Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
Full Length ( 10 AM-10 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on
Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

| Leg Direction | Ellis Avenue <br> Southbound |  |  |  |  |  | 130th Street Westbound |  |  |  |  |  | Ellis Avenue Northbound |  |  |  |  |  | 130th Street <br> Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L U | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U |  | Ped* |  |
| 2023-08-09 10:00AM | 0 | 0 | 30 |  | 3 | 0 | 1 | 405 | 97 | 4 | 507 | 0 | 100 | 0 | 31 | 6 | 137 | 0 | 37 | 490 | 0 | 1 |  | 0 | 1175 |
| 11:00AM | 0 | 1 | 30 |  | 4 |  | 4 | 506 | 114 | 1 | 625 | 0 | 114 | 0 | 37 | 9 | 160 | 0 | 36 | 457 | 0 | 0 |  | 0 | 1282 |
| 12:00PM | 1 | 0 | 30 |  | 4 |  | 4 | 524 | 133 | 4 | 665 | 1 | 117 | 0 | 41 | 2 | 160 | 0 | 57 | 467 | 0 | 0 |  | 0 | 1353 |
| 1:00PM | 1 | 0 | 30 |  | 4 |  | 1 | 518 | 138 | 2 | 659 | 0 | 162 | 0 | 52 | 2 | 216 | 0 | 54 | 535 | 0 | 0 |  | 0 | 1468 |
| 2:00PM | 1 | 0 | 0 | 0 | 1 |  | 4 | 590 | 113 | 4 | 711 | 0 | 170 | 1 | 46 | 4 | 221 | 0 | 28 | 613 | 1 | 0 | 642 | 0 | 1575 |
| 3:00PM | 1 | 0 | 30 |  | 4 |  | 2 | 611 | 126 | 5 | 744 | 0 | 169 | 0 | 53 | 1 | 223 | 0 | 37 | 813 | 1 | 0 | 851 | 0 | 1822 |
| 4:00PM | 0 | 0 | 30 |  | 3 |  | 1 | 760 | 122 | 6 | 889 | 0 | 146 | 0 | 41 | 1 | 188 | 1 | 29 | 795 | 1 | 1 |  | 0 | 1906 |
| 5:00PM | 2 | 0 | 30 |  | 5 |  | 0 | 619 | 107 | 6 | 732 | 0 | 147 | 0 | 47 | 1 | 195 | 0 | 52 | 651 | 0 | 0 |  | 0 | 1635 |
| 6:00PM | 2 | 0 | 10 | 0 | 3 |  | 1 | 556 | 117 | 2 | 676 | 0 | 98 | 0 | 40 | 0 | 138 | 0 | 38 | 534 | 2 | 1 |  | 0 | 1392 |
| 7:00PM | 1 | 0 | 0 |  | 1 |  | 0 | 474 | 85 | 0 | 559 | 0 | 99 | 1 | 31 | 0 | 131 | 0 | 36 | 424 | 0 | 0 |  | 0 | 1151 |
| 8:00PM | 0 | 0 | 10 |  | 1 |  | 1 | 449 | 91 | 2 | 543 | 0 | 89 | 0 | 24 | 0 | 113 | 0 | 31 | 420 | 0 | 1 |  | 0 | 1109 |
| 9:00PM | 0 | 0 | 0 | 0 | 0 |  | 0 | 326 | 75 | 2 | 403 | 0 | 84 | 0 | 27 | 0 | 111 | 0 | 32 | 317 | 0 | 0 | 349 | 0 | 863 |
| 10:00PM | 0 | 0 | 0 |  | 0 |  | 0 | 315 | 67 | 2 | 384 | 0 | 78 | 0 | 10 | 0 | 88 | 0 | 14 | 320 | 0 | 0 |  | 0 | 806 |
