

# North Lawndale Ogden Avenue Corridor Improvements

PULASKI ROAD TO ROOSEVELT ROAD

## Community Workshop 3: Street Design

January 10, 2024



## Chicago Department of Transportation

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Transportation Engineering

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- Phil Hutchinson
- Mike Folkening
- Amanda Kleinwachter
- Lissa Sweeney
- Edith Portales
- Giana Civito
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## Homan Grown

Community Engagement Support & Landscape Design

- Pastor Reshorna Fitzpatrick
- Annamaria Leon

### Quigg Engineering (MBE)

Data Collection & Transportation Engineering

### Guarino Historic Resources

Historic Preservation

### GSG Consultants (MBE)

Geotechnical Engineering

### Gehl

Urban Design

### DB Sterlin Consultants (MBE)

Topographic Survey

### Lamar Johnson Collaborative

Community Engagement & Urban Design

### Singh & Associates (WBE)

Electrical and Traffic Signal Engineering

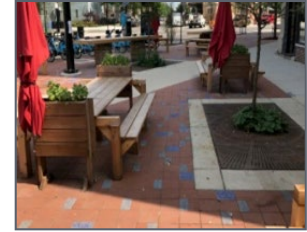
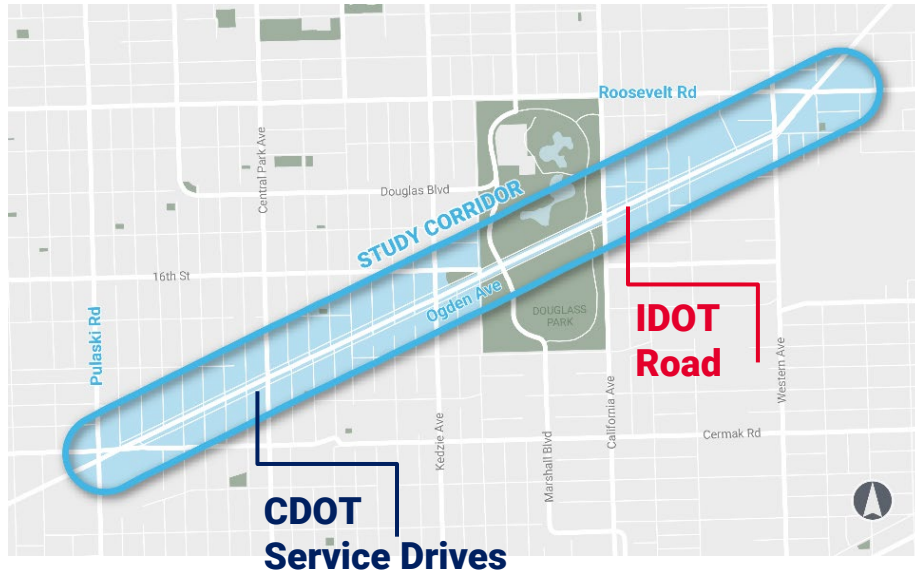


- 01** Brief Project Overview (*15 minutes*)
- 02** Street Design Group Presentation (*60 minutes w/a 15 min. break*)
  - Incorporating Community Feedback
  - Design Takeaway Categories
  - Quality of Life Plan (NLCDD) Recommendations
  - Existing Conditions
  - Safety Toolbox
  - Potential Design Strategies
- 03** Open House Feedback Session (*90 minutes*)

# BOUNDARY + SCOPE

Re-activate neighborhood cores that have historically served as focal points for pedestrian activity, shopping, services, transportation, public spaces and quality-of life amenities for residents.

Streetscapes consist of infrastructure, pedestrian safety, and placemaking improvements with the goal of creating unified, safe, walkable, and attractive street. The streetscape projects are comprehensive and include public right-of-way improvements from building face to building face.



This is an opportunity to reimagine Ogden Avenue as a **multimodal transportation corridor**, as a hub for **community activity**, and catalyst for **economic development**.





