissioner Gillis assumed they provided guest permits for these individuals as well.

Jeff Loster, Village Engineer replies the police department can issue a guest pass if they have someone visiting for a week. They do so on a case by case basis. There is no hard guest pass to hang onto to keep for future guests.

Resident questions how strict the 2-hr parking restriction is? Wonders if she needs to keep having her maid move her vehicle every two hours? If they had the resident parking only, they could pull out one car from the driveway and have her maid park there.

Jeff Loster, Village Engineer briefs on the way police enforce parking. The police department has a license plate reader on top of a vehicle. When that car drives by at 15mph it pings license plates and it geo locates them. As it goes by the address it knows that car got picked up at a certain time. If they come back 3hrs later and it's in the exact same spot it gets a ticket.

Commissioner Gillis made the motion, seconded by Commissioner Buis to make the south side of Linden between Gale and Thatcher from 6am – 10am Monday through Friday Resident Permit Parking.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

New Business – Request by Brett Gentile at 27 Keystone Avenue to install a No Left Turn restriction for eastbound Madison Street traffic turning north onto Keystone Avenue.

Brett Gentile resides in the zero block of Keystone and has noticed an increase of traffic going north on Keystone. Higher speeds than necessary, more than 25mph. Vehicles disregard the stop signs that have been put up at the intersection of Keystone and Vine. Traffic from Madison backs up through Keystone. Keystone is a through street, goes through the tracks and beyond. There are about thirty children that live in these two blocks. At least six on the zero block are special needs, she has two of them. In the interest of all the kids and families, anything they can do to cut down on traffic and speed. It seems a No Left Turn sign would be a good first step.

Commissioner Osga considers if anybody on any block, in any town, and in any city is asked "Would you like to completely cut off traffic to your block?" Whether they have kids or not, everyone would vote to close off the street. The Commission is listening to what they say, and have run into situations like this before. They have cracked down with the big signage that warns drivers how fast they are going.

Commissioner Wade points out one of the things the motorists are not doing is obeying the stop signs. A "No Left Turn" sign is not going to make them obey them more. A lot of the substance they deal with comes down to enforcement. It's challenging to use signage to stop bad behavior.

Sarah Thomas from 38 Keystone has noticed traffic has increased over the past few years. Construction on First Avenue was a nightmare. It caused commuters look around for a detour, they found River Forest. The construction here in town and the condominiums on Madison, it all creates more traffic flow.

Commissioner Osga supposes people are attracted to Keystone because it's a through way and due to its size. They been listening to the people of Keystone for a year now and consider there is an issue. He does not consider the problem is a "No Left Turn" sign, as it would be difficult to get passed the Board. Anticipates a solution not as aggressive.

Commissioner Buis concludes they must consider a permanent solution due to the high density of children on these two blocks. They have to recognize that unless its fixed on a permanent basis, the situation will arise over and over again. He has seen an empty police car on Thatcher for weeks, proposes they do that here. Meanwhile, they can alternate the police car with a speed tracker trailer.

Commissioner Osga informs the empty police car and the speed tracker has done wonders. The Village could get a letter out to the residents advising to call the police if they see vehicles speeding. Engage the community and install temporary police cars. Signage has been done, and signs don't work. Residents can also communicate to their neighbors to contact the police when they see something.

Ms. Gentile inquiries how long this is going to last, if this is only a temporary fix?

Jeff Loster, Village Engineer does not know. There are other areas in the Village with the same concerns. The Police Department have a regular rotation where they move dummy vehicles and radar trailers constantly. He does not know with what frequency or duration those would be present on these two blocks.

Commissioner Buis makes a motion to use police enforcement, dummy vehicles and a speed trailer on the zero and one hundred block of Keystone. In addition, request feedback and a report from the Police Department on their recommendations. The motion was not seconded.

Commissioner Cleary expresses concern regarding the proposed timeline.

Commissioner Gillis made the motion, seconded by Commissioner Cleary to install a No Left Turn sign eastbound on Madison Street at Keystone.

The vote was 4 to 1 in favor of rejecting the motion. **The motion was rejected.**

New Business – Request by Village staff to re-configure the commuter parking areas near Thatcher Avenue.

Eric Palm, Village Administrator begins by asserting that right now there are two areas for designated scooter parking. One on Hawthorne just east of Keystone, the other recently installed

on Central and William. Some requests have been received in regards to Metra spaces. One is to put spaces closer to the Metra stop on the north side of the tracks. On the west Thatcher lot, north of central, south of the actual lot there is a bike rack area that is no longer used. It's being proposed to take those bike racks out and put an apron. This way scooters can pull right out and park there plus have a closer proximity with more visibility. The other concern is cost. Now we charge $5.00 for daily fee weather you drive a car or a scooter. That was discussed by the Village Board a few years back, it was decided to keep cost the same. There has been a desire to revisit that for the fairness component. As staff recommendation they propose lowering the daily fee to $2.50. As well allow monthly scooter permits, which would cost $50.00.

Commissioner Osga questions if there are enough scooters in town that we would need to create a permit for them?

Eric Palm, Village Administrator accounts it's one of those things that start to grow slowly. He sees three to five scooters driving around town. Situations arose where these scooters were parked in areas they were not supposed to. From the Village's stand point these are our customers, so how do we serve them and how do we entice them to use those spaces?

Commissioner Gillis likes the scooter parking idea on the north side, imagines it's a safe and secure area. It's not taking up any prime spots either since it's basically an old bike rack.

Eric Palm, Village Administrator proceeds with the second proposal in terms of the commuter permit parking. Currently the Village limits the number of permits sold for commuter parking, but oversells that amount. There has always been a waiting list to obtain the monthly permit. When the west Thatcher lot was changed to permit parking as oppose to daily, the numbers were looked at. The concern was that we were overselling too much. Some people who have those permits do not utilize the lot every day, therefore the lot looks fairly empty. Residents who are on the waiting list and pay $5.00 for the daily fee have quite a price difference. The concept is to create an opportunity to produce unlimited permits. It doesn't guarantee you a space, it guarantees cost savings. He has seen enough capacity to handle everyone's parking needs. Down Hawthorne very rarely do cars go down the CN bridge. Seldom they do, but there is still enough capacity down Central and Hawthorne. This option gives all the residents a choice of purchasing the monthly permit instead of doing the daily fee. He asks for the Commissions feedback on the idea of creating a premium zone. This was recently done by the Village of Barrington. If residents want to get a guaranteed spot they get the premium for $100. It's double what the normal fee is, but we don't oversell these. The premium zone would be located on the east Thatcher lot in the middle bank spaces. The premium zone would have about 50 parking spaces. If residents prefer they can continue to pay the $50.00 and park on the west Thatcher lot, on Central or Hawthorne.

Commissioner Buis questions is they don't anticipate running out of the $50 permit spaces?

Eric Pam, Village Administrator doesn't presume so, the only possibility in this scenario is people do not respond to the $100 premium spaces. If we don't sell those, then we would have to modify and correct. Once there is a recommendation, the Village Board will communicate to the commuters what's being planned and get feedback. If the feedback is negative, perhaps they will not move forward with it. His colleague in Barrington mentioned in the beginning people had some concerns, however people started to buy them.

Commissioner Buis asks Eric Palm, Village Administrator two questions. If The Village of Barrington gave him specifics to arrive at the price point? When they over sell, is the implication first come first serve?

Eric Palm, Village Administrator clarifies they reached the $100 fee based on what they charge for the 24-hr permits, not on what Barrington charges. Everyone that is not on the premium zone would be at a first come first serve basis.

Commissioner Buis made the motion, seconded by Commissioner Gillis to re-configure the commuter parking areas near Thatcher Avenue.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

A motion was made and seconded to adjourn the meeting at 8:56 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

--- Date: ---
Doug Rees, Chairman
Traffic & Safety Commission

VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES

Wednesday, December 4, 2019 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, December 4, 2019 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Buis, Commissioner Cleary, Commissioner Jayaraman and Commissioner Osga.

Old Business

Jeff Loster, Village Engineer requests for a motion to approve the minutes from May 15, 2019 Traffic and Safety Commission Meeting. Commissioner Osga made a motion and Commissioner Buis second the motion. All Commissioners present voted to approve the minutes.

Public Comment

Scott Street is the President of the Board of Managers at the Great House Condominium located at 407 and 415 Franklin Avenue. Currently the only exit they have from their parking garage is onto Central. Signs reading "No Parking between these signs" were placed about 8 feet on the left side and 10 feet on the right from the edge. When cars park up to those signs it gives an extremely limited visibility for their residents as they exit the parking lot. They believe it needs to be lengthened. They went to a similar condo next door, the distance from the edge to the first sign is 19 feet on the left side and 27 feet on the right side. They are looking for something commensurate with what they have. He circulated a petition agreeing to this solicitation from 43 of the 58 unit members.

Commissioner Rees asked Mr. Street if he requested signatures from the office building next door?

Mr. Street replies he did not. Only from their own residents. There was one person that opposed, because they did not want to give up any more parking spaces on Central. There was several that they could not get a hold of and some that selected not to sign.

Chairman Rees advises that one of the things on the agenda is a discussion about what the Committee should require in terms of a petition. He has a petition and does not need to redo that work. Chairman Rees is not certain communication was given to the required neighbors. Before a recommendation is made, he prefers to give notice to the affected individuals. Potentially someone would like to come and express their views. Wonders if they should take this up now or at the next meeting after notice is given to the affected residents?

Commissioners decide to put this off to another meeting.

New Business – Request by Village Staff to update requirements to resident request process.

Jeff Loster, Village Engineer commences by indicating there is currently no minimum requirement for petition signatures. As long as somebody gets in a written request and a petition with some signatures, they discuss it. More concerning, most of the request require studies by consultants. We start to get into a lot of dollars involved as well with potential lack of visibly support in the front end for some requests. The other concern is the lack of participation with some residents. Petitions are not being distributed to everyone around. Although Staff sends the notification post card, we always hear residents state they did not receive them. When a request comes in everyone affected needs to be aware of it. If they choose they can participate in the conversation. When the implementation does take place, nobody is coming back complaining about the change and immediately petition to have it changed. This Commission just ran into this situation with the parking changes at the 200-300 block of Linden, Gale and Keystone. In an effort to cease that from reoccurring, the idea is to formally book end the affected area. Basically create a minimum for the signature petition. Force people to acknowledge that the discussion is taking place and indicate if they are in support, against or don't care.

Chairman Rees suggest they divide the discussion between exhibit A and exhibit B. To him exhibit A is clear, but exhibit B requires more discussion.

All Commissioners present agree that exhibit A looks satisfactory the way it is.

Commissioners agree to accept either electronic or original signatures for petitions.

Chairman Rees questions the language on Exhibit B. It talks about residents within a radius need to sign the petition. Then at the bottom it talks about being included on the petition.

Jeff Loster, Village Engineer clarifies exhibit B would be given along with a blank petition form. If they were to decide that 50% was the magic number, and the request is a stop sign at the intersection of Street 2 and Street 4. The language at the top refers to 50% of the people within this boundary need to sign the petition. Being included pertains to residents that are on the petition, but are unreachable.

Chairman Rees suggests changing the language at the bottom of exhibit B to "would need to be included or noted as unreachable on the petition".

Commissioner Gillis considers the required percentage of signatures should be 75%. If a stop sign is being requested, they must go out and get 75% of their neighbors signatures. Inform them what is going on. Before spending ten thousand dollars on a traffic study he would like to know the people worked hard to get there and how many of them support it. Out of those 75% if only 10% want a stop sign he doesn't think it should come before them or spend that money.
All Commissioners agreed the required percentage of supporting signatures should be 75%. One signature per household. 75% of the households have to sign in order for the petition to be heard and reviewed. Non reachable residents to be considered a No.

A motion was made and seconded to adjourn the meeting at 8:52 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

---------- Date: ----------
Doug Rees, Chairman
Traffic & Safety Commission

MEMORANDUM

DATE: September 16, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Planned Development Review – 800 Harlem Avenue

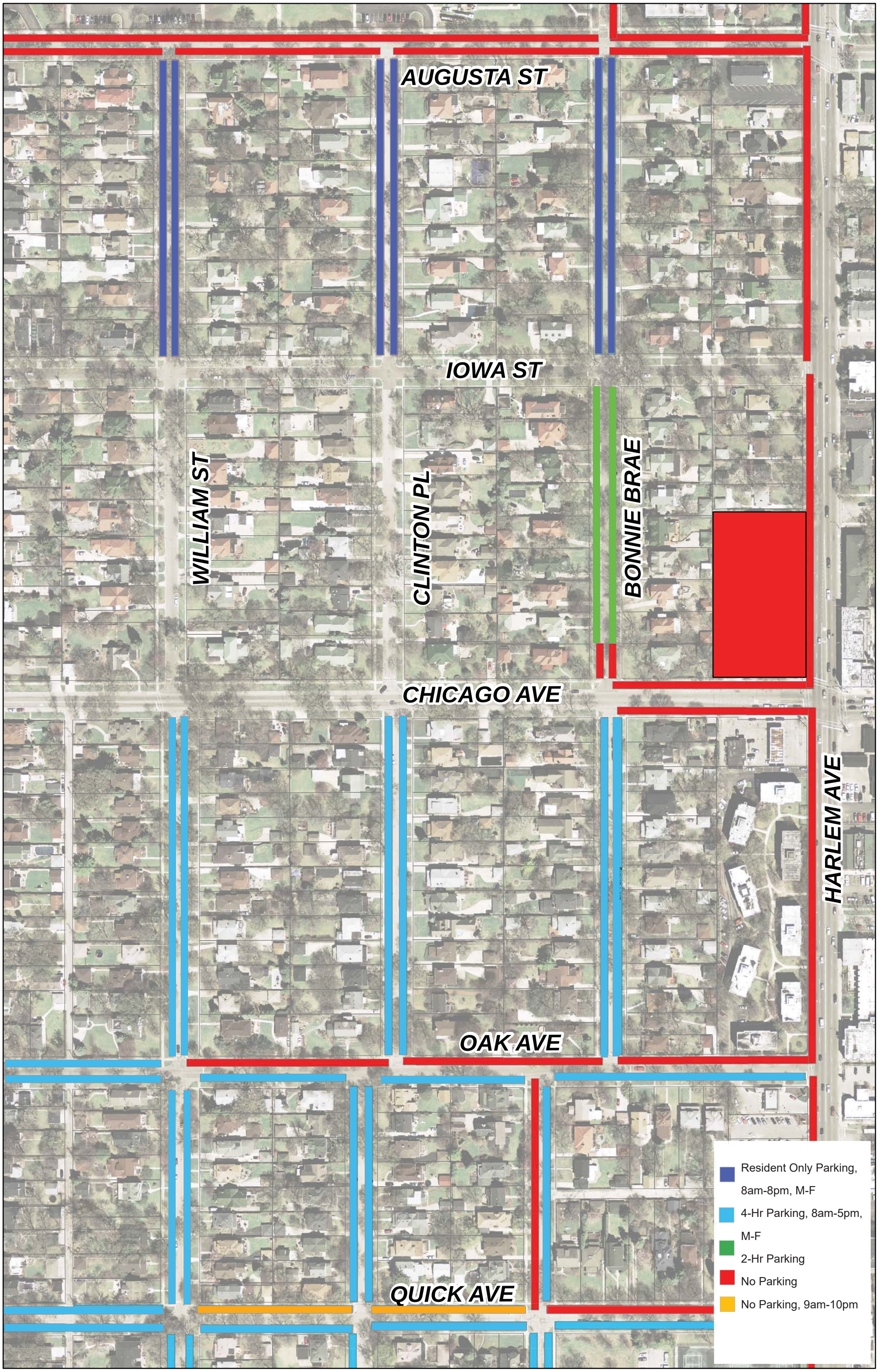
Issue: In late 2018, the Village Board considered the Development Review Board's recommendation and voted unanimously to approve the development at 800 Harlem Ave. As a condition of this approval, the Board required that the Traffic and Safety Commission review the development within the context of the surrounding area to determine whether or not additional traffic and/or parking measures are required.