| 11:00PM | 0 | 0 | 0 |  | 0 |  | 0 | 215 | 52 | 1 | 268 | 0 | 49 | 0 | 14 | 0 | 63 | 0 | 16 | 188 | 0 | 1 |  | 0 | 536 |
| 2023-08-10 12:00AM | 0 | 0 | 0 | 0 | 0 |  | 0 | 166 | 40 | 0 | 206 | 0 | 46 | 0 | 12 | 0 | 58 | 0 | 8 | 156 | 0 | 1 | 165 | 0 | 429 |
| 1:00AM | 0 | 0 | 0 | 0 | 0 |  | 0 | 98 | 22 | 0 | 120 | 0 | 10 | 0 | 9 | 0 | 19 | 0 | 2 | 96 | 0 | 1 | 99 | 0 | 238 |
| 2:00AM | 0 | 0 | 0 | 0 | 0 |  | 0 | 72 | 13 | 1 | 86 | 0 | 14 | 0 | 1 | 0 | 15 | 0 | 5 | 67 | 1 | 0 | 73 | 0 | 174 |
| 3:00AM | 0 | 0 | 10 | 0 | 1 |  | 0 | 68 | 11 | 0 | 79 | 0 | 9 | 0 | 5 | 0 | 14 | 0 | 4 | 65 | 0 | 0 | 69 | 0 | 163 |
| 4:00AM | 0 | 0 | 30 | 0 | 3 |  | 1 | 134 | 17 | 1 | 153 | 0 | 24 | 0 | 2 | 0 | 26 | 0 | 6 | 99 | 1 | 0 | 106 | 0 | 288 |
| 5:00AM | 1 | 0 | 20 |  | 3 |  | 2 | 359 | 25 | 1 | 387 | 0 | 34 | 0 | 7 | 0 | 41 | 0 | 4 | 310 | 0 | 0 |  | 0 | 745 |
| 6:00AM | 0 | 0 | 30 | 0 | 3 |  | 13 | 525 | 50 | 1 | 589 | 0 | 43 | 0 | 14 | 0 | 57 | 0 | 8 | 337 | 0 | 1 | 346 | 0 | 995 |
| 7:00AM | 0 | 0 | 10 | 0 | 1 |  | 4 | 427 | 86 | 0 | 517 | 0 | 49 | 0 | 15 | 2 | 66 | 2 | 11 | 389 | 0 | 1 | 401 | 0 | 985 |
| 8:00AM | 1 | 0 | 40 | 0 | 5 |  | 5 | 429 | 121 | 3 | 558 | 0 | 103 | 0 | 28 | 1 | 132 | 0 | 31 | 406 | 2 | 0 | 439 | 0 | 1134 |
| 9:00AM | 1 | 0 | 30 |  | 4 |  | 4 | 425 | 97 | 1 | 527 | 0 | 87 | 0 | 22 | 1 | 110 | 0 | 23 | 381 | 1 | 0 | 405 | 1 | 1046 |
| Total | 12 | 1 | $40 \quad 0$ |  | 53 | 0 | 48 | 9571 | 1919 |  | 11587 | 1 | 2041 | 2 | 609 | 30 | 2682 | 3 | 599 | 9330 | 10 | 9 | 9948 | 1 | 24270 |
| \% Approach | 22.6\% | 1.9\% | 75.5\% 0\% |  | - |  | 0.4\% | 82.6\% | 16.6\% | 0.4\% | - |  | 76.1\% | 0.1\% | 22.7\% | 1.1\% | - |  | 6.0\% | 93.8\% | 0.1\% | 0.1\% |  |  | - |
| \% Total | 0\% | 0\% | 0.2\% 0\% | \% 0 | 0.2\% | - | 0.2\% | 39.4\% | 7.9\% | 0.2\% | 47.7\% |  | 8.4\% | 0\% | 2.5\% | 0.1\% | 11.1\% |  | 2.5\% | 38.4\% | 0\% | 0\% | 41.0\% |  | - |
| Lights | 7 | 1 | $15 \quad 0$ | 0 | 23 |  | 11 | 9043 | 1875 |  | 10978 |  | 2007 | 2 | 583 | 30 | 2622 |  | 587 | 8802 | 7 | 9 | 9405 |  | 23028 |