Street Geometry



Drainage Improvements



Sidewalk Improvements



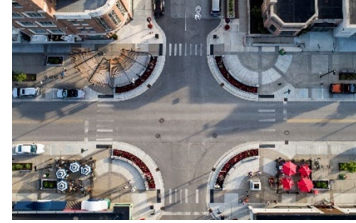
Light Pole Identifiers



Road Resurfacing



Lighting



Intersection Improvements



Gateway Identifiers



Landscaping/Sustainability



Seating Areas



Curb Extensions / ADA Upgrades



Pavement Markings

## Pulaski to Kenneth Extension

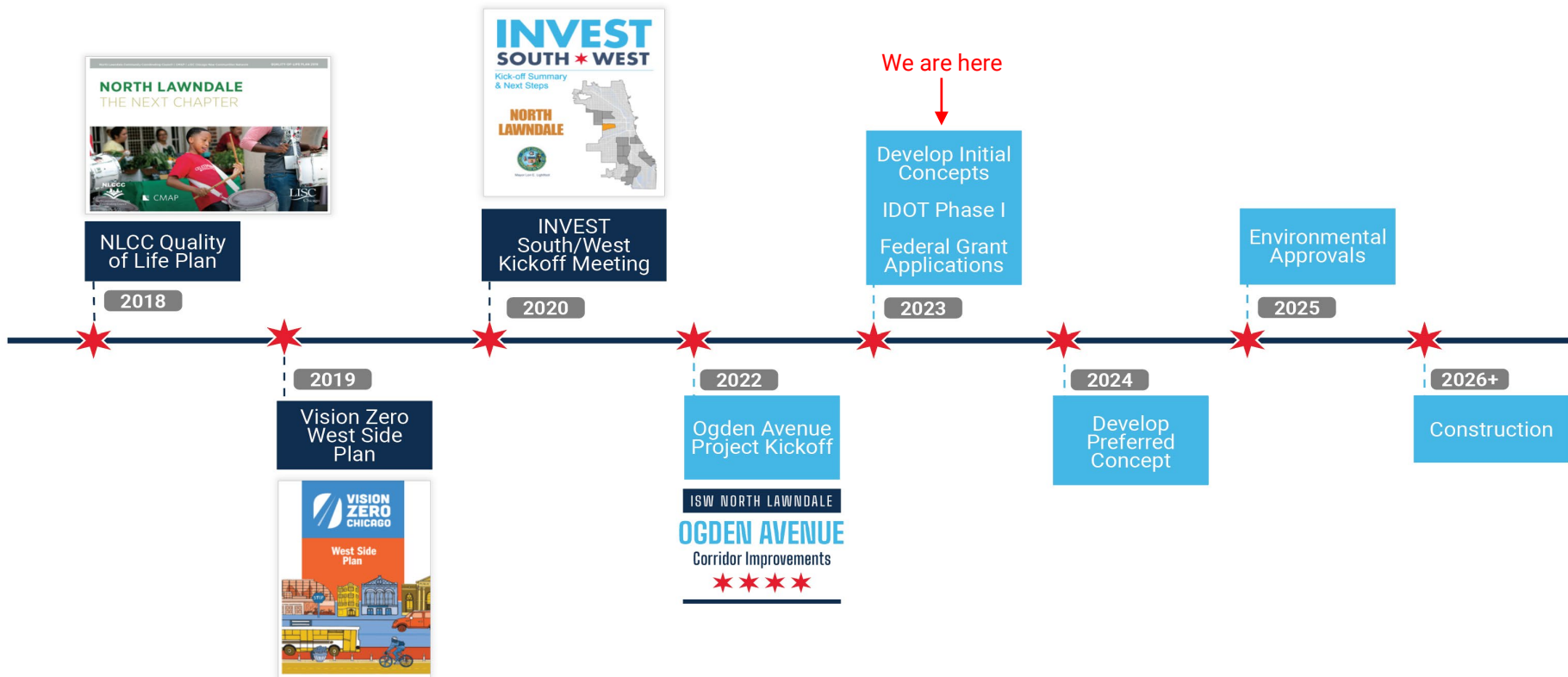
- Community request made to evaluate project extension to the west
- Signage, landscape, pedestrian and infrastructure improvements requested
- Coordination with ongoing developments needed
- Pulaski-Ogden Complex Intersection Study concepts considered
- Funding and opportunities for improvements being evaluated



## Next Steps on Potential West Side Improvements?

- Participate in Spring meeting to discuss needs and potential improvements
- If interested in attending the meeting, please email the Project Team at: [info@improveogdenave.org](mailto:info@improveogdenave.org)