Analysis: As previously indicated, the approval of the Planned Development at 800 Harlem Ave requires the following:

> "The Village's Traffic and Safety Commission shall study the possible imposition of resident permit parking only on the 800 block of Bonnie Brae Place, Iowa Street between Bonnie Brae and Harlem Avenue, and other nearby residential streets. The Village's Traffic and Safety Commission shall also study on-street parking restrictions in the vicinity of the Property as well as other traffic related matters in and around the vicinity of the Property to ensure employees and visitors to the Project do not park on residential streets. The Petitioner shall comply with additional parking and traffic conditions on public streets in the vicinity of the Property as directed by the Village."

Recommendation: Staff is seeking the Traffic and Safety Commission's input and recommendation for this item, which will then be brought to the Village Board for consideration.

Attachments: Parking Restriction Exhibit
Planned Development Traffic Study


AUGUSTA ST
IOWA ST
WILLIAM ST
CLINTON PL
BONNIE BRAE
CHICAGO AVE
HARLEM AVE
OAK AVE
QUICK AVE
Resident Only Parking, 8am-8pm, M-F
4-Hr Parking, 8am-5pm, M-F
2-Hr Parking
No Parking
No Parking, 9am-10pm

Traffic Impact Study
Proposed Senior Living Community

River Forest, Illinois

Prepared For:

Kaufman Jacobs, LLC

Prepared By:

KLOA

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

July 6, 2018

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List of Figures and Tables

Figures

Tables

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed senior living community to be located in River Forest, Illinois. The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. As proposed, the site will be developed with a four-story senior living community providing 33 memory care units (37 beds) and 92 assisted living units (99 beds) totaling 125 units (136 beds). Access to the site will be provided off Harlem Avenue via a full movement access drive and off Chicago Avenue via a full movement access drive. A total of 70 parking spaces will be provided.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

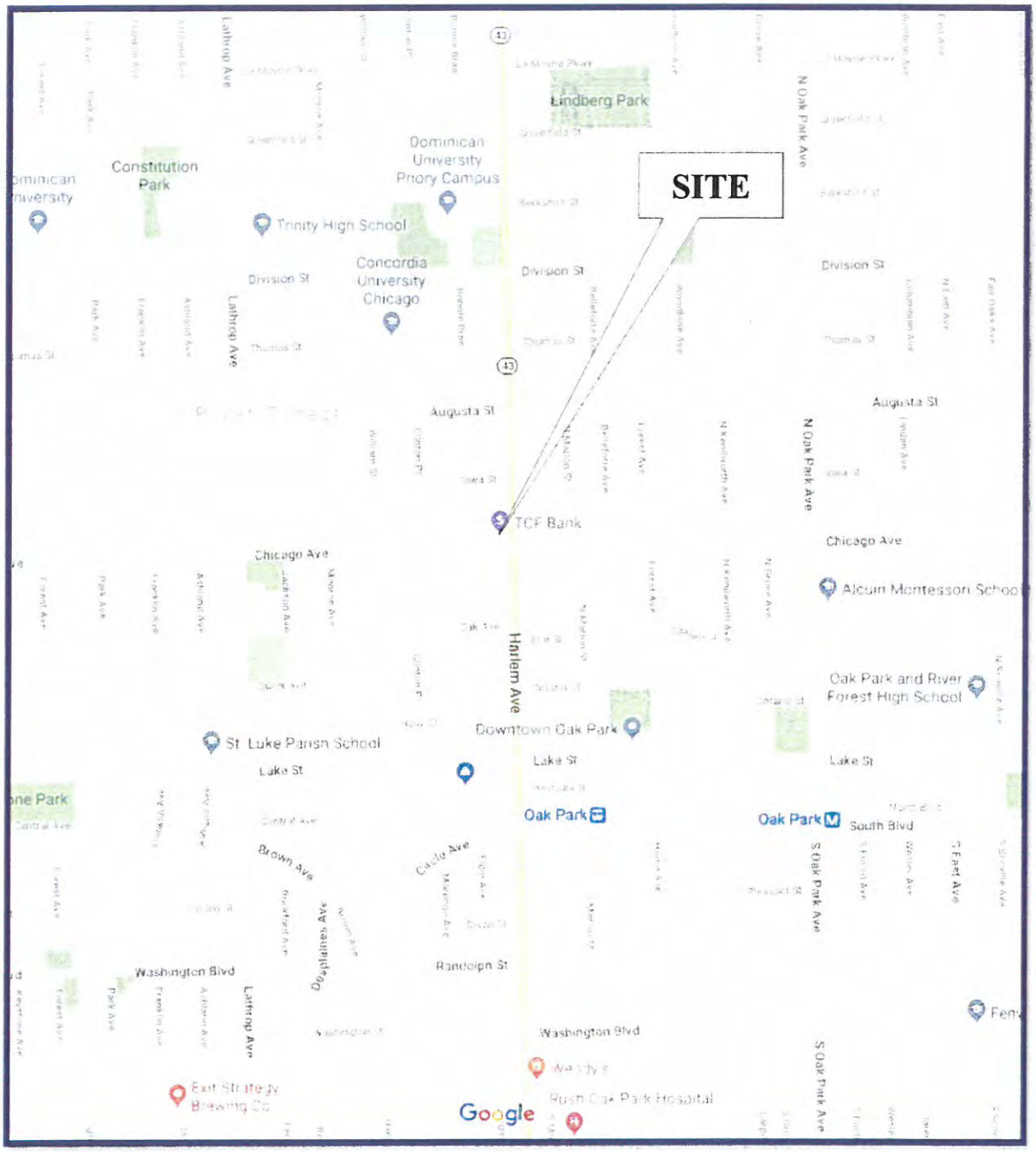
The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

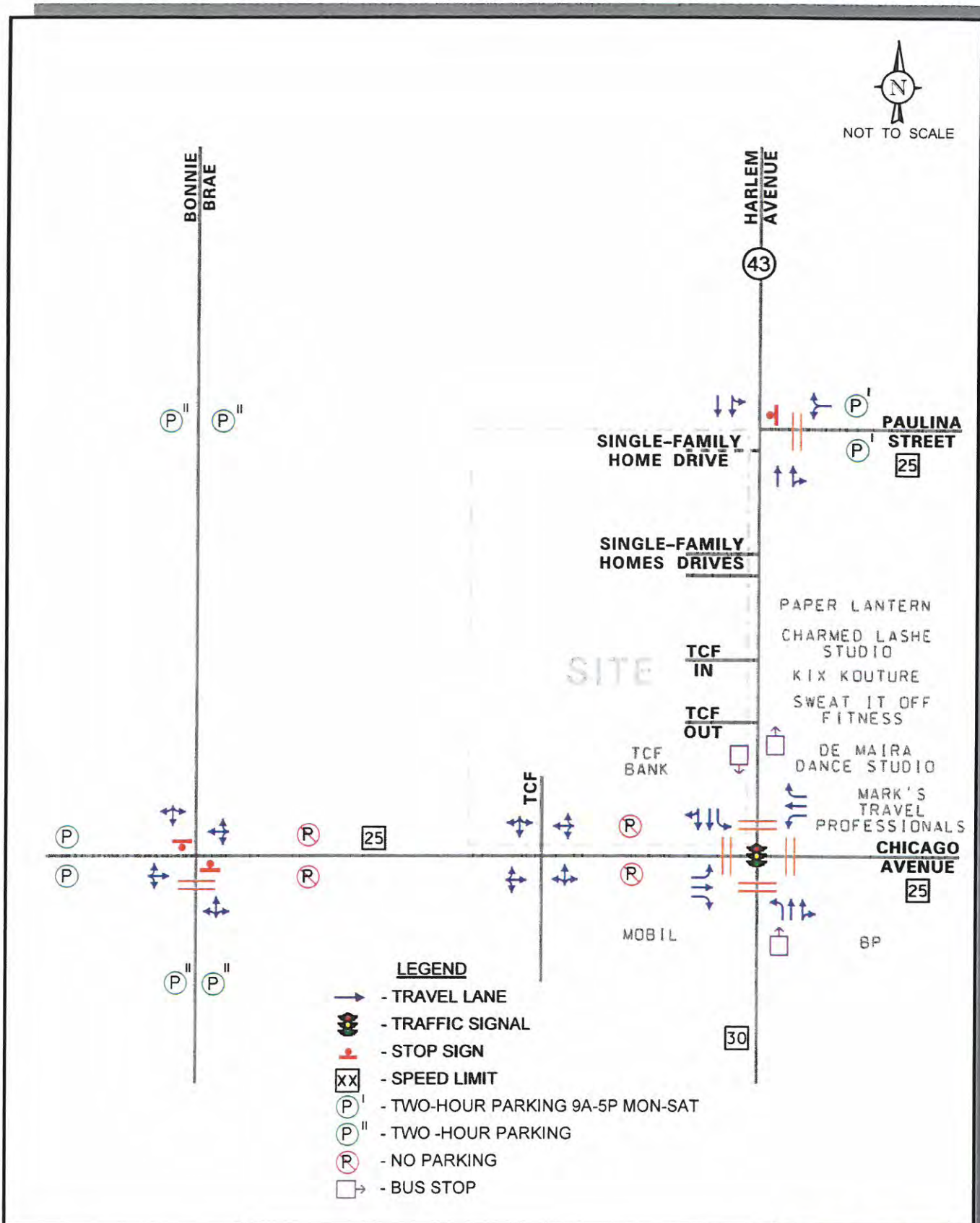
Site Location

The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. Land uses in the vicinity of the site are residential to the north and west and commercial to the east and south and include the following; Paper Lantern, Charmed Lashe Studio, KIX Kouture, Sweat it off Fitness, De Maira Dance Studios, Inc, Marks Travel Professionals and BP to the east and Mobil gas station to the south. It should be noted that Roosevelt Middle School is located approximately one-half mile to the southwest and Oliver Wendell Holmes Elementary School is located approximately one-half mile to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Harlem Avenue (IL Route 43) is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Chicago Avenue, Harlem Avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound and southbound approaches. Both legs provide standard style crosswalks and pedestrian countdown signals. At its unsignalized intersection with Paulina Street, Harlem Avenue provides an exclusive through lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane and an exclusive through lane on the southbound approach. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation, carries an annual average daily traffic (AADT) volume of 31,700 vehicles north of Chicago Avenue and an AADT volume of 34,800 vehicles south of Chicago Avenue (IDOT AADT 2017) and has a posted speed limit of 30 miles per hour.



Senior Living Community
River Forest, Illinois

Existing Roadway Characteristics

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

Job No. 18-085 Figure: 3

Chicago Avenue is an east-west roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Harlem Avenue, Chicago Avenue provides an exclusive left-turn lane, an exclusive through lane and an exclusive right-turn lane on the eastbound and westbound approaches. Both legs provide standard style crosswalks and pedestrian countdown timers. At its unsignalized intersection with Bonnie Brae, Chicago Avenue provides a shared left/through/right-turn lane on both approaches. West of Harlem Avenue, Chicago Avenue is classified as collector roadway, is under the jurisdiction of the Village of River Forest, carries an AADT volume of 8,700 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour. East of Harlem Avenue, Chicago Avenue is classified as an arterial roadway, is under the jurisdiction of the Village of Oak Park, carries an AADT volume of 11,000 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour.