| \% Lights | 58.3\% | 100\% | 37.5\% 0\% | \% 43 | 3.4\% |  | 22.9\% | 94.5\% | 97.7\% | 100\% | 94.7\% |  | 98.3\% 1 | 100\% | 95.7\% | 100\% | 97.8\% |  | 98.0\% 9 | 94.3\% 7 | 70.0\% | 100\% | 94.5\% |  | 94.9\% |
| Single-Unit Trucks | 3 | 0 | 30 | 0 | 6 |  | 4 | 198 | 22 | 0 | 224 | - | 11 | 0 | 14 | 0 | 25 | - | 6 | 187 | 1 | 0 | 194 |  | 449 |
| \% Single-Unit Trucks | 25.0\% | 0\% | 7.5\% 0\% | \% 11 | 1.3\% |  | 8.3\% | 2.1\% | 1.1\% | 0\% | 1.9\% |  | 0.5\% | 0\% | 2.3\% | 0\% | 0.9\% |  | 1.0\% | 2.0\% 1 | 10.0\% | 0\% | 2.0\% | - | 1.9\% |
| Articulated Trucks | 2 | 0 | 220 | 0 | 24 |  | 33 | 251 | 1 | 0 | 285 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 275 | 2 | 0 | 277 |  | 586 |
| \% Articulated Trucks | 16.7\% | 0\% | 55.0\% 0\% | \% 45 | 5.3\% |  | 68.8\% | 2.6\% | 0.1\% | 0\% | 2.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 2.9\% 2 | 20.0\% | 0\% | 2.8\% | - | 2.4\% |
| Buses | 0 | 0 | $0 \quad 0$ | 0 | 0 | - | 0 | 78 | 21 | 0 | 99 | - | 22 | 0 | 12 | 0 | 34 | - | 6 | 66 | 0 | 0 | 72 | - | 205 |
| \% Buses | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 0\% | 0.8\% | 1.1\% | 0\% | 0.9\% |  | 1.1\% | 0\% | 2.0\% | 0\% | 1.3\% |  | 1.0\% | 0.7\% | 0\% | 0\% | 0.7\% |  | 0.8\% |
| Bicycles on Road | 0 | 0 | $0 \quad 0$ | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 |  | 1 | 0 | 0 | 0 | 1 |  | 0 | 0 | 0 | 0 | 0 | - | 2 |
| \% Bicycles on Road | 0\% | 0\% | 0\% 0\% |  | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% |  | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% |
| Pedestrians | - | - | - | - | - |  | - | - | - - | - | - | 1 | - | - | - | - - | - | 3 | - | - | - | - | - | 1 |  |
| \% Pedestrians | - | - | - | - | - |  | - |  | - | - |  | 100\% | - | - | - | - |  | 100\% | - | - | - | - |  | 100\% | - |
| Bicycles on Crosswalk | - | - | - - | - | - |  | - |  | - |  |  | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - | - | - - | - | - |  | - - | - | - | - | - | 0\% | - | - | - | - | - | 0\% | - | - | - | - | - | 0\% | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
Full Length (10 AM-10 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699
[N] Ellis Avenue
Total: 113
In: 53 Out: 60
N $\rightarrow$