## Project Timeline



# COMMUNITY ENGAGEMENT

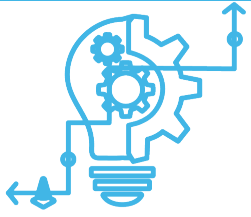
**Community Advisory Group**



**Public Meetings**



**Topic – Specific Workshops**



**Stakeholder Meetings**



**Website and Newsletter**



**Public Surveys**





**NORTH LAWDALE: OGDEN AVENUE PULASKI TO ROOSEVELT CORRIDOR IMPROVEMENTS**

Community Workshop 3- Street Design | January 10, 2024

COMMUNITY ENGAGEMENT OVERVIEW

**★ Thank you for your involvement in the Ogden Avenue Corridor Improvements Project!**

The goals of this project are to improve safety for all users of this corridor, repurpose and activate public spaces, and transform this corridor into one that reflects the unique identity of North Lawdale. Hearing from all community stakeholders throughout the project is essential for the design to incorporate the community's vision and priorities.

This handout provides an overview of engagement activities to date, what we have heard from community members, and a preview of the many future engagement opportunities throughout the project.

All comments are welcomed at [info@improveogdenave.org](mailto:info@improveogdenave.org).

**How can I stay up to date? ★**

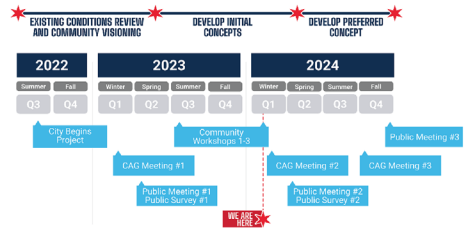
- ✓ Visit [improveogdenave.org](http://improveogdenave.org)
- ✓ Sign up for project updates!

Scan Me!



### Project Schedule

Community members have the opportunity to be involved during every stage of the project. This project schedule details major engagement activities throughout each project stage. These activities include Community Advisory Group (CAG) Meetings, Public Meetings, Public Surveys, and Community Workshops. In addition to these activities, there will be e-newsletters, one-on-one stakeholder meetings, and youth engagement initiatives.