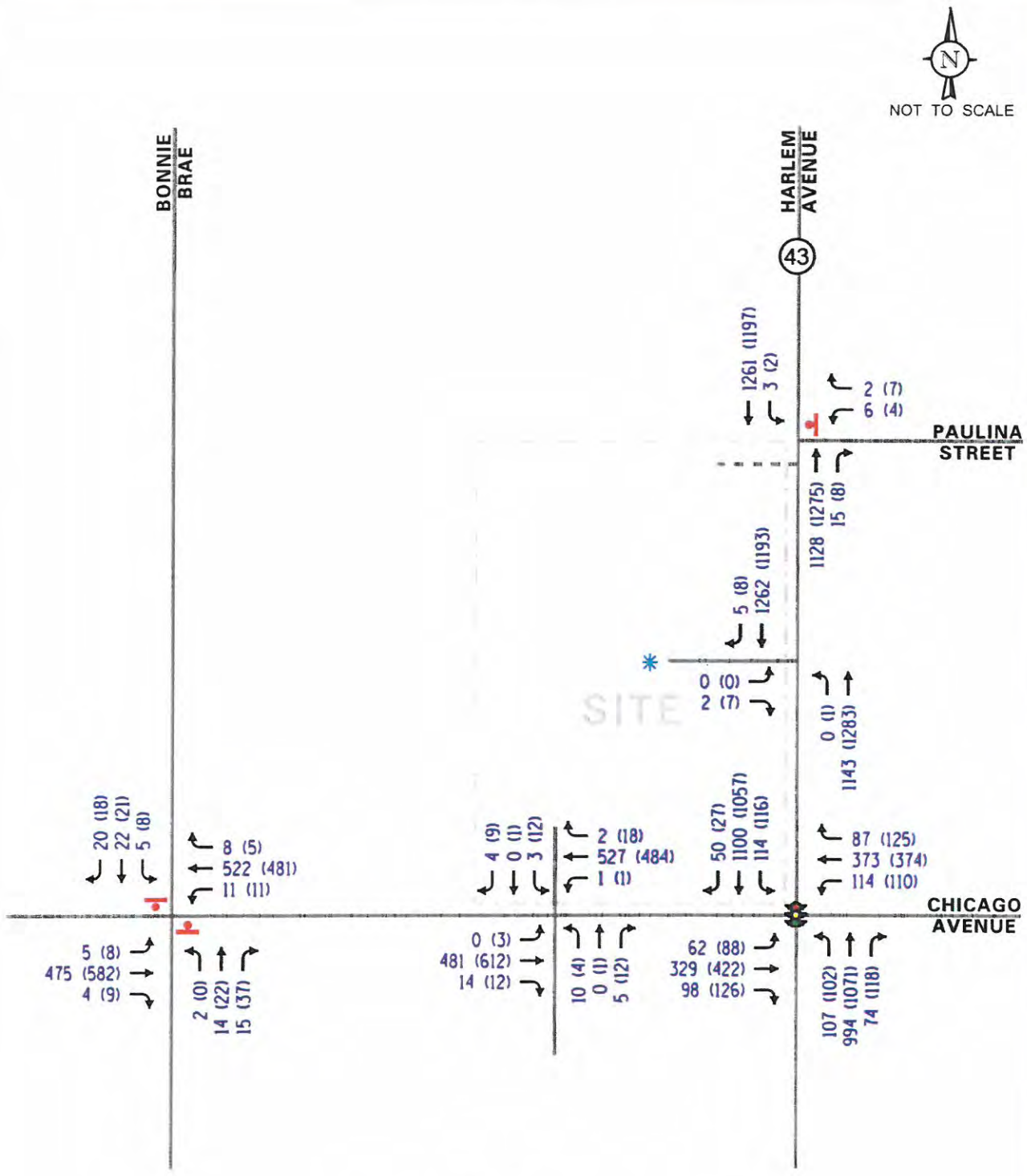
Paulina Street is an east-west local roadway that extends from Harlem Avenue approximately 550 feet east to Madison Street and provides one through lane in each direction. At its unsignalized intersection with Harlem Avenue, Paulina Street provides a shared left/right-turn lane under stop-sign control and a standard style crosswalk. Parking is permitted on both sides of the roadway and time restricted to two hours between 9:00 A.M. to 5:00 P.M. Monday through Saturday. Paulina Street is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 miles per hour.

Bonnie Brae is a north-south local roadway that in the vicinity of the site provides one through lane in each direction. At its unsignalized intersection with Chicago Avenue, Bonnie Brae provides a shared left/through/right-turn lane under stop-sign control on both approaches. The northbound approach provides a standard style crosswalk. Parking is permitted on both sides of the roadway and is time restricted to two hours at all times. Bonnie Brae is under the jurisdiction of the Village of River Forest.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units on Wednesday, May 9, 2018 during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (2:30 P.M. to 6:00 P.M.) peak periods at the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street, Harlem Avenue with the TCF Access Drives, Chicago Avenue with Bonnie Brae and Chicago Avenue with the Mobil/TCF Access Drives

The 2:30 P.M. to 6:00 P.M. peak period was chosen due to the proximity of the site to Roosevelt Middle School and Oliver Wendell Holmes Elementary School. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing peak hour pedestrian and bicycle volumes. Copies of the traffic count summary sheets are included in the Appendix.



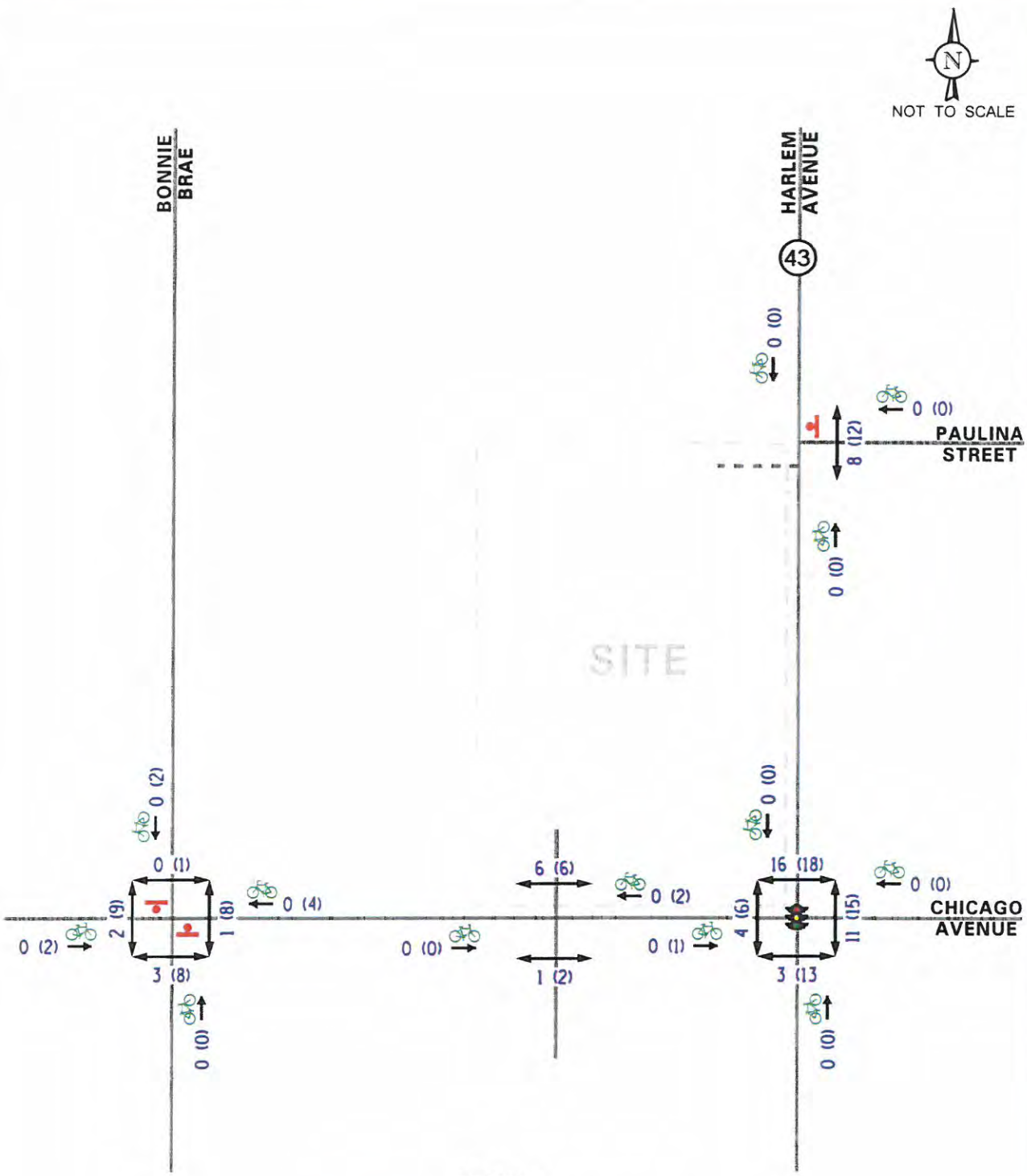
LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

✳ - COMBINED FOR ILLUSTRATIVE PURPOSES

Senior Living Community River Forest, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No. 18-085 Figure: 4



Senior Living Community
River Forest, Illinois

Existing Pedestrian And Bicycle Volumes

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

Job No: 18-085 Figure: 5

Crash Analysis

KLOA, Inc. obtained crash data[1] for the most recent available five years (2012 to 2016) for the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street and Chicago Avenue with Bonnie Brae. **Tables 1** through **3** summarize the crash data for the intersections. A review of the crash data indicated that no fatalities were reported.

Table 1
HARLEM AVENUE WITH CHICAGO AVENUE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2012	2	0	0	7	1	5	0	15
2013	2	0	0	4	1	2	0	9
2014	1	1	0	4	2	8	1	17
2015	1	0	1	7	1	4	0	14
2016	1	0	0	4	0	4	0	9
Total	**7**	**1**	**1**	**26**	**5**	**23**	**1**	**64**
Average	**1.4**	**< 1**	**< 1**	**5.2**	**1**	**4.6**	**< 1**	**12.8**

Table 2
HARLEM AVENUE WITH PAULINA STREET – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2012	0	0	0	0	2	1	0	3
2013	0	0	0	1	0	0	0	1
2014	0	0	2	1	0	1	1	5
2015	0	0	0	1	1	0	1	3
2016	0	0	0	0	0	1	1	2
Total	**0**	**0**	**2**	**3**	**3**	**3**	**3**	**14**
Average	**0**	**0**	**< 1**	**< 1**	**< 1**	**< 1**	**< 1**	**2.8**

Table 3
CHICAGO AVENUE WITH BONNIE BRAE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2012	3	0	0	0	0	0	0	3
2013	1	0	0	0	0	0	1	2
2014	0	0	1	2	0	0	0	3
2015	2	0	0	0	0	0	0	2
2016	1	0	0	0	0	0	0	1
Total	**7**	**0**	**1**	**2**	**0**	**0**	**1**	**11**
Average	**1.4**	**0**	**< 1**	**< 1**	**0**	**0**	**< 1**	**2.2**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Gap Study Results

A gap study was conducted on Wednesday, May 9, 2018 during the weekday morning and weekday evening peak hours along Harlem Avenue at the proposed location of the full movement access drive to determine the availability of gaps or interruptions in the Harlem Avenue traffic stream. Gaps in the southbound direction on Harlem Avenue, which allow traffic to turn left from Harlem Avenue onto the proposed access drive and right from the proposed access drive onto Harlem Avenue and gaps in both directions on Harlem Avenue, which allow traffic to turn left from the proposed access drive onto Harlem Avenue, were surveyed. The critical gap and follow-up gap periods required to turn to and from Harlem Avenue were based on information provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board (TRB). **Table 4** summarizes the results of the gap study. As can be seen, the results indicate that numerous gaps are available in the traffic stream to accommodate turning movements.

Table 4
GAP STUDY RESULTS – HARLEM AVENUE

Time Periods	Number of Potential Movements Based on Gaps Available		
	Northbound Left-Turns	Eastbound Right-Turns	Eastbound Left-Turns
Weekday Morning 7:30 - 8:30 A.M.	504	251	132
Weekday Evening 4:15 – 5:15 P.M.	453	238	140

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with a four-story, 125-unit senior living community. The unit mix will consist of 33 memory care units and 92 assisted living units with a total of 136 beds. Access to the proposed development will be provided off Harlem Avenue via a full movement access drive to be located approximately 370 feet north of Chicago Avenue just south of Pauline Street. Access will also be provided off Chicago Avenue via a full movement access drive aligned opposite the Mobil access drive located 190 feet west of Harlem Avenue. It should be noted that the proposed access system will eliminate the two existing access drives serving TCF Bank off Harlem Avenue closest to its intersection with Chicago Avenue and three single family home driveways. Furthermore, the proposed access drives will be located as far north and west on the site as feasible to provide maximum separation from the intersection of Harlem Avenue with Chicago Avenue. A total of 70 parking spaces will be provided. A site plan depicting the proposed development layout and access is included in the Appendix.

Directional Distribution

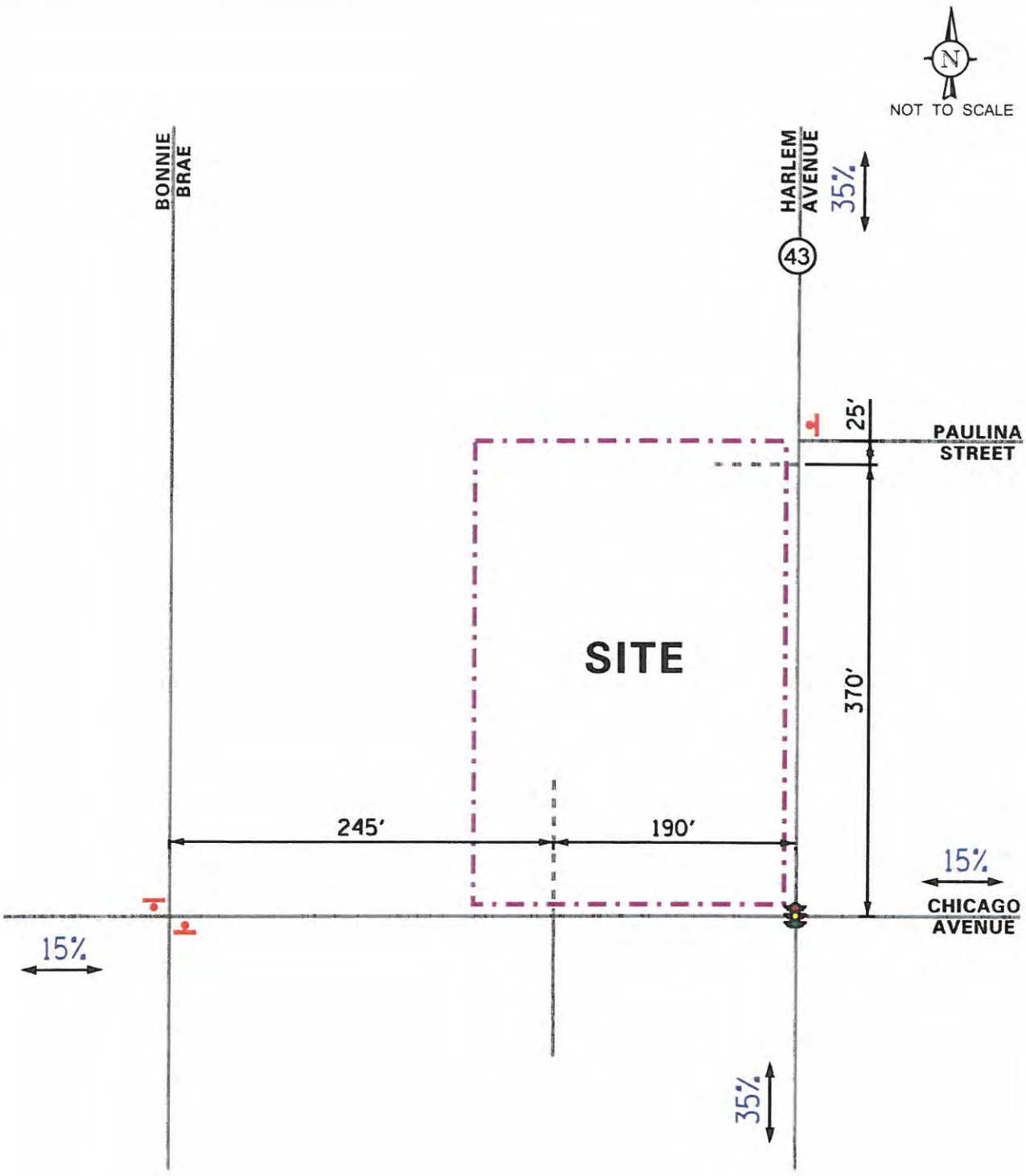
The directions from which employees and visitors of the proposed senior living community will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The number of peak hour trips estimated to be generated by the proposed senior living community was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The "Assisted Living" (Land-Use Code 254) was used. **Table 5** summarizes the trips projected to be generated by the proposed development.

