

Planning Development Application

2722 GREEN BAY RD, EVANSTON

Development Plan Boundary - Parcels and PINs

2722 Green Bay Rd, Evanston, IL 60201

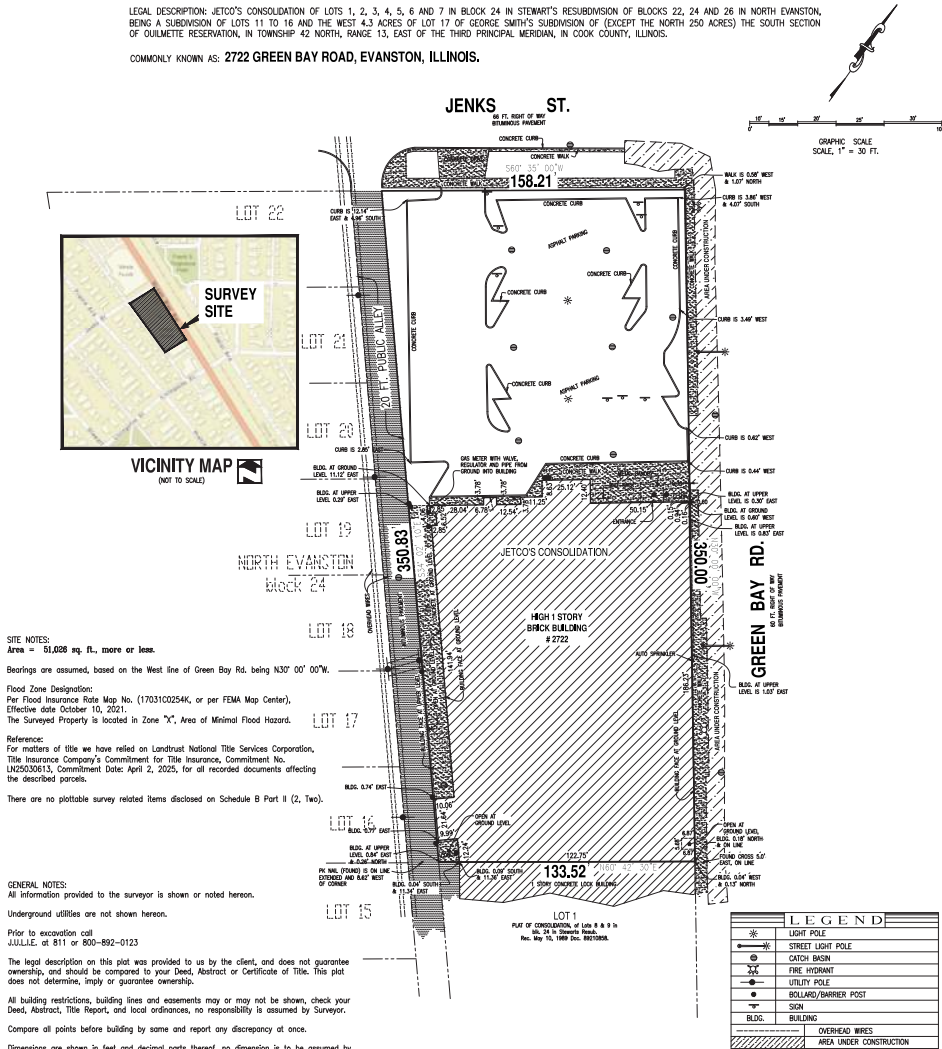


Plat of Survey
2722 Green Bay Rd, Evanston, IL 60201

ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION: JETCO'S CONSOLIDATION OF LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 24 IN STEWART'S RESUBDIVISION OF BLOCKS 22, 24 AND 26 IN NORTH EVANSTON, BEING A SUBDIVISION OF LOTS 11 TO 16 AND THE WEST 4.3 ACRES OF LOT 17 OF GEORGE SMITH'S SUBDIVISION OF (EXCEPT THE NORTH 250 ACRES) THE SOUTH SECTION OF OULMETTE RESERVATION, IN TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 2722 GREEN BAY ROAD, EVANSTON, ILLINOIS.



PRELIMINARY 10-10-25

B.H. SUHR & COMPANY, INC.

459 SMOKE BLVD., SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL: (847) 84-4311 / FAX: (847) 84-4341
E-MAIL: SURVEY@BHSUHR.COM

LOCATION: 2722 Green Bay Rd. SURVEY DATE: October 30, 2025
ORDER NO: 5-084 ORDERED BY: Julie Ann Jelinek
Attorney

NOTE: THIS PRELIMINARY PLAT IS CURRENTLY UNDER REVIEW FOR CORRECTIONS AND IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. THE REQUIRED ALTA CERTIFICATION WILL BE INCLUDED AND SIGNED AFTER ALL REVISIONS ARE FINALIZED. PLEASE CONFIRM THE INFORMATION BELOW THAT WILL APPEAR IN THE CERTIFICATION.

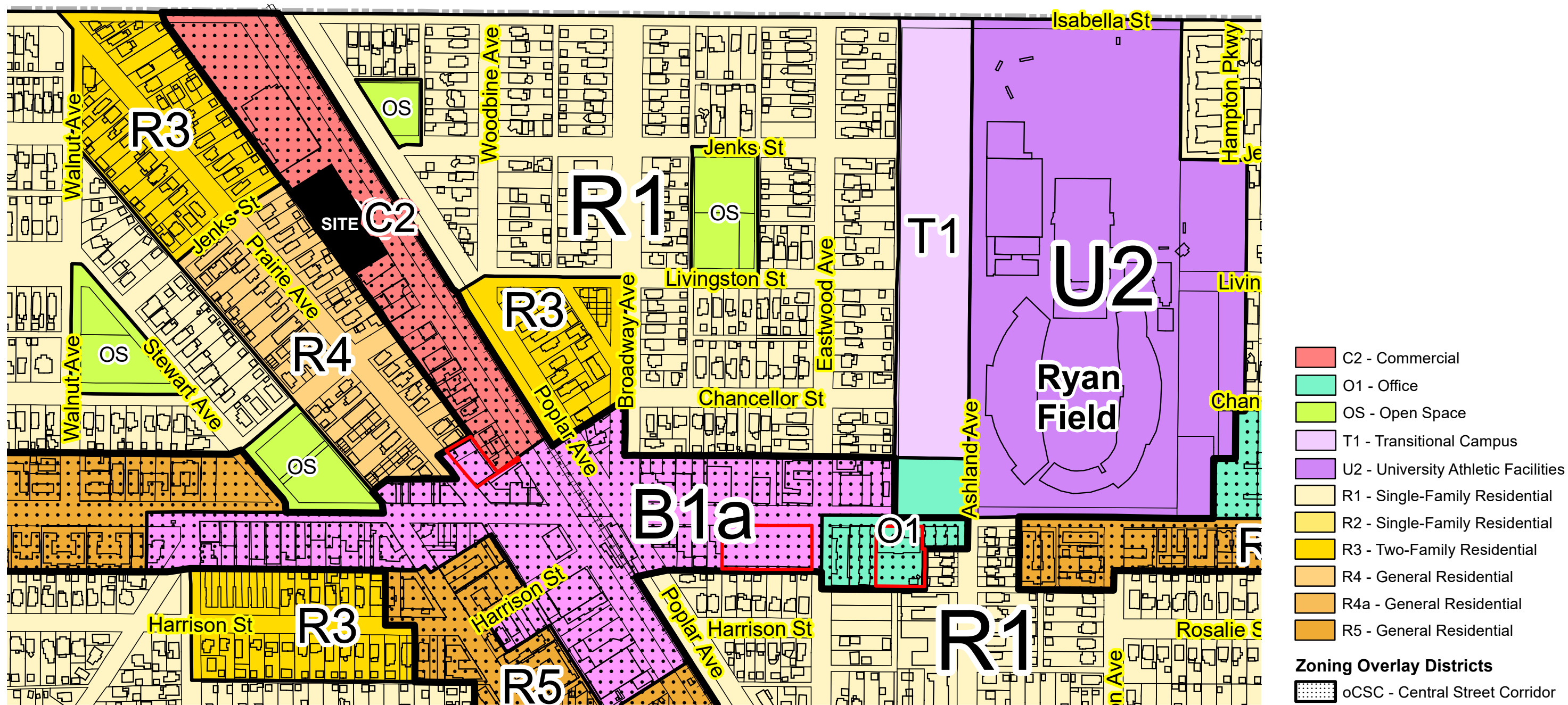
Certified parties: Landtrust National Title Services Corporation; 2722 Green Bay Road, LLC;

Table A Items:
2, 3, 4, 7(a), 8, and 14



Development Plan - Zoning Map

2722 Green Bay Rd, Evanston, IL 60201



Surrounding Properties

2722 Green Bay Rd, Evanston, IL 60201



Surrounding Properties

2722 Green Bay Rd, Evanston, IL 60201



WHOLE FOODS EXISTING PARKING HOLLYWOOD FEED GERBER COLLISION & GLASS DUNKIN'



Surrounding Properties

2722 Green Bay Rd, Evanston, IL 60201



DUNKIN'

GERBER COLLISION & GLASS

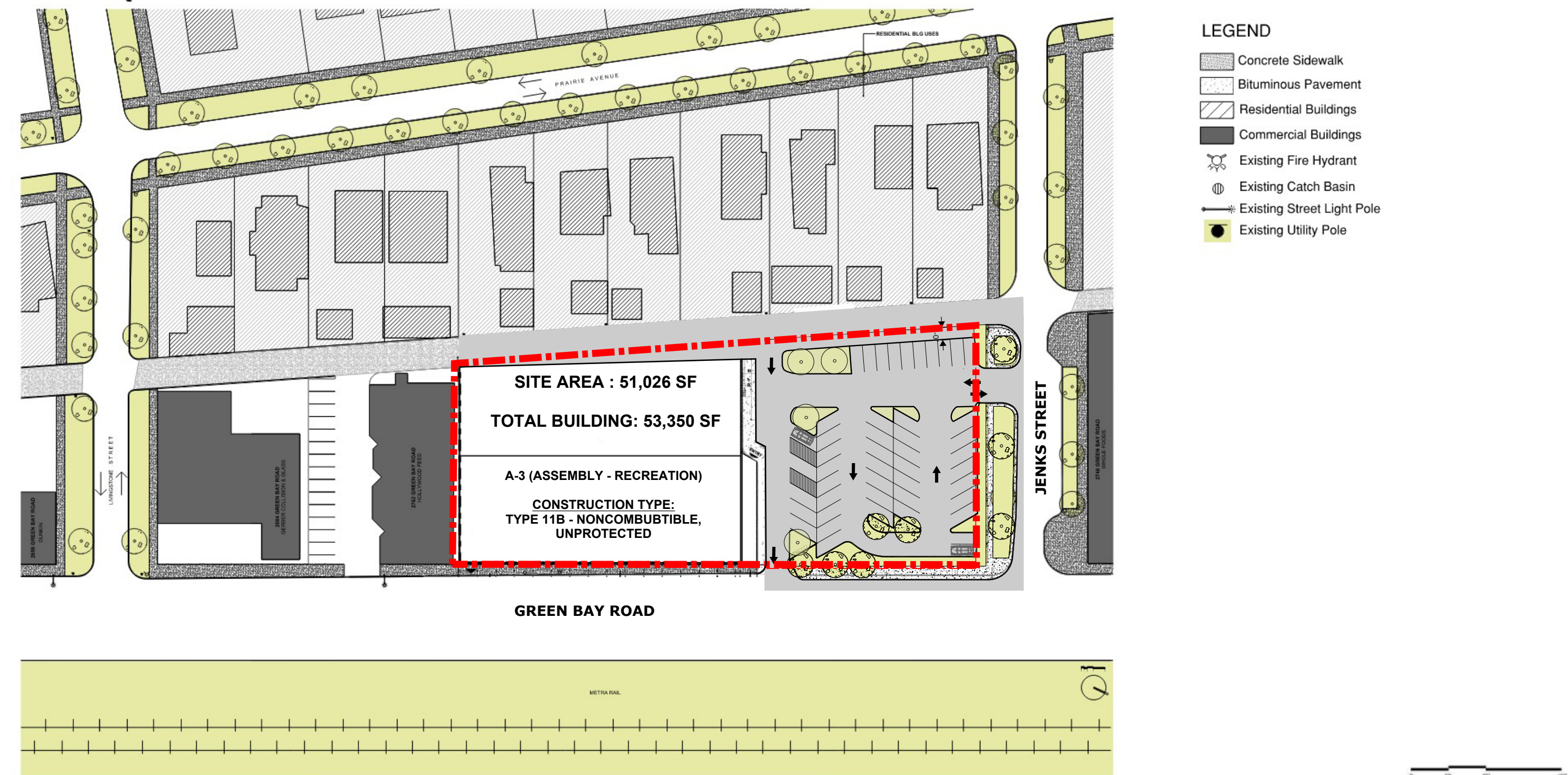
HOLLYWOOD FEED

EXISTING PARKING

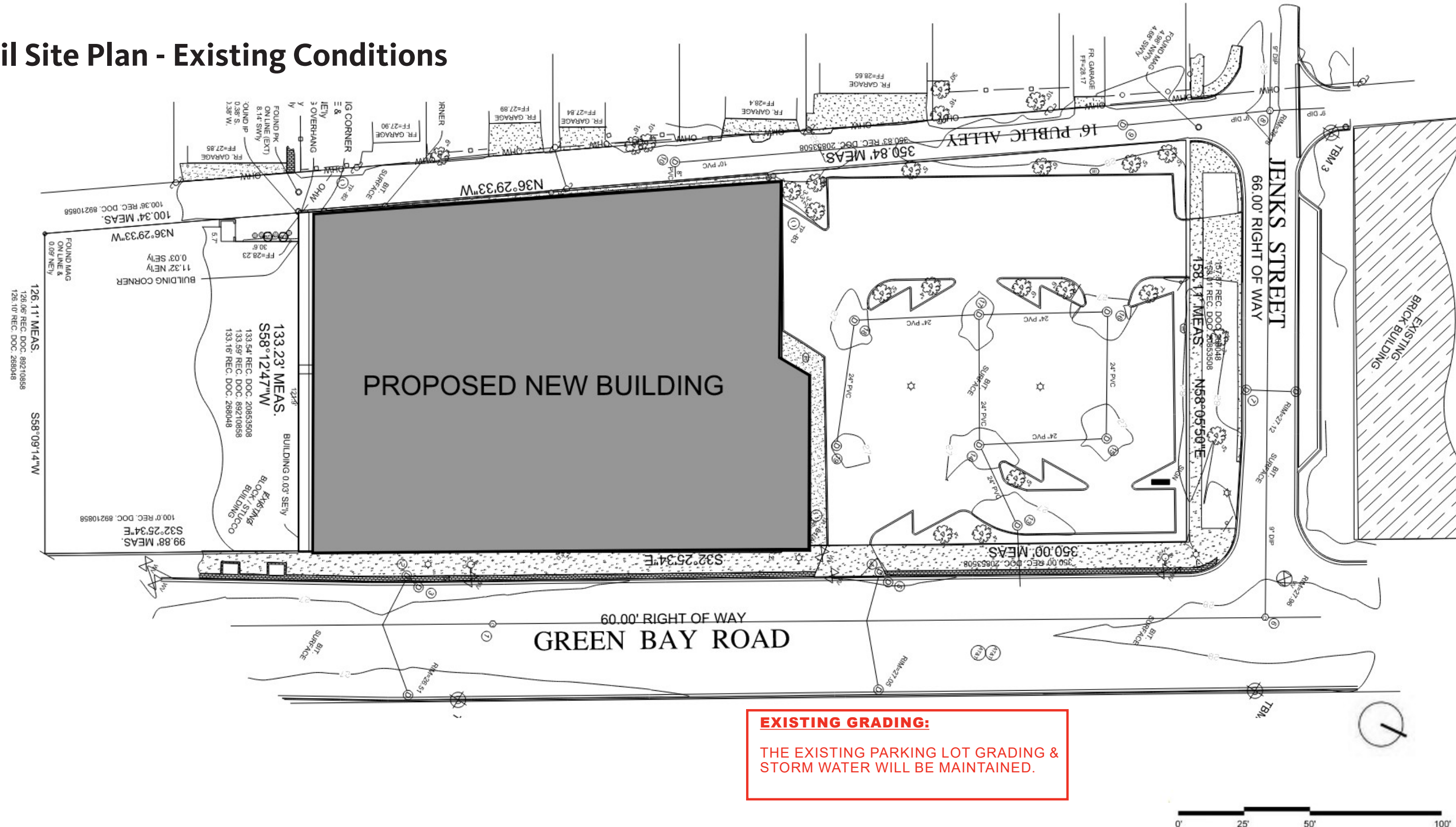
WHOLE FOODS



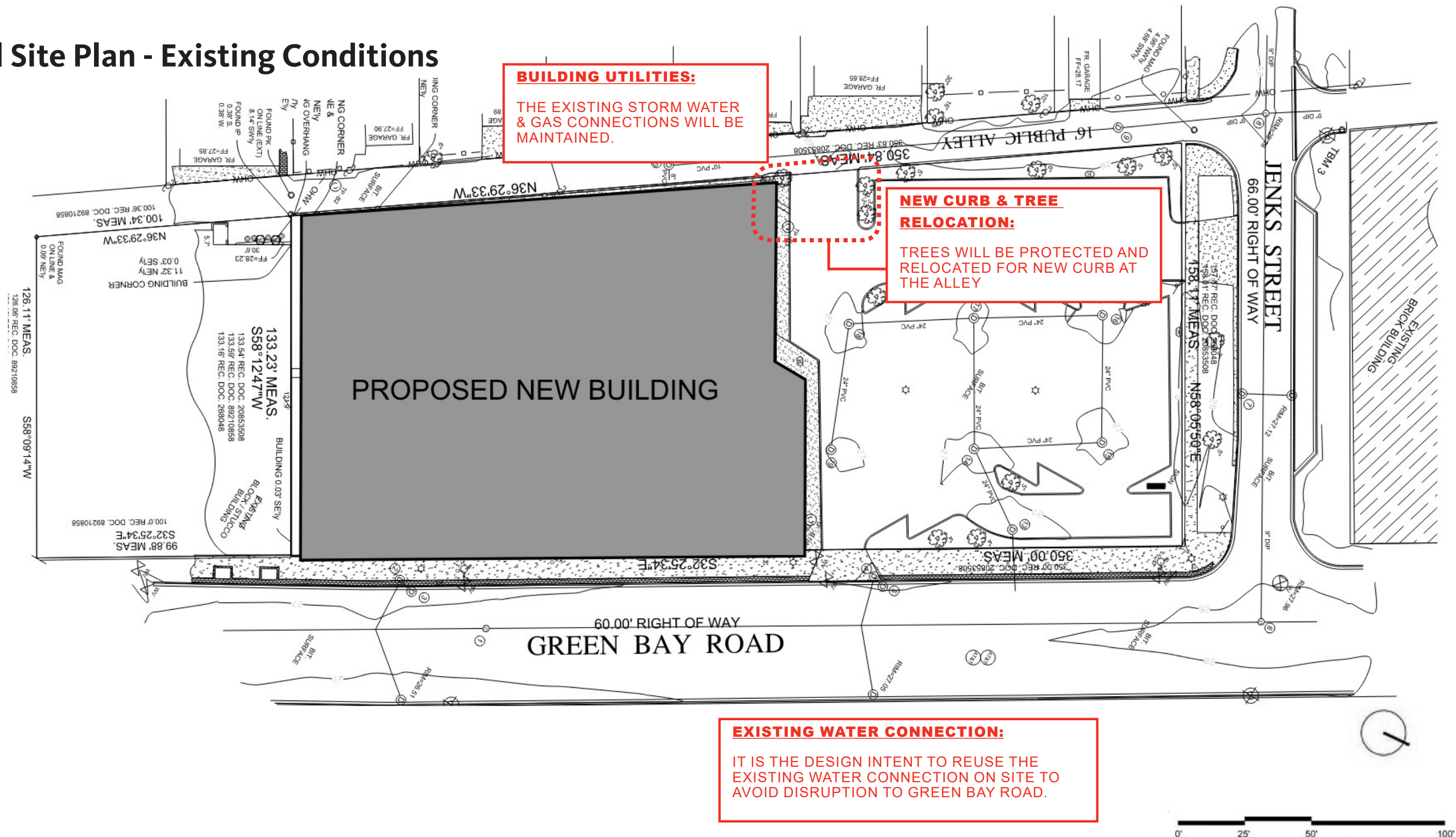
Development Plan



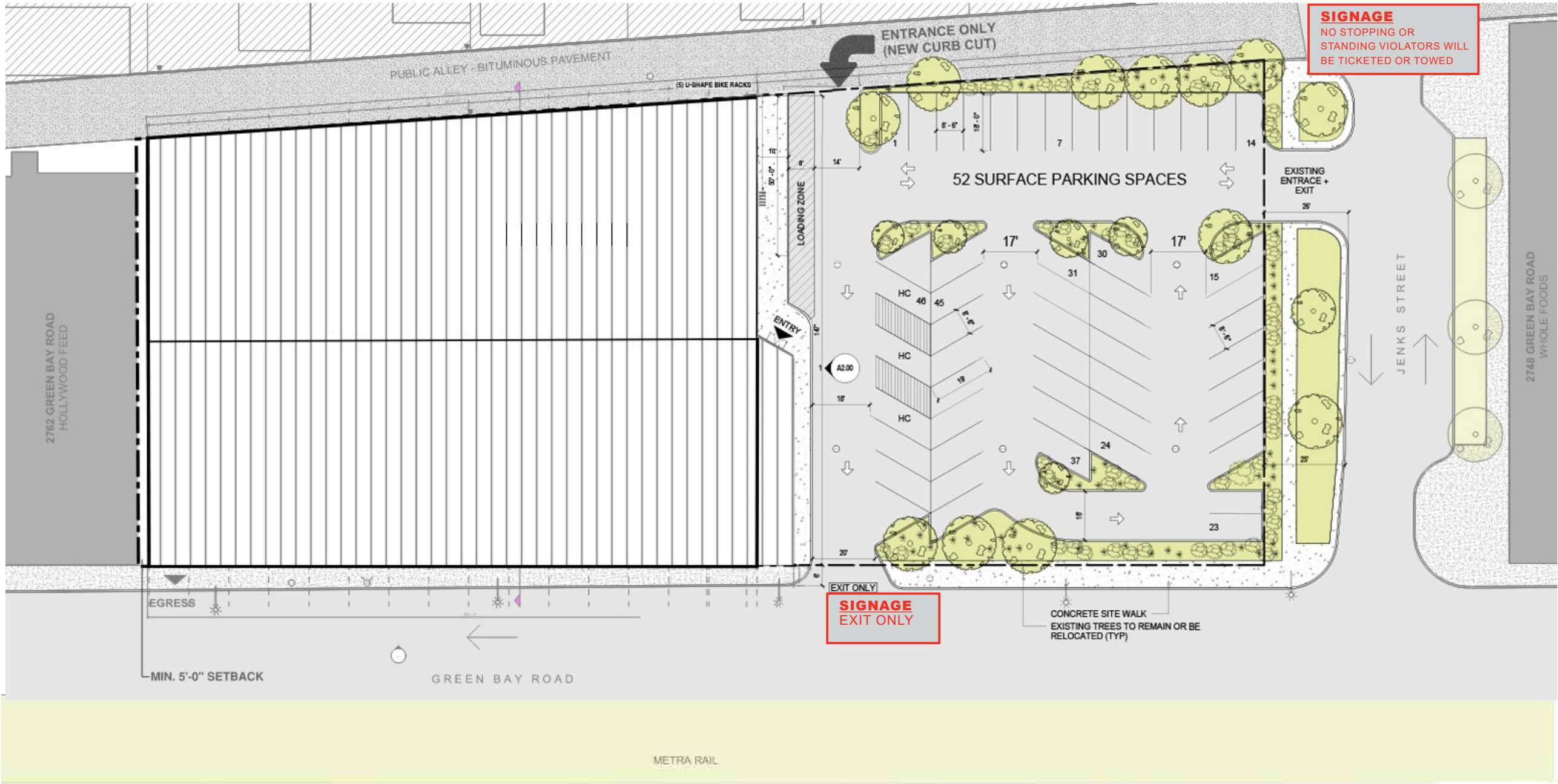
Civil Site Plan - Existing Conditions



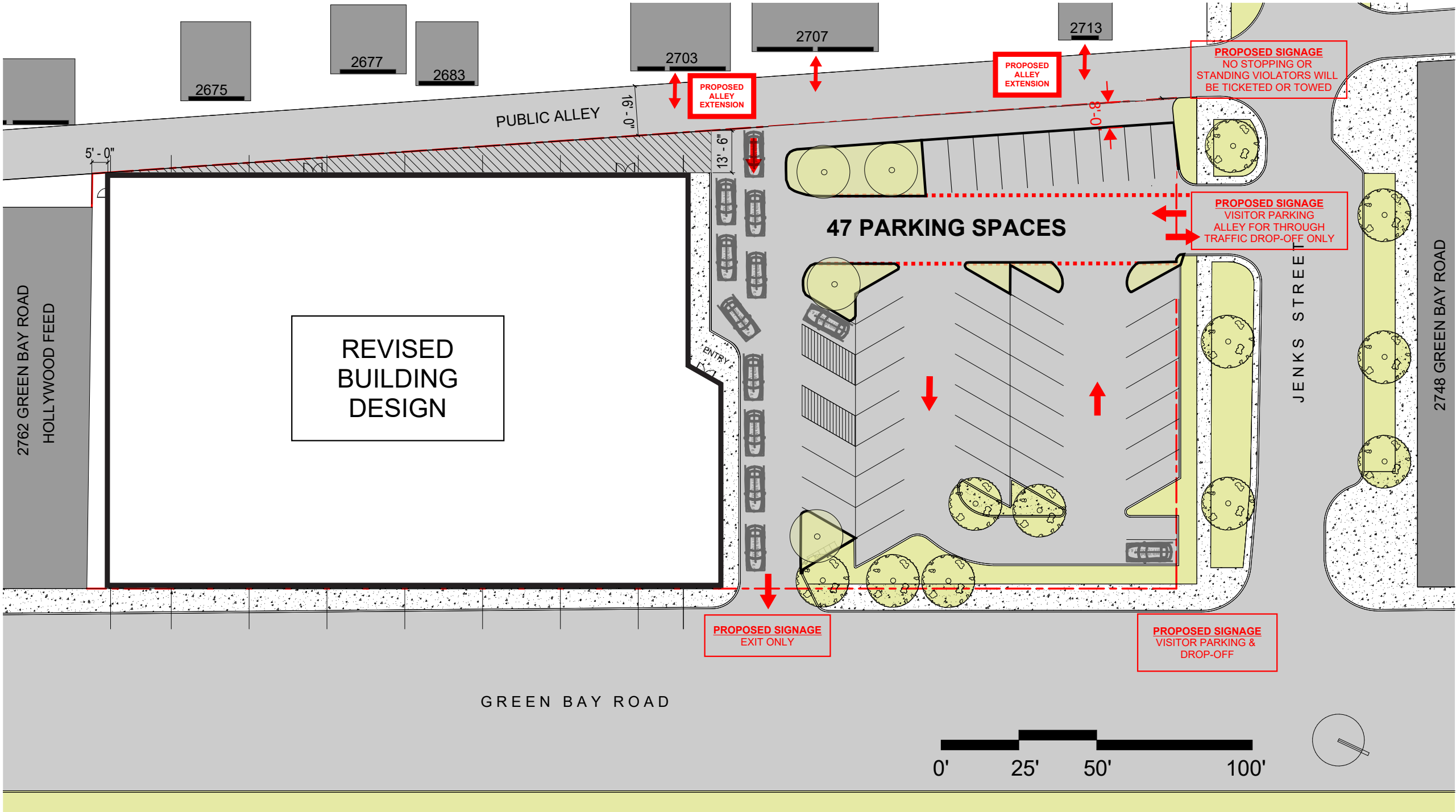
Civil Site Plan - Existing Conditions



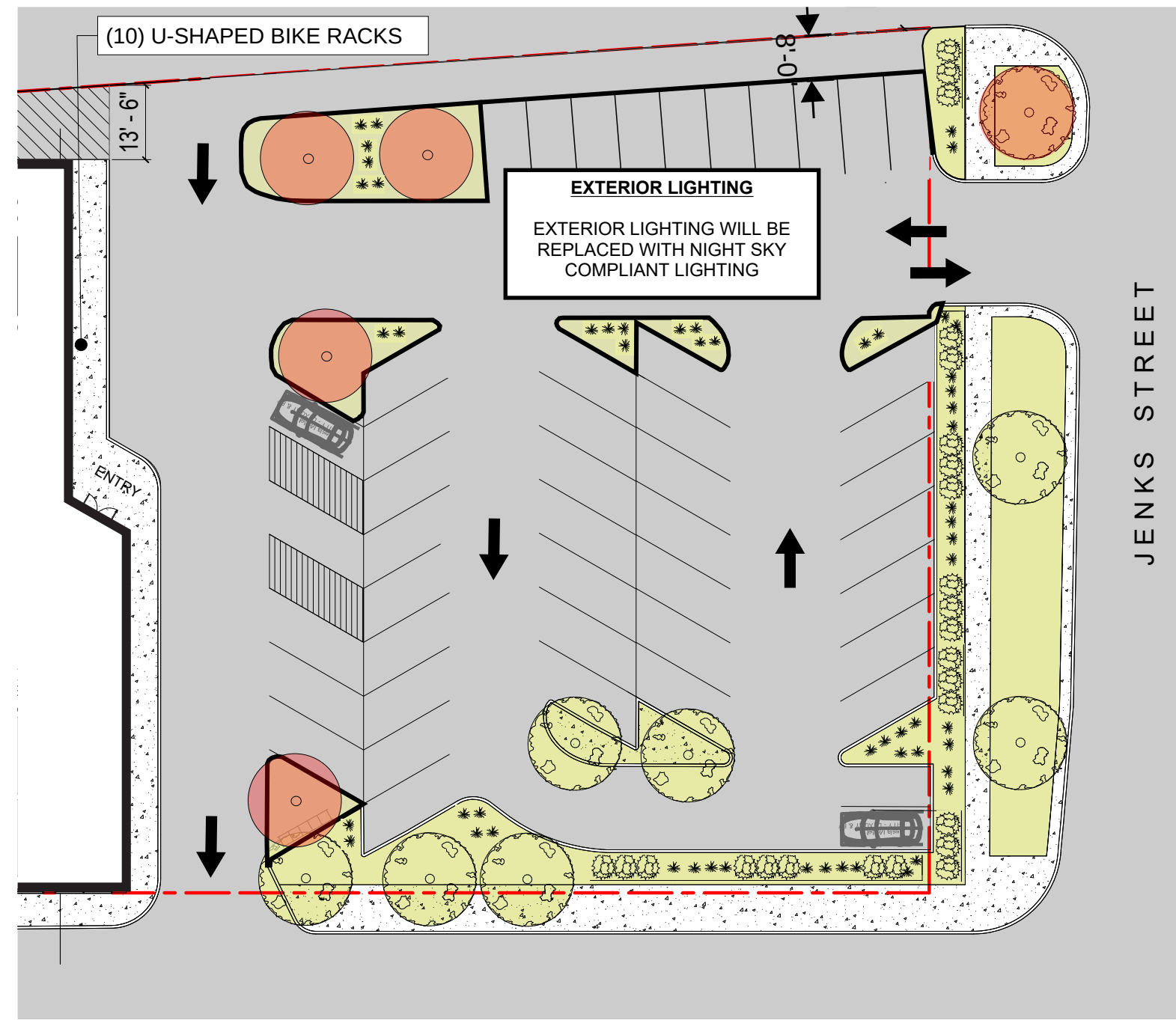
Landscape & Parking Plan Previous Design



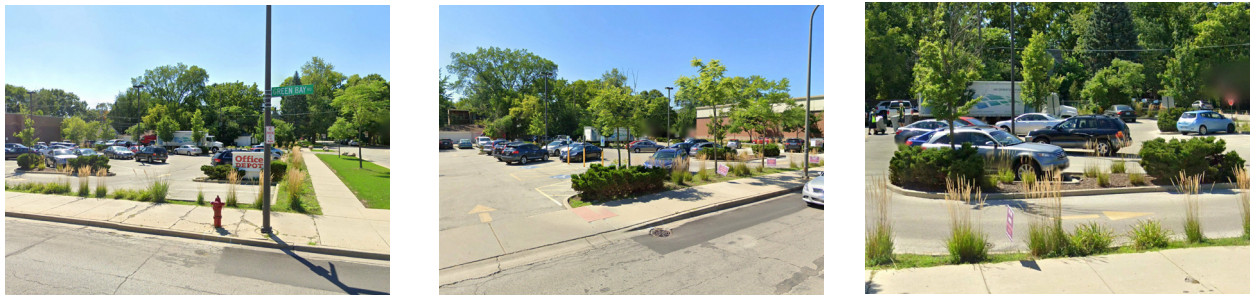
Landscape & Parking Plan REVISED Design



Enlarged Landscape & Site Plan



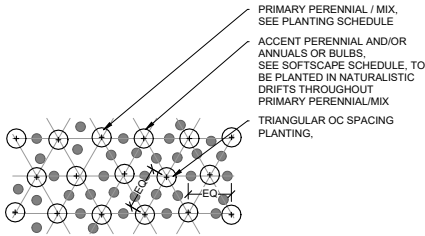
EXISTING CONDITIONS



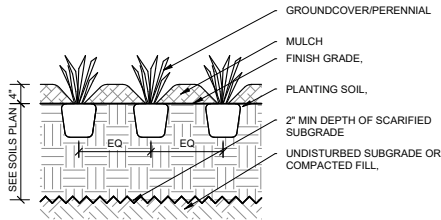
NEW GROUND COVER

SCEINTIFIC NAME	COMMON NAME
<i>Allium 'Millenium'</i>	Millenium Ornamental Onion
<i>Echinacea purpurea</i>	Purple Coneflower
<i>Liatris spicata 'Kobold'</i>	Kobold Gayfeather
<i>Eragrostis spectabilis</i>	Purple Lovegrass
<i>Geranium 'Bevan's Variety'</i>	Bevan's Variety Bigroot Cranesbill
<i>Achillea 'Walther Funcke'</i>	Walther Funcke Yarrow
<i>Amsonia tabernaemontana 'Blue Ice'</i>	Blue Ice Blue Star
<i>Sporobolus heterolepis 'Tara'</i>	Tara Prairie Dropseed

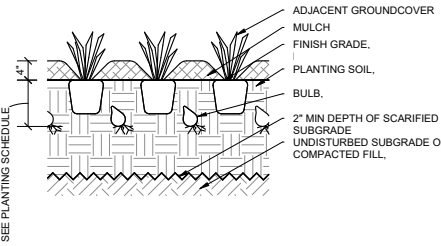
GENERAL NOTE:
ALL JUNIPER SHRUBS WILL BE REMOVED