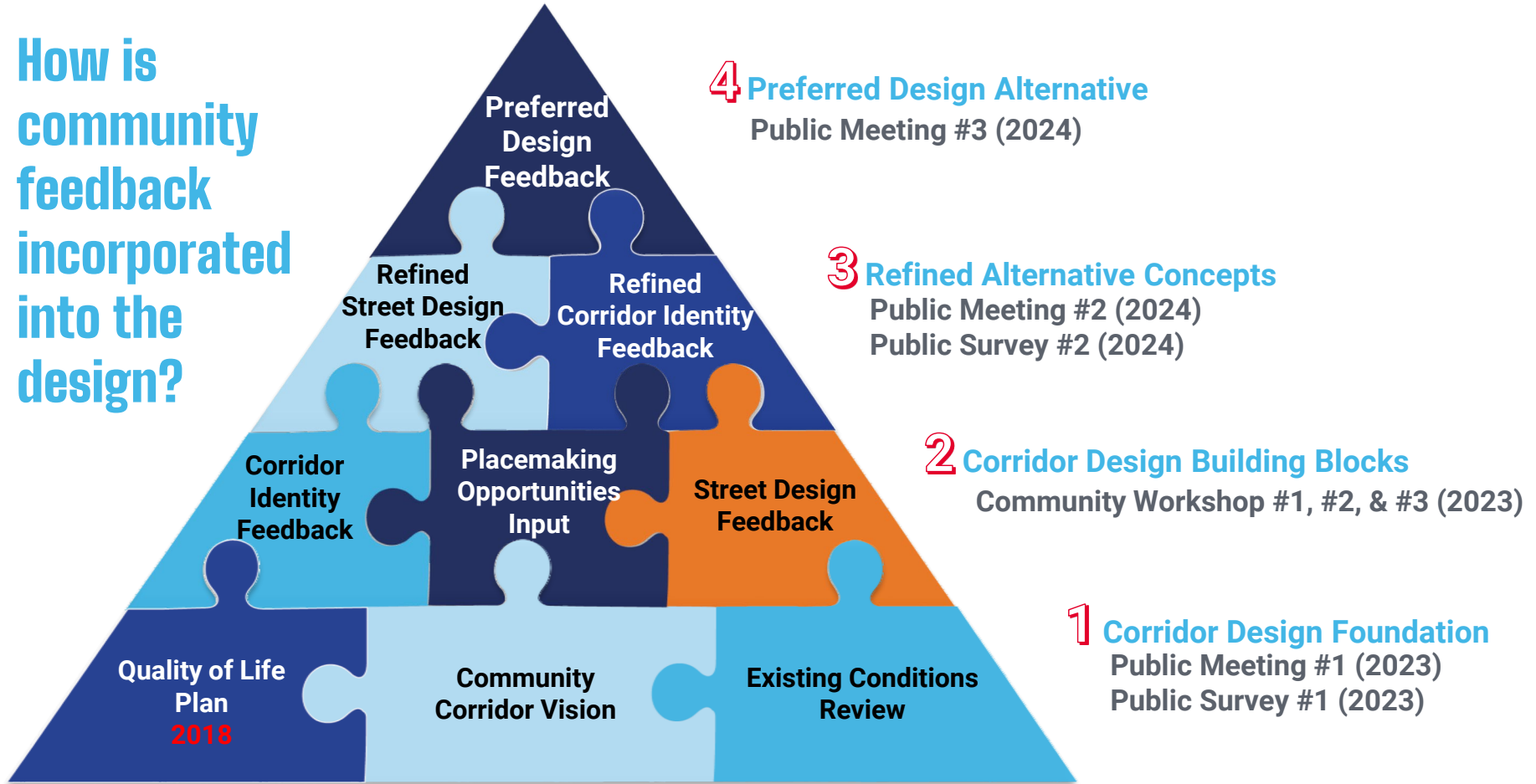




Email your questions and comments to the project team at [info@improveogdenave.org](mailto:info@improveogdenave.org)



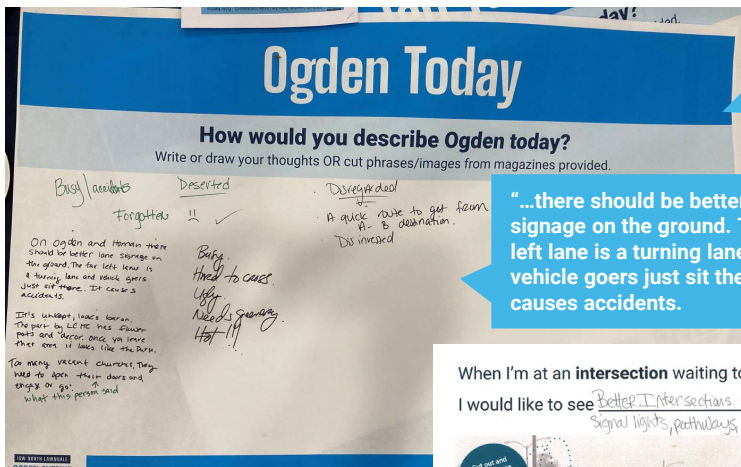
## How is community feedback incorporated into the design?



The primary concern is safety, and intersections are generally perceived as dangerous for pedestrians, bicyclists, and drivers.



"I would like to see better intersections walkway, signal lights, pathways, etc...."



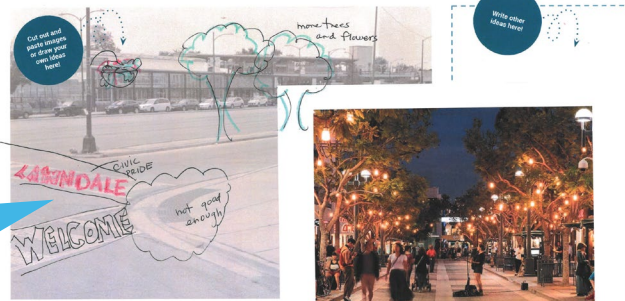
"Infrastructure needs to be redesigned on the islands to ensure people waiting on the are safe and feel safe."

"...there should be better lane signage on the ground. The far left lane is a turning lane and vehicle goes just sit there. It causes accidents."

When I'm at an intersection waiting to cross Ogden Avenue, I would like to see Better intersections, walkway, signal lights, pathways etc because it will get more dangerous with the new project



When I'm at an intersection waiting to cross Ogden Avenue, I would like to see better crosswalks because it needs to be safer



"I would like to see better crosswalks because it needs to be safer."

Ogden Avenue is an important asset for the community. There is interest in creating community spaces and more opportunities for business growth, cultural activities, etc.

## OGDEN AVENUE Corridor Improvements COMMUNITY WORKSHOP 1: CORRIDOR IDENTITY Group Activity 1 - Define Corridor Theme

4 Continued Are there forms, patterns, and colors that would represent the corridor theme? Draw or color below.

Place Route 66 North Lawndale.