Table 5
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic
		In	Out	Total	In	Out	Total	
254	Assisted Living (136 Beds)	16	9	25	14	22	36	352



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Senior Living Community River Forest, Illinois	Estimated Directional Distribution	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No. 18-085 Figure: 6

Trip Generation Comparison

As previously indicated, the site is currently occupied by a TCF Bank which has five drive-through lanes. The number of peak hour vehicle trips generated by the current land use was determined based on the existing traffic counts conducted by KLOA, Inc. and are summarized in **Table 6**. As can be seen from Table 6, the proposed development is projected to generate approximately 40 percent more trips during the weekday morning peak hour and approximately 50 percent less trips during the evening peak hour than the existing bank. It should be noted that while more trips are projected to be generated by the proposed development during the weekday morning peak hour, the TCF Bank does not open until after 9:00 A.M. during which most of the users are drive through ATM users. Additionally, during the critical weekday evening peak hour, in which traffic along the adjacent roadway network is approximately seven percent higher than the weekday morning peak hour, the proposed development is projected to generate 40 percent less trips than the existing TCF Bank.

Table 6
PREVIOUS LAND-USE SITE-GENERATED TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**
TCF Bank	7	9	16	31	29	60
Proposed Development	16	9	25	14	22	36
Difference[1]	**+9**	**+0**	**+9**	**-17**	**-7**	**-24**

1-As compared with the estimated proposed development-generated traffic volumes

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

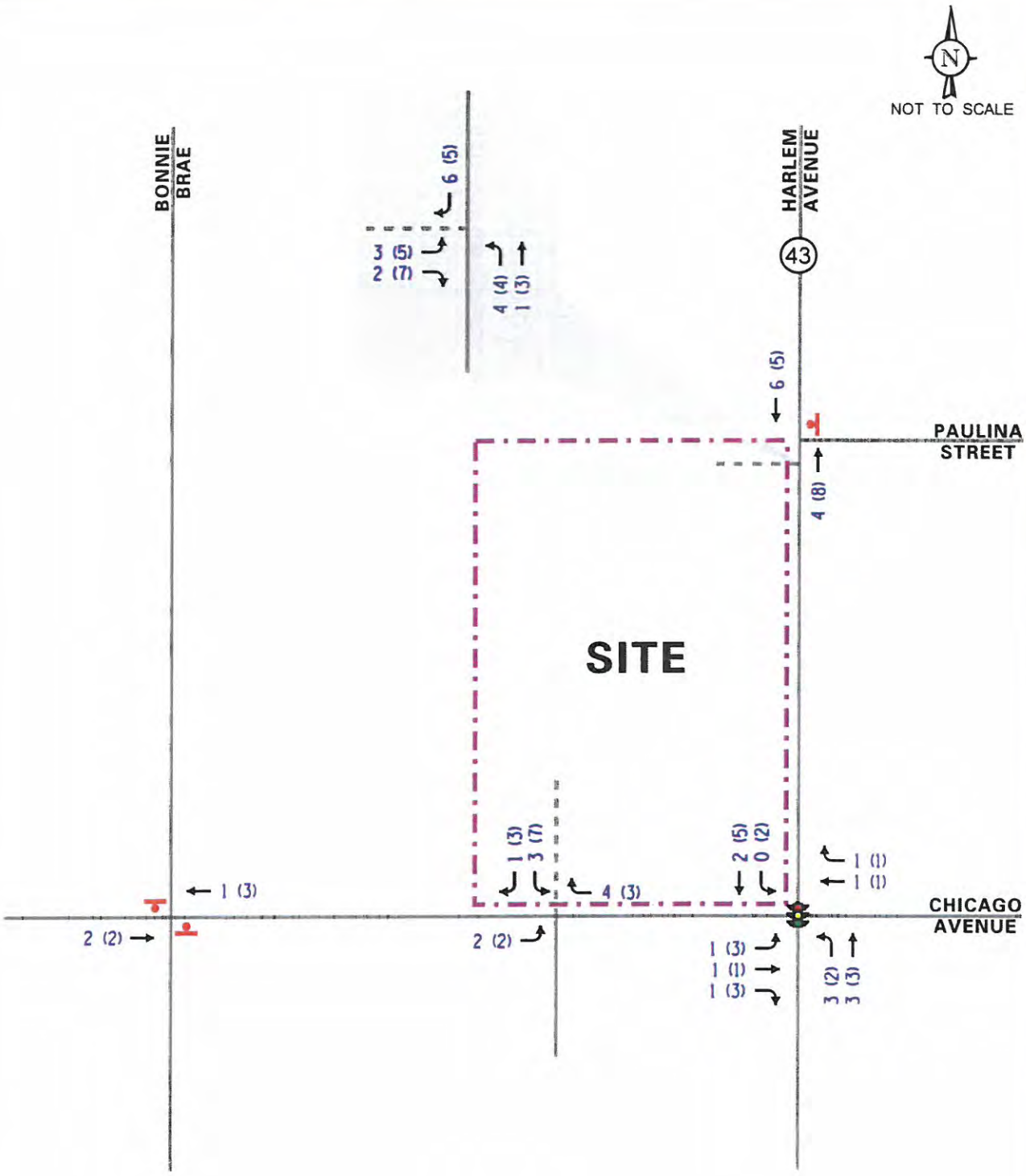
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment of the trips projected to be generated by the proposed development.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased regional growth factors to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 22, 2018, the traffic volumes along Harlem Avenue and Chicago Avenue were increased by one percent total over six years (buildout year plus five years) to project Year 2024 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix. Additionally, the traffic currently generated by the TCF Bank was removed from the existing roadway network. A figure showing the reassignment of the existing traffic volumes is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor to determine the Year 2024 total projected traffic volumes as illustrated in **Figure 8**.

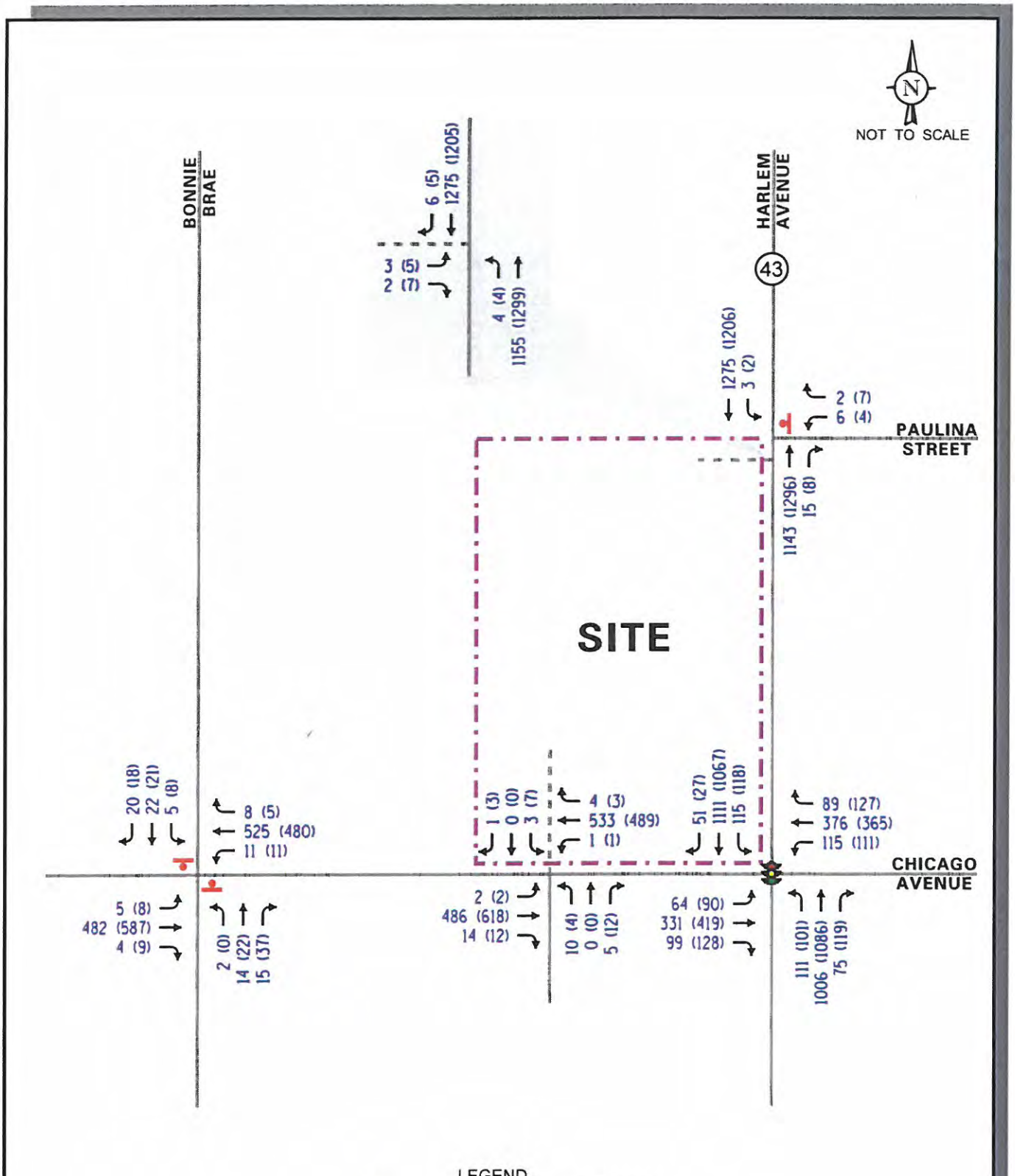


LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

Senior Living Community River Forest, Illinois	Estimated Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No. 18-085 Figure: 7



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

Senior Living Community River Forest, Illinois	Year 2024 Total Projected Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 18-085 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2018) and Year 2024 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/SimTraffic 9 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service. Synchro/SimTraffic 9 software was utilized to accurately represent the operation of the existing and proposed unsignalized intersections due to their proximity to the signalized intersection of Harlem Avenue with Chicago Avenue.

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 are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 7** through **9.** A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH CHICAGO AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2018 Existing Conditions	Weekday Morning Peak Hour	C 32.7	E 65.1	C 30.6	D 38.3	E 75.4	C 28.9	C 20.5	C 29.7		B 18.6	C 30.9		D – 38.0
		D – 54.1			E – 61.0			C – 28.8			C – 29.8			
	Weekday Evening Peak Hour	C 28.4	E 62.5	C 27.1	C 34.7	E 59.7	C 26.5	B 19.3	D 35.7		C 25.3	C 32.6		D – 38.7
		D – 50.8			D – 48.4			C – 34.4			C – 31.9			
Year 2024 Projected Conditions	Weekday Morning Peak Hour	C 33.2	E 64.9	C 30.6	D 38.3	E 76.1	C 29.0	C 23.0	C 30.1		B 19.2	C 31.5		D – 38.4
		D – 53.9			E – 61.4			C – 29.5			C – 30.4			
	Weekday Evening Peak Hour	C 28.4	E 62.3	C 27.2	C 34.8	E 58.1	C 26.6	B 19.4	D 36.1		C 26.8	C 32.7		D – 38.6
		D – 50.5			D – 47.2			C – 34.8			C – 32.1			

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 8
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street				
• Westbound Approach	F	72.9	E	37.8
• Southbound Left Turn	B	11.8	B	12.0
Harlem with TCF Access Drive				
• Eastbound Approach	B	14.2	B	13.8
• Northbound Left Turn	--	--	B	11.7
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.0	C	20.1
• Southbound Approach	C	21.4	D	25.9
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.4	A	8.8
Chicago Avenue with Mobile/TCF Access Drives				
• Northbound Approach	C	20.5	C	17.7
• Southbound Approach	C	17.3	C	23.1
• Eastbound Left Turn	--	--	A	8.5
• Westbound Left Turn	A	8.4	A	8.9

LOS = Level of Service
Delay is measured in seconds

Table 9
CAPACITY ANALYSIS RESULTS
YEAR 2024 PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street/Proposed Access Drive				
• Eastbound Approach	F	101.2	F	57.4
• Westbound Approach	F	123.8	F	56.6
• Northbound Left Turn	B	13.0	B	11.6
• Southbound Left Turn	B	11.9	B	12.1
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.2	C	20.2
• Southbound Approach	C	21.7	D	26.1
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.5	A	8.8
Chicago Avenue with Mobile/Proposed Access Drives				
• Northbound Approach	C	20.9	C	17.0
• Southbound Approach	C	21.6	C	24.1
• Eastbound Left Turn	A	8.6	A	8.4
• Westbound Left Turn	A	8.4	A	8.9

LOS = Level of Service
Delay is measured in seconds

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Harlem Avenue with Chicago Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) D during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, this intersection is projected to continue operating at LOS D during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second.

The 95th percentile queues for the southbound approach are projected to be approximately 500 feet during the weekday morning peak hour and 550 feet during the weekday evening peak hour which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Paulina Street. The 95th percentile queues for the eastbound approach are projected to be approximately 450 feet during both peak hours which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Bonnie Brae. However, similar to existing conditions, these queues are projected to continue to generally clear the access drives during each green phase.

As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

Harlem Avenue with Paulina Street/Proposed Access Drive

As previously indicated, the proposed full movement access drive will be located as far north on the site as possible and as such will be located just south of Paulina Street with minimal offset. In addition, two existing access drives on Harlem Avenue serving TCF Bank will be eliminated as well as the three access drives serving the single-family homes.

The results of the capacity analysis indicate that the westbound approach currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday evening peak hour. Under Year 2024 conditions, the westbound approach is projected to operate LOS F during both peak hours. It should be noted that, this level of service is expected for minor roadway such as Paulina Street that has an unsignalized intersection with major roadways such as Harlem Avenue. Furthermore, southbound left-turn movements from Harlem Avenue onto Paulina Street are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles.