GROUND COVER INTERPLANTING PLAN

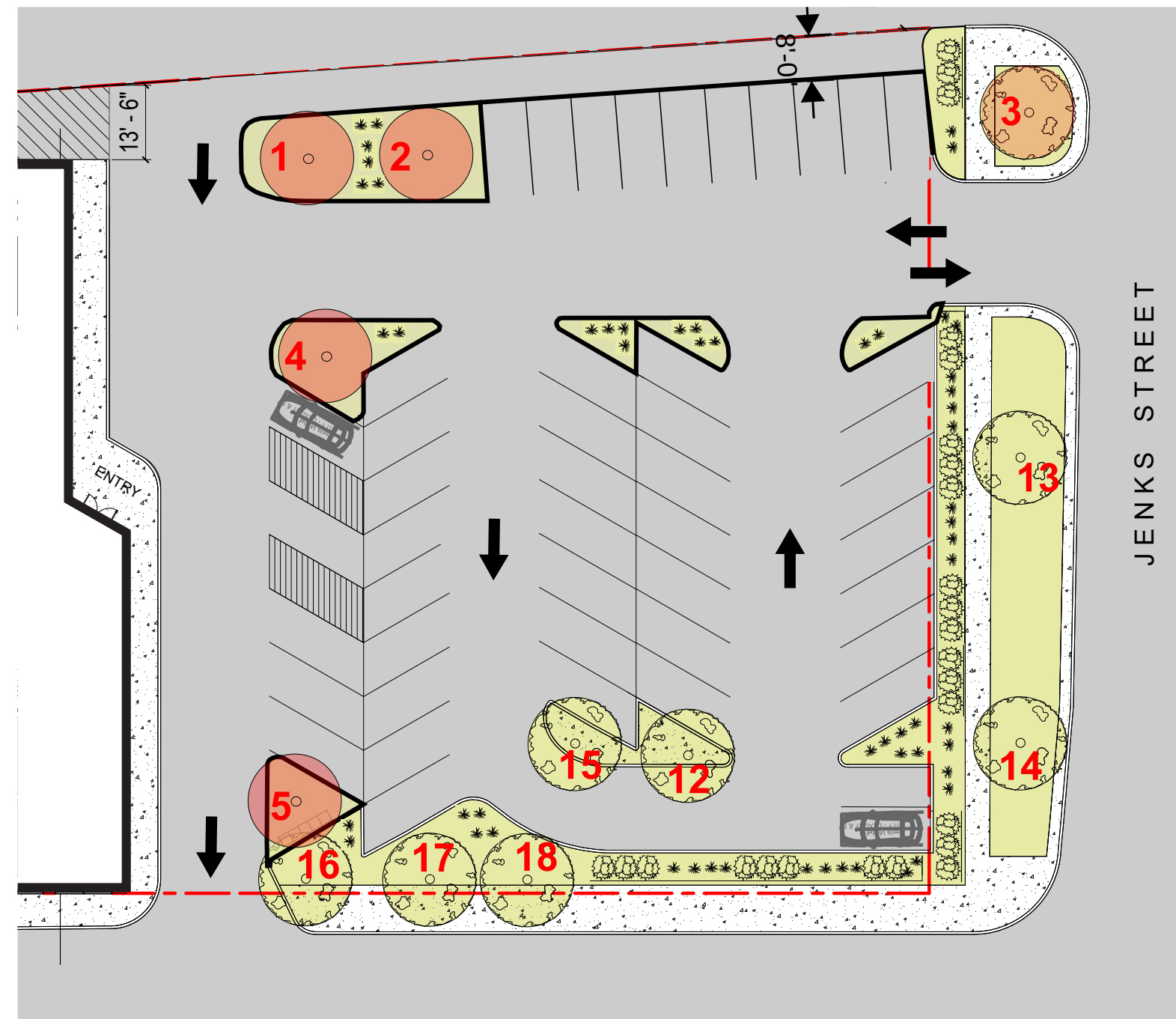


PERENNIALS AND GROUNDCOVERS



BULB SECTION

Enlarged Tree Plan



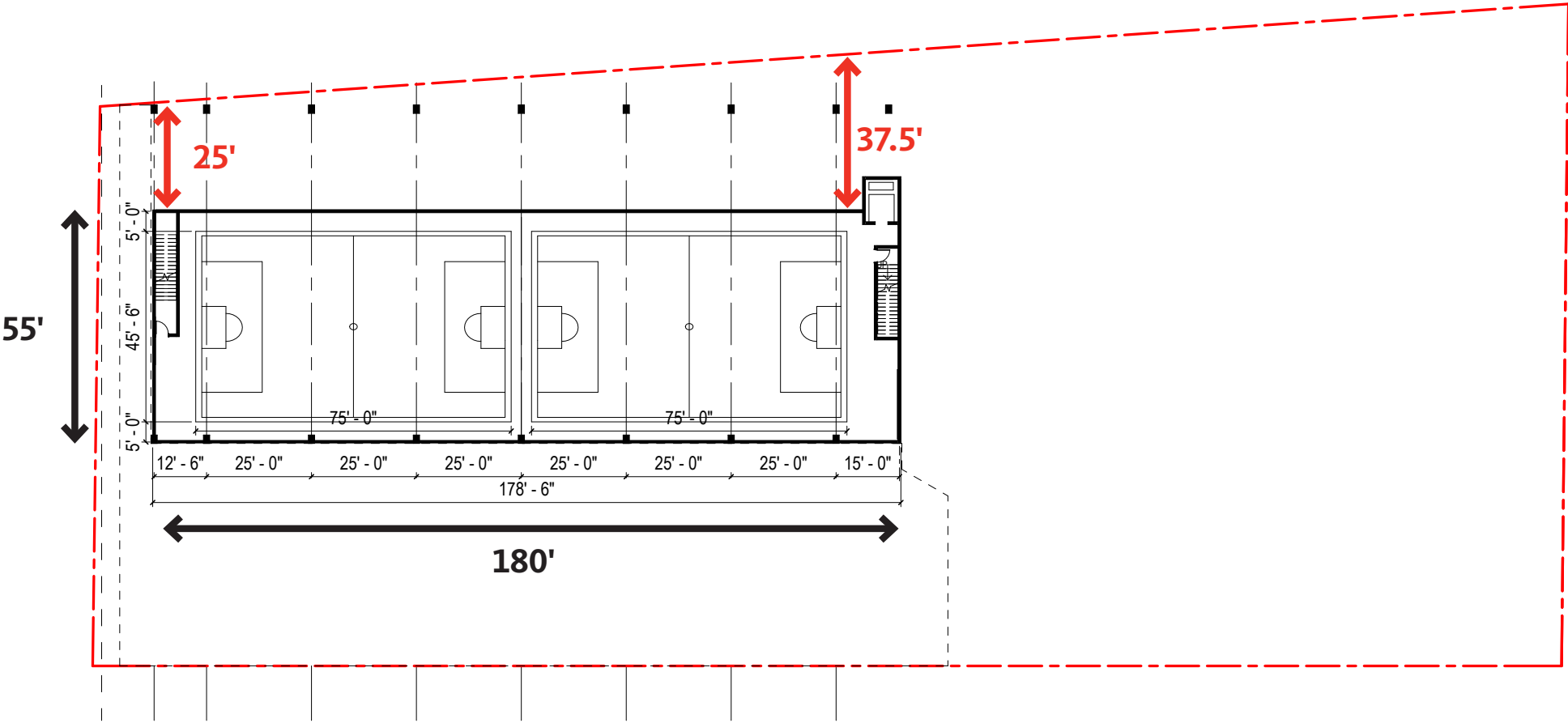
TREE PROTECTION/REMOVAL/RELOCATION SCHEDULE						
Key	Botanic Name	Common Name	DBH	Condition	Public Private	Action
TR-1	Betula nigra	River Birch, multistem	12"	Good	Private	TRANSPLANT
TR-2	Betula nigra	River Birch, multistem	12"	Good	Private	TRANSPLANT
TR-3	Betula nigra	River Birch, multistem	12"	Good	Private	TRANSPLANT
TR-4	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Good	Private	TRANSPLANT
TR-5	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Good	Private	TRANSPLANT
TR-6	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Good	Private	REMOVE
TR-7	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Fair (Leaning)	Private	REMOVE
TR-8	Ulmus x 'Frontier'	Frontier Hybrid Elm	6"	Fair (Dead Wood)	Private	REMOVE
TR-9	Ulmus x 'Frontier'	Frontier Hybrid Elm	6"	Fair (Dead Wood)	Private	REMOVE
TR-10	Ulmus x 'Frontier'	Frontier Hybrid Elm	8"	Fair (Dead Wood)	Private	REMOVE
TR-11	Ulmus x 'Frontier'	Frontier Hybrid Elm	8"	Fair (Dead Wood)	Private	REMOVE
TR-12	Ulmus x 'Frontier'	Frontier Hybrid Elm	8"	Good	Private	REMOVE
TR-13	Gymnocladus dioicus	Kentucky Coffee Tree	4"	Good	Private	To Remain
TR-14	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Good	Private	To Remain
TR-15	Ulmus x 'Frontier'	Frontier Hybrid Elm	6"	Fair (Dead Wood)	Private	REMOVE
TR-16	Gymnocladus dioicus	Kentucky Coffee Tree	4"	Fair	Public	To Remain
TR-17	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Fair/Poor	Public	To Remain
TR-18	Gymnocladus dioicus	Kentucky Coffee Tree	6"	Fair/Poor	Public	To Remain

16,250 GSF

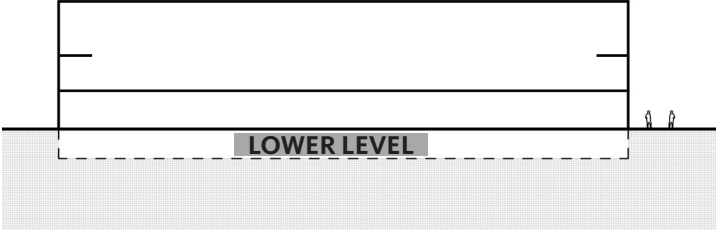


Basement Level

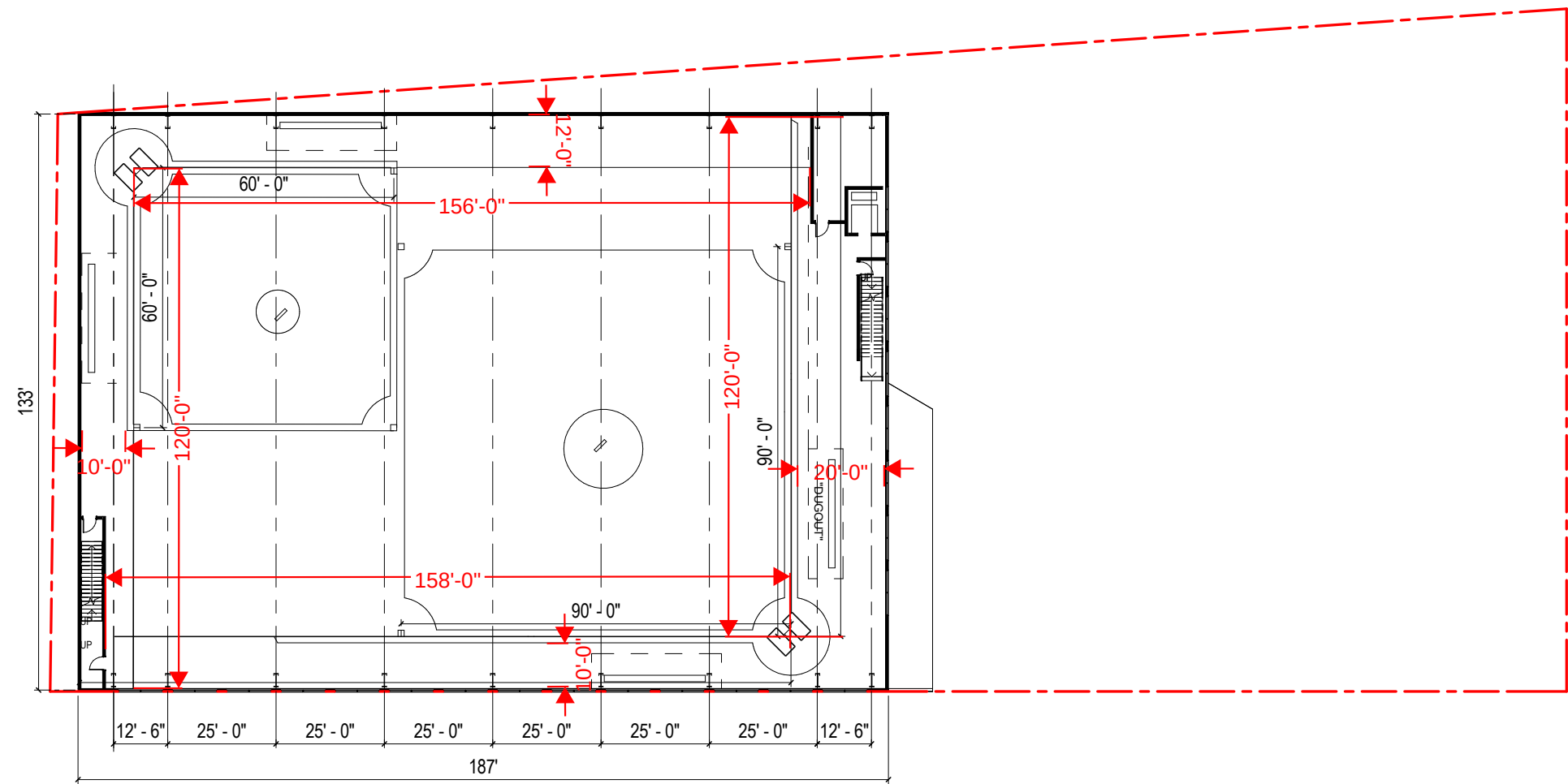
9,500 GSF



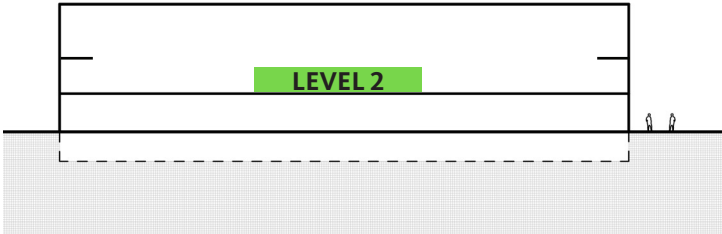
LOCATION KEY:



Level 2 Plan
23,750 GSF

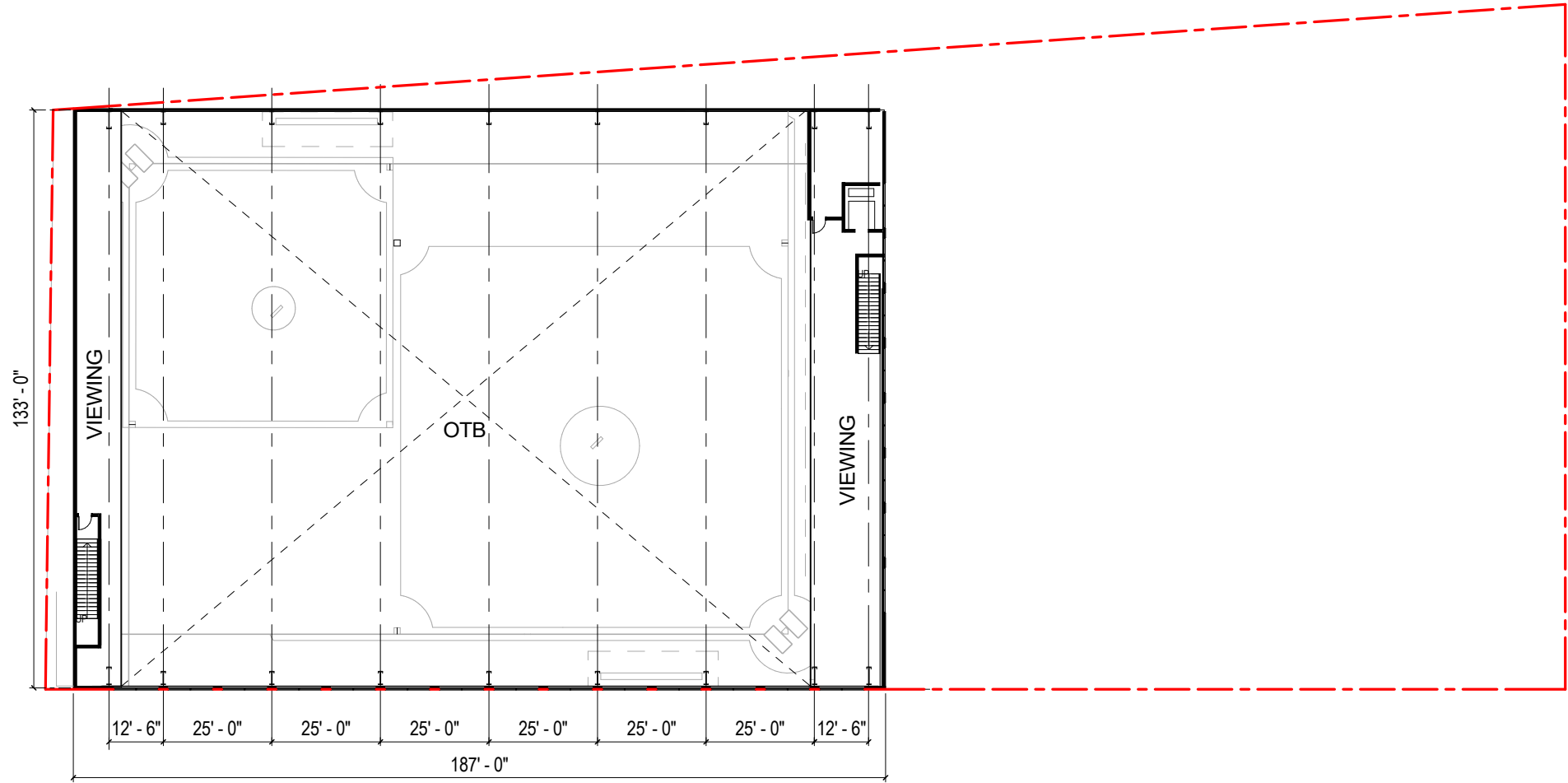


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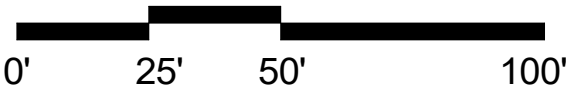
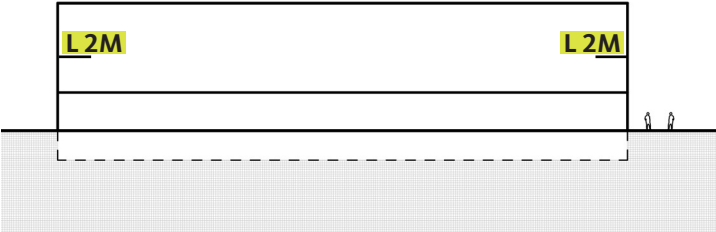


Level 2 Mezzanine Plan

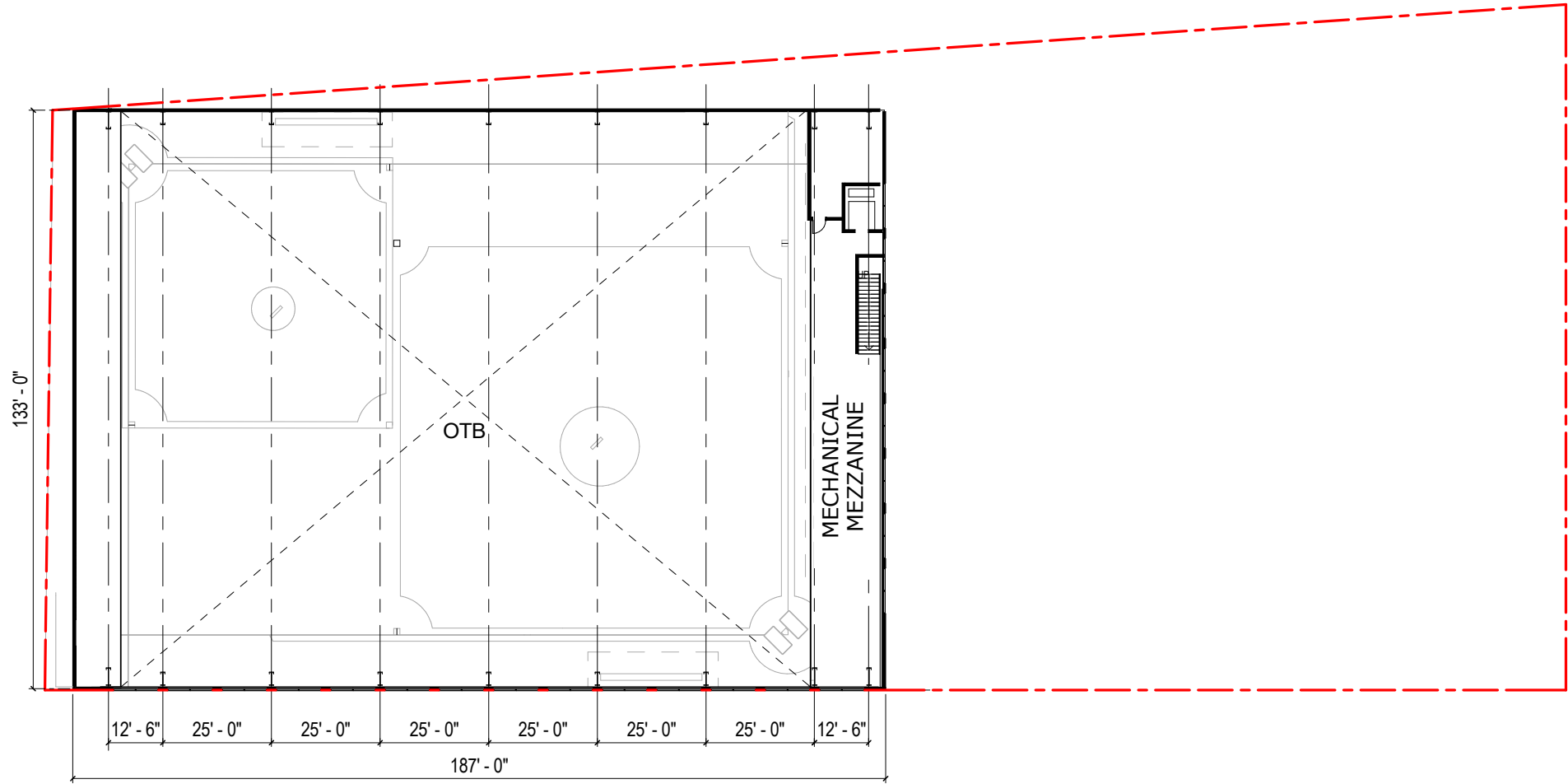
3,850 GSF



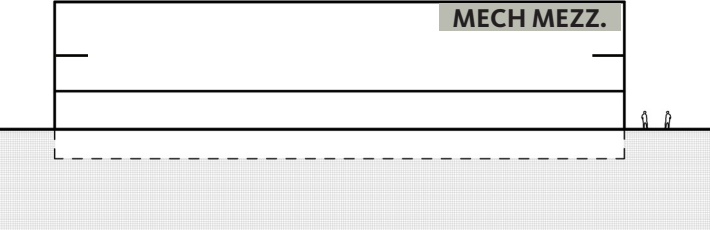
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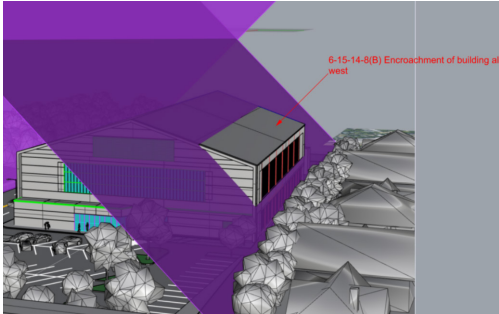
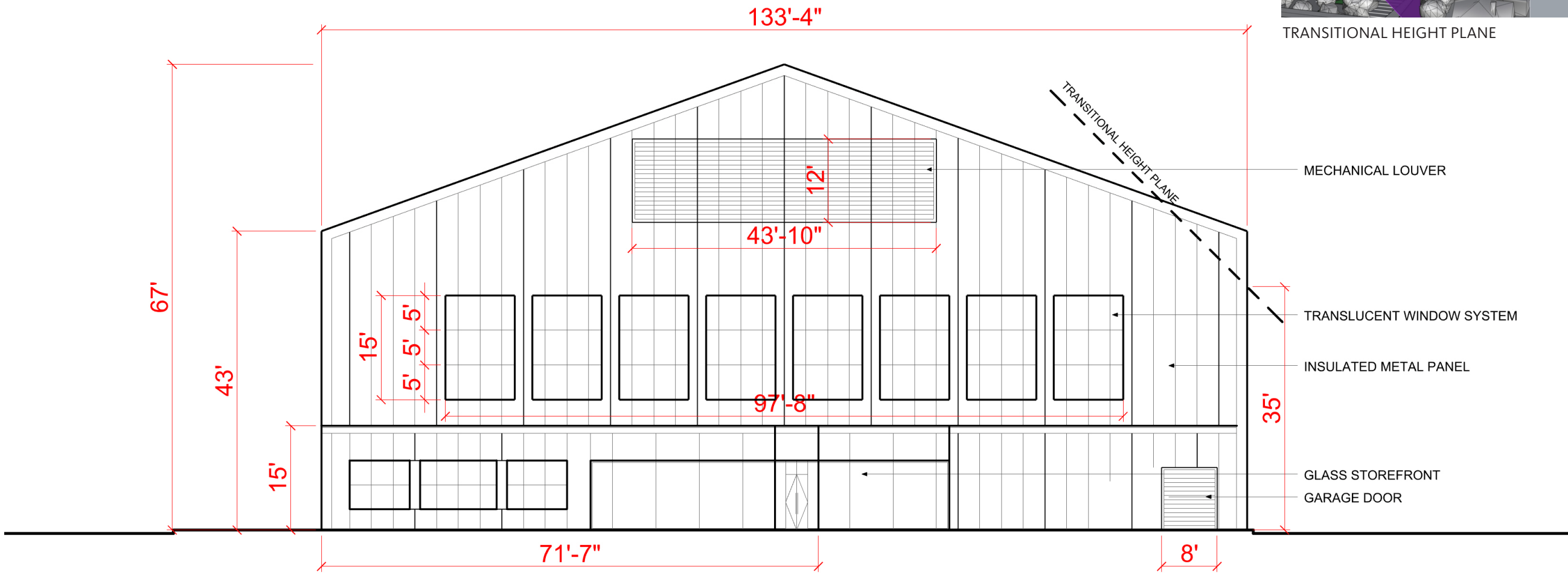
Mechanical Mezzanine Plan



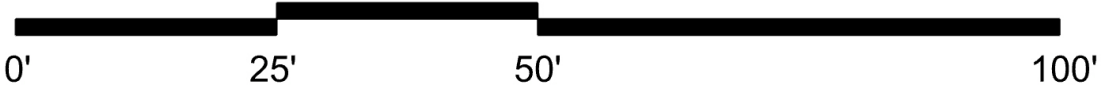
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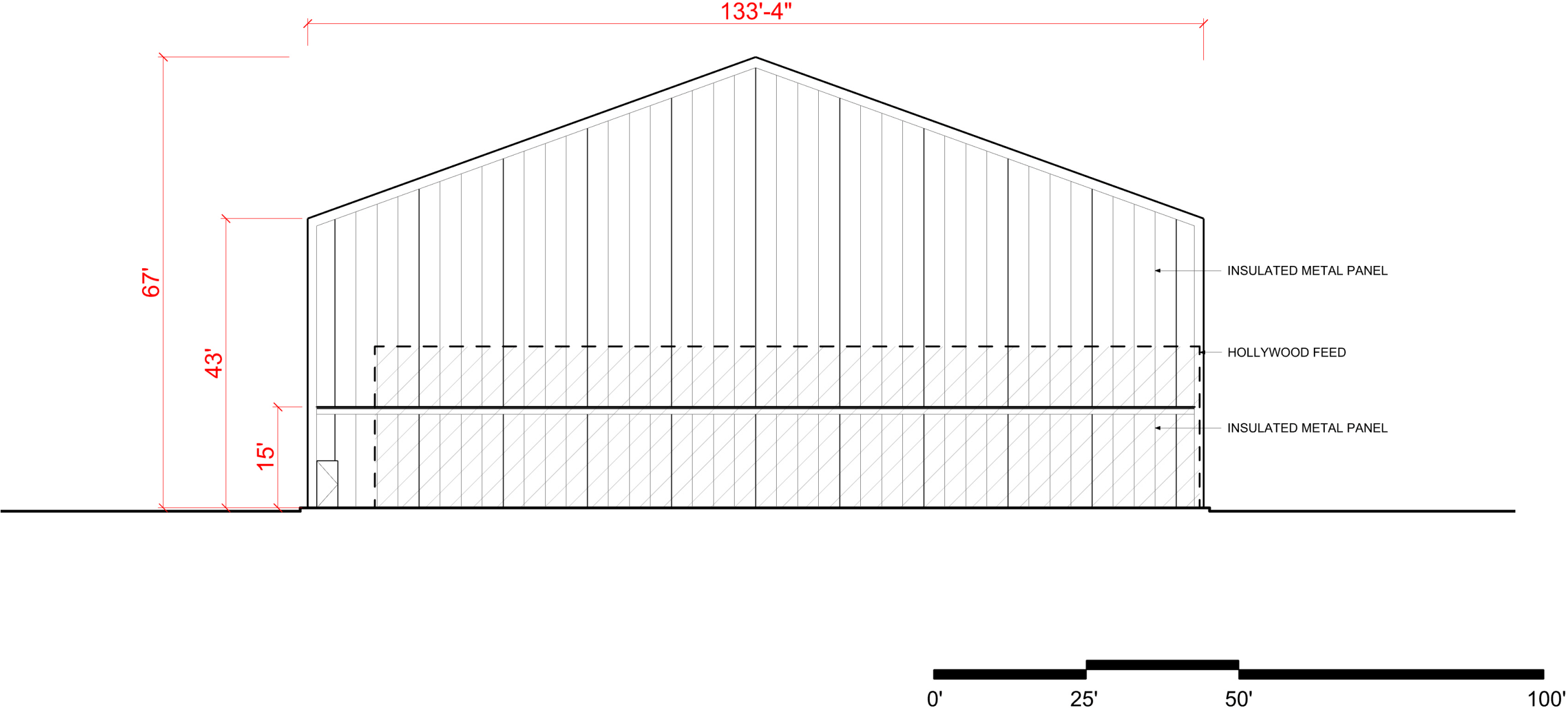
North Elevation



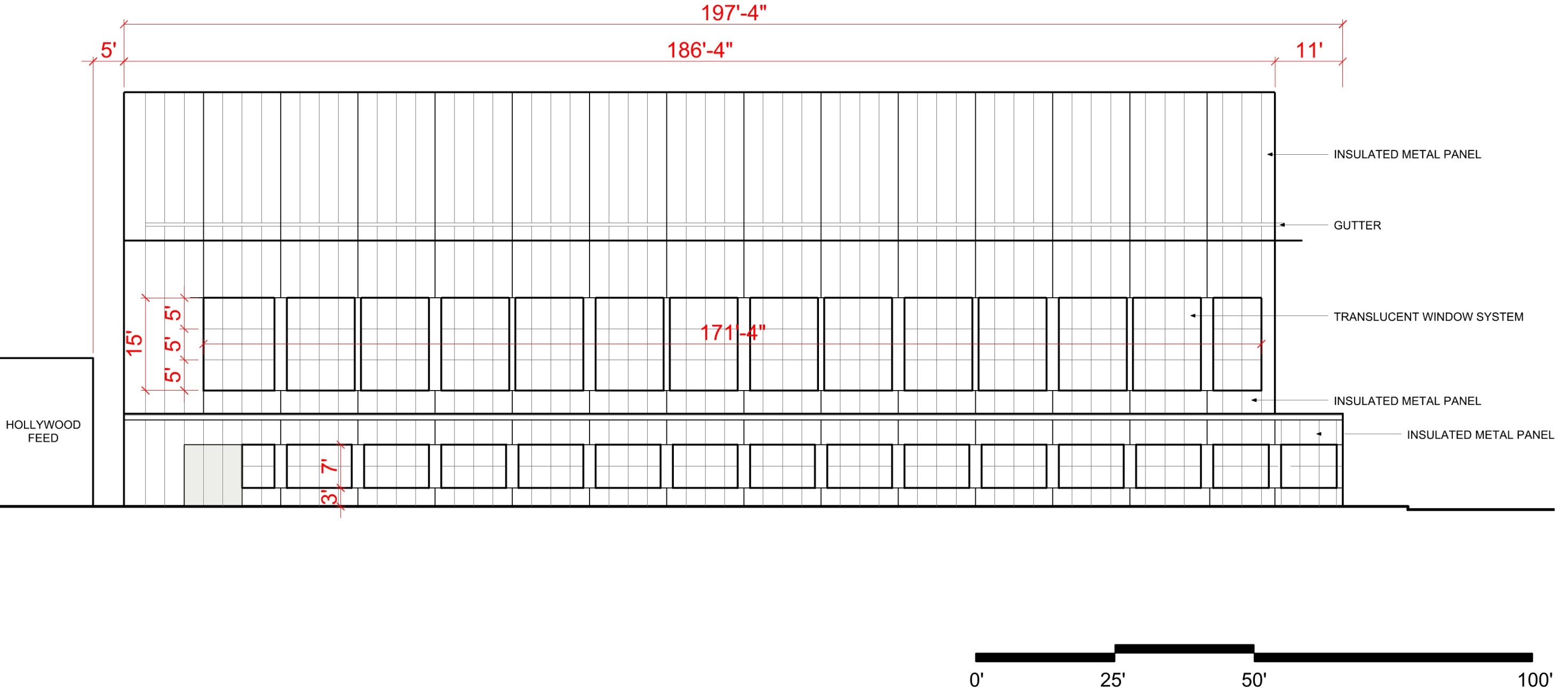
TRANSITIONAL HEIGHT PLANE



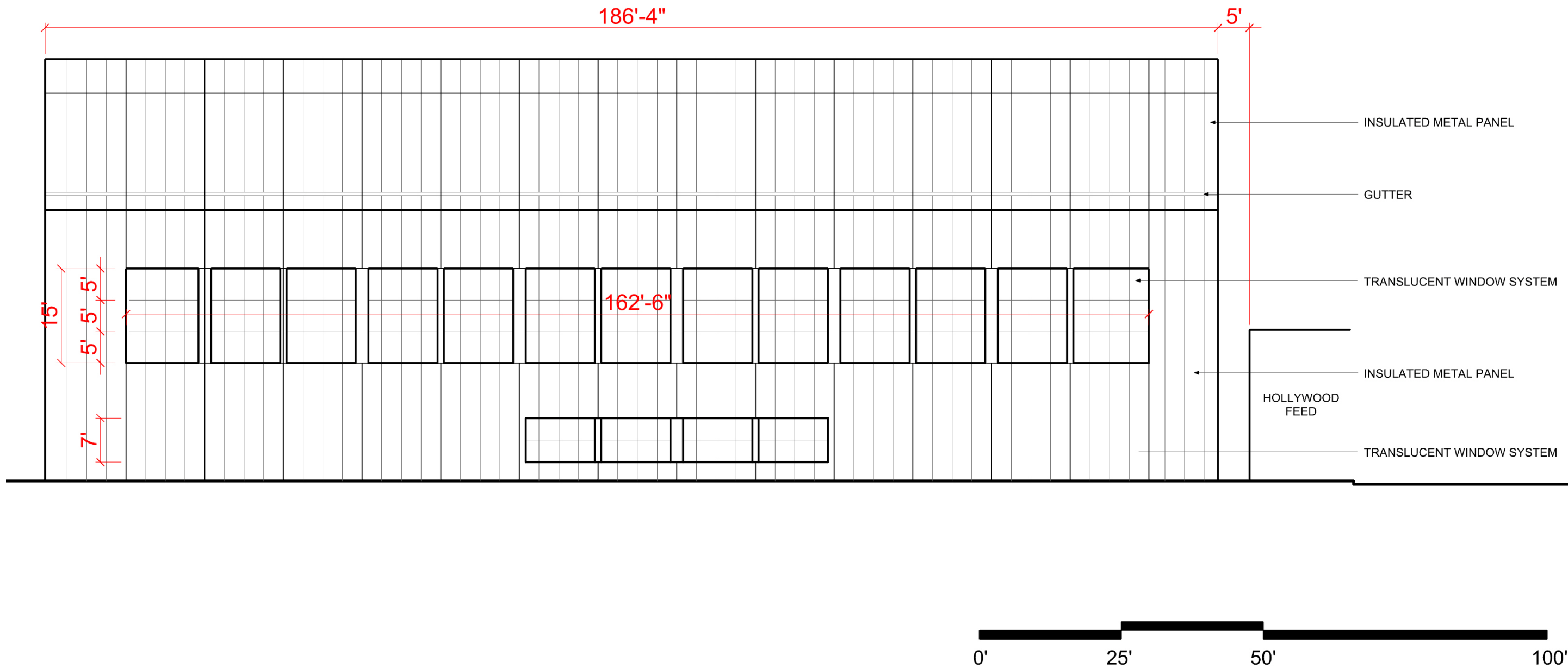
South Elevation



East Elevation (Green Bay Road)