Place Route 66 Bold and Big Highlight North Lawndale Celebrations  
— Have history of N.L. <sup>French</sup> ~~African~~ <sup>Am</sup>  
— Eateries / Dining <sup>case</sup> Outdoor / Indoor  
— Area for concerts of music  
— highlight Castle Gas Station / Car Wash & its history tourist spot  
— Space for Celebrations on the boulevard.  
— lights

"Eateries / dining, area for concerts, space for celebration outdoors, ."

If a portion of the service drives were to be repurposed, I would like to see \_\_\_\_\_ because \_\_\_\_\_

CDOT Email your questions and cor project team at info@ogden

About repurposing the service drives: "convertible spaces for markets or cultural events"



North Lawndale Ogden Avenue Corridor Improvements



each service drive has its own identifier (see back)

Workshop #2 - Placemaking

# Street Design Workshop

Together we will...

**Develop a  
template  
street design  
for Ogden.**

## Presentation

- NLCCC Quality of Life Plan
- Safety Toolbox
- Potential Street Design Strategies for Ogden Avenue

## Open House Feedback


- Visit Street Design Strategy Stations
- Discuss the Strategies with Other Community Members and Project Team Members
- Provide Your Input to Project Team and on the Worksheet



The street design will build on the 2018 North Lawndale Quality of Life Plan, created by the NLCCC.

North Lawndale Community Charming District | CMAP | LISC Chicago New Communities Network | QUALITY-OF-LIFE PLAN 2018

## NORTH LAWNDALE THE NEXT CHAPTER



**NLCCC** **CMAP** **LISC Chicago**

### 3.3 Reconfigures the roadway.

Over the past 10 years, many changes to the Ogden Avenue right-of-way have been proposed, but none has been implemented. We will first strengthen the Ogden Avenue right-of-way to the greater benefit of the local community, but we will not compromise on the smart approach to design. We expect that to have space for new or expanded street corners, widening and landscaping plant areas may be required. This section presents the potential future roadway corridor, along with the related transportation and community outcomes that have been apart of the planning process along with that of the transportation plan (DOT) (along with the roadway) and CDOT (along with the roadway).

We also recognize that future transportation and community management needs will be required to take about who citizens are being considered and how they will affect design and operations, and we expect that the final concept may blend ideas from both of proposals.

We looked at several plans and projects: the 2005 Quality of Life Plan in 2005, one from the Urban Village Neighborhood Plan, 2015 proposals from the Lawndale Christian Health Center, 2017 plans from the USC Summer Institute on Sustainability and Energy (SISE) and the 2017 Queens Boulevard project in New York City, where a road with a similar style as Ogden Avenue was reimagined.

Elements and the include for a reimagined Ogden Avenue include:

- **Consistent striping and width** for travel and center turn lanes
- **Improved traffic signal timing** to better coordinate center turn and through/red intersections and traffic
- **Flexible design** to accommodate a future potential bus route.
- **Greenery** including street trees, planters, and strips of bioswales for stormwater drainage.

Improvements such as median islands and curb extensions to **shorten crossing distances** and provide **relax for pedestrians**.

- **Wider sidewalks** suitable for accommodating activities for local businesses such as outdoor dining and seating.
- **Multi-use space** may be used to accommodate amenities such as benches, bike racks, outdoor tables, umbrellas, and food trucks.
- **Bike lanes** to fully separate, barrier protected or marked options to increase the overall number of biking spaces to benefit local businesses.

The accompanying illustrations provide examples of how these on-street design elements might be combined within the existing Ogden Avenue right-of-way. Options 1 and 2 illustrate cross-sections for a potential design along Ogden Avenue where the right-of-way is 90 feet wide on average.



## ISSUE AREA | TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

We will lay the groundwork for a prosperous North Lawndale by expanding access to safe, well-designed, multimodal transportation and infrastructure and harnessing innovative green technology. From pedestrians to trucks and from manufacturing facilities to schools, we will strive to balance the needs of various infrastructure users.

**STRATEGY 1**  
**Improve transit and ride-share access, with bus seating and service as the top priority.**

- Partner to increase bus service along Ogden Avenue, such as a new and direct CMAP routes and extended weekday service time.
- Support improvements to the bus line stations at Ogden and Maple Street and add a station at Avenue.
- Facilitate safer, more comfortable transfers between bus routes and between bus and train with improvements to bus stops and shelter areas.
- Speed up on-street bus routes, such as Parkland Road with dedicated bus lanes, green bus lanes, or transit signal priority.
- Attract residential and commercial development near transit with transit-oriented development incentives.