Capacity analysis further indicates that the eastbound approach (outbound movements from the proposed access drive onto Harlem Avenue) is projected to operate at LOS F during the weekday morning and weekday evening peak hours with 95th percentile queues of one to two vehicles. However, this level of service is expected for an access driveway that has an unsignalized

intersection with a major roadway such as Harlem Avenue. Furthermore, northbound left-turn movements from Harlem Avenue onto the access drive are projected to operate at LOS B during both peak hours with 95th percentile queues of one to two vehicles. It should be noted that the access drives to TCF Bank allow full movements and while currently the counts do not show outbound left turns, this is primarily due to the drive-through orientation which results in the traffic exiting onto Chicago Avenue.

The projected left turning movements in and out of the proposed development will be adequately accommodated by the proposed access drive on Harlem Avenue and will operate with expected delays and limited queueing. Additionally, as seen in the following section, adequate gaps exist in the Harlem Avenue traffic stream to accommodate turning movements to and from the proposed access drive.

As such, the proposed full movement access drive off Harlem Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access will be provided and traffic projected to be generated by the proposed development will have a limited impact on the existing operations of this intersection and no roadway improvements or signal modifications will be required.

Chicago Avenue with Bonnie Brae

The results of the capacity analysis indicate that the northbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours and the southbound approach currently operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Under Year 2024 conditions, the northbound and southbound approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto Bonnie Brae are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Chicago Avenue with Mobil/Proposed Access Drives

The results of the capacity analysis indicate that outbound movements from the Mobil access drive onto Chicago Avenue currently operate at LOS C during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, outbound movements from the Mobil access drive onto Chicago Avenue are projected to continue operating at LOS C during the peak hours with increases in delay of less than one second. Outbound movements from the proposed access drive onto Chicago Avenue are projected to operate at LOS C during both peak hours with 95th percentile queues of one to two vehicles. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto the access drives are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed development generated traffic and proposed access system will have a limited impact on the operations of the Mobile gas station access drive. Furthermore, the proposed access drive is projected to operate similarly to the existing access drive serving TCF Bank and will ensure efficient and flexible access is provided.

Gap Study Evaluation

Table 10 shows the number of available gaps compared to the number of required gaps that are needed to accommodate the projected traffic turning between Harlem Avenue and the proposed full movement access drive. As shown in Table 10, there are more than sufficient gaps in traffic to accommodate the northbound left turns from Harlem Avenue onto the access drive, eastbound right turns onto Harlem Avenue, and the eastbound left turns onto Harlem Avenue during both the weekday morning and weekday evening peak hours of adjacent roadway traffic. This indicated that the intersection of Harlem Avenue with the proposed access drive will operate adequately.

Table 10
REQUIRED GAPS AT INTERSECTION OF HARLEM AVENUE WITH ACCESS DRIVE

Maneuver	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Available Gaps	Required Gaps	Available Gaps	Required Gaps
Northbound Left Turns	504	4	453	4
Eastbound Right Turns	251	2	238	7
Eastbound Left Turns	132	3	140	5

6. Conclusion

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

- The proposed development is projected to generate a limited number of trips which will be 50 percent less trips than the existing TCF Bank during the critical weekday evening peak hour.

- The results of the capacity analysis show that the traffic projected to be generated by the proposed development will have a limited impact on the roadway network and adjacent intersections and no roadway improvements or signal modifications will be required.

- The proposed access system will result in the elimination of the two access drives on Harlem Avenue that serve the TCF Bank as well as the two single family home driveways.

- The proposed access system with full movement access drives on Harlem Avenue and Chicago Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

- Adequate gaps exist in the Harlem Avenue traffic stream to accommodate the projected left and/or right turning movements from proposed full movement access drive.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2040 Projections Letter
Reassignment of TCF Bank Traffic Volumes
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Chicago/Harlem
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	14	104	15	2	133	0	28	71	28	6	127	0	16	211	17	2	244	0	27	219	6	1	252	756
7:15 AM	0	12	91	20	2	123	0	28	65	13	0	106	0	25	229	12	0	266	0	31	219	10	1	260	755
7:30 AM	0	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	0	20	264	12	7	296	836
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	0	28	240	13	1	281	792
Hourly Total	0	45	353	78	7	476	0	114	321	83	7	518	0	100	894	62	2	1056	0	106	942	41	10	1089	3139
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	0	33	298	14	1	345	942
8:15 AM	0	16	91	22	1	129	0	22	96	24	8	142	0	23	249	22	2	294	0	33	272	11	7	316	881
8:30 AM	0	7	76	25	1	108	0	23	78	25	1	126	0	24	258	17	0	299	0	25	235	13	2	273	806
8:45 AM	0	13	67	19	4	99	0	24	59	24	1	107	0	13	201	29	1	243	0	22	245	7	-	274	723
Hourly Total	0	63	314	99	8	476	0	103	315	94	12	512	0	85	984	87	4	1156	0	113	1050	45	12	1208	3352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	11	71	24	9	106	0	31	75	24	3	130	0	12	223	23	3	258	0	15	253	8	5	276	770
2:45 PM	0	17	88	20	2	125	0	27	72	27	0	126	0	13	247	35	1	295	0	17	241	11	0	269	815
Hourly Total	0	28	159	44	11	231	0	58	147	51	3	256	0	25	470	58	4	553	0	32	494	19	5	545	1585
3:00 PM	0	17	100	20	0	137	0	25	74	19	0	118	0	21	233	36	1	290	0	16	249	14	0	279	824
3:15 PM	0	18	100	22	0	140	0	28	98	26	4	152	0	27	243	18	2	288	0	21	253	5	4	279	859
3:30 PM	0	29	103	39	0	171	0	35	80	30	4	145	0	25	253	17	10	295	0	23	258	8	15	289	900
3:45 PM	0	27	99	26	3	152	0	24	92	40	1	156	0	16	255	18	1	289	0	15	261	8	4	284	881
Hourly Total	0	91	402	107	3	600	0	112	344	115	9	571	0	89	984	89	14	1162	0	75	1021	35	21	1131	3464
4:00 PM	0	20	107	27	0	154	0	34	87	32	1	153	0	26	248	27	1	301	0	17	254	5	3	276	884
4:15 PM	0	16	105	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	0	30	265	8	5	303	911
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	0	30	283	8	3	321	921
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	0	29	256	6	10	291	946
Hourly Total	0	88	423	111	6	622	0	113	358	118	13	589	0	96	1047	117	9	1260	0	106	1058	27	21	1191	3662
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	167	0	32	263	28	5	323	0	27	252	5	0	284	942
5:15 PM	0	21	103	25	0	149	0	32	91	20	8	143	0	38	227	36	3	301	0	35	186	8	5	229	822
5:30 PM	0	15	106	10	0	131	0	21	99	27	1	147	0	25	273	24	2	322	0	31	242	11	5	284	884
5:45 PM	0	24	105	39	0	168	0	32	88	26	2	146	0	29	273	24	1	326	0	34	262	12	3	308	948
Hourly Total	0	80	420	116	0	616	0	116	375	112	14	603	0	124	1036	112	11	1272	0	127	942	36	13	1105	3596
Grand Total	0	395	2071	555	33	3021	0	616	1860	573	58	3049	0	519	5415	525	44	6459	0	559	5507	203	82	6269	18798
Approach %	0.0	13.1	68.6	18.4	-	-	0.0	20.2	61.0	18.8	-	-	0.0	8.0	83.8	8.1	-	-	0.0	8.9	87.8	3.2	-	-	-
Total %	0.0	2.1	11.0	3.0	-	16.1	0.0	3.3	9.9	3.0	-	16.2	0.0	2.8	28.8	2.8	-	34.4	0.0	3.0	29.3	1.1	-	33.3	-
Lights	0	389	2032	546	-	2967	0	605	1838	565	-	3008	0	511	5179	511	-	6201	0	550	5259	199	-	6008	18184
% Lights	-	98.5	98.1	98.4	-	98.2	-	98.2	98.8	98.6	-	98.7	-	98.5	95.6	97.3	-	96.0	-	98.4	95.5	98.0	-	95.8	96.7
Buses	0	2	14	3	-	19	0	4	13	1	-	18	0	1	70	3	-	74	0	1	74	1	-	76	187
% Buses	-	0.5	0.7	0.5	-	0.6	-	0.6	0.7	0.2	-	0.6	-	0.2	1.3	0.6	-	1.1	-	0.2	1.3	0.5	-	1.2	1.0
Single-Unit Trucks	0	4	15	5	-	24	0	5	7	6	-	18	0	6	105	10	-	121	0	6	92	2	-	100	263

% Single-Unit Trucks	-	1.0	0.7	0.9	-	0.8	-	0.8	0.4	1.0	-	0.6	-	1.2	1.9	1.9	-	1.9	-	1.1	1.7	1.0	-	1.6	1.4
Articulated Trucks	0	0	3	1	-	4	0	2	0	1	-	3	0	1	61	1	-	63	0	2	82	1	-	85	155
% Articulated Trucks	-	0.0	0.1	0.2	-	0.1	-	0.3	0.0	0.2	-	0.1	-	0.2	1.1	0.2	-	1.0	-	0.4	1.5	0.5	-	1.4	0.8
Bicycles on Road	0	0	7	0	-	7	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	9
% Bicycles on Road	-	0.0	0.3	0.0	-	0.2	-	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
Pedestrians	-	-	-	-	33	-	-	-	-	-	58	-	-	-	-	-	44	-	-	-	-	-	82	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago/Harlem
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	0	20	264	12	1	296	836
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	0	28	240	13	1	281	792
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	0	33	298	14	1	345	942
8:15 AM	0	16	91	22	1	129	0	22	96	24	8	142	0	23	249	22	2	294	0	33	272	11	1	316	881
Total	0	62	329	98	4	489	0	114	363	87	11	564	0	107	979	74	3	1160	0	114	1074	50	15	1238	3451
Approach %	0.0	12.7	67.3	20.0	-	-	0.0	20.2	64.4	15.4	-	-	0.0	9.2	84.4	6.4	-	-	0.0	9.2	86.8	4.0	-	-	-
Total %	0.0	1.8	9.5	2.8	-	14.2	0.0	3.3	10.5	2.5	-	16.3	0.0	3.1	28.4	2.1	-	33.6	0.0	3.3	31.1	1.4	-	35.9	-
PHF	0.000	0.574	0.904	0.742	-	0.873	0.000	0.792	0.945	0.906	-	0.959	0.000	0.764	0.887	0.841	-	0.906	0.000	0.864	0.901	0.893	-	0.897	0.916
Lights	0	61	320	97	-	478	0	113	359	87	-	559	0	106	923	69	-	1098	0	111	1026	50	-	1187	3322
% Lights	-	98.4	97.3	99.0	-	97.8	-	99.1	98.9	100.0	-	99.1	-	99.1	94.3	93.2	-	94.7	-	97.4	95.5	100.0	-	95.9	96.3
Buses	0	0	1	1	-	2	0	1	2	0	-	3	0	0	11	0	-	11	0	0	16	0	-	16	32
% Buses	-	0.0	0.3	1.0	-	0.4	-	0.9	0.6	0.0	-	0.5	-	0.0	1.1	0.0	-	0.9	-	0.0	1.5	0.0	-	1.3	0.9
Single-Unit Trucks	0	1	8	0	-	9	0	0	2	0	-	2	0	1	30	4	-	35	0	1	18	0	-	19	65
% Single-Unit Trucks	-	1.6	2.4	0.0	-	1.8	-	0.0	0.6	0.0	-	0.4	-	0.9	3.1	5.4	-	3.0	-	0.9	1.7	0.0	-	1.5	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	15	1	-	16	0	2	14	0	-	16	32
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	1.4	-	1.4	-	1.8	1.3	0.0	-	1.3	0.9
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	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago/Harlem
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue 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
4:15 PM	0	16	105	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	0	30	265	8	5	303	911
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	0	30	283	8	3	321	921
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	0	29	256	6	10	291	946
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	167	0	32	263	28	5	323	0	27	252	5	0	284	942
Total	0	88	422	126	6	636	0	110	368	125	15	603	0	102	1062	118	13	1282	0	116	1056	27	18	1199	3720
Approach %	0.0	13.8	66.4	19.8	-	-	0.0	18.2	61.0	20.7	-	-	0.0	8.0	82.8	9.2	-	-	0.0	9.7	88.1	2.3		-	-
Total %	0.0	2.4	11.3	3.4	-	17.1	0.0	3.0	9.9	3.4	-	16.2	0.0	2.7	28.5	3.2	-	34.5	0.0	3.1	28.4	0.7		32.2	-
PHF	0.000	0.629	0.934	0.750	-	0.883	0.000	0.887	0.948	0.801	-	0.903	0.000	0.797	0.955	0.894	-	0.974	0.000	0.967	0.933	0.844	-	0.934	0.983
Lights	0	88	414	123	-	625	0	109	366	124	-	599	0	102	1027	118	-	1247	0	116	1014	26	-	1156	3627
% Lights	-	100.0	98.1	97.6	-	98.3	-	99.1	99.5	99.2	-	99.3	-	100.0	96.7	100.0	-	97.3	-	100.0	96.0	96.3	-	96.4	97.5
Buses	0	0	4	1	-	5	0	1	1	0	-	2	0	0	12	0	-	12	0	0	13	0	-	13	32
% Buses	-	0.0	0.9	0.8	-	0.8	-	0.9	0.3	0.0	-	0.3	-	0.0	1.1	0.0	-	0.9	-	0.0	1.2	0.0	-	1.1	0.9
Single-Unit Trucks	0	0	3	2	-	5	0	0	1	1	-	2	0	0	19	0	-	19	0	0	15	1	-	16	42
% Single-Unit Trucks	-	0.0	0.7	1.6	-	0.8	-	0.0	0.3	0.8	-	0.3	-	0.0	1.8	0.0	-	1.5	-	0.0	1.4	3.7	-	1.3	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	14	0	-	14	18
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.3	0.0	-	1.2	0.5
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	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Paulina Street Westbound					Harlem Avenue Northbound					Harlem Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	0	0	3	0	0	254	0	0	254	0	1	253	1	254	508
7:15 AM	0	3	1	0	4	0	251	1	0	252	0	0	274	0	274	530
7:30 AM	0	0	1	4	1	0	263	2	0	265	0	1	300	0	301	567
7:45 AM	0	2	1	0	3	0	251	6	0	257	0	0	273	0	273	533
Hourly Total	0	5	3	7	8	0	1019	9	0	1028	0	2	1100	1	1102	2138
8:00 AM	0	4	0	2	4	0	320	5	0	325	0	0	369	0	369	698
8:15 AM	0	0	0	2	0	0	293	2	0	295	0	2	319	0	321	616
8:30 AM	0	0	1	1	1	0	283	3	0	286	0	0	279	0	279	566
8:45 AM	0	1	2	0	3	0	239	1	0	240	0	1	277	0	278	521
Hourly Total	0	5	3	5	8	0	1135	11	0	1146	0	3	1244	0	1247	2401
*** BREAK ***	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	1	0	1	0	261	2	0	263	0	0	290	0	290	554
2:45 PM	0	0	1	4	1	0	287	1	0	288	0	1	279	0	280	569
Hourly Total	0	0	2	4	2	0	548	3	0	551	0	1	569	0	570	1123
3:00 PM	0	0	0	1	0	0	270	1	0	271	0	0	298	0	298	569
3:15 PM	0	3	3	1	6	0	297	1	0	298	0	0	288	0	288	592
3:30 PM	0	2	4	4	6	0	311	5	0	316	0	0	295	0	295	617
3:45 PM	0	1	0	0	1	0	318	3	0	321	0	0	265	0	265	587
Hourly Total	0	6	7	6	13	0	1196	10	0	1206	0	0	1146	0	1146	2365
4:00 PM	0	2	0	1	2	0	306	1	0	307	0	0	263	0	263	572
4:15 PM	0	3	1	4	4	0	325	2	0	327	0	0	284	0	284	615
4:30 PM	0	0	2	4	2	0	295	2	0	297	0	0	323	0	323	622
4:45 PM	0	0	3	4	3	0	331	4	0	335	0	1	310	0	311	649
Hourly Total	0	5	6	13	11	0	1257	9	0	1266	0	1	1180	0	1181	2458
5:00 PM	0	1	1	0	2	0	324	0	0	324	0	1	280	0	281	607
5:15 PM	0	1	4	1	5	0	263	1	0	264	0	2	237	0	239	508
5:30 PM	0	1	0	1	1	0	315	2	0	317	0	1	276	1	277	595
5:45 PM	0	1	1	1	2	0	327	2	0	329	0	0	293	0	293	624
Hourly Total	0	4	6	3	10	0	1229	5	0	1234	0	4	1086	1	1090	2334
Grand Total	0	25	27	38	52	0	6384	47	0	6431	0	11	6325	2	6336	12819
Approach %	0.0	48.1	51.9	-	-	0.0	99.3	0.7	-	-	0.0	0.2	99.8	-	-	-
Total %	0.0	0.2	0.2	-	0.4	0.0	49.8	0.4	-	50.2	0.0	0.1	49.3	-	49.4	-
Lights	0	25	26	-	51	0	6134	47	-	6181	0	11	6058	-	6069	12301
% Lights	-	100.0	96.3	-	98.1	-	96.1	100.0	-	96.1	-	100.0	95.8	-	95.8	96.0
Buses	0	0	0	-	0	0	75	0	-	75	0	0	76	-	76	151
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.2	-	0.0	1.2	-	1.2	1.2
Single-Unit Trucks	0	0	1	-	1	0	106	0	-	106	0	0	109	-	109	216