West Elevation



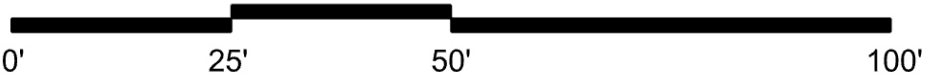
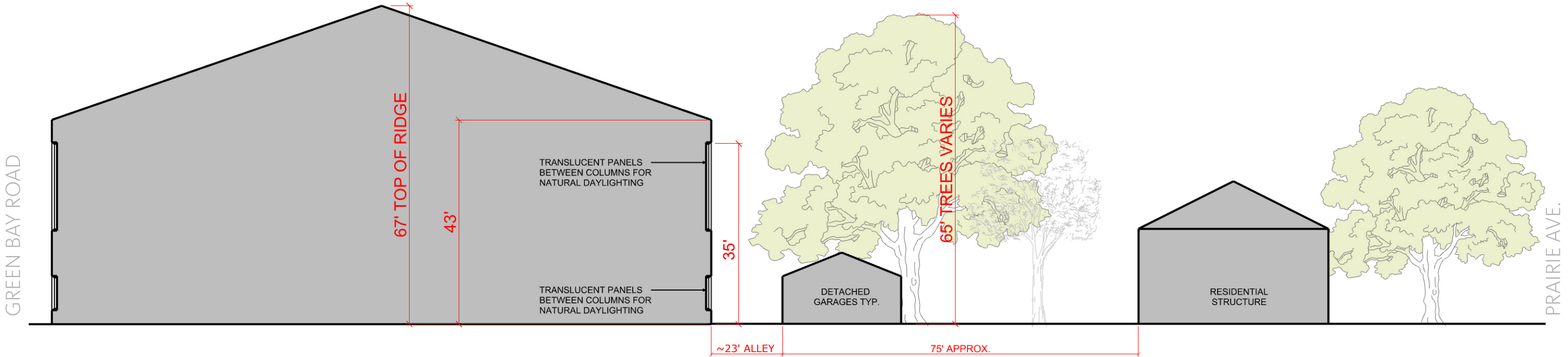
Exterior Perspective on Green Bay Road



Exterior Perspective at Building Entry



Alley Adjacency





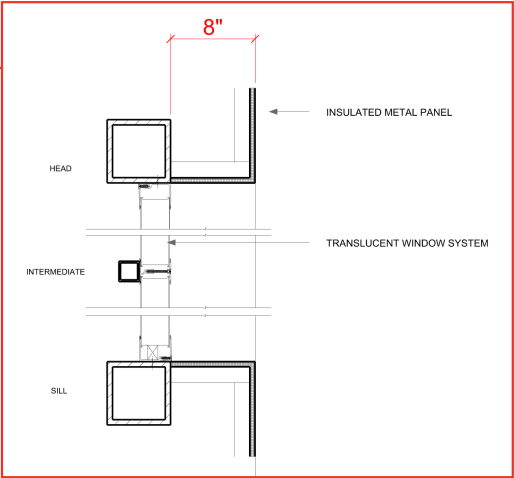
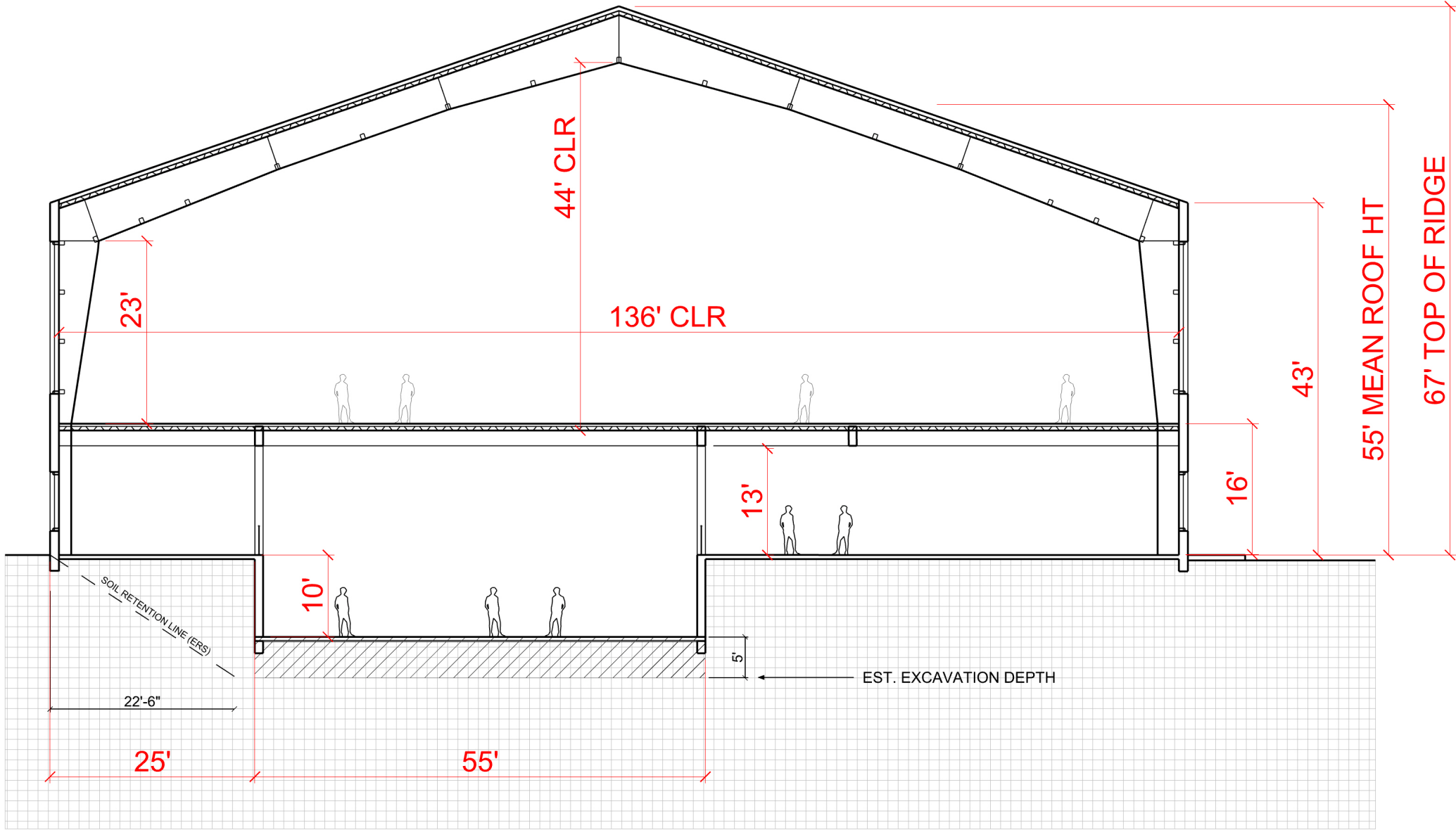
AVERAGE 23'-0"

ALLEY
PERSPECTIVE
REVISED
WIDTH



**ALLEY
PERSPECTIVE
NIGHTTIME
IMPACT**

Section: 55' Mean Height



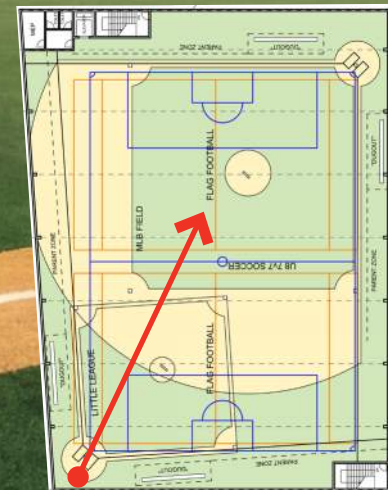
RECESSED WINDOW WALL
DESIGN INTENT





Level 2

View from Southwest Corner
Looking North





Ground Floor

View Looking down to
basement fields



Ground Floor

View From Entry Looking
Towards Batting Cages

APPENDIX

CENTRAL STREET: MASTER PLAN

COMPLIANCE STRATEGIES FOR CENTRAL STREET MASTER PLAN



A1. BUILDING ENVELOP, SETBACKS:

OUR DESIGN CONTINUES THE EXISTING "STREETWALL" OF THE PROPERTY AND ADJACENT BUILDINGS.

B3. SIDEWALK IMPROVEMENTS

THE PROJECT WILL MINIMIZE IMPACTS TO EXISTING SIDEWALKS

C1. BUILDING ARTICULATION

THE DESIGN USES PROJECTIONS, MATERIAL HEIGHTS, AND VARYING ROOF HEIGHTS

C3. DEFINED FACADES

THE DESIGN HAS A CLEARLY DEFINED BASE AND TOP

C6. DISTINCT FIRST-FLOOR BASE

THE DESIGN HAS CLEAR GLASS ON GREEN BAY ROAD AND JENKS (ENTRY)

E2. ALLEY OBSTRUCTIONS

THE DESIGN HAS TRASH & SERVICE AREAS ARE CLEAR OF THE ALLEY

F6. LANDSCAPING

THE EXISTING LANDSCAPING WILL BE RETAINED WHICH SCREENS THE PARKING

APPENDIX

SUSTAINABLE DESIGN

ANTICIPATED SUSTAINABLE DESIGN COMPONENTS



COMPLIANCE WITH THE 2026 ILLINOIS STRETCH ENERGY CODE:

IMPROVEMENTS TO HEATING & COOLING EFFICIENCY
LIGHTING DIMMING
LIGHTING POWER REDUCTION
IMPROVEMENTS TO THERMAL ENVELOPE
IMPROVEMENTS FOR AIR LEAKAGE

COMPLIANCE WITH GENSLER'S PRODUCT SUSTAINABILITY STANDARDS

<https://www.gensler.com/gensler-product-sustainability-standards>

ALL SPECIFIED PRODUCTS MUST MEET THE SUSTAINABLE REQUIREMENTS SET FORTH IN THE STANDARD. THESE ARE TRACKED VIA A GLOBAL DATABASE AND CONTINUOUSLY VETTED

RETAIN OR RELOCATE EXISTING LANDSCAPE TO MINIMIZE SITE IMPACTS

IMPLEMENT BIRD FRIENDLY DESIGN STRATEGIES

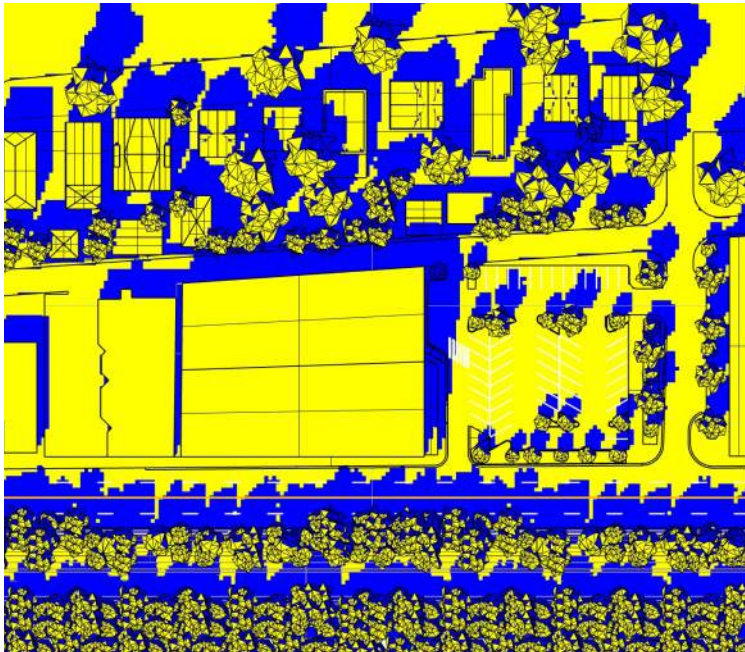
MINIMIZE TRANSPARENT GLAZING EXCEPT WHERE REQUIRED BY ZONING

REQUIRE WASTE DIVERSION IN BUILDING SPECIFICATIONS

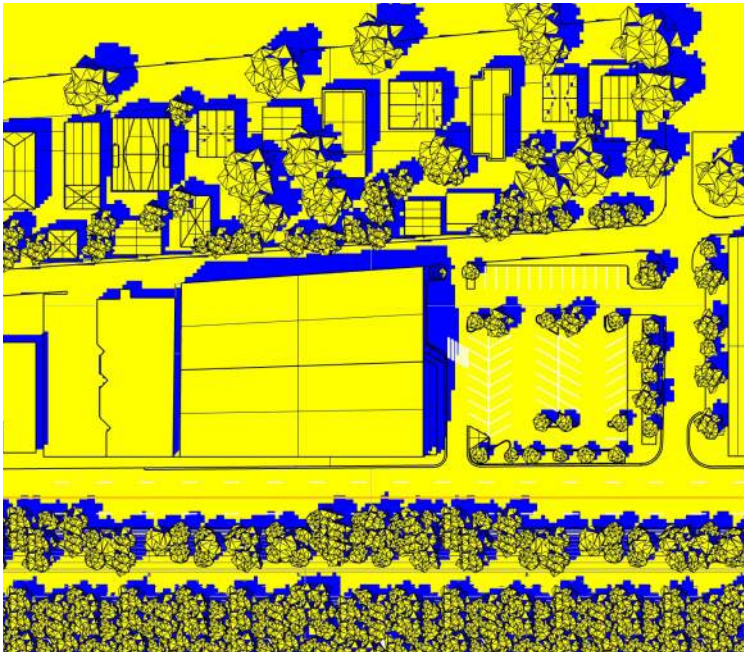
APPENDIX

SHADOW STUDIES

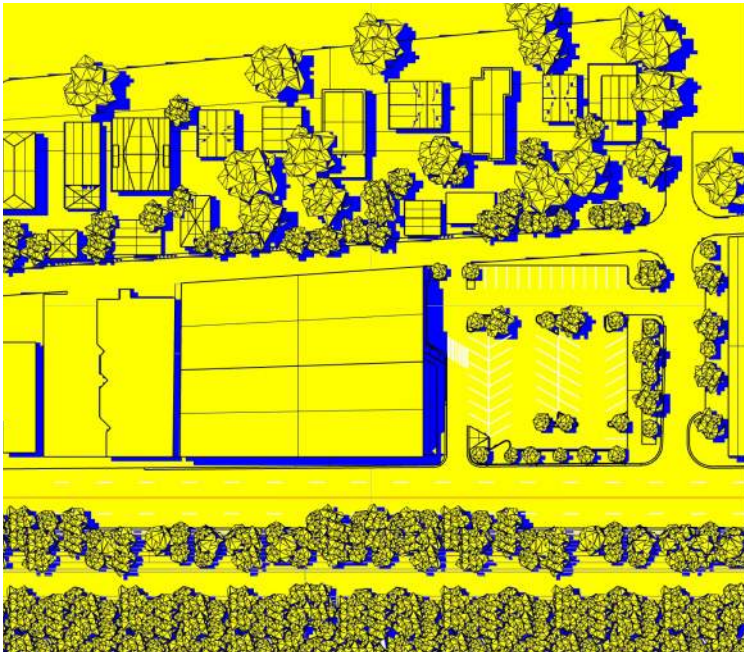
Shadow Study June 21st



8:00 AM



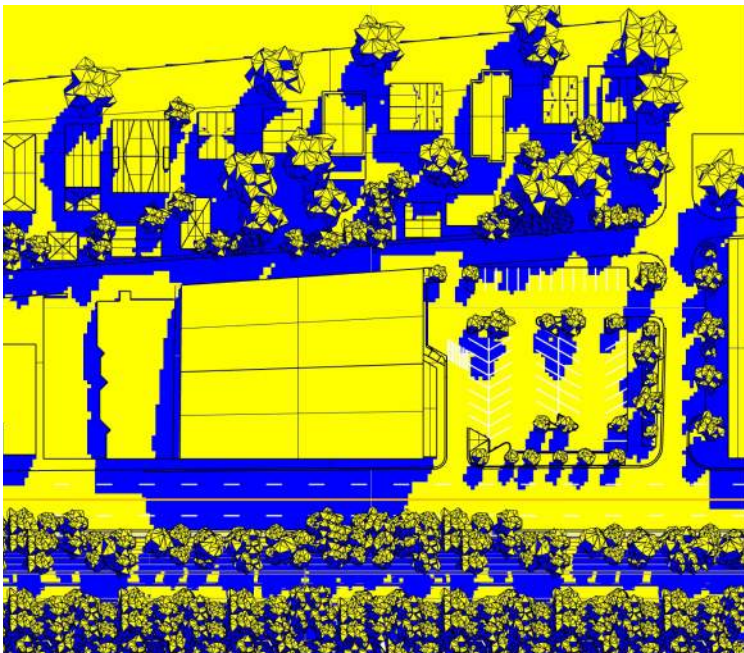
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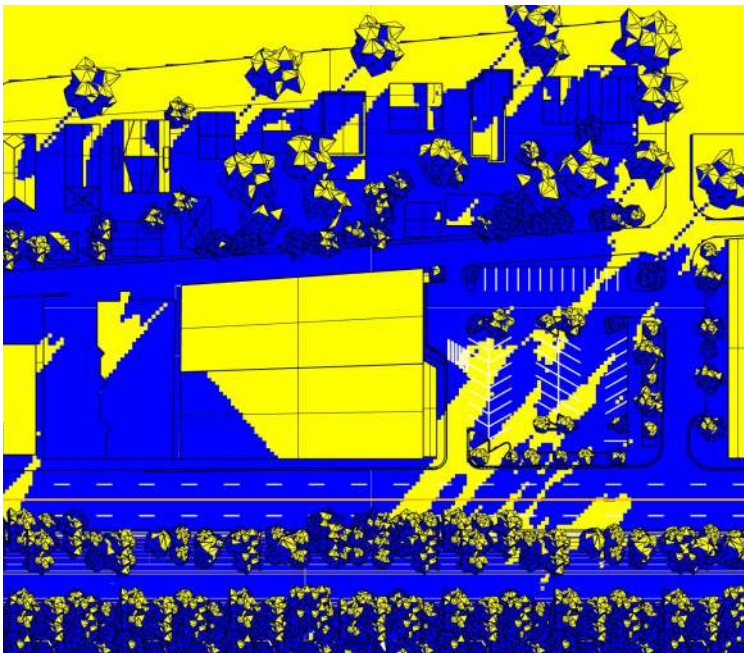
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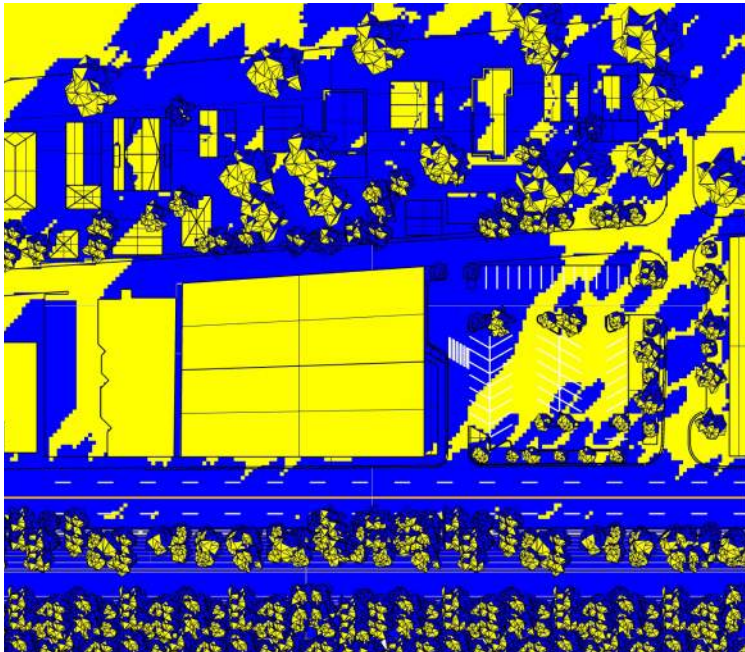


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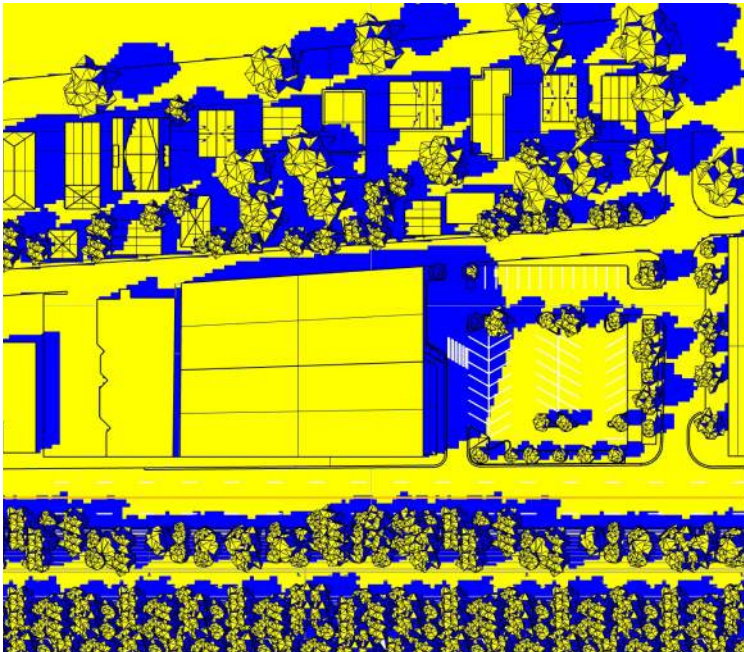


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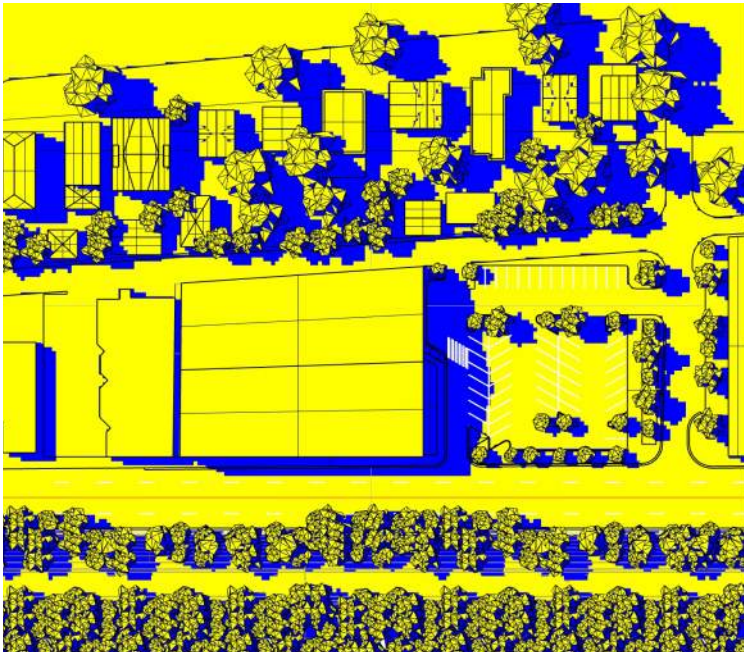
Shadow Study MARCH / SEPTEMBER 21st



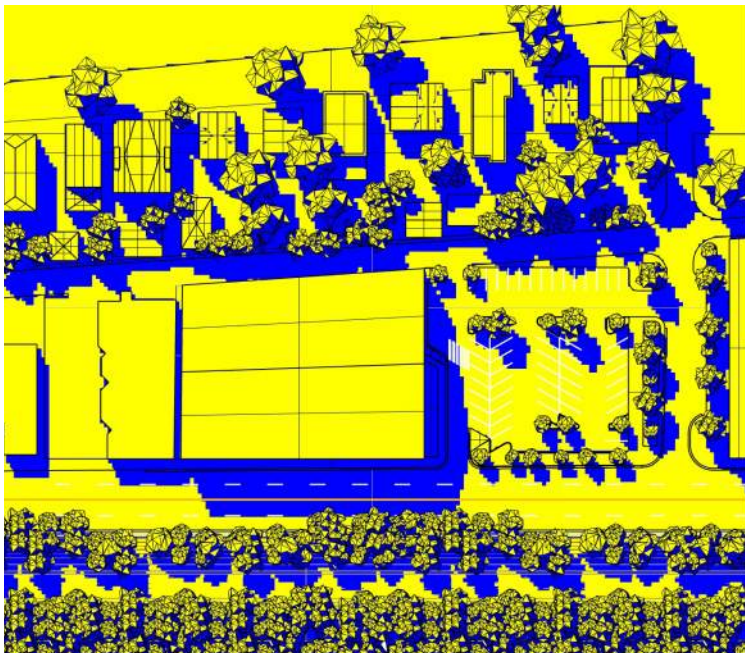
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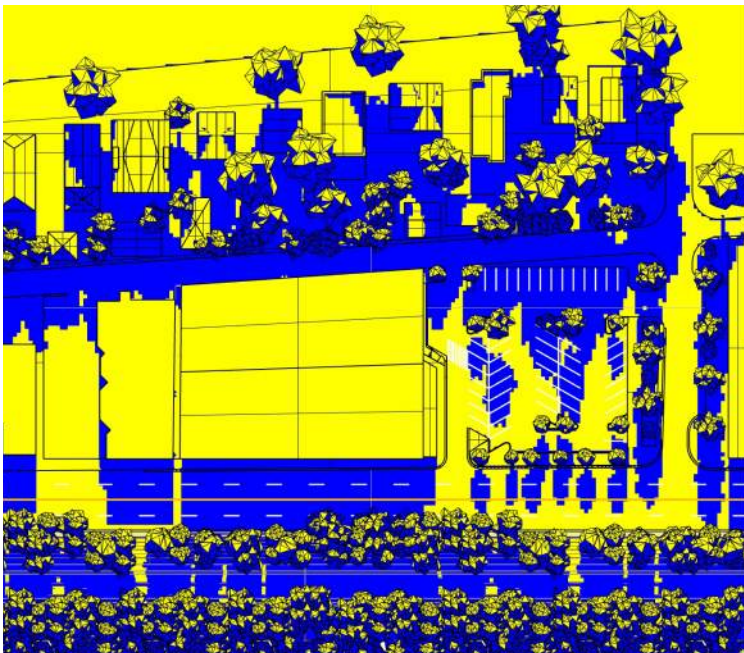
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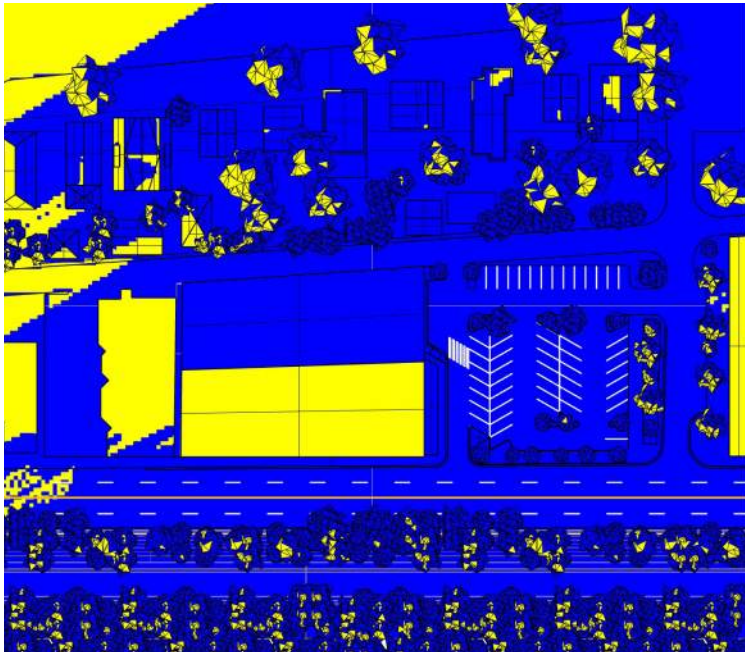


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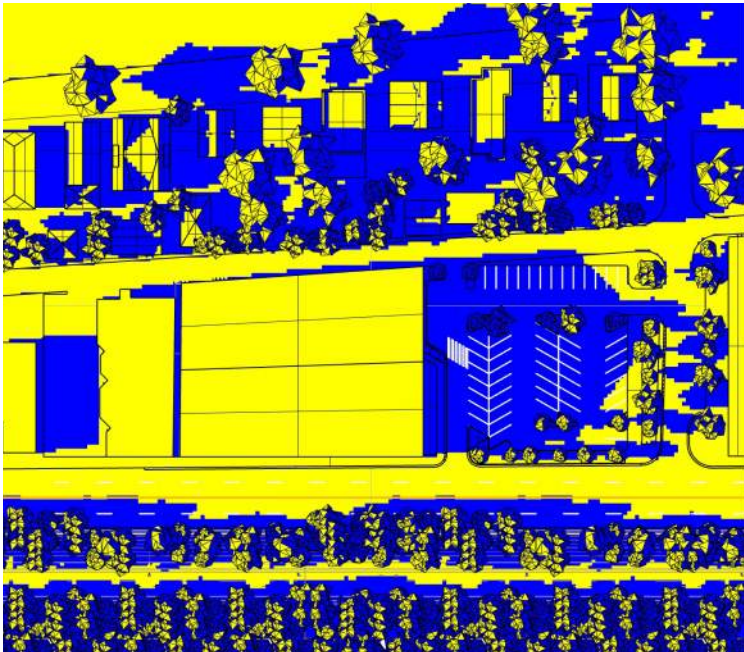


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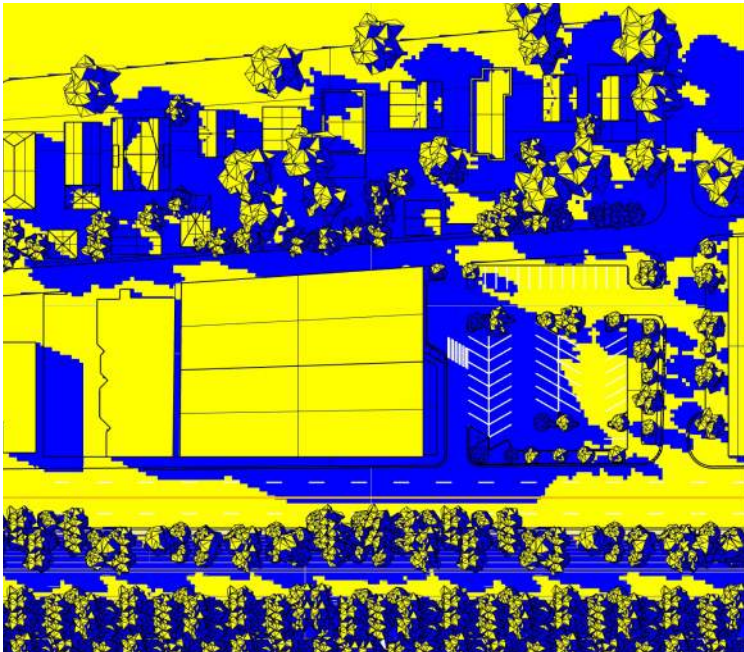
Shadow Study DECEMBER 21st