• Encourage ride-share parking to occur near the workplace. Park one vehicle to make four working more attractive.

- Use advanced transit technology to enhance "flexible, demand" connections to and from popular destinations by existing transit partnerships with established ride-share providers.
- Partner with CMAP, Transportation and Infrastructure Committee, and CMAP.

**STRATEGY 2**  
**Increase street safety and comfort for all users through active measures, design upgrades, and technology investments.**

- Install and maintain or replace safety treatments to pedestrians, slow street traffic, and to calm intersections, beginning with priority locations.
- Communicate the possible impact of tactical urbanism temporary street interventions to make them more central to how people think about roadways.

**STRATEGY 3**  
**Invest in innovative green technology to reinvigorate Ogden Avenue as the "Smartest Street in America."**

- Reinvigorate North Lawndale as part of city and state campaigns to install "smart" technology, such as Smart Street Lights that monitor air quality, manage traffic and parking, and share electric vehicles.
- Invest in the latest available signage technology to improve current long and unreadable traffic signals.
- Reinvigorate Ogden for the greater benefit of the local community, where projects that combine school bus routes, community stakeholders, and government agencies and reports.
- Install green infrastructure in-park or along-of-way for stormwater management, including bioswales, small water planters, and/or permeable areas.
- Consider designing the area between Maple and Ogden as both corridor, using existing bus stops, trees and seating for attractively located businesses, however and when.

48 | North Lawndale Quality of Life Plan



Key takeaways relevant to street design can be grouped into five categories:



Roadway Configuration



Pedestrian Safety



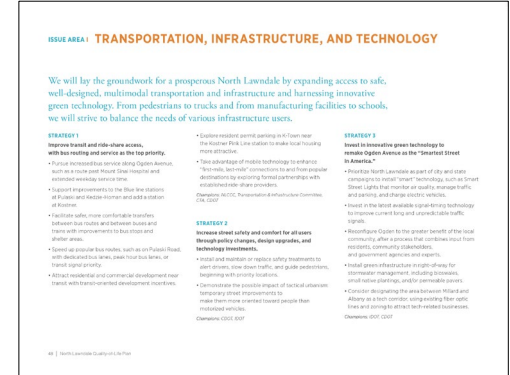
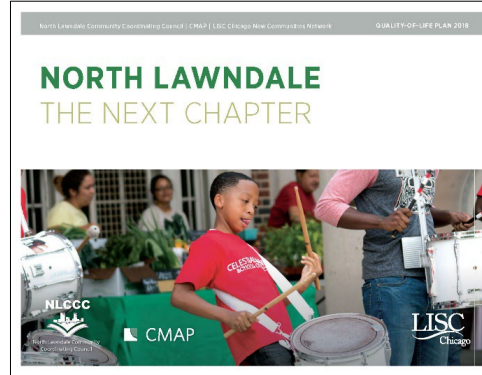
Bicycle Facilities



Transit Accommodations



Placemaking and Streetscape Elements





## TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

### Key Findings

**Public transportation is vital to connect residents with jobs and essential services such as health care.** Nearly one third of North Lawndale's (compared to 28.5 percent in Chicago overall) employed residents use public transportation to commute to work or school or for other necessary daily trips. Ridership on routes serving the community has also remained steady compared to water system declines. Our reliance on public transportation means that changes to service have greater potential to positively impact our community, or exacerbate accessibility issues.

### Changes to bus service on Ogden Avenue could improve access to jobs and services.

Transit service to south and western portions of the neighborhood was greatly improved when the Pink Line began operation in 2006. The CTA has also made improvements to the No. 18 (630) bus route which runs east-west on 66th Street through the Lawndale neighborhood including the addition of midday service, increased frequency during weekday evenings, and increases in hours of operation in the evening. Historically, Ogden Avenue was also serviced by a bus route in various forms until 2008 when the western portion of the route (between Douglas Park and Central Road) was eliminated and replaced by the No. 157 (Shelburne/Voyler) bus which terminates at 76th Street in Hopkins.