% Single-Unit Trucks	-	0.0	3.7	-	1.9	-	1.7	0.0	-	1.6	-	0.0	1.7	-	1.7	1.7
Articulated Trucks	0	0	0	-	0	0	69	0	-	69	0	0	81	-	81	150
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.1	0.0	-	1.1	-	0.0	1.3	-	1.3	1.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	38	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Paulina Street Westbound					Harlem Avenue Northbound					Harlem Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	1	4	1	0	263	2	0	265	0	1	300	0	301	567
7:45 AM	0	2	1	0	3	0	251	6	0	257	0	0	273	0	273	533
8:00 AM	0	4	0	2	4	0	320	5	0	325	0	0	369	0	369	698
8:15 AM	0	0	0	2	0	0	293	2	0	295	0	2	319	0	321	616
Total	0	6	2	8	8	0	1127	15	0	1142	0	3	1261	0	1264	2414
Approach %	0.0	75.0	25.0	-	-	0.0	98.7	1.3	-	-	0.0	0.2	99.8	-	-	-
Total %	0.0	0.2	0.1	-	0.3	0.0	46.7	0.6	-	47.3	0.0	0.1	52.2	-	52.4	-
PHF	0.000	0.375	0.500	-	0.500	0.000	0.880	0.625	-	0.878	0.000	0.375	0.854	-	0.856	0.865
Lights	0	6	2	-	8	0	1066	15	-	1081	0	3	1206	-	1209	2298
% Lights	-	100.0	100.0	-	100.0	-	94.6	100.0	-	94.7	-	100.0	95.6	-	95.6	95.2
Buses	0	0	0	-	0	0	13	0	-	13	0	0	13	-	13	26
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.1	-	0.0	1.0	-	1.0	1.1
Single-Unit Trucks	0	0	0	-	0	0	31	0	-	31	0	0	24	-	24	55
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	2.8	0.0	-	2.7	-	0.0	1.9	-	1.9	2.3
Articulated Trucks	0	0	0	-	0	0	17	0	-	17	0	0	18	-	18	35
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.5	0.0	-	1.5	-	0.0	1.4	-	1.4	1.4
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
Pedestrians	-	-	-	8	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Paulina Street Westbound					Harlem Avenue Northbound					Harlem Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:15 PM	0	3	1	4	4	0	325	2	0	327	0	0	284	0	284	615
4:30 PM	0	0	2	4	2	0	295	2	0	297	0	0	323	0	323	622
4:45 PM	0	0	3	4	3	0	331	4	0	335	0	1	310	0	311	649
5:00 PM	0	1	1	0	2	0	324	0	0	324	0	1	280	0	281	607
Total	0	4	7	12	11	0	1275	8	0	1283	0	2	1197	0	1199	2493
Approach %	0.0	36.4	63.6	-	-	0.0	99.4	0.6	-	-	0.0	0.2	99.8		-	-
Total %	0.0	0.2	0.3	-	0.4	0.0	51.1	0.3	-	51.5	0.0	0.1	48.0	-	48.1	-
PHF	0.000	0.333	0.583	-	0.688	0.000	0.963	0.500	-	0.957	0.000	0.500	0.926	-	0.928	0.960
Lights	0	4	7	-	11	0	1239	8	-	1247	0	2	1154	-	1156	2414
% Lights	-	100.0	100.0	-	100.0	-	97.2	100.0	-	97.2	-	100.0	96.4	-	96.4	96.8
Buses	0	0	0	-	0	0	13	0	-	13	0	0	15	-	15	28
% Buses	-	0.0	0.0	-	0.0	-	1.0	0.0	-	1.0	-	0.0	1.3	-	1.3	1.1
Single-Unit Trucks	0	0	0	-	0	0	16	0	-	16	0	0	14	-	14	30
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	1.3	0.0	-	1.2	-	0.0	1.2	-	1.2	1.2
Articulated Trucks	0	0	0	-	0	0	7	0	-	7	0	0	14	-	14	21
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.5	0.0	-	0.5	-	0.0	1.2	-	1.2	0.8
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
Pedestrians	-	-	-	12	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-		-	-

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

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

Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place 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	124	1	0	125	0	0	94	1	0	95	0	0	1	3	2	4	0	0	1	0	0	1	225
7:15 AM	0	2	128	1	1	131	0	0	102	1	0	103	0	0	3	3	0	6	0	0	0	2	0	2	242
7:30 AM	0	1	101	0	1	102	0	1	119	3	0	123	0	0	2	4	0	6	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	0	2	7	5	0	14	273
Hourly Total	0	5	456	2	3	463	0	7	457	6	0	470	0	0	7	14	3	21	0	3	11	11	0	25	979
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	0	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	0	1	7	4	0	12	290
8:30 AM	0	1	102	0	0	103	0	5	110	1	0	116	0	0	3	1	0	4	0	2	6	1	0	9	232
8:45 AM	0	1	89	1	0	91	0	4	74	2	0	80	0	0	2	3	0	5	0	3	8	2	0	13	189
Hourly Total	0	4	450	5	0	459	0	13	442	7	1	462	0	2	16	11	2	29	0	7	26	14	0	47	997
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
2:30 PM	0	2	96	3	0	101	0	4	88	3	1	95	0	0	1	2	3	3	0	1	3	3	1	7	206
2:45 PM	0	1	114	3	0	118	0	5	92	3	1	100	0	1	2	9	1	12	0	2	4	4	0	10	240
Hourly Total	0	3	210	6	0	219	0	9	180	6	2	195	0	1	3	11	4	15	0	3	7	7	1	17	446
3:00 PM	0	3	134	3	1	140	0	2	109	2	0	113	0	1	4	9	1	14	0	1	2	3	0	6	273
3:15 PM	0	3	128	3	0	134	0	2	126	6	1	134	0	0	3	12	4	15	0	1	8	1	1	10	293
3:30 PM	0	3	156	3	1	162	0	5	103	3	0	111	0	0	8	5	10	13	0	1	3	2	0	6	292
3:45 PM	0	4	128	2	3	134	0	2	113	2	0	117	0	0	3	15	2	18	0	2	4	4	0	10	279
Hourly Total	0	13	546	11	5	570	0	11	451	13	1	475	0	1	18	41	17	60	0	5	17	10	1	32	1137
4:00 PM	0	1	142	3	0	146	0	1	123	4	2	128	0	0	6	5	1	11	0	7	7	4	0	18	303
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	0	1	2	1	0	4	272
4:30 PM	0	4	156	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	0	3	5	5	0	13	291
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	0	3	11	8	0	22	311
Hourly Total	0	8	560	10	2	578	0	11	468	9	8	488	0	0	23	31	3	54	0	14	25	18	0	57	1177
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	16	0	1	3	4	1	8	316
5:15 PM	0	1	142	6	1	149	0	6	138	3	3	147	0	1	3	11	0	15	0	0	1	2	0	3	314
5:30 PM	0	2	140	3	0	145	0	4	135	5	1	144	0	0	3	10	5	13	0	0	6	1	0	7	309
5:45 PM	0	3	140	3	3	146	0	6	123	2	0	131	0	0	6	8	2	14	0	2	1	3	0	6	297
Hourly Total	0	7	574	14	11	595	0	17	532	10	6	559	0	1	17	40	7	58	0	3	11	10	1	24	1236
Grand Total	0	40	2796	48	21	2884	0	68	2530	51	18	2649	0	5	84	148	36	237	0	35	97	70	3	202	5972
Approach %	0.0	1.4	96.9	1.7	-	-	0.0	2.6	95.5	1.9	-	-	0.0	2.1	35.4	62.4	-	-	0.0	17.3	48.0	34.7		-	-
Total %	0.0	0.7	46.8	0.8	-	48.3	0.0	1.1	42.4	0.9	-	44.4	0.0	0.1	1.4	2.5	-	4.0	0.0	0.6	1.6	1.2		3.4	-
Lights	0	39	2754	44	-	2837	0	66	2495	47	-	2608	0	5	78	143	-	226	0	33	93	66		192	5863
% Lights	-	97.5	98.5	91.7	-	98.4	-	97.1	98.6	92.2	-	98.5	-	100.0	92.9	96.6	-	95.4	-	94.3	95.9	94.3		95.0	98.2
Buses	0	0	19	0	-	19	0	0	14	0	-	14	0	0	3	0	-	3	0	0	1	1		2	38
% Buses	-	0.0	0.7	0.0	-	0.7	-	0.0	0.6	0.0	-	0.5	-	0.0	3.6	0.0	-	1.3	-	0.0	1.0	1.4		1.0	0.6
Single-Unit Trucks	0	0	17	1	-	18	0	0	15	0	-	15	0	0	2	4	-	6	0	1	1	2		4	43