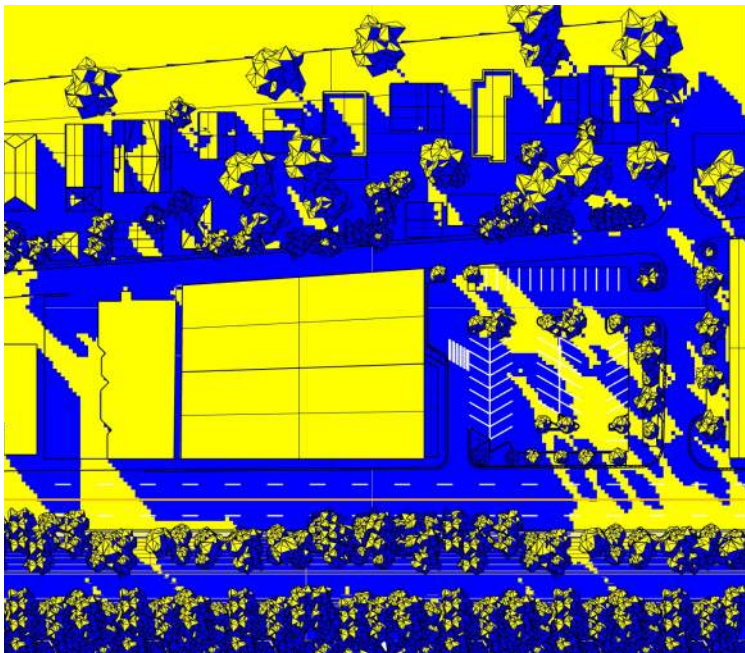
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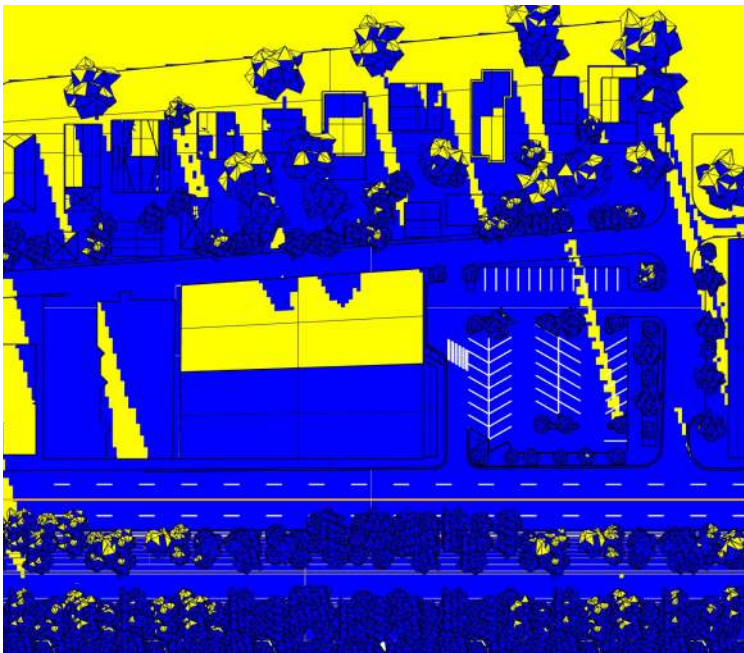
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2:00 PM

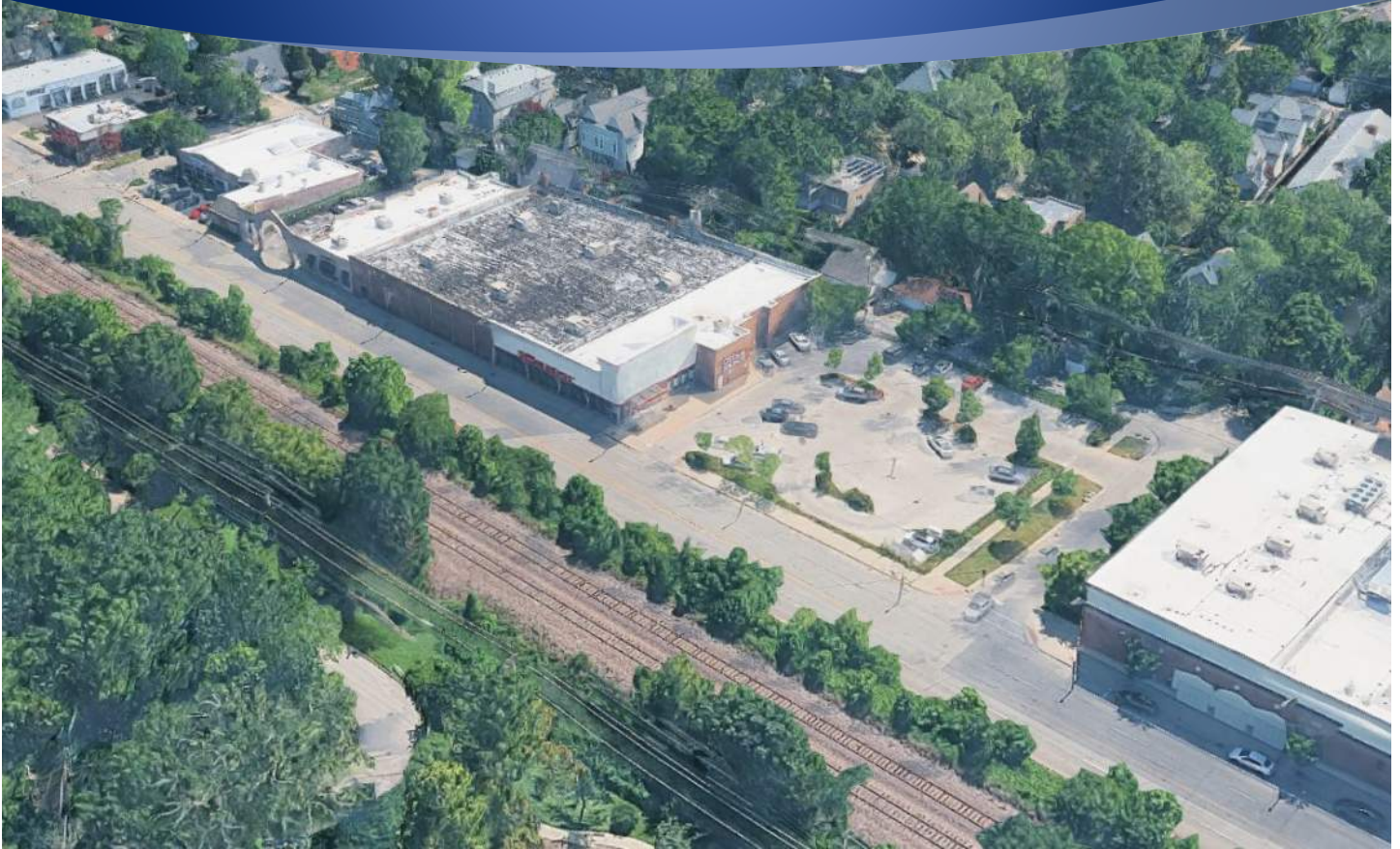


4:00 PM

Traffic & Parking Study

Traffic and Parking Impact Study Proposed Community Center

Evanston, Illinois



Prepared for:



SHORE
Capital Partners



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

March 5, 2026

Executive Summary

This report summarizes the results of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed community center to be located at 2722 Green Bay Road in Evanston, Illinois. The objective of the traffic study was as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish existing condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway or access modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday evening and Saturday midday peak periods in order to determine the general transportation conditions during these time periods. The following intersections were analyzed as part of this study:

- Green Bay Road with Isabella Street
- Green Bay Road with Jenks Street
- Green Bay Road with Livingston Street
- Prairie Avenue with Isabella Street
- Prairie Avenue with Walnut Avenue
- Prairie Avenue with Jenks Street
- Prairie Avenue with Livingston Street
- Stewart Avenue with Jenks Street

As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Parking for the community center will be provided via a modification of the existing surface parking lot to provide 53 parking spaces. Primary access to the parking lot is provided via the following:

- An access drive on Green Bay Road, located approximately 165 feet south of Jenks Street. Under existing conditions, this access drive is a one-way inbound access drive. Upon buildout of the proposed development, this access drive will be converted to an outbound only access drive. Outbound movements will be under stop-sign control and restricted via signage to right-turn movements only. It should be noted that reversing the direction of the access drive to exiting traffic only will eliminate left turn in movements from Green Bay Road which will help improve the traffic flow.
- A full movement access drive on Jenks Street, located approximately 150 feet west of Green Bay Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop-sign control.

Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site. This connection will primarily be for drop-off and pick-up vehicles and will be restricted to inbound traffic only with access to the parking spaces access provided primarily via the previously described access system.

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

- The site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games.
- The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member, and one maintenance staff member.
- The traffic estimated to be generated by the proposed community center is less than the trips estimated to be generated by the site if the existing building was occupied by a general retail use or a grocery store.
- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.
- Access to the site will continue to be provided via Jenks Street and Green Bay Road. However, the Green Bay Road access drive will be converted from one-way inbound to one-way outbound with outbound movements restricted to right-turn movements only, thus improving the flow of traffic along Green Bay Road.
- Secondary access to the site will be provided via a connection to the public alley bordering the west side of the site. This connection will be an inbound only access that will primarily serve the proposed drop-off/pick-up lane and thus, will have a limited impact on the operations of the public alley.
- The access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided.
- The proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed community center.

1. Introduction

This report summarizes the results of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed community center to be located at 2722 Green Bay Road in Evanston, Illinois.

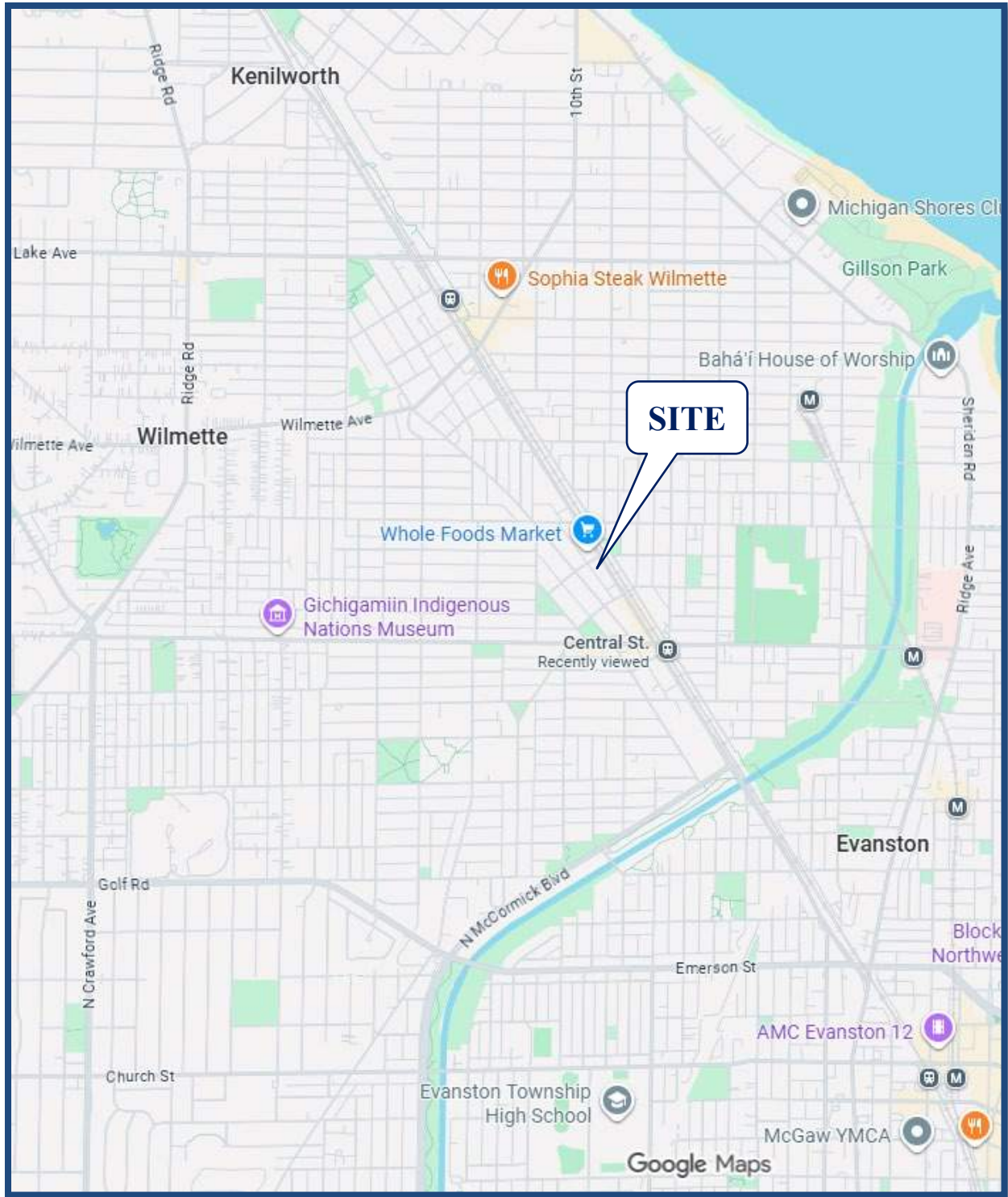
As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Parking for the community center will be provided via a modification of the existing parking lot that results in 53 parking spaces. Access to the parking lot is provided via existing access drives on Green Bay Road and Jenks Street. Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the subject site. 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. The sections of this report present the following:

- Existing transportation 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 evening and Saturday midday
- Recommendations with respect to adequacy of the site access and adjacent transportation system
- Evaluation of the adequacy of the proposed parking supply

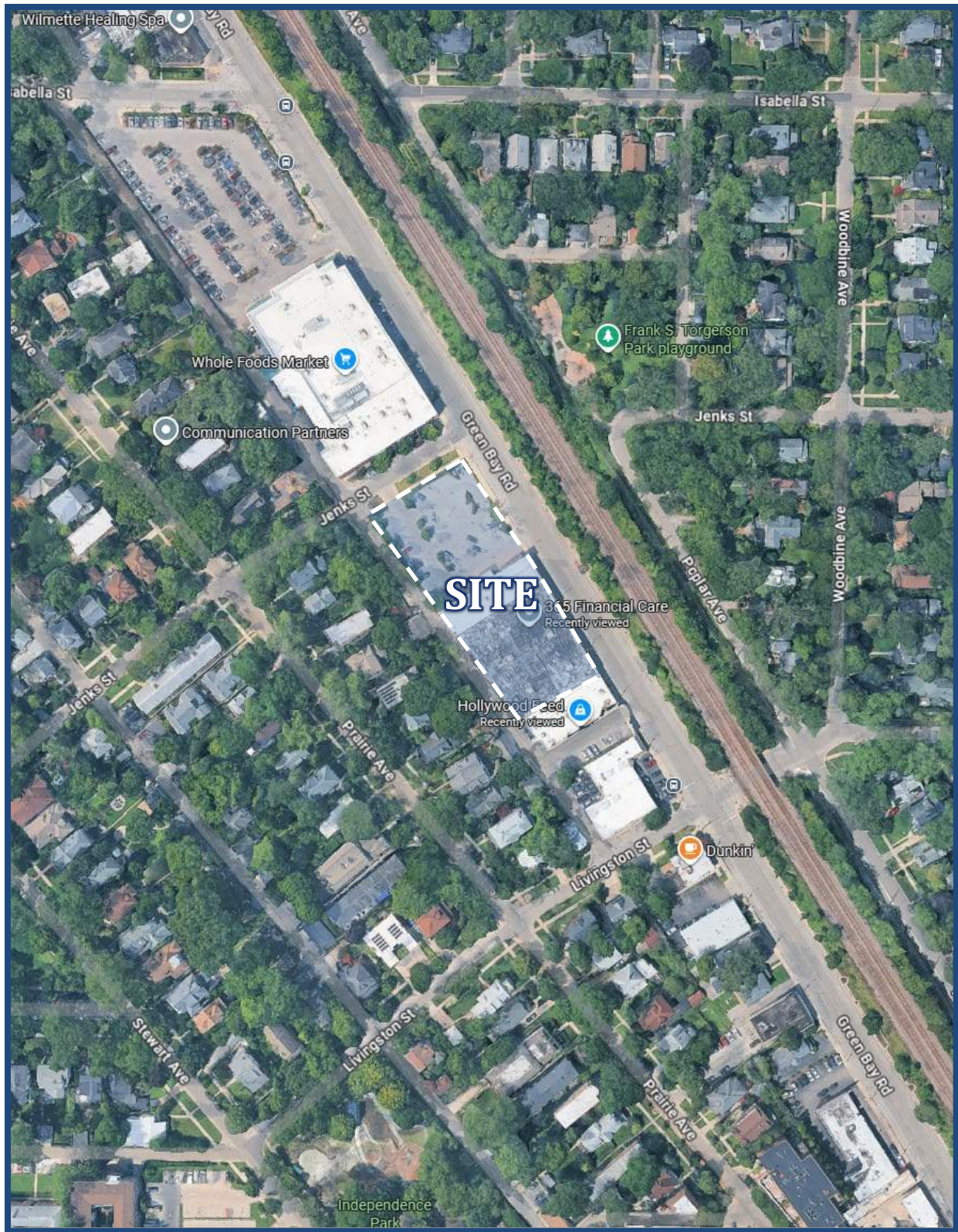
Traffic capacity analyses were conducted for the weekday evening and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes.
2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by a regional growth factor.
3. Year 2032 Total Projected Conditions – Analyzes the capacity of the projected roadway system assuming projected traffic volumes which include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a data base 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 and the public transportation and alternative modes of transportation serving the area.

Site Location

The site is located on the west side of Green Bay Road, south of Jenks Street. The site currently contains a vacant commercial building that was previously occupied by Office Depot. Land uses in the vicinity of the site are commercial along Green Bay Road with residential homes located to the west of the commercial corridor.

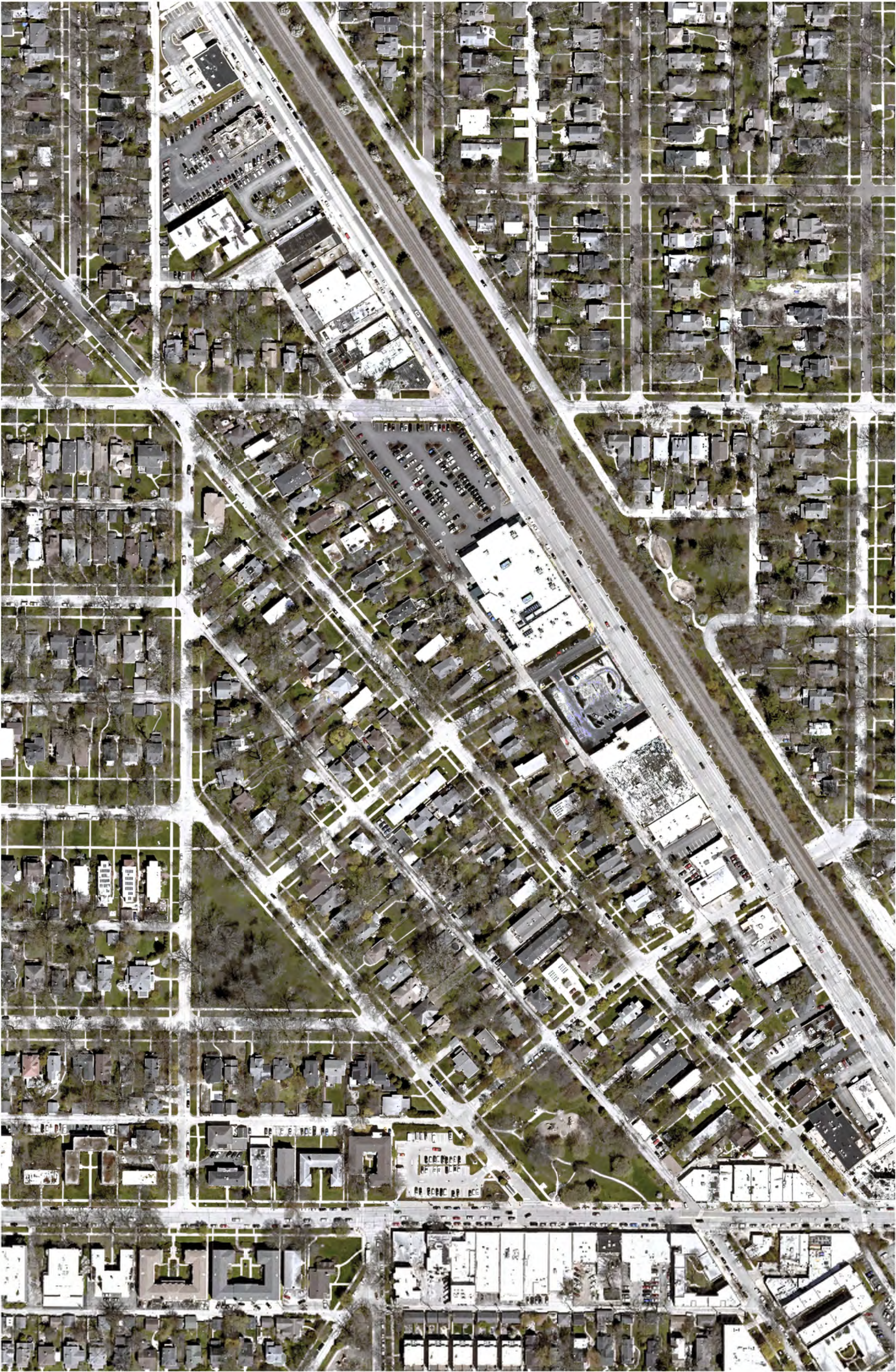
Existing Street System Characteristics

The characteristics of the existing streets within the study area are illustrated in **Figure 3** and described below. All streets are under the jurisdiction of the City of Evanston.

Green Bay Road is generally a north-south minor arterial roadway two travel lanes in each direction. At its signalized intersection with Isabella Street, Green Bay Road provides an exclusive left-turn lane and two through lanes on the northbound approach and a through lane and an exclusive right-turn lane on the southbound approach. At its signalized intersection with Livingston Street, Green Bay Road provides a shared left-turn/through lane and a shared through/right-turn lane on the northbound and southbound approaches. Standard crosswalks are provided on both approaches. At its unsignalized intersection with Jenks Street, Green Bay Road provides a shared left-turn/through lane and a through lane on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. Green Bay Road carries an annual average daily traffic (AADT) of 8,250 vehicles (IDOT 2022) and has a posted speed limit of 25 miles per hour.

Jenks Street is a is generally an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Green Bay Road, Jenks Street provides a shared left-turn/right-turn lane on the eastbound approach and is under stop sign control. A standard crosswalk is provided on the eastbound approach. At its unsignalized intersection with Prairie Avenue, Jenks Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control and provide standard crosswalks.

Isabella Street is an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Green Bay Road, Isabella Street provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach. A standard crosswalk is provided on the eastbound approach.



At its unsignalized intersection with Prairie Avenue, Isabella Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Westbound right-turn movements are restricted to buses only. Both approaches are under stop sign control and provide standard crosswalks.

Livingston Street is a generally an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Green Bay Road, Livingston Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Standard crosswalks are provided on both approaches. At its unsignalized intersection with Prairie Avenue, Livingston Street provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the southbound approach. Both approaches are under stop sign control and provide a standard crosswalk. Prairie Avenue south of Livingston Street is a one-way on the northbound approach.

Prairie Avenue is generally a north-south local roadway that provides one travel lane in each direction except south of Livingston Street where Prairie Avenue provides one travel lane on the northbound approach. At its unsignalized intersection with Isabella Street, Prairie Avenue provides a shared left-turn/through lane and an exclusive channelized right-turn lane on the northbound approach and a shared left-turn/through/right-turn lane on the southbound approach. Both approaches are under stop sign control, and a standard crosswalk is provided on the southbound approach. At its unsignalized intersection with Walnut Avenue, Prairie Avenue provides a shared left-turn/through lane on the northwest-bound approach and has a shared through/right turn lane on the southeast-bound approach. It should be noted that due to the proximity of this intersection to Isabella Street, only the northwest-bound approach is under stop sign control.. At its unsignalized intersection with Jenks Street, Prairie Avenue provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. Both approaches are under stop sign control and provide standard crosswalks. At its unsignalized intersection with Livingston Street, Prairie Avenue provides a shared left-turn/through/right-turn lane on the northbound approach and a shared left-turn/right-turn lane on the southbound approach. Both approaches are under stop sign control and provide standard crosswalks.

Walnut Avenue is a north south local roadway that provides one travel lane in each direction. Walnut Avenue is under stop-sign control at its intersection with Prairie Avenue, which is just south of the previously discussed all-way stop sign controlled intersection of Prairie Avenue with Isabella Street.

Alternative Modes of Transportation

Accessibility to and from the site area is enhanced by the alternative modes of transportation serving the area as summarized below. **Figure 4** shows a map of the public transportation serving the area.

Public Transportation. The area is served by several modes of public transportation including Metra commuter rail, CTA rapid transit service, and two bus lines.

The following rail line provides service to the area:

- The *Metra Union Pacific/North Line (UP-N)* has a local stop at Central Street just east of Green Bay Road, which is located approximately one-quarter mile southeast of the site. This line provides daily service between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin.

The following bus routes serve the area:

- *Route 201 (Central/Ridge)* generally runs along Central Street, Sheridan Road, and Ridge Avenue between Westfield-Old Orchard Mall and the Howard Red/Yellow/Purple Line station with stops in Downtown Evanston. Service is provided weekdays and Saturday.
- *Route 213 (Green Bay Road)* generally runs along Green Bay Road between the Howard Street CTA station and downtown Highland Park. Service is provided on weekdays and Saturdays.

Non-Motorized Transportation Systems. All of the streets within the immediate area have sidewalks on at least one side of the street. Standard style crosswalks are provided at all pedestrian crossing locations. Pedestrian countdown signals are also provided at all signalized intersections in the study area.

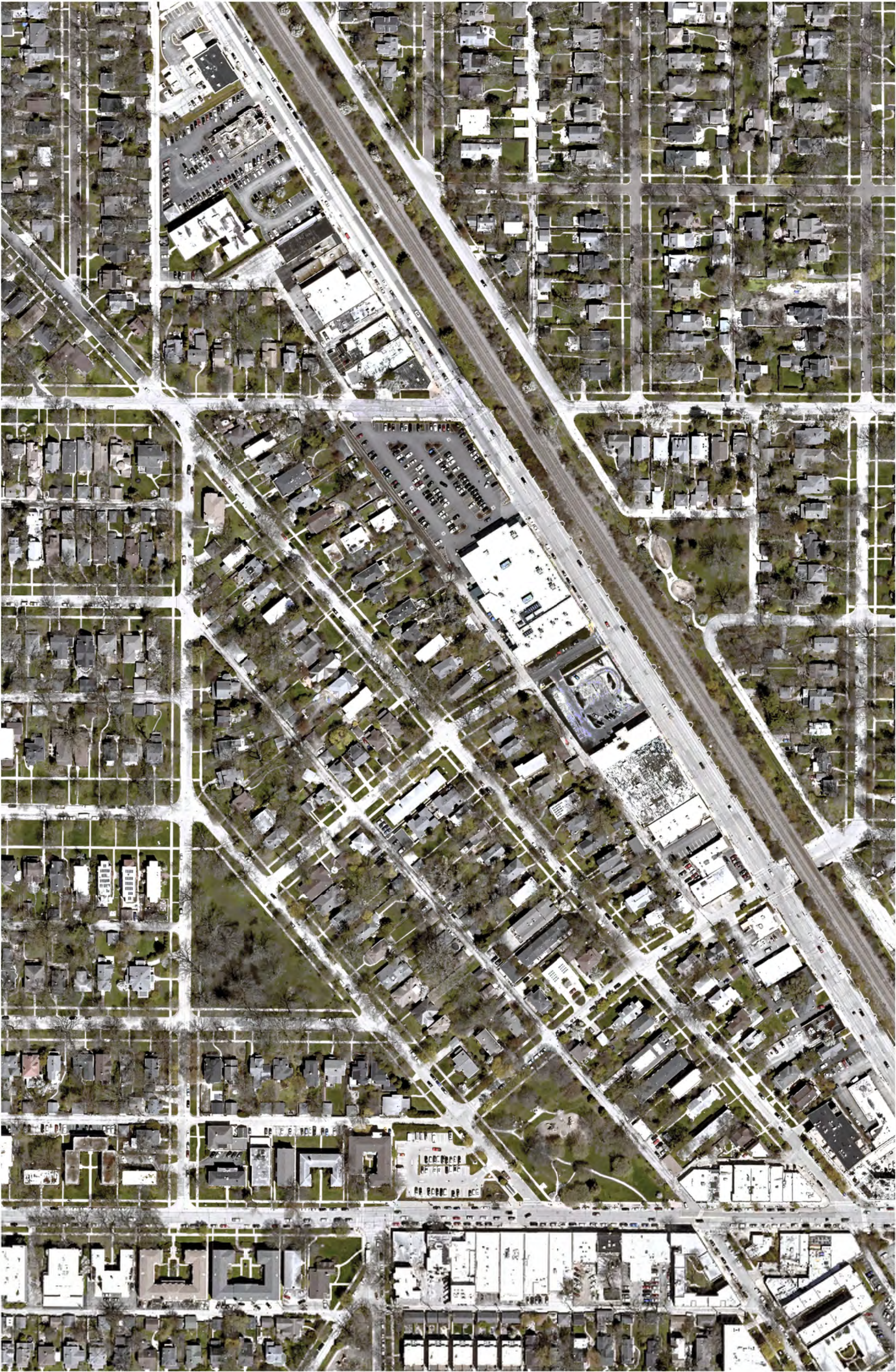
Additionally, according to the City of Evanston's Bike Map, Isabella Street west of Prairie Avenue, Prairie Avenue between Isabella Street and Livingston Street, and Livingston Street east of Prairie Avenue are designated bike routes.

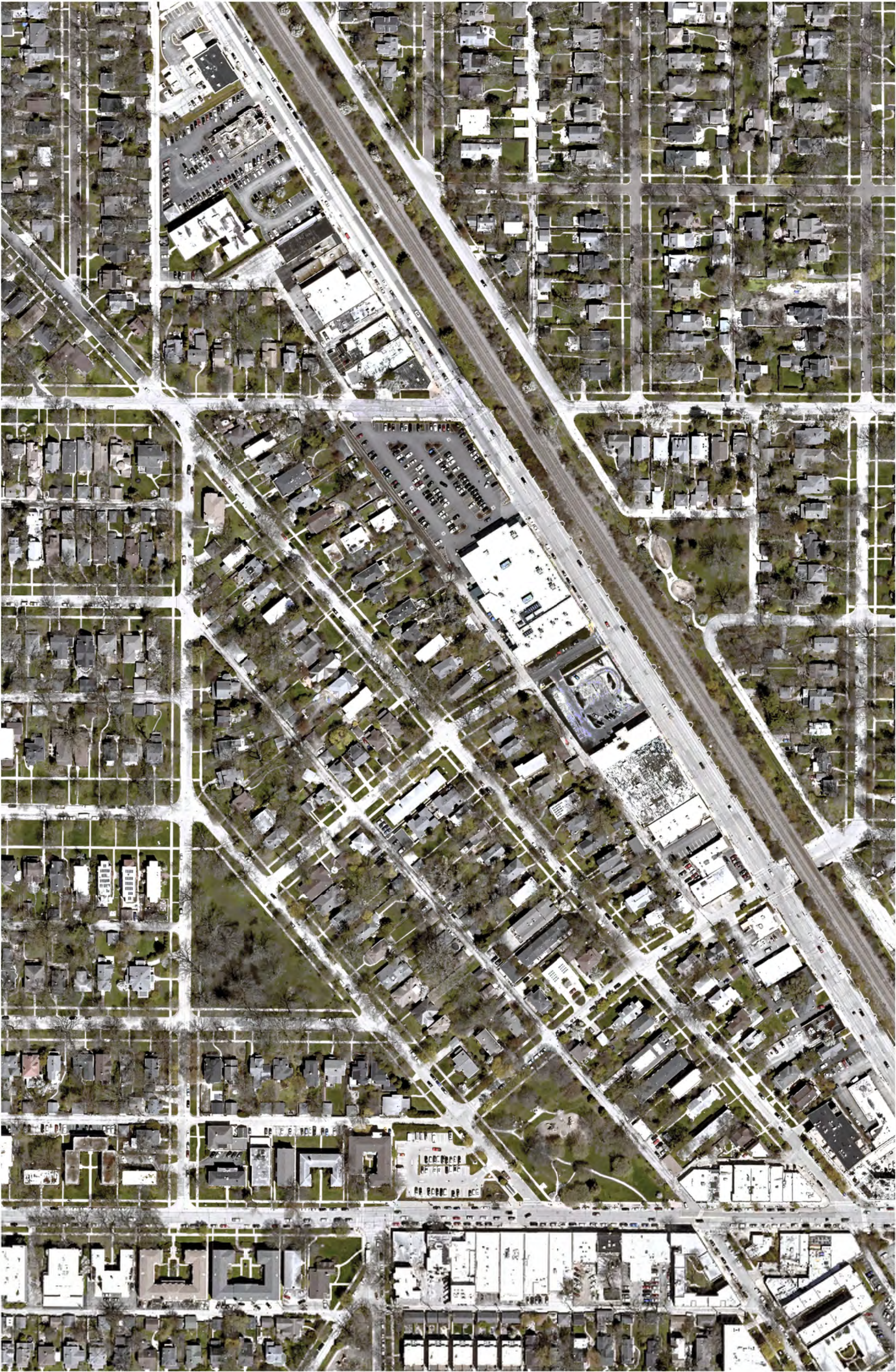
Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. performed peak period transportation counts at the following intersections:

- Green Bay Road with Isabella Street
- Green Bay Road with Jenks Street
- Green Bay Road with Livingston Street
- Prairie Avenue with Isabella Street
- Prairie Avenue with Walnut Avenue
- Prairie Avenue with Jenks Street
- Prairie Avenue with Livingston Street
- Stewart Avenue with Jenks Street

To coincide with the operations of the proposed community center (as discussed in the following chapter) the traffic counts were conducted on Thursday, February 19, 2026 during the weekday evening (4:00 P.M. to 7:00 P.M.) peak period, and on Saturday, February 21, 2026 during the midday (11:00 A.M. to 3:00 P.M. peak period. The results of the traffic counts showed that the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. and the Saturday midday peak hour of traffic occurs from 11:45 A.M. to 12:45 P.M. **Figure 5** illustrates the existing peak hour traffic volumes and **Figure 6** illustrates the existing pedestrian and bicycle peak hour volumes. Copies of the traffic count summary sheets are included in the Appendix.





Crash Summary

KLOA, Inc. obtained crash data¹ from IDOT for the most recent available five years (2020 to 2024) for the study area intersections. The crash data at the intersections of Green Bay Road with Isabella Street, Livingston Street, and Jenks Street are summarized in **Tables 1** through **3**, respectively. The following summarizes the crash data at the remaining intersections.

- Two crashes were reported at the intersection of Green Bay Road with Livingston Street during the review period, one turning crash in 2023 and one turning crash in 2024.
- One turning crash was reported at the intersection of Prairie Avenue with Isabella Street/Walnut Street in 2024.
- No crashes were reported at the intersection of Green Bay Road with Jenks Street, Prairie Avenue with Jenks Street, Prairie Avenue with Livingston Street, and Stewart Avenue with Jenks Street during the review period.

Furthermore, it should be noted that no fatalities were reported at these intersections during the five-year period.

Table 1
GREEN BAY ROAD WITH ISABELLA STREET

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	3	0	0	0	3	3	0	0
2021	0	0	0	1	0	0	0	1	1	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>
Total	0	0	0	7	0	0	0	7	6	1	0
Avg	--	--	--	1.4	--	--	--	1.4	1.2	<1.0	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F – Fatal											

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).

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 community center, including the directional distribution and volumes of traffic that it will generate.

Proposed Community Center Plan

As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Primary access to the parking lot is provided via the following:

- An access drive on Green Bay Road, located approximately 165 feet south of Jenks Street. Under existing conditions, this access drive is a one-way inbound access drive. Upon buildout of the proposed development, this access drive will be converted to an outbound only access drive. Outbound movements will be under stop-sign control and restricted via signage to right-turn movements only. It should be noted that reversing the direction of the access drive to exiting traffic only will eliminate left turns in movements from Green Bay Road which will help improve the traffic flow.
- A full movement access drive on Jenks Street, located approximately 150 feet west of Green Bay Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop-sign control.

Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site. This connection will primarily be for drop-off and pick-up vehicles and will be restricted to inbound traffic only with access to the parking spaces access provided primarily via the previously described access system.

The existing parking lot serving the site will be modified to accommodate the proposed alley connection and conversion of Green Bay Road access drive and the modified parking lot will provide a total of 53 parking spaces.

A copy of the proposed site plan is included in the Appendix.

Proposed Community Center Operations

Based on information provided by the operator, all activities at the community center will be scheduled, will have a controlled occupancy, and appropriate staffing at all times. The use of the facility will be limited to organized games, youth practices, training sessions, clinics, camps, and birthday parties and the center will not accommodate any tournaments or large events. The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member and one maintenance staff member.

The center will operate daily. Monday through Friday, the center will have after-school hours only between 3:30 P.M. and 8:30 P.M., on Saturday the center will be open from 9:00 A.M. to 6:00 P.M. and on Sunday the center will be open from 9:00 A.M. and 5:30 P.M. Typical programming will occur in structured time blocks ranging from an hour and fifteen minutes to an hour and 30 minutes with 15- minute buffer periods between time slots to accommodate the transition groups.

Directional Distribution

The directions from which employees and guests will approach and depart the community center were estimated based on existing travel patterns, as determined from the traffic counts and the existing access system of the community center. **Figure 7** illustrates the directional distribution of traffic.

Community Center-Generated Traffic Volumes

The number of peak hour vehicle trips estimated to be generated by the proposed community activity center was estimated based on the operation of the activities and functions provided by the operator. To provide a conservative analysis, the following was assumed:

- The vehicle occupancy for youth players was assumed at 1.2 people per vehicle to take into consideration carpooling.
- It is anticipated that the weekday afternoon/evening time blocks will be 90-minutes long. As such, there is no assumed overlap of youth player generated traffic for the fields. However, it was assumed that youth players would be dropped off and picked back up, resulting in an in and out vehicle trip.
- During scheduled games on Saturday, it was assumed that the majority of vehicles would remain parked. Furthermore, with approximately 75-minute-long time blocks, it is anticipated that there would be overlap within the hour of youth players departing the center and arriving for the next game. Therefore, it was assumed that all fields would turn over within an hour (four arriving teams and four departing teams) and an additional 25 percent of players were arriving for the start of an upcoming game.
- Each team's coach (one coach per team, or four total coaches) also arriving and departing during the same hour, which does not take into consideration coaches who may have multiple teams/training sessions. Additionally, one coach per team was assumed as assistant coaches/helpers are assumed to be parents/guardians of a youth.

Table 4 summarizes the peak hour trips generated for weekday evening practices or training sessions and **Table 5** summarizes the Saturday midday games.

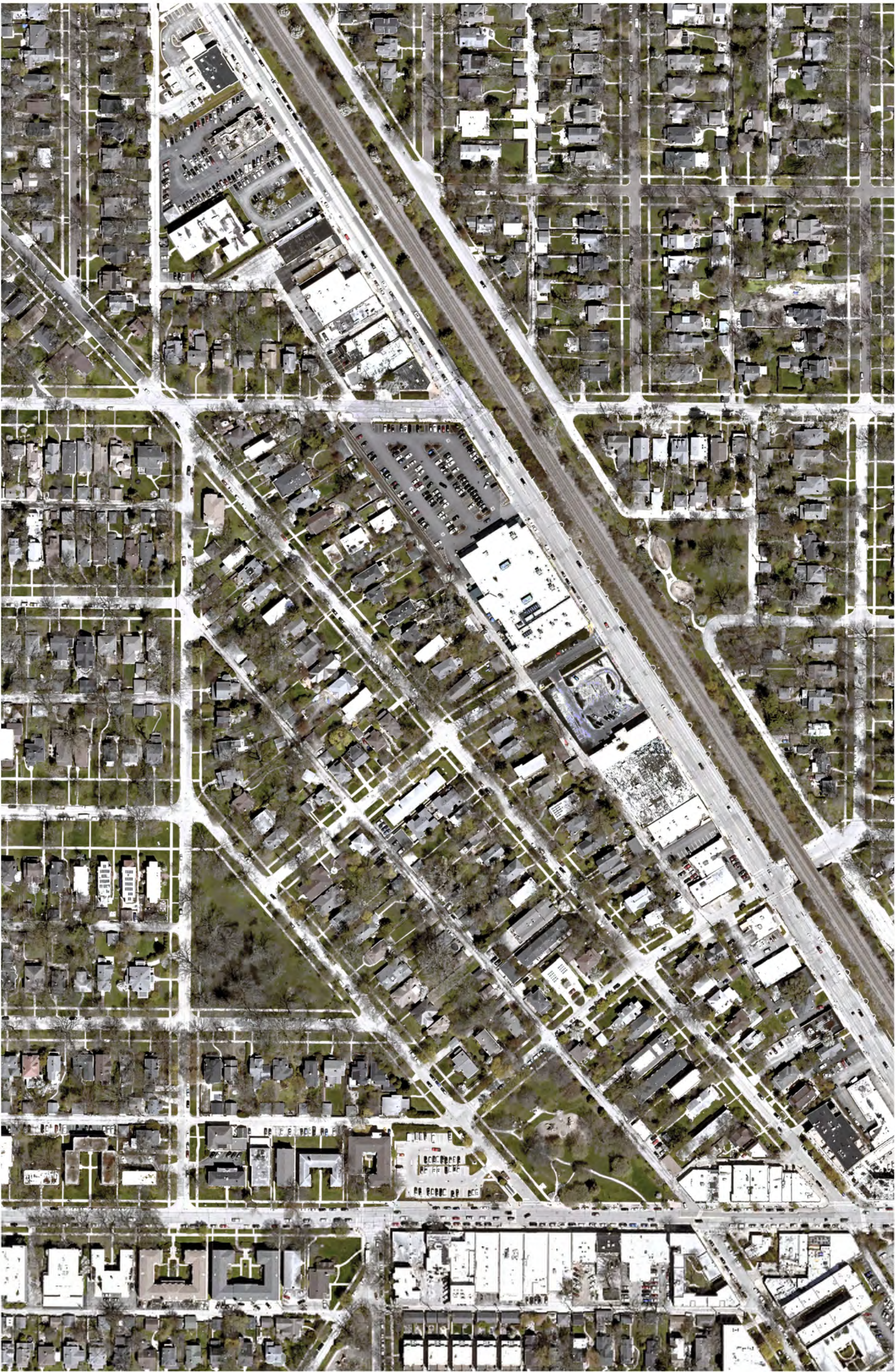


Table 4

ESTIMATED WEEKDAY EVENING PEAK HOUR TRIP GENERATION – PRACTICES

Type/Size	Weekday Evening Peak Hour		
	In	Out	Total
Youth Players	40	40	80
Coaches	<u>4</u>	<u>4</u>	<u>8</u>
Community Center Total	44	44	88

Table 5

ESTIMATED SATURDAY MIDDAY PEAK HOUR TRIP GENERATION – GAMES

Type/Size	Saturday Midday Peak Hour		
	In	Out	Total
Youth Players	50	40	90
Coaches	<u>4</u>	<u>4</u>	<u>8</u>
Community Center Total	54	44	98

Trip Generation Comparison

As previously indicated, the site currently contains an approximately 26,263 square-foot retail building. The trips estimated to be generated by the previous office supply store were based on trip generation information published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition. These trips were then compared to the trips generated by the proposed community center.

For the purposes of the comparison, the trips estimated to be generated by the existing building was based on (1) its former utilization of an Office Depot, the utilization of the building as general retail/strip retail plaza, and the use of the building as a supermarket. The trip generation comparison is summarized in **Table 6**.

As can be seen from Table 6, while the trips generated by the proposed community center is greater than that of the former Office Depot, the site generates less trips than the use of the building as a general retail space and significantly less trips than the use of the building as a supermarket.

Table 6

ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

Type/Size	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total
Community Center Total	44	44	88	54	44	98
Office Supply Superstore ITE Land-Use Code 867 26,263 s.f.	<u>37</u>	<u>36</u>	<u>73</u>	<u>38</u>	<u>41</u>	<u>79</u>
Difference¹	7	8	15	16	3	19
Strip Retail Plaza ITE Land-Use Code 822 26,263 s.f.	<u>74</u>	<u>73</u>	<u>147</u>	<u>89</u>	<u>85</u>	<u>174</u>
Difference¹	-30	-29	-59	-35	-41	-76
Supermarket ITE Land-Use Code 850 26,263 s.f.	<u>129</u>	<u>128</u>	<u>257</u>	<u>154</u>	<u>155</u>	<u>309</u>
Difference¹	-85	-84	-169	-100	-111	-211
1 – Compared to the Community Center trip generation						

4. Projected Traffic Conditions

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

Development Traffic Assignment

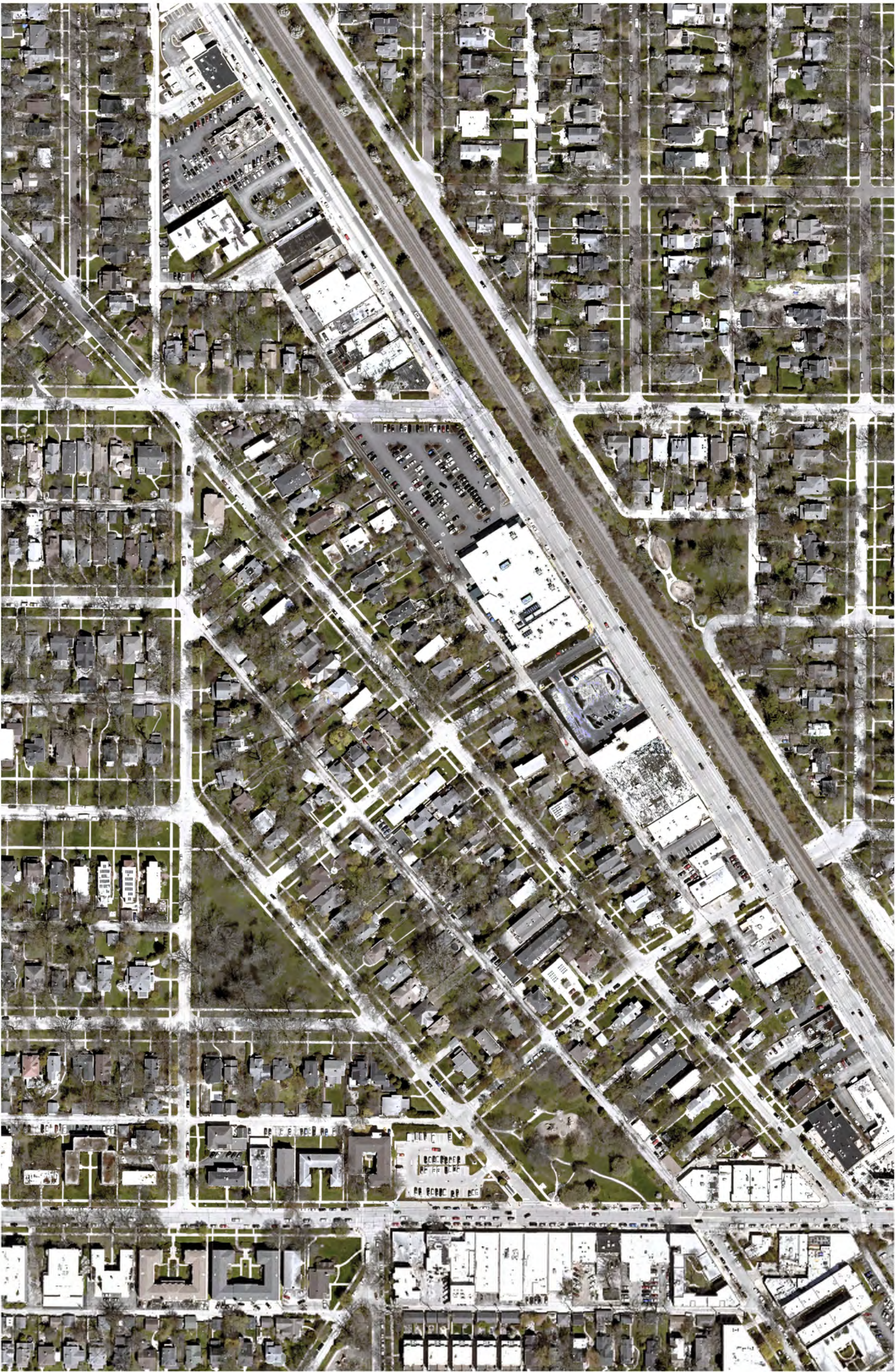
The estimated weekday evening and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the road system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8**.

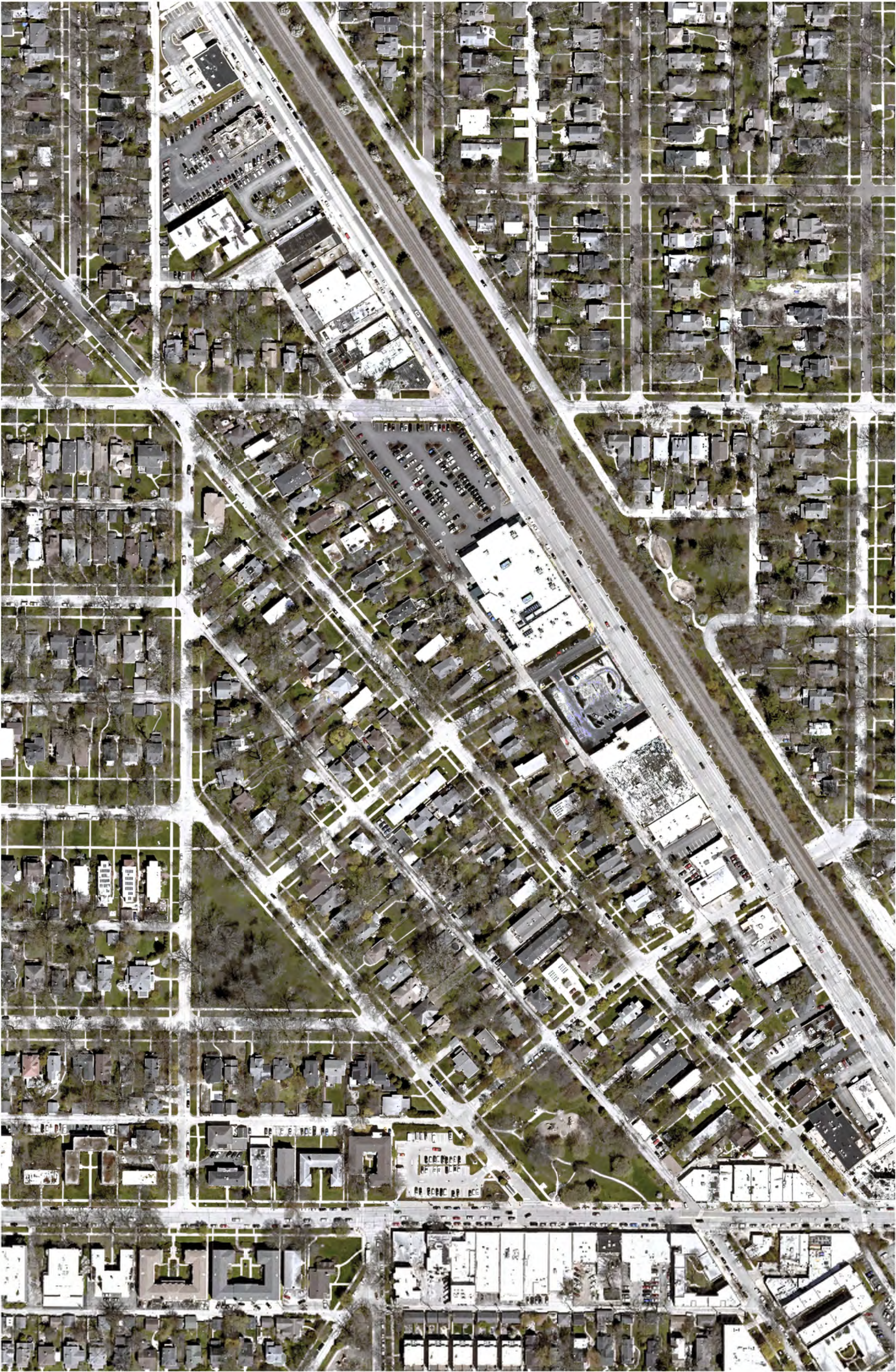
Background (No-Build) Traffic Conditions

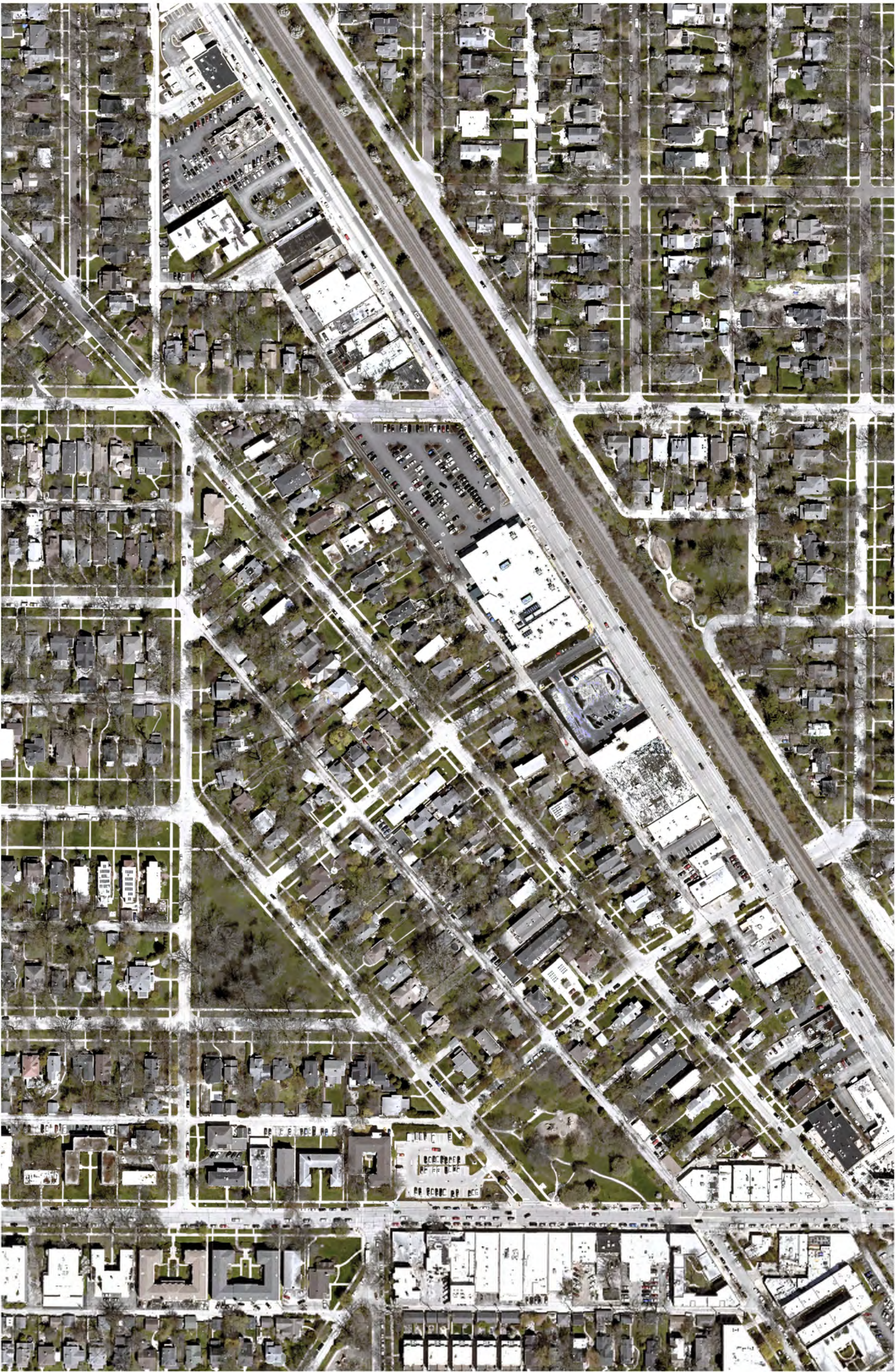
The existing traffic volumes (Figure 5) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on employment and population projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 20, 2026 the existing traffic volumes in the study area were increased by a compounded growth rate of 0.25 percent per year for six years for a total of approximately 1.5 percent. A copy of the CMAP letter is included in the Appendix. The Year 2032 no-build traffic volumes are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 8) was added to the existing traffic volumes accounting for background growth (Figure 9) to determine the Year 2032 total projected traffic volumes, shown in **Figure 10**.







5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday evening and Saturday midday 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 evening and Saturday midday peak hours for the existing, Year 2032 no-build, and Year 2032 total traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 computer software. The analyses for signalized intersections were done using field measured cycle lengths and phasings.

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, Year 2032 no-build, and Year 2032 total projected conditions for the study area intersections are presented in **Tables 7** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street¹				
• Overall	A	8.5	A	7.5
• Eastbound Approach	C	28.2	C	30.5
• Northbound Approach	A	2.7	A	2.4
• Southbound Approach	A	8.2	A	6.9
Green Bay Road with Livingston Street¹				
• Overall	A	9.0	A	5.9
• Eastbound Approach	C	24.3	C	30.4
• Westbound Approach	D	40.7	C	33.6
• Northbound Approach	A	4.5	A	2.9
• Southbound Approach	A	5.5	A	3.9
Prairie Avenue with Isabella Street²				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.4
Prairie Avenue with Jenks Street²				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.1	A	7.1
Prairie Avenue with Livingston Street²				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street³				
• Eastbound Approach	B	12.5	B	11.6
• Northbound Left Turn	A	9.0	A	8.8
Jenks Street with Stewart Avenue³				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue⁴				
• ICU Level of Service	A	13.7%	A	13.3%
Prairie Avenue with Public Alley³				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--
LOS = Level of Service 1 – Signalized 3 – Two-Way Stop Control Delay is measured in seconds. 2 – All-Way Stop Control 4 – Intersection Capacity Utilization				

Table 8

CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street¹				
• Overall	A	8.5	A	7.6
• Eastbound Approach	C	28.2	C	30.4
• Northbound Approach	A	2.7	A	2.4
• Southbound Approach	A	8.3	A	7.0
Green Bay Road with Livingston Street¹				
• Overall	A	9.1	A	5.9
• Eastbound Approach	C	24.1	C	30.4
• Westbound Approach	D	41.1	C	33.6
• Northbound Approach	A	4.5	A	2.9
• Southbound Approach	A	5.6	A	3.9
Prairie Avenue with Isabella Street				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.4
Prairie Avenue with Jenks Street²				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.1	A	7.1
Prairie Avenue with Livingston Street²				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street³				
• Eastbound Approach	B	12.6	B	1.7
• Northbound Left Turn	A	9.0	A	8.8
Jenks Street with Stewart Avenue³				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue⁴				
• ICU Level of Service	A	13.7%	A	13.3%
Prairie Avenue with Public Alley³				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--
LOS = Level of Service 1 – Signalized 3 – Two-Way Stop Control Delay is measured in seconds. 2 – All-Way Stop Control 4 – Intersection Capacity Utilization				

Table 8

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street¹				
• Overall	A	8.6	A	7.6
• Eastbound Approach	C	28.2	C	30.4
• Northbound Approach	A	2.7	A	2.5
• Southbound Approach	A	8.5	A	7.1
Green Bay Road with Livingston Street¹				
• Overall	A	9.1	A	5.8
• Eastbound Approach	C	24.0	C	30.3
• Westbound Approach	D	40.7	C	32.7
• Northbound Approach	A	4.6	A	2.9
• Southbound Approach	A	5.6	A	3.9
Prairie Avenue with Isabella Street²				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.5
Prairie Avenue with Jenks Street²				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.2	A	7.1
Prairie Avenue with Livingston Street²				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street³				
• Eastbound Approach	C	18.1	C	17.5
• Northbound Left Turn	A	9.2	A	9.0
Jenks Street with Stewart Avenue³				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue⁴				
• ICU Level of Service	A	13.8%	A	13.3%
Prairie Avenue with Public Alley³				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--
LOS = Level of Service 1 – Signalized 3 – Two-Way Stop Control Delay is measured in seconds. 2 – All-Way Stop Control 4 – Intersection Capacity Utilization				

Table 8 – Cont.

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Access Drive³				
• Eastbound Approach	B	10.5	B	10.2
Jenks Street with Access Drive³				
• Northbound Approach	A	8.6	A	8.6
• Westbound Left Turn	A	7.3	A	7.3
LOS = Level of Service 1 – Signalized 3 – Two-Way Stop Control Delay is measured in seconds. 2 – All-Way Stop Control 4 – Intersection Capacity Utilization				

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 traffic.

Green Bay Road with Isabella Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at the acceptable level of service (LOS) C or better during the weekday evening and Saturday midday peak hour. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal timing modifications will be required.

Green Bay Road with Livingston Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at the acceptable LOS D or better during the weekday evening and Saturday midday peak hour. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal timing modifications will be required.

Green Bay Road with Jenks Street

The results of the capacity analysis indicate that the Jenks Street approach currently operates at LOS B during the weekday evening and Saturday midday peak hours. Northbound left-turn movements from Green Bay Road onto Jenks Street currently operate at LOS A. Under Year 2032 no-build conditions, the critical movements are projected to operate at existing levels of service.

Under Year 2032 total projected conditions, the Jenks Street approach is projected to operate at LOS C during the peak hours with 95th percentile queues of one to two vehicles. Furthermore, northbound left-turn movements are projected to continue operating at LOS A during the peak hours with 95th percentile queues of one to two vehicles.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

Prairie Avenue with Isabella Street/Walnut Avenue

It should be noted that due to the unique configuration of this intersection, it could not be analyzed utilizing HCM procedures. As such, this intersection was analyzed as three intersections as follows:

- The intersection of Prairie Avenue with Isabella Street intersection was analyzed as a four leg, all-way stop controlled intersection.
- The public alley was analyzed as a two-way stop sign controlled intersection with Prairie Avenue
- The configuration of the intersection of Prairie Avenue with Walnut Avenue in which the northbound and northwest-bound approaches are under stop-sign control, while the southeast-bound approach operates under free flow conditions. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

The results of the capacity analysis indicate that the intersection overall and all of the approaches or critical movements currently operate at LOS A during the peak hours. Furthermore, based on the ICU analysis, the intersection of Prairie Avenue with Walnut Avenue currently utilizes approximately 13 percent of the capacity of the intersection during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall and all of the approaches are projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Prairie Avenue with Jenks Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operates at LOS A during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Prairie Avenue with Livingston Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operates at LOS A during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Jenks Street with Stewart Avenue

The results of the capacity analysis indicate that the westbound approach and southbound left-turn movements currently operate at LOS A during the weekday evening and Saturday midday peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Proposed Access System

As previously indicated, access to the development is provided via a full movement access drive on Jenks Street and via an access drive on Green Bay Road. Under existing conditions, the Green Bay Road access drive is a one-way inbound access drive. Under projected conditions, the access drive will be converted to a one-way outbound access drive that will be restricted to right-turn movements only via signage.

The results of the capacity analysis indicate that inbound and outbound movements from the Jenks Street access drive are projected to operate at LOS A during both peak hours. Additionally, outbound movements from the Green Bay Road access drive are projected to operate at LOS B during the peak hours.

Overall, the proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided. Additionally, the conversion of the Green Bay Road access drive from inbound only movements to outbound only will eliminate the northbound left-turning movements from Green Bay Road onto the access drive, thus improving the flow of traffic along the roadway. Furthermore, with the restriction of outbound movements to right-turn only will reduce left-turn conflicts along the Green Bay Road corridor.

While supplemental access to the site is proposed via the public alley, this connection will be an inbound only access point that will primarily facilitate the proposed drop-off/pick-up lane to be located in the southwest corner of the parking lot. As such, the proposed access connection will have a limited impact on the operations of the public alley.

Parking Analysis

As indicated earlier, the existing on-site parking lot will be modified to provide a total of 53 parking spaces. To determine the adequacy of the proposed parking supply, the following three methodologies were reviewed:

- City of Evanston Code of Ordinances
- ITE *Parking Generation Manual*, 6th Edition for Land Use Code 488 (Soccer Field non-tournament)
- Information previously provided by the operator as previously discussed.

City of Evanston Parking Requirements

Based on the City of Evanston Code of Ordinances, health, fitness, and recreation facilities are required to provide 2 spaces per 1,000 square feet of gross floor area. As such, the proposed community center is required to provide 116 parking spaces. As such, the proposed 53 parking spaces results in a deficit of parking compared to the Code of Ordinances.

Based on information published in the *ITE Parking Generation Manual, 6th Edition*, soccer fields have an average peak parking demand of 16.44 spaces per field on Monday through Thursday and 16.21 spaces per field on Saturday. With two proposed soccer fields, this equates to an estimated peak parking demand of 33 parking spaces.

Operator Information

As previously indicated, the practices, training sessions, clinics, camps, and games will be scheduled to accommodate a maximum of four teams (48 total players and four coaches). Furthermore, the center will provide one front desk staff member and one maintenance staff member. Assuming that each coach and staff member will drive and park at the facility, a total of 47 parking spaces will be available for the parents of youth players.

Assuming 1.2 players per vehicle, it is estimated that with 48 total players the peak parking demand will be 40 vehicles. To minimize the overlap of parking during the turnover of fields, a 15-minute buffer between scheduled time blocks will be provided.

Overall, the peak parking demand for the weekday afternoon practices training sessions, clinics or camps will have different parking characteristics than weekend games, as follows:

- During the weekday sessions the time blocks will be approximately 90 minutes long and as such, it is anticipated that the majority of the players will be dropped off and picked up. While the previously identified peak parking demand of 40 vehicles can be accommodated by the 47 available parking spaces, the increased drop-off and pick-up associated with practices will result in a reduced parking demand for the weekday sessions.
- During weekend games, it is anticipated that parents will opt to park in the lot to stay and watch the game thus the peak parking demand of 40 vehicles will be realized. While the 15-minute buffer will allow for parents and players to depart a game prior to the arrival of players for the upcoming game, there will be a surplus of seven parking spaces available to accommodate players who arrive earlier before the start of their game.

As such, with the proposed scheduling of practices, training sessions, clinics, camps, and games (including a 15-minute buffer), the proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the center and will allow for the turnover of parking spaces with minimal overlap between the departing and arriving youth players and coaches.