Out: 2549 In: 2682
Total: 5231
[S] Ellis Avenue

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
AM Peak (Aug 092023 10AM - 11 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

| Leg <br> Direction | Ellis Avenue Southbound |  |  |  | 130th Street <br> Westbound |  |  |  |  |  | Ellis Avenue Northbound |  |  |  |  |  | 130th Street <br> Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R T | L U | App |  | R | T | L | U | App |  | R | T | L | U | App |  | R | T | L | U | App |  |  |
| 2023-08-09 10:00AM | 0 0 | 30 | 3 | 0 | 0 | 98 | 18 | 2 | 118 | 0 | 31 | 0 | 4 | 0 | 35 | 0 |  | 119 | 0 | 0 | 125 | 0 | 281 |
| 10:15AM | 0 | $0 \quad 0$ | 0 | 0 | 1 | 87 | 33 | 0 | 121 | 0 | 22 | 0 | 8 | 2 | 32 | 0 | 8 | 137 | 0 | 0 | 145 | 0 | 298 |
| 10:30AM | 0 | 0 0 | 0 | 0 | 0 | 104 | 23 | 2 | 129 | 0 | 24 | 0 | 9 | 0 | 33 | 0 | 11 | 125 | 0 | 1 | 137 | 0 | 299 |
| 10:45AM | 0 | 0 0 | 0 | 0 | 0 | 116 | 23 | 0 | 139 | 0 | 23 | 0 | 10 | 4 | 37 | 0 | 12 | 109 | 0 | 0 | 121 | 0 | 297 |
| Total | $0 \quad 0$ | 30 | 3 | 0 | 1 | 405 | 97 | 4 | 507 | 0 | 100 | 0 | 31 | 6 | 137 | 0 | 37 | 490 | 0 | 1 | 528 | 0 | 1175 |
| \% Approach | 0\% 0\% 1 | 100\% 0\% | - | - | 0.2\% 7 | 79.9\% | 19.1\% | 0.8\% | - |  | 73.0\% | 0\% 2 | 22.6\% | 4.4\% | - | - | 7.0\% | 92.8\% 0 | \% | 0.2\% | - |  |  |
| \% Total | 0\% 0\% | 0.3\% 0\% | 0.3\% | - | 0.1\% | 34.5\% | 8.3\% | 0.3\% | 43.1\% |  | 8.5\% 0\% | 0\% | 2.6\% | 0.5\% 1 | 11.7\% | - | 3.1\% | 41.7\% 0 | \% | 0.1\% | 44.9\% | - | - |
| PHF | - 0 | -0.250-0 | 0.250 | - | 0.250 | 0.873 | 0.7350 | 0.500 | 0.912 |  | 0.806 | - | 0.7750 | 0.375 | 0.926 |  | 0.771 | 0.894 | -0 | . 250 | 0.910 | - | 0.982 |
| Lights | $0 \quad 0$ | 30 | 3 | - | 0 | 364 | 97 | 4 | 465 | - | 95 | 0 | 30 | 6 | 131 | - | 36 | 431 | 0 | 1 | 468 |  | 1067 |
| \% Lights | 0\% 0\% 1 | 100\% 0\% 1 | 100\% | - | 0\% 8 | 89.9\% | 100\% 1 | 100\% | 91.7\% |  | 95.0\% 0 | 0\% 9 | 96.8\% | 100\% 9 | 95.6\% |  | 97.3\% | 88.0\% 0\% | \% | 100\% | 38.6\% |  | 90.8\% |
| Single-Unit Trucks | 0 | $0 \quad 0$ | 0 | - | 0 | 14 | 0 | 0 | 14 |  | 3 | 0 | 0 | 0 | 3 | - | 0 | 22 | 0 | 0 | 22 | - | 39 |
| \% Single-Unit Trucks | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 3.5\% | 0\% | 0\% | 2.8\% |  | 3.0\% 0\% |  | 0\% | 0\% | 2.2\% | - | 0\% | 4.5\% 0\% | \% | 0\% | 4.2\% |  | 3.3\% |
| Articulated Trucks | 0 | $0 \quad 0$ | 0 | - | 1 | 24 | 0 | 0 | 25 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 36 | 0 | 0 | 36 | - | 61 |
| \% Articulated Trucks | 0\% 0\% | 0\% 0\% | 0\% | - | 100\% | 5.9\% | 0\% | 0\% | 4.9\% |  | 0\% 0\% |  | 0\% | 0\% | 0\% | - | 0\% | 7.3\% 0\% |  | 0\% | 6.8\% | - | 5.2\% |
| Buses | 0 | $0 \quad 0$ | 0 | - | 0 | 3 | 0 | 0 | 3 |  | 2 | 0 | 1 | 0 | 3 | - | 1 | 1 | 0 | 0 | 2 | - | 8 |
| \% Buses | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 0.7\% | 0\% | 0\% | 0.6\% |  | 2.0\% 0 |  | 3.2\% | 0\% | 2.2\% | - | 2.7\% | 0.2\% 0 |  | 0\% | 0.4\% | - | 0.7\% |
| Bicycles on Road | 0 | $0 \quad 0$ | 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\% |
| Pedestrians | - - | - - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Pedestrians | - - | - - | - | - | - | - | - | - | - |  | - | - | - | - | - | - | - | - | - | - | - | - |  |
| Bicycles on Crosswalk | - - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - - | - - | - |  | - | - | - | - | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - |

[^0]Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
AM Peak (Aug 092023 10AM - 11 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

Provided by: Fish Transportation Group Inc.
1950 N Washington Street, Suite 211,
Naperville, IL, 60563, US
[ N ] Ellis Avenue
Total: 4
In: $3 \quad$ Out: 1


Out: 140 In: 137
Total: 277
[S] Ellis Avenue

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
Midday Peak (Aug 092023 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

| Leg <br> Direction | Ellis Avenue <br> Southbound |  |  |  | 130th Street Westbound |  |  |  |  |  | Ellis Avenue Northbound |  |  |  |  |  | 130th Street <br> Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R T | L U | App |  | R | T | L | U | App | Ped* |  | T | L | U | App |  | R | T | L | U | App |  |  |
| 2023-08-09 1:00PM | 10 | 10 | 2 | 0 | 0 | 128 | 37 | 0 | 165 | 0 | 35 | 0 | 14 | 0 | 49 | 0 | 9 | 134 | 0 | 0 | 143 | 0 | 359 |
| 1:15PM | 0 0 | 10 | 1 | 0 | 0 | 120 | 39 | 0 | 159 | 0 | 45 | 0 | 13 | 0 | 58 | 0 | 17 | 121 | 0 | 0 | 138 | 0 | 356 |
| 1:30PM | 0 | 0 | 0 | 0 | 0 | 131 | 29 | 1 | 161 | 0 | 40 | 0 | 16 | 2 | 58 | 0 | 16 | 137 | 0 | 0 | 153 | 0 | 372 |
| 1:45PM | 00 | 10 | 1 | 0 | 1 | 139 | 33 | 1 | 174 | 0 | 42 | 0 | 9 | 0 | 51 | 0 | 12 | 143 | 0 | 0 | 155 | 0 | 381 |
| Total | 10 | 30 | 4 | 0 | 1 | 518 | 138 | 2 | 659 | 0 | 162 | 0 | 52 | 2 | 216 | 0 | 54 | 535 | 0 | 0 | 589 | 0 | 1468 |
| \% Approach | 25.0\% 0\% 7 | 75.0\% 0\% | - | - | 0.2\% | 78.6\% | 20.9\% | 0.3\% | - |  | 75.0\% 0\% | 0\% | 24.1\% | 0.9\% | - |  | 9.2\% | 90.8\% 0 | \% 0\% |  | - |  |  |
| \% Total | 0.1\% 0\% | 0.2\% 0\% | 0.3\% | - | 0.1\% | 35.3\% | 9.4\% | 0.1\% | 44.9\% |  | 11.0\% 0\% |  | 3.5\% | 0.1\% 1 | 14.7\% |  | 3.7\% | 36.4\% 0 | 0\% 0\% | \% 4 | 40.1\% |  |  |
| PHF | 0.250 | 0.750 | 0.500 | - | 0.250 | 0.930 | 0.885 | 0.500 | 0.945 |  | 0.900 | - 0 | 0.8130 | 0.250 | 0.931 |  | 0.794 | 0.935 | - | - 0 | 0.950 |  | 0.963 |