% Single-Unit Trucks	-	0.0	0.6	2.1	-	0.6	-	0.0	0.6	0.0	-	0.6	-	0.0	2.4	2.7	-	2.5	-	2.9	1.0	2.9	-	2.0	0.7
Articulated Trucks	0	0	1	1	-	2	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.0	2.1	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.7	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	5	2	-	8	0	2	4	4	-	10	0	0	1	0	-	1	0	1	2	1	-	4	23
% Bicycles on Road	-	2.5	0.2	4.2	-	0.3	-	2.9	0.2	7.8	-	0.4	-	0.0	1.2	0.0	-	0.4	-	2.9	2.1	1.4	-	2.0	0.4
Pedestrians	-	-	-	-	21	-	-	-	-	-	18	-	-	-	-	-	36	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place 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	101	0	1	102	0	1	119	3	0	123	0	0	2	4	0	6	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	0	2	7	5	0	14	273
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	0	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	0	1	7	4	0	12	290
Total	0	5	463	4	2	472	0	11	519	8	1	538	0	2	14	15	3	31	0	5	22	20	0	47	1088
Approach %	0.0	1.1	98.1	0.8	-	-	0.0	2.0	96.5	1.5	-	-	0.0	6.5	45.2	48.4	-	-	0.0	10.6	46.8	42.6	-	-	-
Total %	0.0	0.5	42.6	0.4	-	43.4	0.0	1.0	47.7	0.7	-	49.4	0.0	0.2	1.3	1.4	-	2.8	0.0	0.5	2.0	1.8	-	4.3	-
PHF	0.000	0.625	0.877	0.500	-	0.874	0.000	0.458	0.914	0.667	-	0.903	0.000	0.500	0.438	0.938	-	0.596	0.000	0.625	0.786	0.714	-	0.839	0.938
Lights	0	5	452	4	-	461	0	11	514	8	-	533	0	2	11	15	-	28	0	5	22	19	-	46	1068
% Lights	-	100.0	97.6	100.0	-	97.7	-	100.0	99.0	100.0	-	99.1	-	100.0	78.6	100.0	-	90.3	-	100.0	100.0	95.0	-	97.9	98.2
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	1	-	1	7
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	7.1	0.0	-	3.2	-	0.0	0.0	5.0	-	2.1	0.6
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	13
% Single-Unit Trucks	-	0.0	1.7	0.0	-	1.7	-	0.0	0.6	0.0	-	0.6	-	0.0	14.3	0.0	-	6.5	-	0.0	0.0	0.0	-	0.0	1.2
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	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	0	1	2	1	0	4	272
4:30 PM	0	4	156	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	0	3	5	5	0	13	291
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	0	3	11	8	0	22	311
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	16	0	1	3	4	1	8	316
Total	0	8	570	9	9	587	0	11	481	5	8	497	0	0	22	37	2	59	0	8	21	18	1	47	1190
Approach %	0.0	1.4	97.1	1.5	-	-	0.0	2.2	96.8	1.0	-	-	0.0	0.0	37.3	62.7		-	0.0	17.0	44.7	38.3		-	-
Total %	0.0	0.7	47.9	0.8	-	49.3	0.0	0.9	40.4	0.4	-	41.8	0.0	0.0	1.8	3.1	-	5.0	0.0	0.7	1.8	1.5		3.9	-
PHF	0.000	0.500	0.913	0.750	-	0.911	0.000	0.393	0.884	0.625	-	0.907	0.000	0.000	0.611	0.841	-	0.776	0.000	0.667	0.477	0.563		0.534	0.941
Lights	0	8	561	7	-	576	0	9	477	4	-	490	0	0	22	37	-	59	0	8	19	17		44	1169
% Lights	-	100.0	98.4	77.8	-	98.1	-	81.8	99.2	80.0		98.6	-	-	100.0	100.0	-	100.0	-	100.0	90.5	94.4		93.6	98.2
Buses	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0		1	7
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	0.2	0.0		0.2	-	-	0.0	0.0	-	0.0	-	0.0	4.8	0.0		2.1	0.6
Single-Unit Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0		0	5
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	2	-	2	0	2	1	1	-	4	0	0	0	0	-	0	0	0	1	1	-	2	8
% Bicycles on Road	-	0.0	0.0	22.2	-	0.3	-	18.2	0.2	20.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	4.8	5.6		4.3	0.7
Pedestrians	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago/Access Drives
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access 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	129	1	0	130	0	0	92	4	0	96	0	1	0	3	3	4	0	1	0	3	1	4	234
7:15 AM	0	0	124	0	0	124	0	0	100	0	0	100	0	0	0	1	0	1	0	0	0	0	0	0	225
7:30 AM	0	0	114	2	0	116	0	0	125	0	0	125	0	1	0	2	0	3	0	0	0	0	1	0	244
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	1	1	4	0	0	0	2	0	2	257
Hourly Total	0	0	468	7	0	475	0	0	462	5	0	467	0	5	0	7	4	12	0	1	0	5	2	6	960
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	5	0	2	0	1	5	3	266
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	1	0	2	0	3	0	1	0	1	0	2	277
8:30 AM	0	0	105	3	0	108	0	0	113	2	0	115	0	2	0	3	0	5	0	2	0	1	0	3	231
8:45 AM	0	1	93	2	0	96	0	1	78	2	0	81	0	1	0	6	0	7	0	0	0	1	2	1	185
Hourly Total	0	1	461	13	0	475	0	2	448	5	0	455	0	9	0	11	0	20	0	5	0	4	7	9	959
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	3	93	3	0	99	0	0	92	6	0	98	0	1	0	3	0	4	0	2	0	1	0	3	204
2:45 PM	0	1	116	7	0	124	0	0	94	3	0	97	0	4	0	4	1	8	0	4	0	2	0	6	235
Hourly Total	0	4	209	10	0	223	0	0	186	9	0	195	0	5	0	7	1	12	0	6	0	3	0	9	439
3:00 PM	0	0	135	7	0	142	0	0	111	2	0	113	0	1	0	1	0	2	0	1	0	2	0	3	260
3:15 PM	0	1	137	6	0	144	0	1	130	2	0	133	0	1	0	4	1	5	0	2	0	2	1	4	286
3:30 PM	0	1	161	3	1	165	0	0	106	5	0	111	0	0	0	7	9	7	0	2	0	4	7	6	289
3:45 PM	0	1	141	4	0	146	0	0	115	4	0	119	0	3	0	4	2	7	0	4	0	1	2	5	277
Hourly Total	0	3	574	20	1	597	0	1	462	13	0	476	0	5	0	16	12	21	0	9	0	9	10	18	1112
4:00 PM	0	3	155	2	1	160	0	0	122	1	0	123	0	1	1	2	2	4	0	5	0	2	1	7	294
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	6	0	9	0	2	0	3	0	5	273
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	0	1	0	0	1	0	4	1	1	1	6	279
4:45 PM	0	2	164	1	0	167	0	0	125	3	0	128	0	0	0	4	0	4	0	4	0	1	5	5	304
Hourly Total	0	6	605	11	1	622	0	1	469	17	0	487	0	4	2	12	2	18	0	15	1	7	7	23	1150
5:00 PM	0	0	161	3	0	164	0	0	134	2	0	136	0	1	0	2	2	3	0	2	0	4	0	6	309
5:15 PM	0	1	157	1	0	159	0	0	144	3	0	147	0	2	0	0	1	2	0	1	0	3	5	4	312
5:30 PM	0	2	133	3	0	138	0	2	133	3	0	138	0	1	0	0	4	1	0	2	1	2	0	5	282
5:45 PM	0	1	158	2	0	161	0	0	128	1	0	129	0	0	1	2	2	3	0	1	0	3	0	4	297
Hourly Total	0	4	609	9	0	622	0	2	539	9	0	550	0	4	1	4	9	9	0	6	1	12	5	19	1200
Grand Total	0	18	2926	70	2	3014	0	6	2566	58	0	2630	0	32	3	57	28	92	0	42	2	40	31	84	5820
Approach %	0.0	0.6	97.1	2.3	-	-	0.0	0.2	97.6	2.2	-	-	0.0	34.8	3.3	62.0	-	-	0.0	50.0	2.4	47.6	-	-	-
Total %	0.0	0.3	50.3	1.2	-	51.8	0.0	0.1	44.1	1.0	-	45.2	0.0	0.5	0.1	1.0	-	1.6	0.0	0.7	0.0	0.7	-	1.4	-
Lights	0	18	2879	68	-	2965	0	6	2532	58	-	2596	0	32	3	56	-	91	0	42	2	40	-	84	5736
% Lights	-	100.0	98.4	97.1	-	98.4	-	100.0	98.7	100.0	-	98.7	-	100.0	100.0	98.2	-	98.9	-	100.0	100.0	100.0	-	100.0	98.6
Buses	0	0	19	1	-	20	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	34
% Buses	-	0.0	0.6	1.4	-	0.7	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	22	0	-	22	0	0	13	0	-	13	0	0	0	0	-	0	0	0	0	0	-	0	35

% Single-Unit Trucks	-	0.0	0.8	0.0	-	0.7	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.8	-	1.1	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	5	1	-	6	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	12
% Bicycles on Road	-	0.0	0.2	1.4	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	28	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago/Access Drives
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access 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	114	2	0	116	0	0	125	0	0	125	0	1	0	2	0	3	0	0	0	0	1	0	244
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	1	1	4	0	0	0	2	0	2	257
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	5	0	2	0	1	5	3	266
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	1	0	2	0	3	0	1	0	1	0	2	277
Total	0	0	478	14	0	492	0	1	527	2	0	530	0	10	0	5	1	15	0	3	0	4	6	7	1044
Approach %	0.0	0.0	97.2	2.8	-	-	0.0	0.2	99.4	0.4	-	-	0.0	66.7	0.0	33.3	-	-	0.0	42.9	0.0	57.1	-	-	-
Total %	0.0	0.0	45.8	1.3	-	47.1	0.0	0.1	50.5	0.2	-	50.8	0.0	1.0	0.0	0.5	-	1.4	0.0	0.3	0.0	0.4	-	0.7	-
PHF	0.000	0.000	0.885	0.700	-	0.879	0.000	0.250	0.909	0.500	-	0.908	0.000	0.500	0.000	0.625	-	0.750	0.000	0.375	0.000	0.500	-	0.583	0.942
Lights	0	0	468	13	-	481	0	1	522	2	-	525	0	10	0	5	-	15	0	3	0	4	-	7	1028
% Lights	-	-	97.9	92.9	-	97.8	-	100.0	99.1	100.0	-	99.1	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.5
Buses	0	0	2	1	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	-	0.4	7.1	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	11
% Single-Unit Trucks	-	-	1.7	0.0	-	1.6	-	0.0	0.6	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Chicago/Access Drives
Site Code:
Start Date: 05/09/2018

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	6	0	9	0	2	0	3	0	5	273
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	0	1	0	0	1	0	4	1	1	1	6	279
4:45 PM	0	2	164	1	0	167	0	0	125	3	0	128	0	0	0	4	0	4	0	4	0	1	0	5	304
5:00 PM	0	0	161	3	0	164	0	0	134	2	0	136	0	1	0	2	2	3	0	2	0	4	0	6	309
Total	0	3	611	12	0	626	0	1	481	18	0	500	0	4	1	12	2	17	0	12	1	9	0	22	1165
Approach %	0.0	0.5	97.6	1.9	-	-	0.0	0.2	96.2	3.6	-	-	0.0	23.5	5.9	70.6	-	-	0.0	54.5	4.5	40.9	-	-	-
Total %	0.0	0.3	52.4	1.0	-	53.7	0.0	0.1	41.3	1.5	-	42.9	0.0	0.3	0.1	1.0	-	1.5	0.0	1.0	0.1	0.8	-	1.9	-
PHF	0.000	0.375	0.931	0.500	-	0.937	0.000	0.250	0.897	0.643	-	0.919	0.000	0.333	0.250	0.500	-	0.472	0.000	0.750	0.250	0.563	-	0.917	0.943
Lights	0	3	603	12	-	618	0	1	476	18	-	495	0	4	1	12	-	17	0	12	1	9	-	22	1152
% Lights	-	100.0	98.7	100.0	-	98.7	-	100.0	99.0	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.8	0.0	-	0.8	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

MEMORANDUM

DATE: September 16, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Safe Walking Routes to Schools (Review)

Issue: In early 2019, the Village Board approved the Safe Walking Routes to Schools (SWRTS) which was implemented later that year. At the time, it was indicated that this project would be reviewed after approximately one year to ensure that any additional changes that have been requested would be considered.

Analysis: Since the implementation of the SWRTS project, multiple requests have been made to Staff to modify the scope of the SWRTS project. The requests for modification submitted to Staff thus far include the following:

1. Request to add stop signs on Greenfield between Harlem and Monroe.
2. Request to add a crosswalk at William Street as it crosses Greenfield and Division.
3. Request to switch the 2-way stop at Park Ave and Thomas St so that traffic stops on Thomas St, not Park Ave.
4. Request to switch the 2-way stop at Oak Ave and Monroe Ave to a 4-way stop.
5. Request to switch the 2-way stop at Oak Ave and Clinton Pl to a 4-way stop.
6. Request to modify the north/south stop signs at Lathrop Ave and LeMoyne to those with flashing beacons.
7. Request to modify the east/west stop signs at Division St and Franklin Ave to those with flashing beacons.
8. Request to modify the stop signs at Chicago Ave and Park Ave to those with flashing beacons.

Recommendation: Staff is seeking the Traffic and Safety Commission's input and recommendation for each item, which will then be brought to the Village Board for consideration.

Attachments: Safe Walking Routes to Schools Exhibits

SCALE: N.T.S.

THATCHER WOODS
HAL TYRRELL TRAILSIDE MUSEUM
THATCHER WOODS GLEN
CENTENNIAL PARK
CHICAGO AVENUE
CENTENNIAL PARK
ROOSEVELT MIDDLE SCHOOL
OAK AVENUE
RIVER FOREST TENNIS CLUB
QUICK AVENUE
FIRST PRESBYTERIAN CHURCH
HARLEM
HOLLY COURT
CUMMINGS SQUARE
RIVER OAKS DR
LAUREL AVE
GREENWOOD PLACE
THATCHER
KEYSTONE
FOREST PARK
FRANKLIN
ASHLAND
LATHROP
MONROE
WILLIAM
LINCOLN ELEMENTARY SCHOOL
UNITED METHODIST CHURCH
ST LUKE PARISH SCHOOL
LAKE STREET
KEYSTONE PARK
VILLAGE HALL
JEWEL–OSCO
RIVER FOREST TOWN CENTER
POST OFFICE
CENTRAL AVENUE
HAWTHORNE AVENUE
G.A.R. WOODS
DES PLAINES RIVER
GALE
WASHINGTON COMMONS PARK
WASHINGTON BOULEVARD
WASHINGTON POWER PARK
LINDEN STREET
MADISON STREET
VINE STREET
THOMAS JEFFERSON WOODS
RIVER FOREST COMMUNITY CENTER

ONE-WAY

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- YIELD SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM
- SCHOOL ATTENDANCE BOUNDARY

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

LINCOLN ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- YIELD SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM
- SCHOOL ATTENDANCE BOUNDARY

SCALE: N.T.S.

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

WILLARD ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

SCALE: N.T.S.

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

ROOSEVELT MIDDLE SCHOOL (NORTH) – SAFE WALKING ROUTES TO SCHOOL

SCALE: N.T.S.