There is a strong local desire to modify local bus routing and service times to better connect North Lawndale residents to Mt. Sinai Hospital and job destinations to the north and east. Sinai Health System reports regularly paying for ride-sharing for elderly and disabled residents in the neighborhood as a supplement to local bus service. Furthermore, nearly 50 percent of all jobs held by North Lawndale residents are located in census tracts directly served by the No. 157 (630), Medical Center, LUC campus, Downtown Chicago, and Streeter/Volk which only operates on weekdays. This service limitation has significant impact on community workers, as 40 percent of employed residents have jobs in industries (real estate, health care and social assistance, accommodation and food services) that typically require working evenings and weekends.

**The current configuration of Ogden Avenue prioritizes through traffic and limits the roadway's ability to serve as an asset to the neighborhood.** In the 1.16-mile segment between Pulaski Road and Albany Avenue, Ogden Avenue has a very wide right-of-way with six to eight travel lanes, most of which no longer needed with much of the historic Route 66 traffic having shifted nearby expressways. Ogden Avenue has an average annual daily traffic (AADT) between 15,000 and 18,000, which is lower than other routes with fewer lanes such as Roosevelt Road which has just four travel lanes but accommodates 26,000 vehicles per day.

The current configuration of Ogden Avenue prioritizes through traffic and limits the roadway's ability to serve as an asset to the neighborhood.

In the 1.16 mile segment between Pulaski Road and Albany Avenue, Ogden Avenue has a very wide right-of-way with six to eight travel lanes, most of which is no longer needed with much of the historic Route 66 traffic now utilizing nearby expressways. Ogden Avenue has an average annual daily traffic (AADT) between 15,000 and 18,000, which is lower than other routes with fewer lanes such as Roosevelt Road which has just four travel lanes but accommodates 26,000 vehicles per day.

## ISSUE AREA | TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

We will lay the groundwork for a prosperous North Lawndale by expanding access to safe, well-designed, multimodal transportation and infrastructure and harnessing innovative green technology. From pedestrians to trucks and from manufacturing facilities to schools, we will strive to balance the needs of various infrastructure users.

### STRATEGY 1

Improve transit and ride-share access, with bus rebranding and service as the top priority.

- Pursue increased bus service along Ogden Avenue, such as a route east toward Mt. Sinai Hospital and extended weekday service time.
- Support improvements to the Blue Line stations at Pulaski and Kedzie-Homan and add a station at Kedzie.
- Facilitate safer, more comfortable transfers between bus routes and between buses and trains with improvements to bus stops and shelter areas.
- Speed up popular bus routes, such as on Pulaski Road, with dedicated bus lanes, peak-hour bus lanes, or transit signal priority.
- Attract residential and commercial development near transit with transit-oriented development incentives.

- Explore resident permit parking in K-Town near the Kedzie Pink Line station to make local housing more attractive.

• Take advantage of mobile technology to enhance "first-mile, last-mile" connections to and from popular destinations by exploring formal partnerships with established ride-share providers.

Oversees: NCCC, Transportation & Infrastructure Committee, CTA, CDOT

### STRATEGY 2

Increase street safety and comfort for all users through policy changes, design upgrades, and technology investments.

- Install and maintain or replace safety treatments to alert drivers, slow down traffic, and guide pedestrians, beginning with priority locations.

• Demonstrate the possible impact of tactical urbanism: temporary street improvements to make them more oriented toward people than motorized vehicles.

Oversees: CDOT, CDOT

### STRATEGY 3

Invest in innovative green technology to remake Ogden Avenue as the "Smartest Street in America."

- Prioritize North Lawndale as part of city and state campaigns to install "Smart" technology, such as Smart Street Lights that monitor air quality, manage traffic and parking, and charge electric vehicles.
- Invest in the latest available signal-timing technology to improve current long and unpredictable traffic.

### STRATEGY 4

Reconfigure Ogden to the greater benefit of the local community, after a process that combines input from residents, community stakeholders, and government agencies and experts.

- Stormwater management, including bioswales, small retention ponds, and/or permeable pavements.
- Consider designating the area between Midland and Albany as a tech corridor, using existing fiber optic lines and zoning to attract tech-related businesses.

Oversees: CDOT, CDOT

Reconfigure Ogden to the greater benefit of the local community, after a process that combines input from residents, community stakeholders, and government agencies and experts.



### TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

#### STRATEGY 3 Invest in innovative green technology to remake Ogden Avenue as the "Smartest Street in America."

Two parts of our community-wide vision are to become most technologically adept and to reduce our environmental impact. Our streets and rights-of-way are among our neighborhood's most visible places, so if we want to start making investment toward our vision, the rights-of-way are a good place to start. Specifically, as one of our neighborhood's signature streets with rich history and importance, Ogden Avenue is a clear opportunity to begin these investments.