| Lights | $0 \quad 0$ | 10 | 1 | - | 1 | 468 | 138 | 2 | 609 | - | 161 | 0 | 52 | 2 | 215 |  | 53 | 486 | 0 | 0 | 539 |  | 1364 |
| \% Lights | 0\% 0\% 33 | 33.3\% 0\% | 25.0\% | - | 100\% | 90.3\% | 100\% 1 | 100\% 9 | 92.4\% |  | 99.4\% 0\% |  | 100\% 1 | 100\% 9 | 99.5\% |  | 98.1\% | 90.8\% 0 | \% 0\% | \% 9 | 91.5\% |  | 92.9\% |
| Single-Unit Trucks | $0 \quad 0$ | 10 | 1 | - | 0 | 20 | 0 | 0 | 20 |  | 1 | 0 | 0 | 0 | 1 |  | 1 | 11 | 0 | 0 | 12 |  | 34 |
| \% Single-Unit Trucks | 0\% 0\% 3 | 33.3\% 0\% | 25.0\% |  | 0\% | 3.9\% | 0\% | 0\% | 3.0\% |  | 0.6\% 0\% |  | 0\% | 0\% | 0.5\% |  | 1.9\% | 2.1\% 0 | \% 0\% | \% | 2.0\% |  | 2.3\% |
| Articulated Trucks | 10 | 10 | 2 | - | 0 | 25 | 0 | 0 | 25 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 34 | 0 | 0 | 34 |  | 61 |
| \% Articulated Trucks | 100\% 0\% 3 | 33.3\% 0\% 5 | 50.0\% | - | 0\% | 4.8\% | 0\% | 0\% | 3.8\% | - | 0\% 0\% |  | 0\% | 0\% | 0\% |  | 0\% | 6.4\% 0 | \% 0\% |  | 5.8\% |  | 4.2\% |
| Buses | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 4 | 0 | 0 | 4 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 4 | 0 | 0 | 4 | - | 8 |
| \% Buses | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 0.8\% | 0\% | 0\% | 0.6\% | - | 0\% 0\% |  | 0\% | 0\% | 0\% |  | 0\% | 0.7\% 0 | \% 0\% |  | 0.7\% |  | 0.5\% |
| Bicycles on Road | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 1 |
| \% Bicycles on Road | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 0.2\% | 0\% | 0\% | 0.2\% | - | 0\% 0\% |  | 0\% | 0\% | 0\% |  | 0\% | 0\% 0 | \% 0\% |  | 0\% |  | 0.1\% |
| Pedestrians | - - | - - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Pedestrians | - - | - - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - - | - - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
Midday Peak (Aug 092023 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