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

FINAL

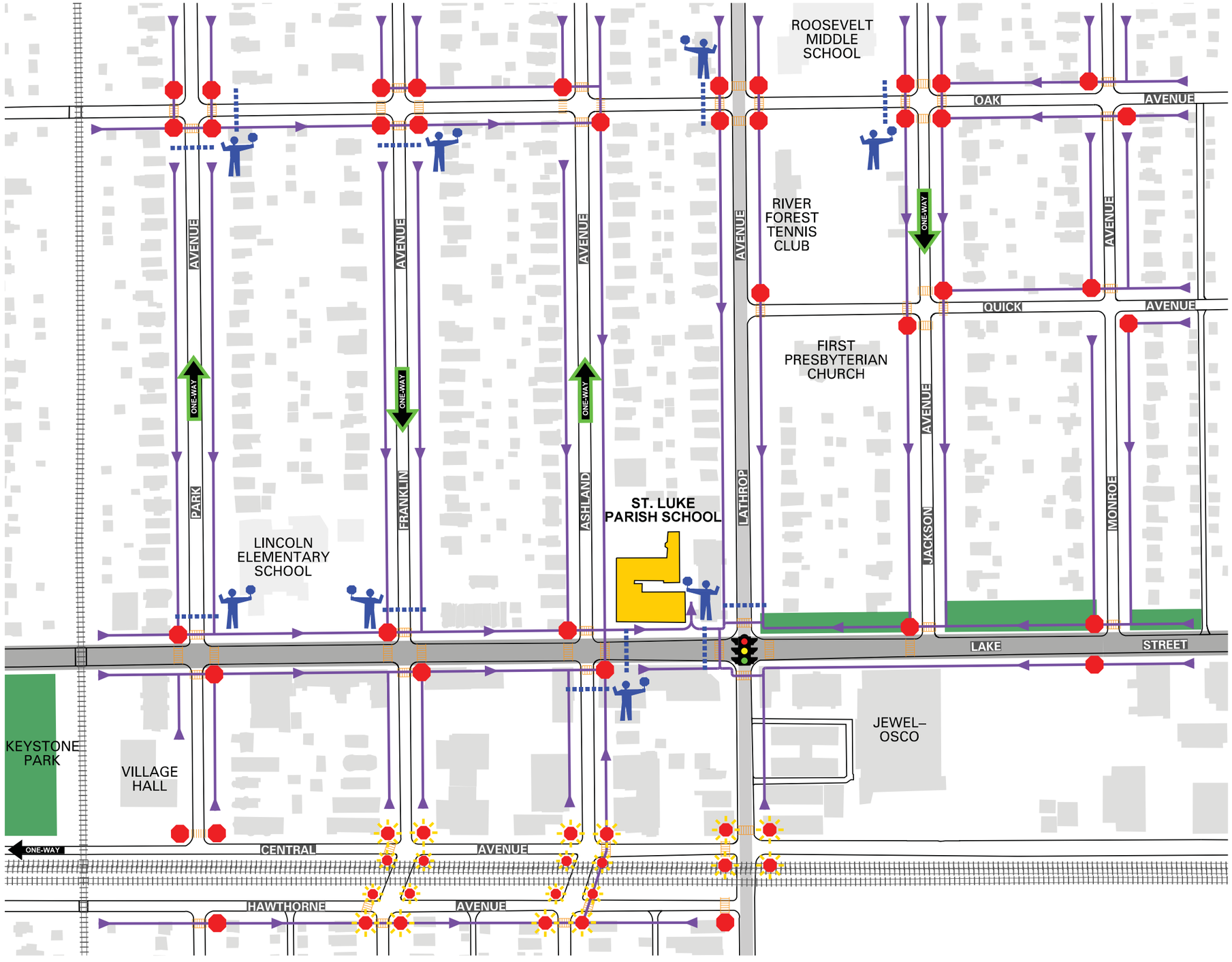
INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

River Forest Public Schools

ROOSEVELT MIDDLE SCHOOL (SOUTH) – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM



N

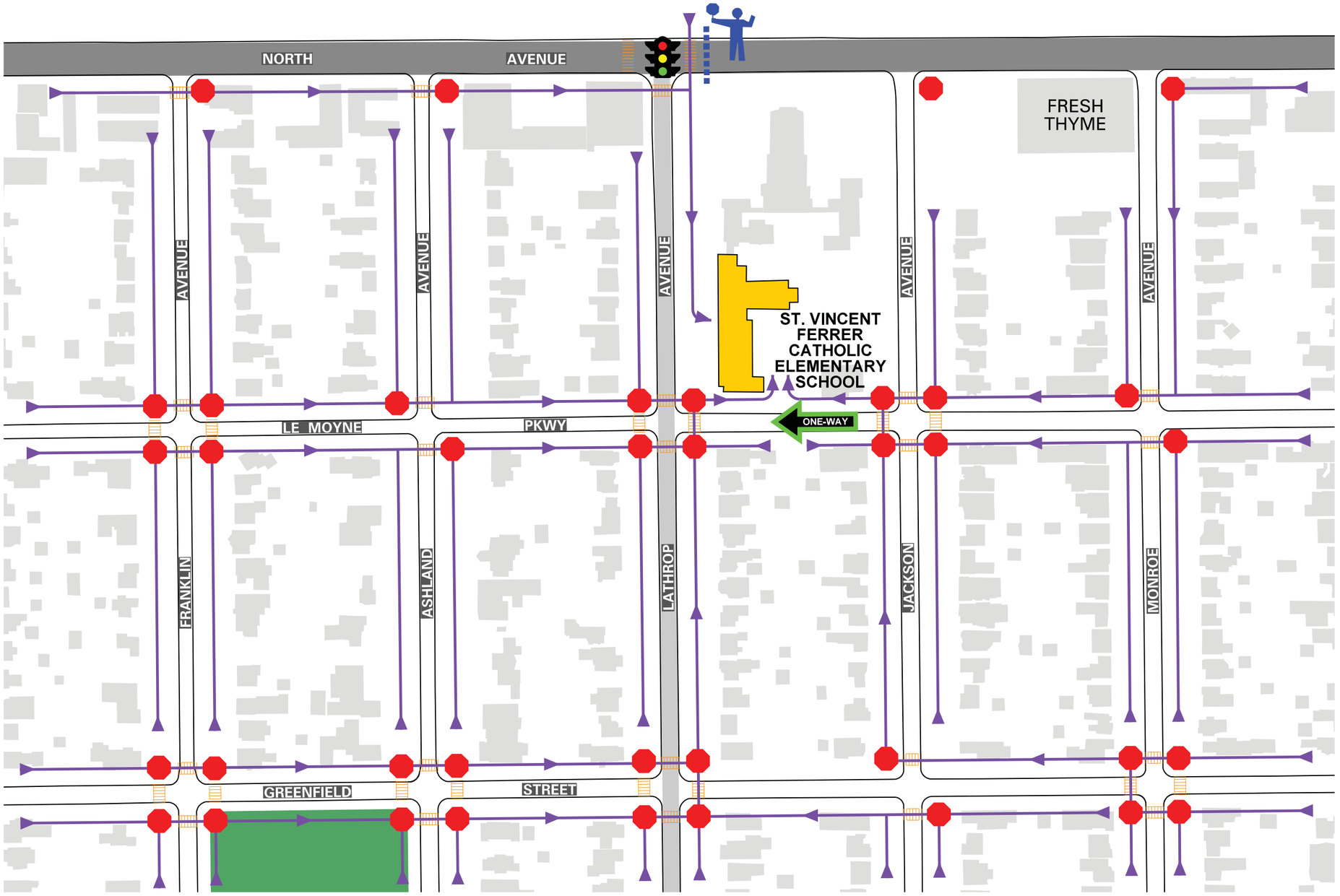
SCALE: N.T.S.

FINAL

INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

River Forest Public Schools

ST. LUKE PARISH SCHOOL – SAFE WALKING ROUTES TO SCHOOL



SCALE: N.T.S.

FINAL

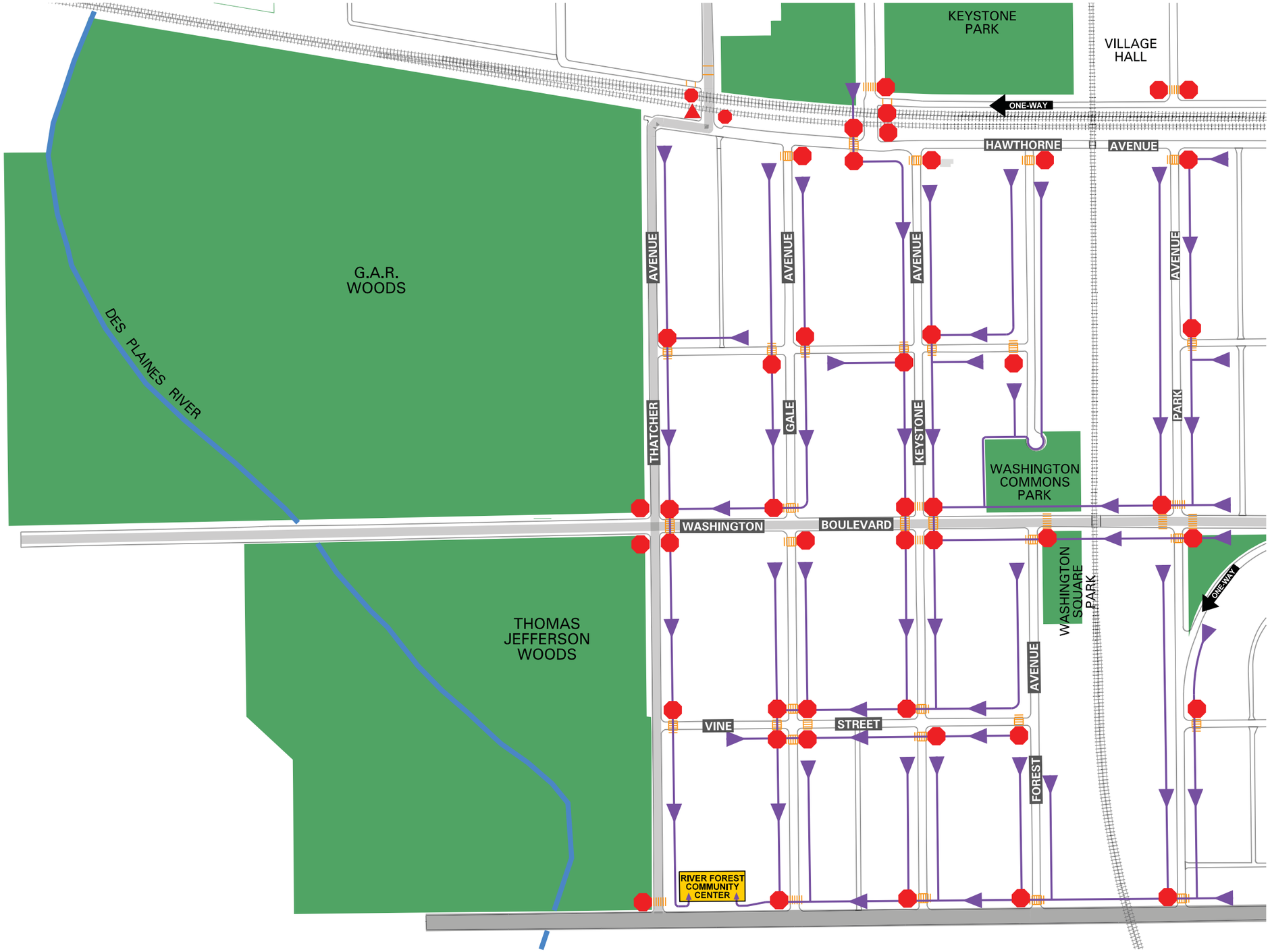
LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

River Forest Public Schools

INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

ST. VINCENT FERRER CATHOLIC ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL



LEGEND

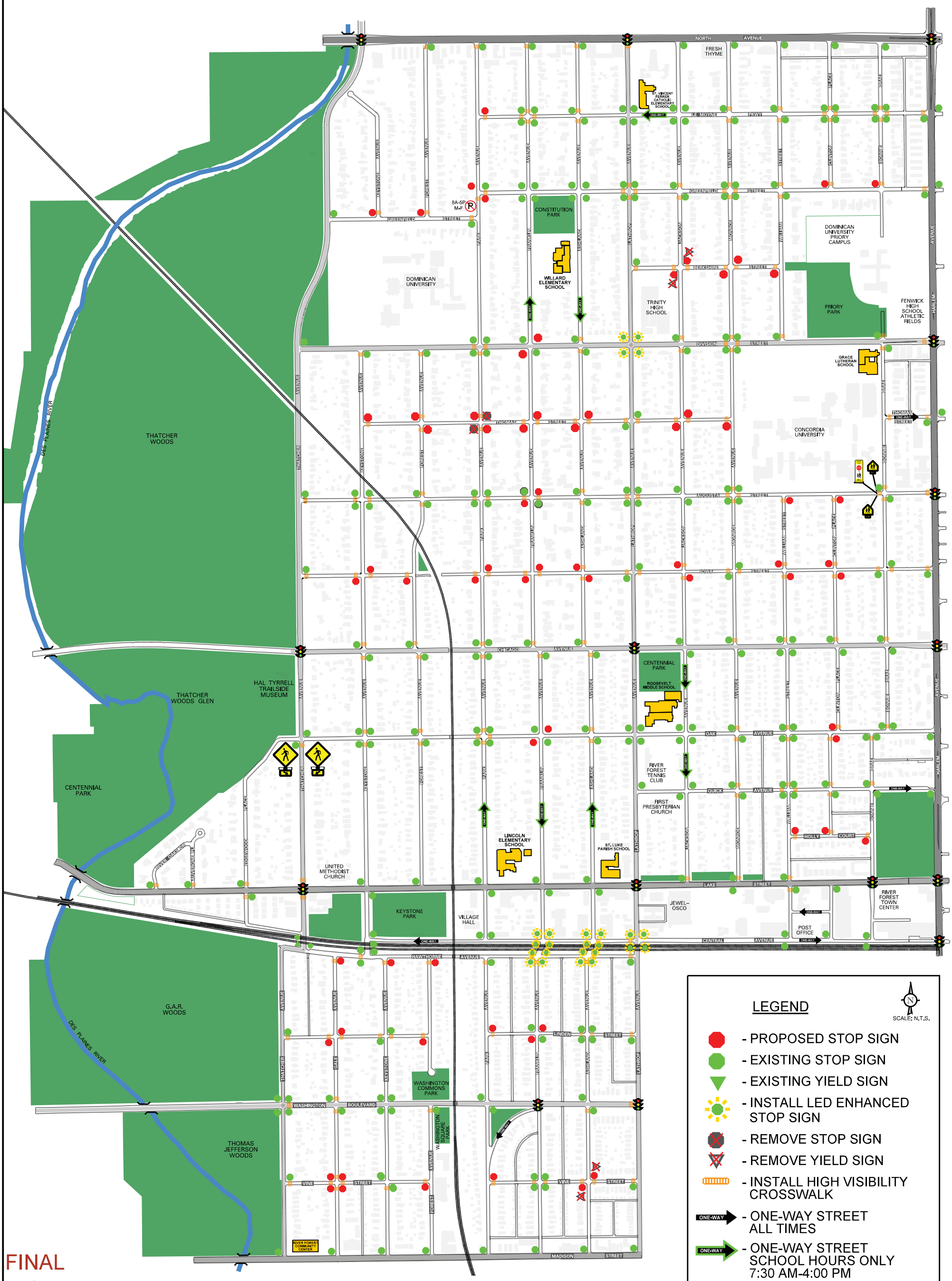
- SCHOOL WALKING ROUTE
- STOP SIGN
- EXISTING YIELD SIGN
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES

SAFE WALKING ROUTES TO THE RIVER FOREST COMMUNITY CENTER

FINAL

INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

River Forest Public Schools



LEGEND

SCALE: N.T.S.

- PROPOSED STOP SIGN
- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- INSTALL LED ENHANCED STOP SIGN
- REMOVE STOP SIGN
- REMOVE YIELD SIGN
- INSTALL HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

FINAL

River Forest Public Schools

RIVER FOREST SCHOOLS – RECOMMENDED STREET IMPROVEMENTS