6. Conclusion

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

- The site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games.
- The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member and one maintenance staff member.
- The traffic estimated to be generated by the proposed community center is less than the trips estimated to be generated by the site if the existing building was occupied by a general retail use or a grocery store.
- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.
- Access to the site will continue to be provided via Jenks Street and Green Bay Road. However, the Green Bay Road access drive will be converted from one-way inbound to one-way outbound with outbound movements restricted to right-turn movements only, thus improving the flow of traffic along Green Bay Road.
- Secondary access to the site will be provided via a connection to the public alley bordering the west side of the site. This connection will be an inbound only access that will primarily serve the proposed drop-off/pick-up lane and thus, will have a limited impact on the operations of the public alley.
- The access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided.
- The proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed community center.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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Count Name: Green bay rd and livingston rd
TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd 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	
4:00 PM	0	4	4	10	3	18	0	5	6	6	2	17	0	0	108	1	2	109	0	4	124	2	2	130	274
4:15 PM	0	2	7	6	0	15	0	5	12	11	1	28	0	0	125	2	0	127	0	7	162	3	0	172	342
4:30 PM	0	4	4	3	2	11	0	5	8	4	1	17	0	1	135	1	7	137	0	8	148	1	1	157	322
4:45 PM	0	3	9	7	4	19	0	9	14	7	2	30	0	2	126	5	4	133	0	7	134	3	2	144	326
Hourly Total	0	13	24	26	9	63	0	24	40	28	6	92	0	3	494	9	13	506	0	26	568	9	5	603	1264
5:00 PM	0	1	3	8	0	12	0	9	12	8	1	29	0	1	125	2	0	128	0	4	151	0	2	155	324
5:15 PM	0	3	7	9	4	19	0	13	20	9	0	42	0	0	142	2	0	144	0	6	150	2	2	158	363
5:30 PM	0	3	5	4	1	12	0	2	4	11	0	17	0	0	95	2	4	97	0	2	173	1	0	176	302
5:45 PM	0	0	7	6	1	13	0	8	9	5	0	22	0	3	118	4	1	125	0	4	146	2	0	152	312
Hourly Total	0	7	22	27	6	56	0	32	45	33	1	110	0	4	480	10	5	494	0	16	620	5	4	641	1301
6:00 PM	0	7	6	9	2	22	0	6	3	3	0	12	0	1	119	3	1	123	0	0	102	4	1	106	263
6:15 PM	0	1	4	13	2	18	0	3	6	8	0	17	0	0	93	1	0	94	0	7	112	2	0	121	250
6:30 PM	0	0	4	6	1	10	0	5	2	1	0	8	0	0	95	2	2	97	0	6	92	0	1	98	213
6:45 PM	0	2	4	3	1	9	0	6	6	5	0	17	0	0	89	4	0	93	0	4	95	1	0	100	219
Hourly Total	0	10	18	31	6	59	0	20	17	17	0	54	0	1	396	10	3	407	0	17	401	7	2	425	945
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	5	4	10	0	19	0	5	2	4	0	11	0	0	107	3	1	110	0	5	97	3	5	105	245
11:15 AM	0	6	3	6	3	15	0	4	4	9	0	17	0	0	123	1	2	124	0	5	116	0	4	121	277
11:30 AM	0	3	4	5	0	12	0	5	2	4	1	11	0	1	129	5	3	135	0	6	117	3	2	126	284
11:45 AM	0	3	2	7	1	12	0	1	2	4	0	7	0	0	121	7	3	128	0	8	153	1	7	162	309
Hourly Total	0	17	13	28	4	58	0	15	10	21	1	46	0	1	480	16	9	497	0	24	483	7	18	514	1115
12:00 PM	0	4	4	4	10	12	0	6	6	6	0	18	0	2	154	5	8	161	0	3	113	3	4	119	310
12:15 PM	0	3	5	5	4	13	0	8	5	3	0	16	0	1	106	1	6	108	0	6	120	3	2	129	266
12:30 PM	0	3	6	4	1	13	0	9	0	6	0	15	0	3	133	2	1	138	0	2	148	2	1	152	318
12:45 PM	0	7	1	9	1	17	0	6	5	3	0	14	0	2	136	4	0	142	0	6	122	2	1	130	303
Hourly Total	0	17	16	22	16	55	0	29	16	18	0	63	0	8	529	12	15	549	0	17	503	10	8	530	1197
1:00 PM	0	2	3	3	6	8	0	5	9	6	0	20	0	2	124	2	6	128	0	3	123	5	1	131	287
1:15 PM	0	6	4	8	4	18	0	4	7	2	0	13	0	3	95	5	0	103	0	7	138	1	0	146	280
1:30 PM	0	3	6	10	2	19	0	4	5	3	0	12	0	0	113	1	3	114	0	4	124	4	0	132	277
1:45 PM	0	5	10	9	1	24	0	3	3	2	0	8	0	2	118	4	2	124	0	6	138	2	4	146	302
Hourly Total	0	16	23	30	13	69	0	16	24	13	0	53	0	7	450	12	11	469	0	20	523	12	5	555	1146
2:00 PM	0	1	5	10	3	16	0	7	11	2	0	20	0	1	129	3	2	133	0	6	112	4	1	122	291
2:15 PM	0	2	7	11	3	20	0	4	2	3	0	9	0	1	122	2	3	125	0	4	138	2	1	144	298
2:30 PM	0	1	1	6	2	8	0	4	5	4	1	13	0	1	89	3	10	93	0	7	96	3	0	106	220
2:45 PM	0	4	7	8	0	19	0	5	9	5	0	19	0	1	110	1	1	112	0	3	124	2	0	129	279

Hourly Total	0	8	20	35	8	63	0	20	27	14	1	61	0	4	450	9	16	463	0	20	470	11	2	501	1088
Grand Total	0	88	136	199	62	423	0	156	179	144	9	479	0	28	3279	78	72	3385	0	140	3568	61	44	3769	8056
Approach %	0.0	20.8	32.2	47.0	-	-	0.0	32.6	37.4	30.1	-	-	0.0	0.8	96.9	2.3	-	-	0.0	3.7	94.7	1.6	-	-	-
Total %	0.0	1.1	1.7	2.5	-	5.3	0.0	1.9	2.2	1.8	-	5.9	0.0	0.3	40.7	1.0	-	42.0	0.0	1.7	44.3	0.8	-	46.8	-
Lights	0	87	130	195	-	412	0	153	168	141	-	462	0	27	3241	78	-	3346	0	139	3519	60	-	3718	7938
% Lights	-	98.9	95.6	98.0	-	97.4	-	98.1	93.9	97.9	-	96.5	-	96.4	98.8	100.0	-	98.8	-	99.3	98.6	98.4	-	98.6	98.5
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	20	0	-	20	0	0	31	0	-	31	52
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.2	-	0.0	0.6	0.0	-	0.6	-	0.0	0.9	0.0	-	0.8	0.6
Single-Unit Trucks	0	1	2	4	-	7	0	0	2	0	-	2	0	1	14	0	-	15	0	0	14	0	-	14	38
% Single-Unit Trucks	-	1.1	1.5	2.0	-	1.7	-	0.0	1.1	0.0	-	0.4	-	3.6	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	3	0	-	3	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	4	0	-	4	0	2	9	3	-	14	0	0	0	0	-	0	0	1	1	1	-	3	21
% Bicycles on Road	-	0.0	2.9	0.0	-	0.9	-	1.3	5.0	2.1	-	2.9	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	1.6	-	0.1	0.3
Pedestrians	-	-	-	-	62	-	-	-	-	-	9	-	-	-	-	-	72	-	-	-	-	-	44	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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TMC
Site Code:
Start Date: 02/19/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd 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	
4:30 PM	0	4	4	3	2	11	0	5	8	4	1	17	0	1	135	1	7	137	0	8	148	1	1	157	322
4:45 PM	0	3	9	7	4	19	0	9	14	7	2	30	0	2	126	5	4	133	0	7	134	3	2	144	326
5:00 PM	0	1	3	8	0	12	0	9	12	8	1	29	0	1	125	2	0	128	0	4	151	0	2	155	324
5:15 PM	0	3	7	9	4	19	0	13	20	9	0	42	0	0	142	2	0	144	0	6	150	2	2	158	363
Total	0	11	23	27	10	61	0	36	54	28	4	118	0	4	528	10	11	542	0	25	583	6	7	614	1335
Approach %	0.0	18.0	37.7	44.3	-	-	0.0	30.5	45.8	23.7	-	-	0.0	0.7	97.4	1.8	-	-	0.0	4.1	95.0	1.0	-	-	-
Total %	0.0	0.8	1.7	2.0	-	4.6	0.0	2.7	4.0	2.1	-	8.8	0.0	0.3	39.6	0.7	-	40.6	0.0	1.9	43.7	0.4	-	46.0	-
PHF	0.000	0.688	0.639	0.750	-	0.803	0.000	0.692	0.675	0.778	-	0.702	0.000	0.500	0.930	0.500	-	0.941	0.000	0.781	0.965	0.500	-	0.972	0.919
Lights	0	11	22	26	-	59	0	34	52	27	-	113	0	3	521	10	-	534	0	25	575	6	-	606	1312
% Lights	-	100.0	95.7	96.3	-	96.7	-	94.4	96.3	96.4	-	95.8	-	75.0	98.7	100.0	-	98.5	-	100.0	98.6	100.0	-	98.7	98.3
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	5	0	-	5	0	0	7	0	-	7	13
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.8	0.0	0.0	-	0.8	-	0.0	0.9	0.0	-	0.9	-	0.0	1.2	0.0	-	1.1	1.0
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	1	1	0	-	2	0	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	0.0	3.7	-	1.6	-	0.0	1.9	0.0	-	0.8	-	25.0	0.2	0.0	-	0.4	-	0.0	0.2	0.0	-	0.2	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	4.3	0.0	-	1.6	-	2.8	1.9	3.6	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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TMC
Site Code:
Start Date: 02/19/2026
Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd 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	
11:45 AM	0	3	2	7	1	12	0	1	2	4	0	7	0	0	121	7	3	128	0	8	153	1	7	162	309
12:00 PM	0	4	4	4	10	12	0	6	6	6	0	18	0	2	154	5	8	161	0	3	113	3	4	119	310
12:15 PM	0	3	5	5	4	13	0	8	5	3	0	16	0	1	106	1	6	108	0	6	120	3	2	129	266
12:30 PM	0	3	6	4	1	13	0	9	0	6	0	15	0	3	133	2	1	138	0	2	148	2	1	152	318
Total	0	13	17	20	16	50	0	24	13	19	0	56	0	6	514	15	18	535	0	19	534	9	14	562	1203
Approach %	0.0	26.0	34.0	40.0	-	-	0.0	42.9	23.2	33.9	-	-	0.0	1.1	96.1	2.8	-	-	0.0	3.4	95.0	1.6	-	-	-
Total %	0.0	1.1	1.4	1.7	-	4.2	0.0	2.0	1.1	1.6	-	4.7	0.0	0.5	42.7	1.2	-	44.5	0.0	1.6	44.4	0.7	-	46.7	-
PHF	0.000	0.813	0.708	0.714	-	0.962	0.000	0.667	0.542	0.792	-	0.778	0.000	0.500	0.834	0.536	-	0.831	0.000	0.594	0.873	0.750	-	0.867	0.946
Lights	0	13	15	20	-	48	0	23	13	18	-	54	0	6	510	15	-	531	0	19	528	9	-	556	1189
% Lights	-	100.0	88.2	100.0	-	96.0	-	95.8	100.0	94.7	-	96.4	-	100.0	99.2	100.0	-	99.3	-	100.0	98.9	100.0	-	98.9	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.6	0.0	-	0.5	0.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	4
% Single-Unit Trucks	-	0.0	5.9	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	1	0	-	1	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	5.9	0.0	-	2.0	-	4.2	0.0	5.3	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	18	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: isabella st and green bay rd TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:00 PM	0	23	16	1	39	0	4	101	0	105	0	105	20	0	125	269
4:15 PM	0	18	12	0	30	0	13	101	0	114	0	155	28	0	183	327
4:30 PM	0	25	20	2	45	0	9	115	1	124	0	120	16	0	136	305
4:45 PM	0	17	14	1	31	0	16	112	0	128	0	116	21	0	137	296
Hourly Total	0	83	62	4	145	0	42	429	1	471	0	496	85	0	581	1197
5:00 PM	0	16	22	1	38	0	9	109	0	118	0	122	19	0	141	297
5:15 PM	0	23	20	3	43	0	17	115	2	132	0	135	20	0	155	330
5:30 PM	0	16	24	0	40	0	10	97	0	107	0	128	10	0	138	285
5:45 PM	0	17	16	1	33	0	4	104	0	108	0	113	8	0	121	262
Hourly Total	0	72	82	5	154	0	40	425	2	465	0	498	57	0	555	1174
6:00 PM	0	18	10	1	28	0	7	116	0	123	0	96	9	0	105	256
6:15 PM	0	11	15	2	26	0	6	83	0	89	0	97	12	0	109	224
6:30 PM	0	12	9	0	21	0	5	83	0	88	0	73	13	0	86	195
6:45 PM	0	12	8	1	20	0	3	90	0	93	0	85	4	0	89	202
Hourly Total	0	53	42	4	95	0	21	372	0	393	0	351	38	0	389	877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	21	8	2	29	0	7	99	0	106	0	93	27	0	120	255
11:15 AM	0	21	12	1	33	0	4	103	0	107	0	93	16	0	109	249
11:30 AM	0	21	19	2	40	0	8	115	3	123	0	115	22	0	137	300
11:45 AM	0	16	15	1	31	0	7	111	0	118	0	122	23	0	145	294
Hourly Total	0	79	54	6	133	0	26	428	3	454	0	423	88	0	511	1098
12:00 PM	0	18	12	11	30	0	11	124	1	135	0	91	21	0	112	277
12:15 PM	0	15	10	1	25	0	10	98	0	108	0	117	25	0	142	275
12:30 PM	0	23	15	3	38	0	8	118	1	126	0	129	18	0	147	311
12:45 PM	0	16	19	3	35	0	10	115	0	125	0	86	14	0	100	260
Hourly Total	0	72	56	18	128	0	39	455	2	494	0	423	78	0	501	1123
1:00 PM	0	12	14	6	26	0	7	122	0	129	0	111	24	0	135	290
1:15 PM	0	22	14	3	36	0	5	89	0	94	0	120	22	0	142	272
1:30 PM	0	18	14	0	32	0	3	95	0	98	0	108	22	0	130	260
1:45 PM	0	15	13	0	28	0	6	105	0	111	0	124	19	0	143	282
Hourly Total	0	67	55	9	122	0	21	411	0	432	0	463	87	0	550	1104
2:00 PM	0	24	19	3	43	0	3	102	1	105	0	92	19	0	111	259
2:15 PM	0	16	13	0	29	0	5	111	0	116	0	116	20	0	136	281
2:30 PM	0	15	12	1	27	0	9	94	0	103	0	96	16	0	112	242
2:45 PM	0	18	7	1	25	0	3	88	0	91	0	111	16	0	127	243
Hourly Total	0	73	51	5	124	0	20	395	1	415	0	415	71	0	486	1025

Grand Total	0	499	402	51	901	0	209	2915	9	3124	0	3069	504	0	3573	7598
Approach %	0.0	55.4	44.6	-	-	0.0	6.7	93.3	-	-	0.0	85.9	14.1	-	-	-
Total %	0.0	6.6	5.3	-	11.9	0.0	2.8	38.4	-	41.1	0.0	40.4	6.6	-	47.0	-
Lights	0	498	401	-	899	0	209	2880	-	3089	0	3019	503	-	3522	7510
% Lights	-	99.8	99.8	-	99.8	-	100.0	98.8	-	98.9	-	98.4	99.8	-	98.6	98.8
Buses	0	0	0	-	0	0	0	20	-	20	0	32	1	-	33	53
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.7	-	0.6	-	1.0	0.2	-	0.9	0.7
Single-Unit Trucks	0	0	1	-	1	0	0	12	-	12	0	13	0	-	13	26
% Single-Unit Trucks	-	0.0	0.2	-	0.1	-	0.0	0.4	-	0.4	-	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	1	0	-	1	0	0	3	-	3	0	4	0	-	4	8
% Articulated Trucks	-	0.2	0.0	-	0.1	-	0.0	0.1	-	0.1	-	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	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	-	-	-	51	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: isabella st and green bay rd TMC
Site Code:
Start Date: 02/19/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	25	20	2	45	0	9	115	1	124	0	120	16	0	136	305
4:45 PM	0	17	14	1	31	0	16	112	0	128	0	116	21	0	137	296
5:00 PM	0	16	22	1	38	0	9	109	0	118	0	122	19	0	141	297
5:15 PM	0	23	20	3	43	0	17	115	2	132	0	135	20	0	155	330
Total	0	81	76	7	157	0	51	451	3	502	0	493	76	0	569	1228
Approach %	0.0	51.6	48.4	-	-	0.0	10.2	89.8	-	-	0.0	86.6	13.4	-	-	-
Total %	0.0	6.6	6.2	-	12.8	0.0	4.2	36.7	-	40.9	0.0	40.1	6.2	-	46.3	-
PHF	0.000	0.810	0.864	-	0.872	0.000	0.750	0.980	-	0.951	0.000	0.913	0.905	-	0.918	0.930
Lights	0	81	76	-	157	0	51	444	-	495	0	484	75	-	559	1211
% Lights	-	100.0	100.0	-	100.0	-	100.0	98.4	-	98.6	-	98.2	98.7	-	98.2	98.6
Buses	0	0	0	-	0	0	0	5	-	5	0	7	1	-	8	13
% Buses	-	0.0	0.0	-	0.0	-	0.0	1.1	-	1.0	-	1.4	1.3	-	1.4	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
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	-	-	-	7	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: isabella st and green bay rd TMC
Site Code:
Start Date: 02/19/2026
Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
11:45 AM	0	16	15	1	31	0	7	111	0	118	0	122	23	0	145	294
12:00 PM	0	18	12	11	30	0	11	124	1	135	0	91	21	0	112	277
12:15 PM	0	15	10	1	25	0	10	98	0	108	0	117	25	0	142	275
12:30 PM	0	23	15	3	38	0	8	118	1	126	0	129	18	0	147	311
Total	0	72	52	16	124	0	36	451	2	487	0	459	87	0	546	1157
Approach %	0.0	58.1	41.9	-	-	0.0	7.4	92.6	-	-	0.0	84.1	15.9	-	-	-
Total %	0.0	6.2	4.5	-	10.7	0.0	3.1	39.0	-	42.1	0.0	39.7	7.5	-	47.2	-
PHF	0.000	0.783	0.867	-	0.816	0.000	0.818	0.909	-	0.902	0.000	0.890	0.870	-	0.929	0.930
Lights	0	72	52	-	124	0	36	447	-	483	0	455	87	-	542	1149
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.1	-	99.2	-	99.1	100.0	-	99.3	99.3
Buses	0	0	0	-	0	0	0	2	-	2	0	2	0	-	2	4
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.4	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	16	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Study Name	Isabella Street with Prairie Avenue																												
Start Date	Thursday, February 19, 2026 4:00 PM																												
End Date	Saturday, February 21, 2026 3:00 PM																												
Site Code																													

Report Summary

			Eastbound							Westbound							Northbound							Southbound							Southeastbound							Crosswalk			
Time Period	Class.	U	HL	L	T	R	I	O	U	L	T	BR	R	I	O	U	L	BL	T	R	I	O	U	L	T	R	HR	I	O	U	HL	BL	BR	HR	I	O	Total	Westbound	Eastbound	Total	
Peak 1	Lights	0	3	3	18	1	25	28	0	5	16	10	0	31	66	0	0	24	0	8	32	34	0	0	0	10	1	11	3	0	0	40	28	2	70	38	169	W	7	7	
Specified Period	%	0%	100%	100%	100%	100%	100%	97%	0%	100%	94%	91%	0%	94%	100%	0%	0%	100%	0%	100%	100%	85%	0%	0%	0%	100%	100%	100%	100%	0%	0%	100%	82%	100%	92%	97%	95%		100%		
4:30 PM - 5:30 PM	Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	E	5	5		
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%		100%			
4:30 PM - 5:30 PM	Single-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	5	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%			
	articulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	12	12		
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%			
	icycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	6	0	7	NW	8	8		
	%	0%	0%	0%	0%	0%	0%	3%	0%	0%	6%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	8%	0%	4%		100%			
	Total	0	3	3	18	1	25	29	0	5	17	11	0	33	66	0	0	24	0	8	32	40	0	0	0	10	1	11	3	0	0	40	34	2	76	39	177		37	37	
	PHF	0	0.38	0.38	0.64	0.25	0.69	0.6	0	0.62	0.61	0.69	0	0.69	0.72	0	0	0.86	0	0.4	0.89	0.77	0	0	0	0.62	0.25	0.69	0.38	0	0	0.91	0.77	0.5	0.86	0.75	0.92				
	Approach %						14%	16%						19%	37%						18%	23%						6%	2%					43%	22%						

			Eastbound							Westbound							Northbound							Southbound							Southeastbound							Crosswalk			
Time Period	Class.	U	HL	L	T	R	I	O	U	L	T	BR	R	I	O	U	L	BL	T	R	I	O	U	L	T	R	HR	I	O	U	HL	BL	BR	HR	I	O	Total	Westbound	Eastbound	Total	
Peak 1	Lights	0	2	2	18	5	27	29	0	0	15	10	0	25	40	0	3	32	3	3	41	20	0	2	2	6	4	14	5	1	0	17	13	5	36	49	143	W	3	3	
Specified Period	%	0%	100%	100%	100%	100%	100%	100%	0%	0%	100%	100%	0%	100%	100%	0%	100%	94%	100%	100%	95%	95%	0%	100%	100%	100%	100%	100%	100%	100%	0%	0%	100%	93%	100%	97%	96%	98%		100%	
11:45 AM - 12:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	5	5			
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%				
11:45 AM - 12:45 PM	Single-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	2		
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%			
	articulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	10			
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%			
	icycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	1	0	1	2	3	NW	9	9		
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	3%	4%	2%		100%		
	Total	0	2	2	18	5	27	29	0	0	15	10	0	25	40	0	3	34	3	3	43	21	0	2	2	6	4	14	5	1	0	17	14	5	37	51	146		29	29	
	PHF	0	0.5	0.5	0.75	0.42	0.75	0.72	0	0	0.75	0.83	0	0.89	0.83	0	0.75	0.61	0.38	0.38	0.67	0.66	0	0.5	0.5	0.75	1	0.7	0.42	0.25	0	0.61	0.44	0.42	0.66	0.75	0.91				
	Approach %						18%	20%						17%	27%						29%	14%						10%	3%					25%	35%						



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Jenks st and green bay rd TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Jenks st Eastbound					Green bay rd Northbound					Green bay rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:00 PM	0	0	3	1	3	0	2	126	0	128	0	134	1	0	135	266
4:15 PM	0	1	3	0	4	0	5	120	0	125	0	175	0	0	175	304
4:30 PM	0	2	2	3	4	0	5	144	0	149	0	171	0	0	171	324
4:45 PM	0	1	5	4	6	0	3	141	0	144	0	139	2	0	141	291
Hourly Total	0	4	13	8	17	0	15	531	0	546	0	619	3	0	622	1185
5:00 PM	0	0	6	0	6	0	1	127	0	128	0	141	2	0	143	277
5:15 PM	0	0	1	3	1	0	5	150	0	155	0	161	1	0	162	318
5:30 PM	0	0	6	0	6	0	1	99	0	100	0	180	4	0	184	290
5:45 PM	0	1	3	2	4	0	3	126	0	129	0	143	4	0	147	280
Hourly Total	0	1	16	5	17	0	10	502	0	512	0	625	11	0	636	1165
6:00 PM	0	0	3	1	3	0	3	122	0	125	0	102	0	0	102	230
6:15 PM	0	2	5	1	7	0	1	102	0	103	0	122	0	0	122	232
6:30 PM	0	0	2	2	2	0	4	93	0	97	0	91	0	0	91	190
6:45 PM	0	0	3	1	3	0	3	90	0	93	0	99	1	0	100	196
Hourly Total	0	2	13	5	15	0	11	407	0	418	0	414	1	0	415	848
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	5	2	6	0	1	123	0	124	0	105	2	0	107	237
11:15 AM	0	0	2	3	2	0	5	120	0	125	0	115	0	0	115	242
11:30 AM	0	1	1	0	2	0	2	141	0	143	0	135	3	0	138	283
11:45 AM	0	0	4	4	4	0	1	132	0	133	0	158	2	0	160	297
Hourly Total	0	2	12	9	14	0	9	516	0	525	0	513	7	0	520	1059
12:00 PM	0	0	0	11	0	0	4	147	0	151	0	112	0	0	112	263
12:15 PM	0	0	1	3	1	0	5	116	0	121	0	130	1	0	131	253
12:30 PM	0	1	1	0	2	0	2	132	0	134	0	153	0	0	153	289
12:45 PM	0	1	3	1	4	0	0	143	0	143	0	125	1	0	126	273
Hourly Total	0	2	5	15	7	0	11	538	0	549	0	520	2	0	522	1078
1:00 PM	0	0	2	4	2	0	3	134	0	137	0	128	2	0	130	269
1:15 PM	0	2	5	3	7	0	1	101	0	102	0	143	3	0	146	255
1:30 PM	0	1	0	2	1	0	2	108	0	110	0	128	3	0	131	242
1:45 PM	0	0	2	1	2	0	0	132	0	132	0	147	1	0	148	282
Hourly Total	0	3	9	10	12	0	6	475	0	481	0	546	9	0	555	1048
2:00 PM	0	1	3	2	4	1	1	134	0	136	0	116	2	0	118	258
2:15 PM	0	0	4	4	4	0	1	120	0	121	0	138	0	0	138	263
2:30 PM	0	1	2	1	3	0	1	98	0	99	0	120	1	0	121	223
2:45 PM	0	0	0	4	0	0	3	116	0	119	0	128	1	0	129	248
Hourly Total	0	2	9	11	11	1	6	468	0	475	0	502	4	0	506	992

[illegible]

[illegible]

[illegible]



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Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	0	0	3	0	0	1	1	1	7	3	0	0	6	1	1	7	0	0	3	1	1	4	14
4:15 PM	0	0	2	1	3	3	0	0	1	1	2	2	0	0	4	0	2	4	0	2	2	0	1	4	13
4:30 PM	0	1	0	0	1	1	0	1	2	2	3	5	0	0	4	1	0	5	0	4	2	0	0	6	17
4:45 PM	0	0	0	0	1	0	0	2	2	0	2	4	0	1	7	3	0	11	0	2	2	1	1	5	20
Hourly Total	0	1	2	1	8	4	0	4	6	4	14	14	0	1	21	5	3	27	0	8	9	2	3	19	64
5:00 PM	0	0	4	1	1	5	0	0	1	3	2	4	0	1	2	0	0	3	0	1	1	1	0	3	15
5:15 PM	0	1	1	1	4	3	0	0	5	3	6	8	0	4	1	1	2	6	0	1	5	2	3	8	25
5:30 PM	0	0	5	0	2	5	0	1	4	2	3	7	0	1	3	2	1	6	0	2	3	1	0	6	24
5:45 PM	0	1	0	0	1	1	0	1	2	1	4	4	0	0	1	2	1	3	0	1	3	0	2	4	12
Hourly Total	0	2	10	2	8	14	0	2	12	9	15	23	0	6	7	5	4	18	0	5	12	4	5	21	76
6:00 PM	0	0	2	0	0	2	0	1	0	0	1	1	0	0	1	3	0	4	0	0	2	0	0	2	9
6:15 PM	0	0	5	0	1	5	0	1	2	1	1	4	0	1	6	1	1	8	0	1	3	0	0	4	21
6:30 PM	0	1	4	0	2	5	0	4	0	1	3	5	0	1	0	1	5	2	0	0	1	1	0	2	14
6:45 PM	0	0	2	0	1	2	0	0	4	0	0	4	0	0	3	0	1	3	0	1	0	0	1	1	10
Hourly Total	0	1	13	0	4	14	0	6	6	2	5	14	0	2	10	5	7	17	0	2	6	1	1	9	54
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	3	0	0	3	0	0	3	0	3	3	0	0	2	2	2	4	0	1	2	1	0	4	14
11:15 AM	0	0	0	0	0	0	0	1	2	3	3	6	0	2	7	1	0	10	0	1	1	0	1	2	18
11:30 AM	0	0	0	0	5	0	0	1	2	2	2	5	0	2	4	0	0	6	0	1	0	3	4	4	15
11:45 AM	0	0	1	0	4	1	0	1	2	1	4	4	0	0	4	1	2	5	0	1	1	0	4	2	12
Hourly Total	0	0	4	0	9	4	0	3	9	6	12	18	0	4	17	4	4	25	0	4	4	4	9	12	59
12:00 PM	0	0	0	0	2	0	0	1	1	3	1	5	0	0	7	1	2	8	0	0	1	0	4	1	14
12:15 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	1	3	0	1	4	0	1	1	0	1	2	9
12:30 PM	0	0	0	0	3	0	0	0	2	2	0	4	0	0	5	0	1	5	0	1	1	0	1	2	11
12:45 PM	0	0	2	1	0	3	0	0	2	0	1	2	0	0	2	2	0	4	0	2	2	0	1	4	13
Hourly Total	0	0	3	1	5	4	0	1	6	6	2	13	0	1	17	3	4	21	0	4	5	0	7	9	47
1:00 PM	0	0	1	0	2	1	0	0	0	2	4	2	0	1	4	1	1	6	0	1	1	0	0	2	11
1:15 PM	0	1	2	0	4	3	0	1	5	2	3	8	0	2	7	2	0	11	0	3	1	1	2	5	27
1:30 PM	0	0	0	1	2	1	0	0	4	2	2	6	0	1	4	1	0	6	0	2	1	0	4	3	16
1:45 PM	0	0	1	1	4	2	0	0	2	1	3	3	1	2	0	2	0	5	0	3	1	3	2	7	17
Hourly Total	0	1	4	2	12	7	0	1	11	7	12	19	1	6	15	6	1	28	0	9	4	4	8	17	71
2:00 PM	0	0	2	2	0	4	0	1	0	2	0	3	0	1	8	2	1	11	0	1	1	0	3	2	20
2:15 PM	0	0	1	0	2	1	0	0	1	1	1	2	0	0	9	1	1	10	0	1	1	0	2	2	15
2:30 PM	0	0	2	0	1	2	0	0	3	1	4	4	0	1	2	4	1	7	0	0	1	1	6	2	15
2:45 PM	0	0	0	1	1	1	0	0	2	1	0	3	0	1	1	0	1	2	0	0	5	1	3	6	12

Hourly Total	0	0	5	3	4	8	0	1	6	5	5	12	0	3	20	7	4	30	0	2	8	2	14	12	62
Grand Total	0	5	41	9	50	55	0	18	56	39	65	113	1	23	107	35	27	166	0	34	48	17	47	99	433
Approach %	0.0	9.1	74.5	16.4	-	-	0.0	15.9	49.6	34.5	-	-	0.6	13.9	64.5	21.1	-	-	0.0	34.3	48.5	17.2	-	-	-
Total %	0.0	1.2	9.5	2.1	-	12.7	0.0	4.2	12.9	9.0	-	26.1	0.2	5.3	24.7	8.1	-	38.3	0.0	7.9	11.1	3.9	-	22.9	-
Lights	0	5	40	9	-	54	0	17	55	39	-	111	1	21	102	32	-	156	0	34	48	15	-	97	418
% Lights	-	100.0	97.6	100.0	-	98.2	-	94.4	98.2	100.0	-	98.2	100.0	91.3	95.3	91.4	-	94.0	-	100.0	100.0	88.2	-	98.0	96.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	2	-	4	0	0	0	1	-	1	6
% Single-Unit Trucks	-	0.0	2.4	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.9	5.7	-	2.4	-	0.0	0.0	5.9	-	1.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	1	0	-	2	0	2	3	1	-	6	0	0	0	1	-	1	9
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	5.6	1.8	0.0	-	1.8	0.0	8.7	2.8	2.9	-	3.6	-	0.0	0.0	5.9	-	1.0	2.1
Pedestrians	-	-	-	-	50	-	-	-	-	-	65	-	-	-	-	-	27	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	1	0	0	1	1	0	1	2	2	3	5	0	0	4	1	0	5	0	4	2	0	0	6	17
4:45 PM	0	0	0	0	1	0	0	2	2	0	2	4	0	1	7	3	0	11	0	2	2	1	1	5	20
5:00 PM	0	0	4	1	1	5	0	0	1	3	2	4	0	1	2	0	0	3	0	1	1	1	0	3	15
5:15 PM	0	1	1	1	4	3	0	0	5	3	6	8	0	4	1	1	2	6	0	1	5	2	3	8	25
Total	0	2	5	2	7	9	0	3	10	8	13	21	0	6	14	5	2	25	0	8	10	4	4	22	77
Approach %	0.0	22.2	55.6	22.2	-	-	0.0	14.3	47.6	38.1	-	-	0.0	24.0	56.0	20.0	-	-	0.0	36.4	45.5	18.2	-	-	-
Total %	0.0	2.6	6.5	2.6	-	11.7	0.0	3.9	13.0	10.4	-	27.3	0.0	7.8	18.2	6.5	-	32.5	0.0	10.4	13.0	5.2	-	28.6	-
PHF	0.000	0.500	0.313	0.500	-	0.450	0.000	0.375	0.500	0.667	-	0.656	0.000	0.375	0.500	0.417	-	0.568	0.000	0.500	0.500	0.500	-	0.688	0.770
Lights	0	2	5	2	-	9	0	3	10	8	-	21	0	6	13	4	-	23	0	8	10	3	-	21	74
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	92.9	80.0	-	92.0	-	100.0	100.0	75.0	-	95.5	96.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	20.0	-	4.0	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	7.1	0.0	-	4.0	-	0.0	0.0	25.0	-	4.5	2.6
Pedestrians	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:45 AM	0	0	1	0	4	1	0	1	2	1	4	4	0	0	4	1	2	5	0	1	1	0	4	2	12
12:00 PM	0	0	0	0	2	0	0	1	1	3	1	5	0	0	7	1	2	8	0	0	1	0	4	1	14
12:15 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	1	3	0	1	4	0	1	1	0	1	2	9
12:30 PM	0	0	0	0	3	0	0	0	2	2	0	4	0	0	5	0	1	5	0	1	1	0	1	2	11
Total	0	0	2	0	9	2	0	2	6	7	5	15	0	1	19	2	6	22	0	3	4	0	10	7	46
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	13.3	40.0	46.7	-	-	0.0	4.5	86.4	9.1	-	-	0.0	42.9	57.1	0.0	-	-	-
Total %	0.0	0.0	4.3	0.0	-	4.3	0.0	4.3	13.0	15.2	-	32.6	0.0	2.2	41.3	4.3	-	47.8	0.0	6.5	8.7	0.0	-	15.2	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.500	0.750	0.583	-	0.750	0.000	0.250	0.679	0.500	-	0.688	0.000	0.750	1.000	0.000	-	0.875	0.821
Lights	0	0	2	0	-	2	0	2	6	7	-	15	0	1	18	2	-	21	0	3	4	0	-	7	45
% Lights	-	-	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	94.7	100.0	-	95.5	-	100.0	100.0	-	-	100.0	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.3	0.0	-	4.5	-	0.0	0.0	-	-	0.0	2.2
Pedestrians	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	2	0	8	0	5	10	0	0	10	2	5	12	0	2	4	8	0	14	0	3	1	1	1	5	41
4:15 PM	0	0	8	0	2	8	0	1	13	1	4	15	0	4	3	2	1	9	0	3	0	0	2	3	35
4:30 PM	0	1	7	1	2	9	0	1	8	1	3	10	0	1	4	2	2	7	0	1	1	0	2	2	28
4:45 PM	0	2	9	1	0	12	0	0	13	7	4	20	0	0	3	3	1	6	0	6	0	1	3	7	45
Hourly Total	2	3	32	2	9	39	0	2	44	11	16	57	0	7	14	15	4	36	0	13	2	2	8	17	149
5:00 PM	0	0	5	0	1	5	0	0	16	1	3	17	0	0	1	9	1	10	0	2	0	0	2	2	34
5:15 PM	0	0	7	0	3	7	0	0	15	2	1	17	0	1	2	6	0	9	0	3	1	2	1	6	39
5:30 PM	0	1	7	0	3	8	0	0	7	1	5	8	0	2	3	1	2	6	0	3	0	0	2	3	25
5:45 PM	0	1	6	0	2	7	0	0	16	1	1	17	0	3	0	6	2	9	0	3	0	2	1	5	38
Hourly Total	0	2	25	0	9	27	0	0	54	5	10	59	0	6	6	22	5	34	0	11	1	4	6	16	136
6:00 PM	1	0	16	0	0	17	0	0	7	1	2	8	0	3	4	5	2	12	0	2	0	0	2	2	39
6:15 PM	0	0	7	0	1	7	0	0	7	1	0	8	0	5	5	3	0	13	0	5	0	1	0	6	34
6:30 PM	0	0	6	0	3	6	0	0	3	0	0	3	0	1	1	3	0	5	1	0	0	2	3	3	17
6:45 PM	0	0	5	0	3	5	0	0	9	0	2	9	0	1	5	3	3	9	0	0	0	0	1	0	23
Hourly Total	1	0	34	0	7	35	0	0	26	2	4	28	0	10	15	14	5	39	1	7	0	3	6	11	113
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	9	0	0	10	0	0	2	1	1	3	0	4	0	8	1	12	0	0	0	1	3	1	26
11:15 AM	0	3	12	0	1	15	0	0	3	2	4	5	0	5	6	5	3	16	0	0	0	3	2	3	39
11:30 AM	0	1	4	0	2	5	0	0	5	2	0	7	0	1	4	3	3	8	0	1	0	0	1	1	21
11:45 AM	0	2	9	0	3	11	0	0	4	1	3	5	0	0	4	5	3	9	0	1	0	0	5	1	26
Hourly Total	0	7	34	0	6	41	0	0	14	6	8	20	0	10	14	21	10	45	0	2	0	4	11	6	112
12:00 PM	0	2	7	0	1	9	0	0	10	3	2	13	0	5	1	4	6	10	0	1	0	0	1	1	33
12:15 PM	0	1	8	0	4	9	0	0	7	0	2	7	0	3	5	4	6	12	0	1	0	2	2	3	31
12:30 PM	0	1	12	0	2	13	0	0	5	1	4	6	0	3	4	3	0	10	0	1	0	0	2	1	30
12:45 PM	0	0	10	0	1	10	0	0	8	1	1	9	0	1	2	5	0	8	0	1	0	3	1	4	31
Hourly Total	0	4	37	0	8	41	0	0	30	5	9	35	0	12	12	16	12	40	0	4	0	5	6	9	125
1:00 PM	0	0	4	0	1	4	0	0	13	3	2	16	0	4	3	2	4	9	0	0	0	0	4	0	29
1:15 PM	0	1	10	1	4	12	0	0	8	3	5	11	0	3	6	5	0	14	0	2	1	1	0	4	41
1:30 PM	0	0	11	0	0	11	0	0	6	4	3	10	0	3	2	7	1	12	0	2	0	1	2	3	36
1:45 PM	0	3	11	0	4	14	0	0	8	1	4	9	0	6	5	5	2	16	0	1	0	0	3	1	40
Hourly Total	0	4	36	1	9	41	0	0	35	11	14	46	0	16	16	19	7	51	0	5	1	2	9	8	146
2:00 PM	0	2	13	0	1	15	0	0	11	5	2	16	0	2	4	0	0	6	0	4	0	1	1	5	42
2:15 PM	0	2	13	0	0	15	0	0	5	3	1	8	0	5	6	6	2	17	0	1	0	0	0	1	41
2:30 PM	0	1	3	0	2	4	0	0	6	2	0	8	0	5	3	4	1	12	0	1	0	1	0	2	26
2:45 PM	0	1	11	0	4	12	0	0	13	1	2	14	0	1	1	4	2	6	0	3	0	2	1	5	37