## [N] Ellis Avenue

Total: 5
In: $4 \quad$ Out: 1


Out: 194 In: 216
Total: 410
[S] Ellis Avenue

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
PM Peak (Aug 092023 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles
on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699

| Leg <br> Direction | Ellis Avenue Southbound |  |  |  | 130th Street <br> Westbound |  |  |  |  |  | Ellis Avenue Northbound |  |  |  |  |  | 130th Street <br> Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R T | L U | App |  | R | T | L | U | App |  | R | T | L | U | App | Ped* | R | T | L | U | App |  |  |
| 2023-08-09 4:00PM | 0 | $0 \quad 0$ | 0 | 0 | 0 | 145 | 33 | 1 | 179 | 0 |  | 0 | 14 | 1 | 56 | 0 | 6 | 204 | 1 | 0 | 211 | 0 | 446 |
| 4:15PM | 0 0 | 0 0 | 0 | 0 | 0 | 187 | 27 | 3 | 217 | 0 | 35 | 0 | 11 | 0 | 46 | 1 | 6 | 195 | 0 | 1 | 202 | 0 | 465 |
| 4:30PM | 0 | 20 | 2 | 0 | 0 | 195 | 33 | 1 | 229 | 0 | 36 | 0 | 6 | 0 | 42 | 0 | 12 | 202 | 0 | 0 | 214 | 0 | 487 |
| 4:45PM | 0 0 | 10 | 1 | 0 | 1 | 233 | 29 | 1 | 264 | 0 | 34 | 0 | 10 | 0 | 44 | 0 | 5 | 194 | 0 | 0 | 199 | 0 | 508 |
| Total | $0 \quad 0$ | 30 | 3 | 0 | 1 | 760 | 122 | 6 | 889 | 0 | 146 | 0 | 41 | 1 | 188 | 1 | 29 | 795 | 1 | 1 | 826 | 0 | 1906 |
| \% Approach | 0\% 0\% | 100\% 0\% | - | - | 0.1\% 8 | 85.5\% | 13.7\% | 0.7\% | - | - | 77.7\% 0 | \% 21 | 21.8\% | 0.5\% | - |  | 3.5\% | 96.2\% | 0.1\% | 0.1\% | - |  |  |
| \% Total | 0\% 0\% | 0.2\% 0\% | 0.2\% | - | 0.1\% | 39.9\% | 6.4\% | 0.3\% | 46.6\% | - | 7.7\% 0 | \% | 2.2\% | 0.1\% | 9.9\% | - | 1.5\% | 41.7\% | 0.1\% | 0.1\% | 43.3\% |  |  |
| PHF | - | 0.375 | 0.375 |  | 0.250 | 0.815 | 0.9240 | 0.500 | 0.842 | - | 0.890 | - 0 | 0.732 | 0.250 | 0.839 |  | 0.604 | 0.974 | 0.250 | 0.250 | 0.965 |  | 0.938 |
| Lights | $0 \quad 0$ | 20 | 2 | - | 1 | 743 | 121 | 6 | 871 | - | 145 | 0 | 40 | 1 | 186 |  | 29 | 773 | 1 | 1 | 804 |  | 1863 |
| \% Lights | 0\% 0\% 6 | 66.7\% 0\% | 66.7\% | - | 100\% | 97.8\% | 99.2\% | 100\% | 98.0\% | - | 99.3\% 0 | \% 97 | 97.6\% | 100\% | 98.9\% |  | 100\% | 97.2\% | 100\% | 100\% | 97.3\% |  | 97.7\% |
| Single-Unit Trucks | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 6 | 1 | 0 | 7 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 11 | 0 | 0 | 11 |  | 19 |
| \% Single-Unit Trucks | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 0.8\% | 0.8\% | 0\% | 0.8\% | - | 0\% 0 | \% | 2.4\% | 0\% | 0.5\% | - | 0\% | 1.4\% | 0\% | 0\% | 1.3\% |  | 1.0\% |
| Articulated Trucks | $0 \quad 0$ | 10 | 1 | - | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 |  | 0 | 8 | 0 | 0 | 8 |  | 14 |
| \% Articulated Trucks | 0\% 0\% | 33.3\% 0\% | 33.3\% | - | 0\% | 0.7\% | 0\% | 0\% | 0.6\% | - | 0\% 0 |  | 0\% | 0\% | 0\% |  | 0\% | 1.0\% | 0\% | 0\% | 1.0\% |  | 0.7\% |
| Buses | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 6 | 0 | 0 | 6 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 3 | 0 | 0 | 3 |  | 10 |
| \% Buses | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 0.8\% | 0\% | 0\% | 0.7\% | - | 0.7\% 0 |  | 0\% | 0\% | 0.5\% | - | 0\% | 0.4\% | 0\% | 0\% | 0.4\% |  | 0.5\% |
| Bicycles on Road | $0 \quad 0$ | $0 \quad 0$ | 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\% |
| Pedestrians | - - | - - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 |  |
| \% Pedestrians | - - | - - | - | - | - | - | - | - | - | - | - | - | - | - |  | 100\% | - | - | - | - | - |  |  |
| Bicycles on Crosswalk | - - | - - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - - | - - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0\% | - | - | - | - | - |  | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Ellis Avenue - 130th Street - TMC
Wed Aug 9, 2023
PM Peak (Aug 092023 4PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1096856, Location: 41.659441, -87.597699
[ N ] Ellis Avenue
Total: 5
In: $3 \quad$ Out: 2
m


Out: 152 In: 188
Total: 340
[S] Ellis Avenue


[^0]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