Hourly Total	0	6	40	0	7	46	0	0	35	11	5	46	0	13	14	14	5	41	0	9	0	4	2	13	146
Grand Total	3	26	238	3	55	270	0	2	238	51	66	291	0	74	91	121	48	286	1	51	4	24	48	80	927
Approach %	1.1	9.6	88.1	1.1	-	-	0.0	0.7	81.8	17.5	-	-	0.0	25.9	31.8	42.3	-	-	1.3	63.8	5.0	30.0	-	-	-
Total %	0.3	2.8	25.7	0.3	-	29.1	0.0	0.2	25.7	5.5	-	31.4	0.0	8.0	9.8	13.1	-	30.9	0.1	5.5	0.4	2.6	-	8.6	-
Lights	3	23	233	1	-	260	0	1	225	49	-	275	0	71	87	115	-	273	1	51	4	24	-	80	888
% Lights	100.0	88.5	97.9	33.3	-	96.3	-	50.0	94.5	96.1	-	94.5	-	95.9	95.6	95.0	-	95.5	100.0	100.0	100.0	100.0	-	100.0	95.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	0	0	-	1	0	0	2	1	-	3	0	1	1	6	-	8	0	0	0	0	-	0	12
% Single-Unit Trucks	0.0	3.8	0.0	0.0	-	0.4	-	0.0	0.8	2.0	-	1.0	-	1.4	1.1	5.0	-	2.8	0.0	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	5	2	-	9	0	1	11	1	-	13	0	2	2	0	-	4	0	0	0	0	-	0	26
% Bicycles on Road	0.0	7.7	2.1	66.7	-	3.3	-	50.0	4.6	2.0	-	4.5	-	2.7	2.2	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	2.8
Pedestrians	-	-	-	-	55	-	-	-	-	-	66	-	-	-	-	-	48	-	-	-	-	-	48	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	1	7	1	2	9	0	1	8	1	3	10	0	1	4	2	2	7	0	1	1	0	2	2	28
4:45 PM	0	2	9	1	0	12	0	0	13	7	4	20	0	0	3	3	1	6	0	6	0	1	3	7	45
5:00 PM	0	0	5	0	1	5	0	0	16	1	3	17	0	0	1	9	1	10	0	2	0	0	2	2	34
5:15 PM	0	0	7	0	3	7	0	0	15	2	1	17	0	1	2	6	0	9	0	3	1	2	1	6	39
Total	0	3	28	2	6	33	0	1	52	11	11	64	0	2	10	20	4	32	0	12	2	3	8	17	146
Approach %	0.0	9.1	84.8	6.1	-	-	0.0	1.6	81.3	17.2	-	-	0.0	6.3	31.3	62.5	-	-	0.0	70.6	11.8	17.6	-	-	-
Total %	0.0	2.1	19.2	1.4	-	22.6	0.0	0.7	35.6	7.5	-	43.8	0.0	1.4	6.8	13.7	-	21.9	0.0	8.2	1.4	2.1	-	11.6	-
PHF	0.000	0.375	0.778	0.500	-	0.688	0.000	0.250	0.813	0.393	-	0.800	0.000	0.500	0.625	0.556	-	0.800	0.000	0.500	0.500	0.375	-	0.607	0.811
Lights	0	3	25	0	-	28	0	1	49	11	-	61	0	2	9	19	-	30	0	12	2	3	-	17	136
% Lights	-	100.0	89.3	0.0	-	84.8	-	100.0	94.2	100.0	-	95.3	-	100.0	90.0	95.0	-	93.8	-	100.0	100.0	100.0	-	100.0	93.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	1	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	3.8	0.0	-	3.1	-	0.0	10.0	5.0	-	6.3	-	0.0	0.0	0.0	-	0.0	2.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	2	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Bicycles on Road	-	0.0	10.7	100.0	-	15.2	-	0.0	1.9	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	4.1
Pedestrians	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026
Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:45 AM	0	2	9	0	3	11	0	0	4	1	3	5	0	0	4	5	3	9	0	1	0	0	5	1	26
12:00 PM	0	2	7	0	1	9	0	0	10	3	2	13	0	5	1	4	6	10	0	1	0	0	1	1	33
12:15 PM	0	1	8	0	4	9	0	0	7	0	2	7	0	3	5	4	6	12	0	1	0	2	2	3	31
12:30 PM	0	1	12	0	2	13	0	0	5	1	4	6	0	3	4	3	0	10	0	1	0	0	2	1	30
Total	0	6	36	0	10	42	0	0	26	5	11	31	0	11	14	16	15	41	0	4	0	2	10	6	120
Approach %	0.0	14.3	85.7	0.0	-	-	0.0	0.0	83.9	16.1	-	-	0.0	26.8	34.1	39.0	-	-	0.0	66.7	0.0	33.3	-	-	-
Total %	0.0	5.0	30.0	0.0	-	35.0	0.0	0.0	21.7	4.2	-	25.8	0.0	9.2	11.7	13.3	-	34.2	0.0	3.3	0.0	1.7	-	5.0	-
PHF	0.000	0.750	0.750	0.000	-	0.808	0.000	0.000	0.650	0.417	-	0.596	0.000	0.550	0.700	0.800	-	0.854	0.000	1.000	0.000	0.250	-	0.500	0.909
Lights	0	5	35	0	-	40	0	0	26	5	-	31	0	11	14	15	-	40	0	4	0	2	-	6	117
% Lights	-	83.3	97.2	-	-	95.2	-	-	100.0	100.0	-	100.0	-	100.0	100.0	93.8	-	97.6	-	100.0	-	100.0	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	6.3	-	2.4	-	0.0	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	16.7	2.8	-	-	4.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	10	-	-	-	-	-	11	-	-	-	-	-	15	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 1

Turning Movement Data

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:00 PM	0	2	1	2	3	0	5	2	1	7	0	2	7	0	9	19
4:15 PM	0	0	0	0	0	0	2	1	3	3	0	3	2	0	5	8
4:30 PM	0	1	1	2	2	0	8	1	0	9	0	0	6	0	6	17
4:45 PM	0	2	2	1	4	0	8	1	0	9	0	1	6	0	7	20
Hourly Total	0	5	4	5	9	0	23	5	4	28	0	6	21	0	27	64
5:00 PM	0	3	1	1	4	0	5	0	0	5	0	3	2	0	5	14
5:15 PM	0	2	3	1	5	0	7	0	2	7	0	2	2	0	4	16
5:30 PM	0	2	4	2	6	0	3	3	1	6	0	2	3	0	5	17
5:45 PM	0	2	0	0	2	0	12	1	0	13	0	0	3	0	3	18
Hourly Total	0	9	8	4	17	0	27	4	3	31	0	7	10	0	17	65
6:00 PM	0	0	1	0	1	0	5	1	0	6	0	2	3	0	5	12
6:15 PM	0	0	1	2	1	0	5	2	0	7	0	3	1	0	4	12
6:30 PM	0	1	0	0	1	0	6	3	1	9	0	4	3	0	7	17
6:45 PM	0	1	2	0	3	0	5	0	0	5	0	3	5	0	8	16
Hourly Total	0	2	4	2	6	0	21	6	1	27	0	12	12	0	24	57
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	3	0	3	0	4	0	0	4	0	3	2	1	5	12
11:15 AM	0	1	3	1	4	0	12	0	2	12	0	0	10	0	10	26
11:30 AM	0	4	1	0	5	0	4	0	1	4	0	0	4	0	4	13
11:45 AM	0	1	3	1	4	0	6	1	0	7	0	0	3	0	3	14
Hourly Total	0	6	10	2	16	0	26	1	3	27	0	3	19	1	22	65
12:00 PM	0	0	2	4	2	0	8	1	0	9	0	0	2	0	2	13
12:15 PM	0	0	0	1	0	0	5	0	1	5	0	1	5	0	6	11
12:30 PM	0	2	0	3	2	2	8	0	1	10	0	0	3	0	3	15
12:45 PM	0	1	1	1	2	0	5	2	1	7	0	1	0	0	1	10
Hourly Total	0	3	3	9	6	2	26	3	3	31	0	2	10	0	12	49
1:00 PM	0	0	1	3	1	0	9	0	0	9	0	2	4	0	6	16
1:15 PM	0	3	6	4	9	0	5	0	1	5	0	3	1	0	4	18
1:30 PM	0	3	2	3	5	0	4	0	1	4	0	1	3	0	4	13
1:45 PM	0	4	2	4	6	0	12	2	0	14	0	0	3	0	3	23
Hourly Total	0	10	11	14	21	0	30	2	2	32	0	6	11	0	17	70
2:00 PM	0	2	1	2	3	0	6	2	1	8	0	2	3	0	5	16
2:15 PM	0	1	0	2	1	0	7	0	0	7	0	1	1	0	2	10
2:30 PM	0	2	2	3	4	0	6	0	3	6	0	2	2	0	4	14
2:45 PM	0	3	1	6	4	1	7	1	1	9	0	0	8	0	8	21
Hourly Total	0	8	4	13	12	1	26	3	5	30	0	5	14	0	19	61

3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Grand Total	0	43	44	49	87	3	180	24	21	207	0	41	98	1	139	433
Approach %	0.0	49.4	50.6	-	-	1.4	87.0	11.6	-	-	0.0	29.5	70.5	-	-	-
Total %	0.0	9.9	10.2	-	20.1	0.7	41.6	5.5	-	47.8	0.0	9.5	22.6	-	32.1	-
Lights	0	41	42	-	83	3	179	23	-	205	0	41	93	-	134	422
% Lights	-	95.3	95.5	-	95.4	100.0	99.4	95.8	-	99.0	-	100.0	94.9	-	96.4	97.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	4.2	-	0.5	-	0.0	1.0	-	0.7	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	2	-	4	0	1	0	-	1	0	0	4	-	4	9
% Bicycles on Road	-	4.7	4.5	-	4.6	0.0	0.6	0.0	-	0.5	-	0.0	4.1	-	2.9	2.1
Pedestrians	-	-	-	49	-	-	-	-	21	-	-	-	-	1	-	-
% 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 bmay@kloainc.com

Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:30 PM	0	1	1	2	2	0	8	1	0	9	0	0	6	0	6	17
4:45 PM	0	2	2	1	4	0	8	1	0	9	0	1	6	0	7	20
5:00 PM	0	3	1	1	4	0	5	0	0	5	0	3	2	0	5	14
5:15 PM	0	2	3	1	5	0	7	0	2	7	0	2	2	0	4	16
Total	0	8	7	5	15	0	28	2	2	30	0	6	16	0	22	67
Approach %	0.0	53.3	46.7	-	-	0.0	93.3	6.7	-	-	0.0	27.3	72.7	-	-	-
Total %	0.0	11.9	10.4	-	22.4	0.0	41.8	3.0	-	44.8	0.0	9.0	23.9	-	32.8	-
PHF	0.000	0.667	0.583	-	0.750	0.000	0.875	0.500	-	0.833	0.000	0.500	0.667	-	0.786	0.838
Lights	0	7	7	-	14	0	28	2	-	30	0	6	13	-	19	63
% Lights	-	87.5	100.0	-	93.3	-	100.0	100.0	-	100.0	-	100.0	81.3	-	86.4	94.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	3	-	3	4
% Bicycles on Road	-	12.5	0.0	-	6.7	-	0.0	0.0	-	0.0	-	0.0	18.8	-	13.6	6.0
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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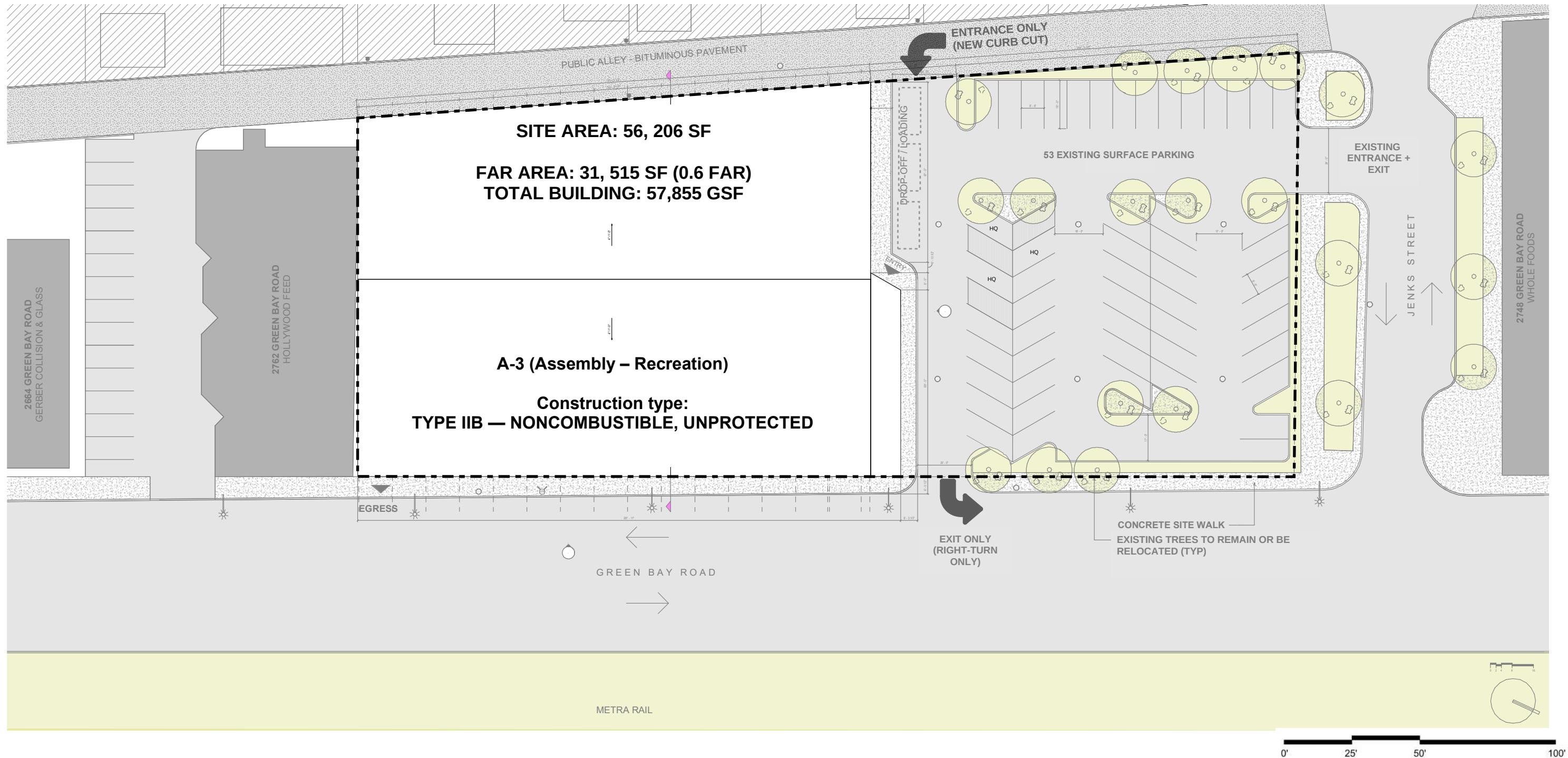
Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026
Page No: 4

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
11:45 AM	0	1	3	1	4	0	6	1	0	7	0	0	3	0	3	14
12:00 PM	0	0	2	4	2	0	8	1	0	9	0	0	2	0	2	13
12:15 PM	0	0	0	1	0	0	5	0	1	5	0	1	5	0	6	11
12:30 PM	0	2	0	3	2	2	8	0	1	10	0	0	3	0	3	15
Total	0	3	5	9	8	2	27	2	2	31	0	1	13	0	14	53
Approach %	0.0	37.5	62.5	-	-	6.5	87.1	6.5	-	-	0.0	7.1	92.9	-	-	-
Total %	0.0	5.7	9.4	-	15.1	3.8	50.9	3.8	-	58.5	0.0	1.9	24.5	-	26.4	-
PHF	0.000	0.375	0.417	-	0.500	0.250	0.844	0.500	-	0.775	0.000	0.250	0.650	-	0.583	0.883
Lights	0	3	5	-	8	2	27	2	-	31	0	1	13	-	14	53
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	9	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Site Plan

Landscape & Parking Plan



CMAP 2050 Projections Letter



February 20, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Green Bay Road between Isabella Street & Livingston Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 19, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Green Bay Road between Isabella Street & Livingston Street	8,250	8,850

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	81	76	51	451	493	76
Future Volume (vph)	81	76	51	451	493	76
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.398			
Satd. Flow (perm)	1805	1588	756	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		82				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	82	55	485	530	82
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effect Green (s)	10.1	10.1	73.2	71.9	64.1	64.1
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71

26-065 - Community Center - Evanston
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.43	0.33	0.08	0.16	0.40	0.07
Control Delay (s/veh)	43.4	12.1	2.4	2.7	8.7	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.4	2.7	8.7	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.2	
Approach LOS	C			A	A	
Queue Length 50th (ft)	47	0	5	30	130	10
Queue Length 95th (ft)	90	39	12	38	229	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	483	748	2975	1326	1101
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.07	0.16	0.40	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 8.5

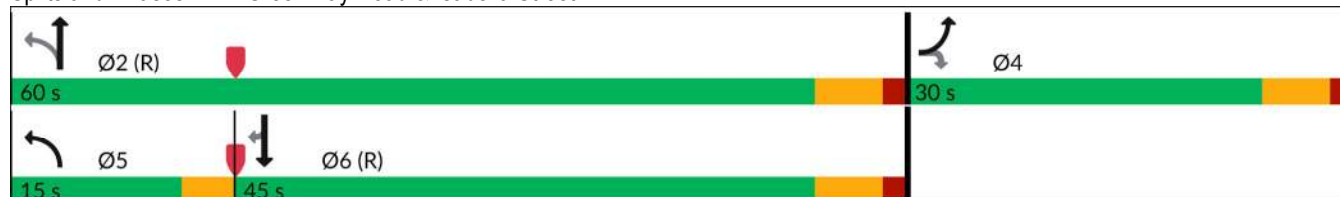
Intersection LOS: A

Intersection Capacity Utilization 49.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes, Volumes, Timings

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	36	54	28	4	528	10	25	583	6
Future Volume (vph)	11	23	27	36	54	28	4	528	10	25	583	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.968			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1722	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.882			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1534	0	0	3385	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			20			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	128	0	0	589	0	0	668	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		12.0			12.0			66.0			66.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	

26-065 - Community Center - Evanston
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28			0.58			0.24			0.28	
Control Delay (s/veh)		24.3			40.7			4.5			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.3			40.7			4.5			5.5	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.3			40.7			4.5			5.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		19			59			45			54	
Queue Length 95th (ft)		53			108			81			123	
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			591			2484			2397	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 9.0

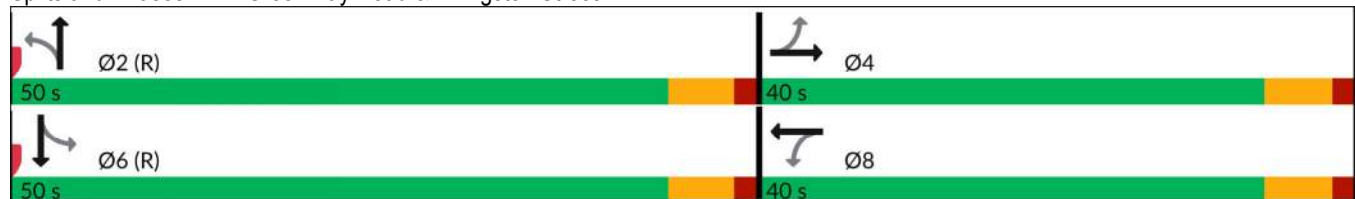
Intersection LOS: A

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	1	28	17	11	40	34	12	10	24	26
Future Vol, veh/h	6	18	1	28	17	11	40	34	12	10	24	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	1	30	18	12	43	37	13	11	26	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	29%	0%	24%	50%	47%
Vol Thru, %	71%	0%	72%	30%	40%
Vol Right, %	0%	100%	4%	20%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	26	25	56	86
LT Vol	10	0	6	28	40
Through Vol	24	0	18	17	34
RT Vol	0	26	1	11	12
Lane Flow Rate	37	28	27	61	93
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.05	0.031	0.033	0.072	0.109
Departure Headway (Hd)	4.85	4.001	4.349	4.272	4.211
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	732	885	828	844	841
Service Time	2.62	1.77	2.35	2.272	2.284
HCM Lane V/C Ratio	0.051	0.032	0.033	0.072	0.111
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection												
Intersection Delay, s/veh	7.1											
Intersection LOS	A											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Future Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	10	13	5	8	18	6	3	6	3	4	13	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	22%	24%	36%	14%
Vol Thru, %	56%	56%	45%	48%
Vol Right, %	22%	20%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	25	22	21
LT Vol	2	6	8	3
Through Vol	5	14	10	10
RT Vol	2	5	4	8
Lane Flow Rate	12	32	29	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.035	0.031	0.029
Departure Headway (Hd)	3.937	3.916	3.955	3.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	915	906	938
Service Time	1.965	1.936	1.975	1.84
HCM Lane V/C Ratio	0.013	0.035	0.032	0.029
HCM Control Delay, s/veh	7	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	28	0	0	52	11	12	0	3	2	10	20
Future Vol, veh/h	3	28	0	0	52	11	12	0	3	2	10	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	64	14	15	0	4	2	12	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	31%	90%	83%	0%
Vol Right, %	63%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	31	63	15
LT Vol	2	3	0	12
Through Vol	10	28	52	0
RT Vol	20	0	11	3
Lane Flow Rate	40	38	78	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.043	0.086	0.021
Departure Headway (Hd)	3.751	4.078	3.992	4.171
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	947	876	897	852
Service Time	1.806	2.114	2.021	2.227
HCM Lane V/C Ratio	0.042	0.043	0.087	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	23	40	0	32
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	63	0	0	32
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.90	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1719	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1719		0	1900
Reference Time A (s)	29.0		4.4		0.0	2.0
Adj Saturation B (vph)	NA		1719		0	1900
Reference Time B (s)	NA		4.4		0.0	2.0
Reference Time (s)			4.4			2.0
Adj Reference Time (s)			8.4			8.0
Split Option						
Ref Time Combined (s)	1.9		4.4		0.0	2.0
Ref Time Seperate (s)	1.9		1.6		0.0	2.0
Reference Time (s)	1.9		4.4		2.0	2.0
Adj Reference Time (s)	8.0		8.4		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.4			
Split Option (s)	8.0		16.4			
Minimum (s)	8.0		8.4		16.4	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.7%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	14	562	612	5
Future Vol, veh/h	3	14	14	562	612	5
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	3	15	15	604	658	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1003	342	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	242	660	927	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	655	919	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.53	0.38		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	88	-	497	-	-	
HCM Lane V/C Ratio	0.016	-	0.037	-	-	
HCM Ctrl Dly (s/v)	9	0.2	12.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 2.6

Movement SEL SET NWT NWR SWL SWR

Lane Configurations

Traffic Vol, veh/h 6 16 28 2 8 7

Future Vol, veh/h 6 16 28 2 8 7

Conflicting Peds, #/hr 5 0 0 5 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 19 33 2 10 8

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 41 0 - 0 75 40

Stage 1 - - - - 40 -

Stage 2 - - - - 35 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1582 - - - 934 1038

Stage 1 - - - - 988 -

Stage 2 - - - - 992 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1575 - - - 922 1033

Mov Cap-2 Maneuver - - - - 922 -

Stage 1 - - - - 979 -

Stage 2 - - - - 988 -

Approach SE NW SW

HCM Ctrl Dly, s/v 1.99 0 8.78

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 491 - 971

HCM Lane V/C Ratio - - 0.005 - 0.018

HCM Ctrl Dly (s/v) - - 7.3 0 8.8

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	76	38	3	10	1
Future Vol, veh/h	0	76	38	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	83	41	3	11	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	45	0	-	0	126	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	874	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	874	1033
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	946	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		9.12		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1577	-	-	886
HCM Lane V/C Ratio	-	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	0	-	-	9.1
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0

Capacity Analysis Summary Sheets
Existing Saturday Midday Peak Hour

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	458	500	77
Future Volume (vph)	82	77	52	458	500	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.392			
Satd. Flow (perm)	1805	1588	745	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	492	538	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.41	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.3	
Approach LOS	C			A	A	

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	31	135	10
Queue Length 95th (ft)	90	40	12	40	238	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	741	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.41	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 8.5

Intersection LOS: A

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Future Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.969			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1723	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.881			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1533	0	0	3386	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			19			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	130	0	0	598	0	0	677	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		12.1			12.1			65.9			65.9	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
v/c Ratio		0.28			0.59			0.24			0.28	
Control Delay (s/veh)		24.1			41.1			4.5			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			41.1			4.5			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.1			41.1			4.5			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			47			56	
Queue Length 95th (ft)		55			114			84			129	

26-065 - Community Center - Evanston
No-Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			590			2479			2391	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 9.1

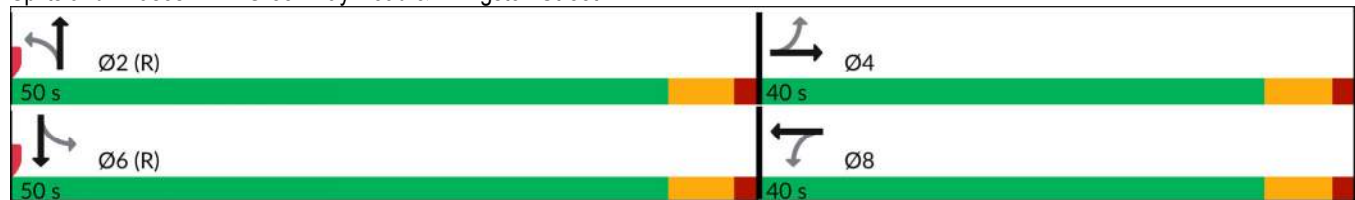
Intersection LOS: A

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	5	19	15	10	19	16	11	3	39	25
Future Vol, veh/h	4	18	5	19	15	10	19	16	11	3	39	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	5	21	16	11	21	18	12	3	43	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.4	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	7%	0%	15%	43%	41%
Vol Thru, %	93%	0%	67%	34%	35%
Vol Right, %	0%	100%	19%	23%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	25	27	44	46
LT Vol	3	0	4	19	19
Through Vol	39	0	18	15	16
RT Vol	0	25	5	10	11
Lane Flow Rate	46	27	30	48	51
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.06	0.03	0.034	0.055	0.058
Departure Headway (Hd)	4.697	3.961	4.066	4.082	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	759	899	868	866	860
Service Time	2.445	1.708	2.148	2.16	2.189
HCM Lane V/C Ratio	0.061	0.03	0.035	0.055	0.059
HCM Control Delay, s/veh	7.7	6.8	7.3	7.4	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection												
Intersection Delay, s/veh	6.9											
Intersection LOS	A											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Future Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	5	0	1	23	2	0	2	0	2	7	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	5%	43%	13%
Vol Thru, %	100%	86%	57%	40%
Vol Right, %	0%	9%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	22	7	15
LT Vol	0	1	3	2
Through Vol	2	19	4	6
RT Vol	0	2	0	7
Lane Flow Rate	2	27	9	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.029	0.01	0.019
Departure Headway (Hd)	3.977	3.898	4.043	3.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	922	888	967
Service Time	1.992	1.906	2.053	1.725
HCM Lane V/C Ratio	0.002	0.029	0.01	0.02
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	36	0	0	26	5	4	0	2	11	14	16
Future Vol, veh/h	6	36	0	0	26	5	4	0	2	11	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	40	0	0	29	5	4	0	2	12	15	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	27%	14%	0%	67%
Vol Thru, %	34%	86%	84%	0%
Vol Right, %	39%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	42	31	6
LT Vol	11	6	0	4
Through Vol	14	36	26	0
RT Vol	16	0	5	2
Lane Flow Rate	45	46	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.052	0.037	0.007
Departure Headway (Hd)	3.863	4.044	3.928	4.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	886	911	889
Service Time	1.898	2.068	1.955	2.048
HCM Lane V/C Ratio	0.049	0.052	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	42	5	8	32	2	25
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	47	0	40	0	0	27
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.88	0.85	0.95	1.00
Saturated Flow (vph)	1786	0	1672	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1672		0	910
Reference Time A (s)	47.4		2.9		0.0	3.6
Adj Saturation B (vph)	NA		1672		0	0
Reference Time B (s)	NA		2.9		8.1	9.7
Reference Time (s)			2.9			3.6
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		2.9		0.0	1.7
Ref Time Seperate (s)	2.8		0.6		0.1	1.6
Reference Time (s)	3.2		2.9		1.7	1.7
Adj Reference Time (s)	8.0		8.0		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.0			
Split Option (s)	8.0		16.0			
Minimum (s)	8.0		8.0		16.0	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.3%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	12	527	553	3
Future Vol, veh/h	1	6	12	527	553	3
Conflicting Peds, #/hr	0	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	1	6	13	567	595	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	923	317	616	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	272	685	974	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	674	959	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.64	0.33		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	80	-	549	-	-	
HCM Lane V/C Ratio	0.013	-	0.014	-	-	
HCM Ctrl Dly (s/v)	8.8	0.1	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 1.5

Movement SEL SET NWT NWR SWL SWRLane Configurations 

Traffic Vol, veh/h 1 13 27 2 3 5

Future Vol, veh/h 1 13 27 2 3 5

Conflicting Peds, #/hr 9 0 0 9 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 1 15 31 2 3 6

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 42 0 - 0 60 41

Stage 1 - - - - 41 -

Stage 2 - - - - 19 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1580 - - - 952 1036

Stage 1 - - - - 987 -

Stage 2 - - - - 1009 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1568 - - - 937 1028

Mov Cap-2 Maneuver - - - - 937 -

Stage 1 - - - - 979 -

Stage 2 - - - - 1001 -

Approach SE NW SW

HCM Ctrl Dly, s/v 0.52 0 8.66

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 129 - 992

HCM Lane V/C Ratio - - 0.001 - 0.009

HCM Ctrl Dly (s/v) - - 7.3 0 8.7

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	36	48	5	10	4
Future Vol, veh/h	0	36	48	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	40	53	5	11	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	58	0	-	0	95	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1559	-	-	-	909	1017
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	909	1017
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	988	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1559	-	-	938
HCM Lane V/C Ratio	-	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	-	8.9
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Evening Peak Hour

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	458	500	77
Future Volume (vph)	82	77	52	458	500	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.392			
Satd. Flow (perm)	1805	1588	745	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	492	538	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.41	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.3	
Approach LOS	C			A	A	

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	31	135	10
Queue Length 95th (ft)	90	40	12	40	238	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	741	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.41	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 8.5

Intersection LOS: A

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Future Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.969			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1723	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.881			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1533	0	0	3386	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			19			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	130	0	0	598	0	0	677	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.1			12.1			65.9			65.9	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
v/c Ratio		0.28			0.59			0.24			0.28	
Control Delay (s/veh)		24.1			41.1			4.5			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			41.1			4.5			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.1			41.1			4.5			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			47			56	
Queue Length 95th (ft)		55			114			84			129	

26-065 - Community Center - Evanston
No-Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			590			2479			2391	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 9.1

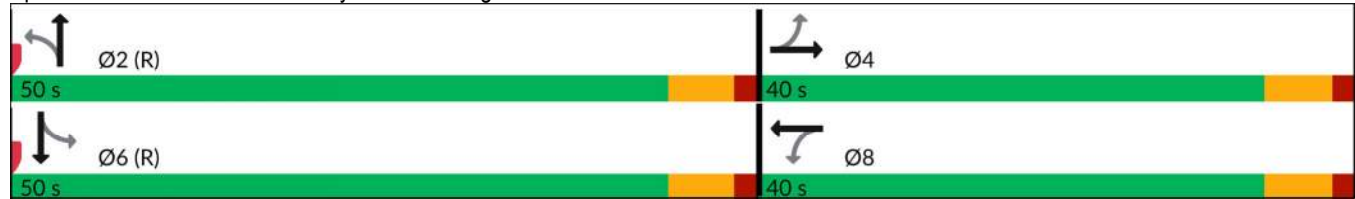
Intersection LOS: A

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	1	28	17	11	41	35	12	10	24	26
Future Vol, veh/h	6	18	1	28	17	11	41	35	12	10	24	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	1	30	18	12	45	38	13	11	26	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	29%	0%	24%	50%	47%
Vol Thru, %	71%	0%	72%	30%	40%
Vol Right, %	0%	100%	4%	20%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	26	25	56	88
LT Vol	10	0	6	28	41
Through Vol	24	0	18	17	35
RT Vol	0	26	1	11	12
Lane Flow Rate	37	28	27	61	96
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.05	0.031	0.033	0.072	0.112
Departure Headway (Hd)	4.851	4.002	4.355	4.277	4.213
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	732	885	827	842	842
Service Time	2.622	1.772	2.356	2.277	2.286
HCM Lane V/C Ratio	0.051	0.032	0.033	0.072	0.114
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection

Intersection Delay, s/veh 7.1

Intersection LOS A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Future Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	10	13	5	8	18	6	3	6	3	4	13	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	22%	24%	36%	14%
Vol Thru, %	56%	56%	45%	48%
Vol Right, %	22%	20%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	25	22	21
LT Vol	2	6	8	3
Through Vol	5	14	10	10
RT Vol	2	5	4	8
Lane Flow Rate	12	32	29	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.035	0.031	0.029
Departure Headway (Hd)	3.937	3.916	3.955	3.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	915	906	938
Service Time	1.965	1.936	1.975	1.84
HCM Lane V/C Ratio	0.013	0.035	0.032	0.029
HCM Control Delay, s/veh	7	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	28	0	0	53	11	12	0	3	2	10	20
Future Vol, veh/h	3	28	0	0	53	11	12	0	3	2	10	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	65	14	15	0	4	2	12	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	31%	90%	83%	0%
Vol Right, %	63%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	31	64	15
LT Vol	2	3	0	12
Through Vol	10	28	53	0
RT Vol	20	0	11	3
Lane Flow Rate	40	38	79	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.043	0.088	0.021
Departure Headway (Hd)	3.753	4.079	3.993	4.173
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	945	875	896	851
Service Time	1.81	2.116	2.023	2.231
HCM Lane V/C Ratio	0.042	0.043	0.088	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	23	41	0	32
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	64	0	0	32
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.90	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1717	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1717		0	1900
Reference Time A (s)	29.0		4.5		0.0	2.0
Adj Saturation B (vph)	NA		1717		0	1900
Reference Time B (s)	NA		4.5		0.0	2.0
Reference Time (s)			4.5			2.0
Adj Reference Time (s)			8.5			8.0
Split Option						
Ref Time Combined (s)	1.9		4.5		0.0	2.0
Ref Time Seperate (s)	1.9		1.6		0.0	2.0
Reference Time (s)	1.9		4.5		2.0	2.0
Adj Reference Time (s)	8.0		8.5		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.5			
Split Option (s)	8.0		16.5			
Minimum (s)	8.0		8.5		16.5	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.7%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	14	570	621	5
Future Vol, veh/h	3	14	14	570	621	5
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	3	15	15	613	668	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1017	347	683	0	-	0
Stage 1	680	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	237	655	919	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	229	650	912	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.62	0.38		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	86	-	490	-	-	
HCM Lane V/C Ratio	0.017	-	0.037	-	-	
HCM Ctrl Dly (s/v)	9	0.2	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection

Int Delay, s/veh 2.6

Movement SEL SET NWT NWR SWL SWR

Lane Configurations

Traffic Vol, veh/h 6 16 28 2 8 7

Future Vol, veh/h 6 16 28 2 8 7

Conflicting Peds, #/hr 5 0 0 5 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 19 33 2 10 8

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 41 0 - 0 75 40

Stage 1 - - - - 40 -

Stage 2 - - - - 35 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1582 - - - 934 1038

Stage 1 - - - - 988 -

Stage 2 - - - - 992 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1575 - - - 922 1033

Mov Cap-2 Maneuver - - - - 922 -

Stage 1 - - - - 979 -

Stage 2 - - - - 988 -

Approach SE NW SW

HCM Ctrl Dly, s/v 1.99 0 8.78

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 491 - 971

HCM Lane V/C Ratio - - 0.005 - 0.018

HCM Ctrl Dly (s/v) - - 7.3 0 8.8

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	77	39	3	10	1
Future Vol, veh/h	0	77	39	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	84	42	3	11	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	46	0	-	0	128	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1575	-	-	-	872	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	872	1032
Mov Cap-2 Maneuver	-	-	-	-	872	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	945	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		9.13		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1575	-	-	884
HCM Lane V/C Ratio	-	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	-	-	0	-	-	9.1
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0

Capacity Analysis Summary Sheets
Year 2032 No-Build Saturday Midday Peak Hour

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	53	37	458	466	88
Future Volume (vph)	73	53	37	458	466	88
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.94
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3762	1881	1615
Flt Permitted	0.950		0.422			
Satd. Flow (perm)	1805	1590	802	3762	1881	1511
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				35
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		2	16			16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	57	40	492	501	95
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	9.7	9.7	73.6	72.3	66.4	66.4
Actuated g/C Ratio	0.11	0.11	0.82	0.80	0.74	0.74
v/c Ratio	0.40	0.26	0.06	0.16	0.36	0.08
Control Delay (s/veh)	43.1	13.1	2.1	2.5	7.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	13.1	2.1	2.5	7.5	4.4
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	30.4			2.4	7.0	
Approach LOS	C			A	A	

26-065 - Community Center - Evanston
Existing Saturday Midday Peak Hour

Synchro 12 Report

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	42	0	3	30	118	11
Queue Length 95th (ft)	83	34	7	33	207	31
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	465	783	3020	1388	1124
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.05	0.16	0.36	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 7.6

Intersection LOS: A

Intersection Capacity Utilization 47.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	17	20	24	13	19	6	522	15	19	542	9
Future Volume (vph)	13	17	20	24	13	19	6	522	15	19	542	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.947			0.954			0.996			0.998	
Flt Protected		0.987			0.979			0.999			0.998	
Satd. Flow (prot)	0	1711	0	0	1753	0	0	3558	0	0	3558	0
Flt Permitted		0.895			0.838			0.950			0.928	
Satd. Flow (perm)	0	1543	0	0	1482	0	0	3383	0	0	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			20			4			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	14		18	18		14	16					16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	59	0	0	571	0	0	600	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		8.9			8.9			73.1			73.1	
Actuated g/C Ratio		0.10			0.10			0.81			0.81	
v/c Ratio		0.31			0.36			0.21			0.22	
Control Delay (s/veh)		30.4			33.6			2.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		30.4			33.6			2.9			3.9	
LOS		C			C			A			A	
Approach Delay (s/veh)		30.4			33.6			2.9			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		18			21			35			37	
Queue Length 95th (ft)		54			57			59			108	

Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		595			572			2750			2689	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.10			0.21			0.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 5.9

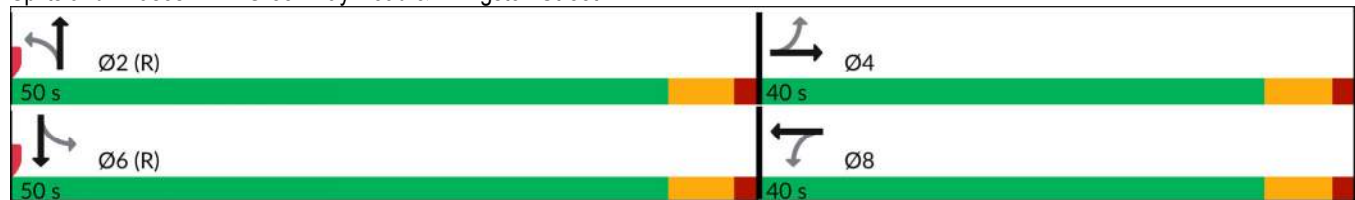
Intersection LOS: A

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	5	19	15	10	19	16	11	3	38	25
Future Vol, veh/h	4	18	5	19	15	10	19	16	11	3	38	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	5	21	16	11	21	18	12	3	42	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.4	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	7%	0%	15%	43%	41%
Vol Thru, %	93%	0%	67%	34%	35%
Vol Right, %	0%	100%	19%	23%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	25	27	44	46
LT Vol	3	0	4	19	19
Through Vol	38	0	18	15	16
RT Vol	0	25	5	10	11
Lane Flow Rate	45	27	30	48	51
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.059	0.03	0.033	0.055	0.058
Departure Headway (Hd)	4.698	3.961	4.064	4.08	4.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	760	899	869	867	860
Service Time	2.444	1.706	2.146	2.157	2.187
HCM Lane V/C Ratio	0.059	0.03	0.035	0.055	0.059
HCM Control Delay, s/veh	7.7	6.8	7.3	7.4	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Future Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	5	0	1	23	2	0	2	0	2	7	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	5%	43%	13%
Vol Thru, %	100%	86%	57%	40%
Vol Right, %	0%	9%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	22	7	15
LT Vol	0	1	3	2
Through Vol	2	19	4	6
RT Vol	0	2	0	7
Lane Flow Rate	2	27	9	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.029	0.01	0.019
Departure Headway (Hd)	3.977	3.898	4.043	3.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	922	888	967
Service Time	1.992	1.906	2.053	1.725
HCM Lane V/C Ratio	0.002	0.029	0.01	0.02
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	37	0	0	26	5	4	0	2	11	14	16
Future Vol, veh/h	6	37	0	0	26	5	4	0	2	11	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	41	0	0	29	5	4	0	2	12	15	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	27%	14%	0%	67%
Vol Thru, %	34%	86%	84%	0%
Vol Right, %	39%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	43	31	6
LT Vol	11	6	0	4
Through Vol	14	37	26	0
RT Vol	16	0	5	2
Lane Flow Rate	45	47	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.053	0.037	0.007
Departure Headway (Hd)	3.865	4.044	3.929	4.008
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	886	911	889
Service Time	1.9	2.067	1.956	2.05
HCM Lane V/C Ratio	0.049	0.053	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	43	5	8	32	2	25
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	48	0	40	0	0	27
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.88	0.85	0.95	1.00
Saturated Flow (vph)	1787	0	1672	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1672		0	910
Reference Time A (s)	48.4		2.9		0.0	3.6
Adj Saturation B (vph)	NA		1672		0	0
Reference Time B (s)	NA		2.9		8.1	9.7
Reference Time (s)			2.9			3.6
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		2.9		0.0	1.7
Ref Time Seperate (s)	2.9		0.6		0.1	1.6
Reference Time (s)	3.2		2.9		1.7	1.7
Adj Reference Time (s)	8.0		8.0		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.0			
Split Option (s)	8.0		16.0			
Minimum (s)	8.0		8.0		16.0	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.3%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	12	535	561	3
Future Vol, veh/h	1	6	12	535	561	3
Conflicting Peds, #/hr	0	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	1	6	13	575	603	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	936	321	624	0	-	0
Stage 1	623	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	267	680	967	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	670	952	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.71	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	79	-	544	-	-
HCM Lane V/C Ratio	0.014	-	0.014	-	-
HCM Ctrl Dly (s/v)	8.8	0.1	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.5

Movement SEL SET NWT NWR SWL SWRLane Configurations 

Traffic Vol, veh/h 1 13 27 2 3 5

Future Vol, veh/h 1 13 27 2 3 5

Conflicting Peds, #/hr 9 0 0 9 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 1 15 31 2 3 6

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 42 0 - 0 60 41

Stage 1 - - - - 41 -

Stage 2 - - - - 19 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1580 - - - 952 1036

Stage 1 - - - - 987 -

Stage 2 - - - - 1009 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1568 - - - 937 1028

Mov Cap-2 Maneuver - - - - 937 -

Stage 1 - - - - 979 -

Stage 2 - - - - 1001 -

Approach SE NW SW

HCM Ctrl Dly, s/v 0.52 0 8.66

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 129 - 992

HCM Lane V/C Ratio - - 0.001 - 0.009

HCM Ctrl Dly (s/v) - - 7.3 0 8.7

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	37	47	5	10	4
Future Vol, veh/h	0	37	47	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	41	52	5	11	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	57	0	-	0	95	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1560	-	-	-	909	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	909	1018
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	987	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1560	-	-	938
HCM Lane V/C Ratio	-	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	-	8.9
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Evening Peak Hour

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	476	518	77
Future Volume (vph)	82	77	52	476	518	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.381			
Satd. Flow (perm)	1805	1588	724	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				27
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	512	557	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.42	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	9.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	9.0	5.0
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.5	
Approach LOS	C			A	A	

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	32	142	10
Queue Length 95th (ft)	90	40	13	45	250	31
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	726	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.42	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 8.6

Intersection LOS: A

Intersection Capacity Utilization 51.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	30	4	556	10	27	612	6
Future Volume (vph)	11	23	27	37	55	30	4	556	10	27	612	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.967			0.997			0.999	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1719	0	0	3557	0	0	3564	0
Flt Permitted		0.934			0.883			0.952			0.912	
Satd. Flow (perm)	0	1592	0	0	1533	0	0	3386	0	0	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			21			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	133	0	0	619	0	0	701	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		12.2			12.2			65.8			65.8	
Actuated g/C Ratio		0.14			0.14			0.73			0.73	
v/c Ratio		0.27			0.59			0.25			0.29	
Control Delay (s/veh)		24.0			40.7			4.6			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.0			40.7			4.6			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.0			40.7			4.6			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			50			58	
Queue Length 95th (ft)		55			115			88			131	

26-065 - Community Center - Evanston
Projected Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		619			592			2475			2380	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.25			0.29	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 9.1

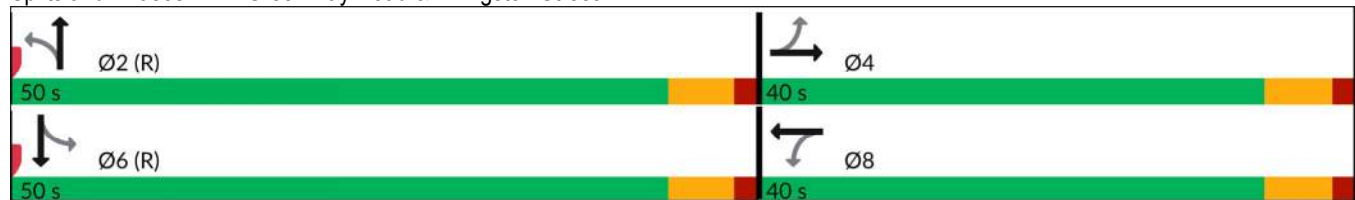
Intersection LOS: A

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	2	28	17	11	41	36	12	11	25	26
Future Vol, veh/h	6	18	2	28	17	11	41	36	12	11	25	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	2	30	18	12	45	39	13	12	27	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	31%	0%	23%	50%	46%
Vol Thru, %	69%	0%	69%	30%	40%
Vol Right, %	0%	100%	8%	20%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	26	26	56	89
LT Vol	11	0	6	28	41
Through Vol	25	0	18	17	36
RT Vol	0	26	2	11	12
Lane Flow Rate	39	28	28	61	97
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.053	0.031	0.034	0.072	0.113
Departure Headway (Hd)	4.859	4.004	4.338	4.285	4.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	731	884	830	841	841
Service Time	2.63	1.775	2.339	2.286	2.291
HCM Lane V/C Ratio	0.053	0.032	0.034	0.073	0.115
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection

Intersection Delay, s/veh 7.1

Intersection LOS A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	10	10	4	6	14	6	2	6	2	3	12	10
Future Vol, veh/h	10	10	4	6	14	6	2	6	2	3	12	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	13	13	5	8	18	8	3	8	3	4	16	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	20%	23%	42%	12%
Vol Thru, %	60%	54%	42%	48%
Vol Right, %	20%	23%	17%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	26	24	25
LT Vol	2	6	10	3
Through Vol	6	14	10	12
RT Vol	2	6	4	10
Lane Flow Rate	13	34	31	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.037	0.035	0.034
Departure Headway (Hd)	3.958	3.912	3.989	3.807
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	916	899	939
Service Time	1.99	1.931	2.009	1.836
HCM Lane V/C Ratio	0.014	0.037	0.034	0.034
HCM Control Delay, s/veh	7	7.1	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	28	0	0	53	11	12	0	3	2	11	20
Future Vol, veh/h	3	28	0	0	53	11	12	0	3	2	11	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	65	14	15	0	4	2	14	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	33%	90%	83%	0%
Vol Right, %	61%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	31	64	15
LT Vol	2	3	0	12
Through Vol	11	28	53	0
RT Vol	20	0	11	3
Lane Flow Rate	41	38	79	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.043	0.088	0.021
Departure Headway (Hd)	3.764	4.081	3.995	4.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	943	875	895	851
Service Time	1.821	2.12	2.027	2.233
HCM Lane V/C Ratio	0.043	0.043	0.088	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	25	41	0	34
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	66	0	0	34
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.91	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1723	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1723		0	1900
Reference Time A (s)	29.0		4.6		0.0	2.1
Adj Saturation B (vph)	NA		1723		0	1900
Reference Time B (s)	NA		4.6		0.0	2.1
Reference Time (s)			4.6			2.1
Adj Reference Time (s)			8.6			8.0
Split Option						
Ref Time Combined (s)	1.9		4.6		0.0	2.1
Ref Time Seperate (s)	1.9		1.7		0.0	2.1
Reference Time (s)	1.9		4.6		2.1	2.1
Adj Reference Time (s)	8.0		8.6		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.6			
Split Option (s)	8.0		16.6			
Minimum (s)	8.0		8.6		16.6	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.8%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	25	36	570	621	23
Future Vol, veh/h	21	25	36	570	621	23
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	23	27	39	613	668	25

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1074	356	702	0	-	0
Stage 1	690	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	218	646	904	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	641	897	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.15	0.95	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	214	-	323	-	-
HCM Lane V/C Ratio	0.043	-	0.153	-	-
HCM Ctrl Dly (s/v)	9.2	0.4	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh 2.8

Movement SEL SET NWT NWR SWL SWR

Lane Configurations

Traffic Vol, veh/h 6 16 28 3 10 7

Future Vol, veh/h 6 16 28 3 10 7

Conflicting Peds, #/hr 5 0 0 5 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 19 33 4 12 8

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 42 0 - 0 75 40

Stage 1 - - - - 40 -

Stage 2 - - - - 35 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1580 - - - 933 1037

Stage 1 - - - - 988 -

Stage 2 - - - - 992 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1574 - - - 921 1033

Mov Cap-2 Maneuver - - - - 921 -

Stage 1 - - - - 979 -

Stage 2 - - - - 988 -

Approach SE NW SW

HCM Ctrl Dly, s/v 1.99 0 8.82

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 491 - 964

HCM Lane V/C Ratio - - 0.005 - 0.021

HCM Ctrl Dly (s/v) - - 7.3 0 8.8

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	78	40	3	10	1
Future Vol, veh/h	0	78	40	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	85	43	3	11	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	47	0	-	0	130	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1574	-	-	-	869	1030
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	869	1030
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	944	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		9.14		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1574	-	882	
HCM Lane V/C Ratio	-	-	-	-	0.014	
HCM Ctrl Dly (s/v)	-	-	0	-	9.1	
HCM Lane LOS	-	-	A	-	A	
HCM 95th %tile Q(veh)	-	-	0	-	0	

Capacity Analysis Summary Sheets
Year 2032 Total Projected Saturday Midday Peak Hour

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	53	37	476	488	88
Future Volume (vph)	73	53	37	476	488	88
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.94
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3762	1881	1615
Flt Permitted	0.950		0.407			
Satd. Flow (perm)	1805	1590	773	3762	1881	1511
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				33
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		2	16			16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	57	40	512	525	95
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	9.7	9.7	73.6	72.3	66.4	66.4
Actuated g/C Ratio	0.11	0.11	0.82	0.80	0.74	0.74
v/c Ratio	0.40	0.26	0.06	0.17	0.38	0.08
Control Delay (s/veh)	43.1	13.1	2.2	2.5	7.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	13.1	2.2	2.5	7.6	4.4
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	30.4			2.5	7.1	
Approach LOS	C			A	A	

Lanes and Geometrics

1: Green Bay Road & Isabella Street

03/04/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	42	0	4	32	126	11
Queue Length 95th (ft)	83	34	7	36	219	32
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	465	763	3020	1388	1123
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.05	0.17	0.38	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 7.6

Intersection LOS: A

Intersection Capacity Utilization 47.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Isabella Street



Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	17	20	24	13	22	6	546	15	21	562	9
Future Volume (vph)	13	17	20	24	13	22	6	546	15	21	562	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.947			0.950			0.996			0.998	
Flt Protected		0.987			0.980			0.999			0.998	
Satd. Flow (prot)	0	1711	0	0	1745	0	0	3558	0	0	3558	0
Flt Permitted		0.906			0.845			0.950			0.924	
Satd. Flow (perm)	0	1562	0	0	1488	0	0	3383	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			23			4			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	14		18	18		14	16					16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	62	0	0	597	0	0	623	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		8.9			8.9			73.1			73.1	
Actuated g/C Ratio		0.10			0.10			0.81			0.81	
v/c Ratio		0.31			0.37			0.22			0.23	
Control Delay (s/veh)		30.3			32.7			2.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		30.3			32.7			2.9			3.9	
LOS		C			C			A			A	
Approach Delay (s/veh)		30.3			32.7			2.9			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		18			21			36			39	
Queue Length 95th (ft)		54			58			62			109	

26-065 - Community Center - Evanston
Projected Saturday MIDDAY Peak Hour

Synchro 12 Report

Lanes and Geometrics

2: Green Bay Road & Livingston Street

03/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		603			576			2749			2677	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.11			0.22			0.23	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay (s/veh): 5.8

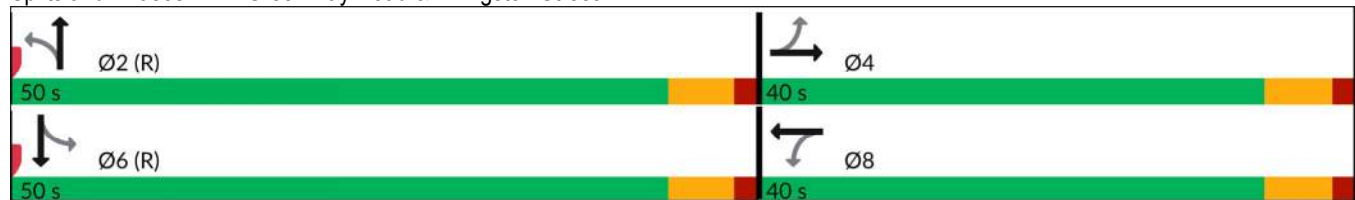
Intersection LOS: A

Intersection Capacity Utilization 50.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	6	19	15	10	19	17	11	4	39	25
Future Vol, veh/h	4	18	6	19	15	10	19	17	11	4	39	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	7	21	16	11	21	19	12	4	43	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.5	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	9%	0%	14%	43%	40%
Vol Thru, %	91%	0%	64%	34%	36%
Vol Right, %	0%	100%	21%	23%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	25	28	44	47
LT Vol	4	0	4	19	19
Through Vol	39	0	18	15	17
RT Vol	0	25	6	10	11
Lane Flow Rate	47	27	31	48	52
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.062	0.03	0.035	0.055	0.059
Departure Headway (Hd)	4.711	3.963	4.051	4.087	4.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	757	898	871	865	859
Service Time	2.458	1.71	2.135	2.167	2.194
HCM Lane V/C Ratio	0.062	0.03	0.036	0.055	0.061
HCM Control Delay, s/veh	7.8	6.8	7.3	7.4	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	4	0	1	19	3	0	4	0	2	8	9
Future Vol, veh/h	5	4	0	1	19	3	0	4	0	2	8	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	5	0	1	23	4	0	5	0	2	10	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	4%	56%	11%
Vol Thru, %	100%	83%	44%	42%
Vol Right, %	0%	13%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	23	9	19
LT Vol	0	1	5	2
Through Vol	4	19	4	8
RT Vol	0	3	0	9
Lane Flow Rate	5	28	11	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.03	0.012	0.025
Departure Headway (Hd)	3.986	3.888	4.081	3.708
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	899	924	879	967
Service Time	2.003	1.899	2.095	1.723
HCM Lane V/C Ratio	0.006	0.03	0.013	0.025
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	37	0	0	26	5	4	0	2	11	15	16
Future Vol, veh/h	6	37	0	0	26	5	4	0	2	11	15	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	41	0	0	29	5	4	0	2	12	16	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	26%	14%	0%	67%
Vol Thru, %	36%	86%	84%	0%
Vol Right, %	38%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	43	31	6
LT Vol	11	6	0	4
Through Vol	15	37	26	0
RT Vol	16	0	5	2
Lane Flow Rate	46	47	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.053	0.037	0.007
Departure Headway (Hd)	3.869	4.045	3.931	4.009
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	923	885	910	889
Service Time	1.905	2.071	1.96	2.052
HCM Lane V/C Ratio	0.05	0.053	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Intersection Capacity Utilization
10: Walnut Avenue & Prairie Avenue

03/04/2026

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	43	5	10	32	2	27
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right	No		No			
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	48	0	42	0	0	29
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.89	0.85	0.95	1.00
Saturated Flow (vph)	1787	0	1683	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No		No	
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1683		0	945
Reference Time A (s)	48.4		3.0		0.0	3.7
Adj Saturation B (vph)	NA		1683		0	0
Reference Time B (s)	NA		3.0		8.1	9.8
Reference Time (s)			3.0			3.7
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		3.0		0.0	1.8
Ref Time Seperate (s)	2.9		0.7		0.1	1.7
Reference Time (s)	3.2		3.0		1.8	1.8
Adj Reference Time (s)	8.0		8.0		8.0	8.0
Summary	NB		NW SE		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	Err		8.0			
Split Option (s)	8.0		16.0			
Minimum (s)	8.0		8.0		16.0	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization	13.3%		ICU Level of Service		A	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 19 17 39 535 561 25

Future Vol, veh/h 19 17 39 535 561 25

Conflicting Peds, #/hr 0 0 18 0 0 18

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 0 0 0 1 1 0

Mvmt Flow 20 18 42 575 603 27

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1006 333 648 0 - 0

Stage 1 635 - - - - -

Stage 2 372 - - - - -

Critical Hdwy 6.8 6.9 4.1 - - -

Critical Hdwy Stg 1 5.8 - - - - -

Critical Hdwy Stg 2 5.8 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 241 669 947 - - -

Stage 1 496 - - - - -

Stage 2 674 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 221 659 933 - - -

Mov Cap-2 Maneuver 221 - - - - -

Stage 1 462 - - - - -

Stage 2 663 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 17.68 1.01 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 245 - 322 - -

HCM Lane V/C Ratio 0.045 - 0.12 - -

HCM Ctrl Dly (s/v) 9 0.4 17.7 - -

HCM Lane LOS A A C - -

HCM 95th %tile Q(veh) 0.1 - 0.4 - -

Intersection

Int Delay, s/veh 1.7

Movement SEL SET NWT NWR SWL SWRLane Configurations 

Traffic Vol, veh/h 1 13 27 4 5 5

Future Vol, veh/h 1 13 27 4 5 5

Conflicting Peds, #/hr 9 0 0 9 2 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 1 15 31 5 6 6

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 44 0 - 0 61 42

Stage 1 - - - - 42 -

Stage 2 - - - - 19 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1577 - - - 950 1035

Stage 1 - - - - 986 -

Stage 2 - - - - 1009 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1565 - - - 936 1027

Mov Cap-2 Maneuver - - - - 936 -

Stage 1 - - - - 978 -

Stage 2 - - - - 1001 -

Approach SE NW SW

HCM Ctrl Dly, s/v 0.52 0 8.72

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 129 - 979

HCM Lane V/C Ratio - - 0.001 - 0.012

HCM Ctrl Dly (s/v) - - 7.3 0 8.7

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	38	48	5	10	4
Future Vol, veh/h	0	38	48	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	42	53	5	11	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	58	0	-	0	97	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1559	-	-	-	907	1017
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	907	1017
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	986	-
Approach	SE	NW		SW		
HCM Ctrl Dly, s/v	0	0		8.91		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1559	-	-	936
HCM Lane V/C Ratio	-	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	-	8.9
HCM Lane LOS	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0.1

Alley Traffic Assessment

MEMORANDUM TO: Brett Chrisman
Shore Capital Partners

FROM: Brendan May, PE, PTOE
Principal

Luay R. Aboona, PE, PTOE
Principal

DATE: July 14, 2026

SUBJECT: Public Alley Traffic Count Summary
Proposed Community Center
Evanston, Illinois

This memorandum summarizes the results and findings of traffic counts conducted along the public alley bordering the west side of the proposed community center to be located at 2722 Green Bay Road in Evanston, Illinois. To determine the existing utilization of the public alley south and north of Jenks Street, KLOA, Inc. conducted 24-hour traffic counts over a seven day period starting on Thursday, June 25, 2026 and concluding on Wednesday, July 1, 2026. **Tables 1** through **3** summarize the results of the alley counts for the segment located to the south of Jenks Street and **Tables 4** through **6** summarize the results of the alley counts of the segment located to the north of Jenks Street. All tables are included in the Appendix. The following summarizes the results of the traffic counts:

- To the south of Jenks Street, the public alley carried an average of 30 vehicles per day.
 - An average of two vehicles per day were single unit trucks (one in each direction)
 - No articulated trucks (truck with trailer) were observed to use this segment of the public alley
 - On a weekday between 3:00 P.M. and 9:00 P.M., which are the proposed operating hours of the community center), the alley carried an average of 10 vehicles over the six-hour period with an average of one single unit truck.
- To the north of Jenks Street, the public alley carried an average of 160 vehicles per day
 - An average of nine vehicles per day were single unit trucks
 - An average of two vehicles per day were articulated trucks (truck with trailer) of which 85 percent of the trucks observed over the week were traveling in the northbound direction.

- On a weekday between 3:00 P.M. and 9:00 P.M., which are the proposed operating hours of the community center), the alley carried an average of 66 vehicles over the six-hour period with an average of one single unit truck.

Observations conducted of the single unit truck traffic along the segment of the public alley to the south of Jenks Street indicated that these trucks primarily consisted of garbage trucks (six trucks) or mail delivery vehicles (three trucks) with the remainder consisting of single unit box trucks. There were no operational constraints observed as a result of these single unit trucks utilizing the segment of the public alley along the site frontage.

Observations conducted of the articulated trucks traversing the public alley segment to the north of Jenks Street indicated that of the total 14 trucks, 11 were observed to be semi-trucks with trailers with the remainder consisting of pick-up/landscape trucks. All of the semi-trucks with trailers arrived from Green Bay Road.

Overall, it is anticipated that the public alley located along the site frontage can accommodate the estimated increase in vehicular traffic resulting from the drop off and pick up activities at the proposed community center. This is primarily due to (1) the design of the public alley to the north and south of Jenks Street being consistent and (2) the public alley to the north of the Jenks Streets carries a higher volume of traffic, inclusive of semi-truck traffic.

Appendix

Table 1
PUBLIC ALLEY SOUTH OF JENKS STREET – ALL VEHICLES

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	0	2	2	0	2	2
7:00 AM	1	0	1	1	0	1	1	0	1	0	0	0	1	1	2	0	1	1	1	1	2
8:00 AM	0	1	1	0	1	1	2	1	3	1	0	1	1	1	2	0	2	2	1	1	2
9:00 AM	3	1	4	3	2	5	1	2	3	1	0	1	1	0	1	1	2	3	1	1	2
10:00 AM	1	2	3	1	2	3	1	1	2	0	1	1	1	3	4	3	2	5	2	4	6
11:00 AM	1	1	2	2	2	4	1	2	3	1	2	3	1	3	4	1	2	3	1	1	2
12:00 PM	1	1	2	2	2	4	1	2	3	1	1	2	1	0	1	0	0	0	2	2	4
1:00 PM	0	1	1	2	2	4	0	1	1	0	1	1	0	1	1	1	1	2	3	1	4
2:00 PM	0	0	0	2	2	4	2	1	3	2	0	2	1	2	3	0	1	1	1	4	5
3:00 PM	1	2	3	0	2	2	2	1	3	0	1	1	3	1	4	1	0	1	1	2	3
4:00 PM	1	2	3	2	1	3	1	1	2	0	3	3	0	1	1	0	1	1	2	1	3
5:00 PM	2	0	2	4	1	5	0	0	0	0	0	0	0	0	0	0	2	2	3	1	4
6:00 PM	1	1	2	0	0	0	2	1	3	0	0	0	1	0	1	0	1	1	2	3	5
7:00 PM	0	0	0	1	0	1	3	1	4	0	0	0	1	1	2	0	0	0	1	0	1
8:00 PM	0	0	0	0	0	0	1	1	2	0	1	1	1	0	1	0	0	0	0	0	0
9:00 PM	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	12	15	27	20	19	39	18	18	36	6	10	16	13	16	29	7	17	24	21	24	45
NB: Northbound SB: Southbound																					

Table 2
PUBLIC ALLEY SOUTH OF JENKS STREET – SINGLE UNIT TRUCKS

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	1	0	1	1	1	2	0	1	1	0	1	1	0	2	2	1	2	3	2	3	5
NB: Northbound SB: Southbound																					

Table 3
PUBLIC ALLEY SOUTH OF JENKS STREET – ARTICULATED TRUCKS

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB: Northbound SB: Southbound																					

Table 4
PUBLIC ALLEY NORTH OF JENKS STREET – ALL VEHICLES

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
5:00 AM	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
6:00 AM	1	2	3	1	2	3	0	1	1	0	0	0	0	0	0	2	1	3	0	1	1
7:00 AM	2	2	4	2	2	4	3	1	4	2	1	3	1	0	1	1	3	4	2	1	3
8:00 AM	2	5	7	6	5	11	3	2	5	4	5	9	9	7	16	4	7	11	3	6	9
9:00 AM	4	3	7	4	4	8	6	3	9	5	10	15	8	9	17	5	4	9	8	3	11
10:00 AM	5	2	7	1	6	7	4	7	11	0	6	6	1	6	7	8	8	16	7	7	14
11:00 AM	6	5	11	6	6	12	8	11	19	6	11	17	8	11	19	9	10	19	6	2	8
12:00 PM	5	8	13	7	7	14	5	12	17	7	8	15	5	10	15	11	12	23	4	7	11
1:00 PM	4	1	5	8	8	16	6	4	10	5	9	14	8	7	15	7	8	15	8	3	11
2:00 PM	10	3	13	9	7	16	8	10	18	6	6	12	11	5	16	2	2	4	5	5	10
3:00 PM	2	5	7	8	11	19	4	6	10	8	5	13	6	7	13	3	6	9	4	7	11
4:00 PM	7	5	12	6	9	15	4	3	7	9	10	19	13	20	33	9	6	15	7	8	15
5:00 PM	3	7	10	5	2	7	2	8	10	5	8	13	8	9	17	15	12	27	6	7	13
6:00 PM	6	4	10	5	9	14	6	5	11	2	6	8	4	1	5	4	4	8	1	3	4
7:00 PM	0	4	4	2	4	6	2	3	5	0	6	6	1	3	4	6	2	8	3	7	10
8:00 PM	4	3	7	4	7	11	3	3	6	2	3	5	5	0	5	4	5	9	1	3	4
9:00 PM	0	2	2	1	3	4	1	3	4	0	0	0	0	1	1	0	3	3	3	0	3
10:00 PM	1	0	1	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	3	2	5
11:00 PM	0	0	0	1	0	1	0	1	1	0	0	0	1	0	1	0	0	0	1	0	1
Daily	63	62	125	78	93	171	65	83	148	62	94	156	90	96	186	90	94	184	74	72	146
NB: Northbound SB: Southbound																					

Table 5
PUBLIC ALLEY NORTH OF JENKS STREET – SINGLE UNIT TRUCKS

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
7:00 AM	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	2	0	2	2	0	2	1	1	2	0	0	0	0	0	0	2	0	2	0	1	1
9:00 AM	3	0	3	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	4	1	5
10:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	1	2	1	0	1
11:00 AM	2	0	2	0	1	1	2	3	5	0	0	0	1	0	1	4	0	4	2	0	2
12:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1	1	2	1	0	1
1:00 PM	1	0	1	1	1	2	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2
2:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	8	0	8	8	5	13	7	4	11	1	0	1	4	0	4	11	3	14	12	2	14
NB: Northbound SB: Southbound																					

Table 6
PUBLIC ALLEY NORTH OF JENKS STREET – ARTICULATED TRUCKS

	Thursday, June 25, 2026			Friday, June 26, 2026			Saturday, June 27, 2026			Sunday, June 28, 2026			Monday, June 29, 2026			Tuesday, June 30, 2026			Wednesday, July 1, 2026		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
3:00 PM	0	0	0	2	0	2	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
4:00 PM	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	1	1	2	3	0	3	1	0	1	2	0	2	3	0	3	1	1	2	1	0	1
NB: Northbound SB: Southbound																					