Some segments of the Ogden Avenue corridor have made a transition to electric as well as underground and overhead. The width ranges from 148 to 160 feet depending on whether at an intersection or mid-block. The multi-lane median partitions

separate from the mainline portion of the roadway just as the City of Chicago boldly declared Corralle Road in Pilsen as the "Greenest Street in America" upon embracing on sustainability improvements. They should aspire to declare Ogden Avenue as the "Smartest Street in America." Focusing on the segment between Pulaski and Albany, we want to establish Ogden as a corridor that combines technology and sustainable innovation.

64 | North Landside Quality of Life Plan

Established complete streets improvements to improve safety and comfort, such as barrier-protected bike lanes, can be combined with elements at the experimental stage, such as the array of things. Recognizing that its legacy was as Route 66, a true destination with a strong identity, we want to transform Ogden's primary role from road to place.

**3.1 Prioritize North Landside** A Part of City and State campaigns to invest in technology. The City is piloting installing LED street lights in North Landside as well as other neighborhoods. We hope the City will also consider using the Ogden Avenue corridor as a testing ground for lighting improvements, specifically Smart Street Lighting, which is a State of Illinois initiative. Smart street light fixtures save but they have the potential to brighten up a street. They also boost street energy and reduces light pollution.

Smart Street Lights are able to monitor air quality, manage traffic and parking, detect accidents, and charge electric vehicles (EV). Because we want North Landside to be a leader in the expansion of EV, we suggest designating on-street parking spaces for electric vehicles along Ogden Avenue, paired with the on-street charging stations that are part of street lights. Charging stations can also appear in institutional parking lots, public stations, city facilities, parks, schools, at private businesses, and in the parking areas for newly developed housing.

Similar to Smart Street Lighting, the Array of Things, which should also be considered for installation in the Ogden Avenue Corridor. The City has contracted with the National Labs and the University of Chicago's Urban Center for Computation and Data to study Array of Things across the city and North Landside has been discussed as a deployment location. The Array of Things can track a variety of environmental data points, including bike and pedestrian counts, which are currently very difficult to track. Finally, sensors that may complement any of the foregoing forms of autonomous vehicle technology, such as autonomous buses, are welcome on Ogden Avenue. Public and private partners would like to use it as a test corridor.

**3.2 Invest in Adaptive Signal Control Technology**

Ogden alignment contains a mainline roadway and service roads, which have their own traffic signals. Therefore, signal cycles can be quite long, and we have experienced their unpredictability. The City and CDOT

Adaptive Signal Control Technology, which adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. The signal timing improvement may help to offset the removal of through traffic lanes.

The physical design of some segments and intersections of the Ogden Avenue corridor have made it **unclear to navigate** as well as **undesirable and uninviting**.

Ogden's alignment combines a **mainline roadway and service roads**, which have their own **traffic signals**. Therefore, **signal cycles can be quite long**, and we have experienced their unpredictability.

Ogden Avenue should be reconfigured to accommodate through traffic, while providing a **more pedestrian- and business-friendly environment** that better serves the local community.

### TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

#### Future Transportation, Infrastructure, and Technology Framework

Our transportation, infrastructure, and technology investments are intertwined with our vision for North Landside. To this end, we identify key investments to be made to support our vision for a more sustainable, equitable, and resilient North Landside.

**Enrich On-street Bike Facility** On-street bike facilities include both on-street bike lanes, boulevards, and shared-use paths. The City should continue to invest in on-street bike facilities to support the expansion of the bicycle network.

**Promote Pedestrian-Friendly Design** As the City continues to invest in pedestrian-friendly design and infrastructure, we want to ensure that the City's Parklands are also pedestrian-friendly. We encourage the City to invest in pedestrian-friendly infrastructure to support the expansion of the bicycle network.

**Ogden Focus Area** Ogden Avenue should be reconfigured to accommodate through traffic, while providing a more pedestrian- and business-friendly environment that better serves the local community. The City should invest in infrastructure to support the expansion of the bicycle network.

**Future Priority Transit Route** The City should invest in transit infrastructure to support the expansion of the transit network. This includes investments in transit stations, transit vehicles, and transit infrastructure.

**Public Transportation Station** The City should invest in public transportation infrastructure to support the expansion of the transit network. This includes investments in transit stations, transit vehicles, and transit infrastructure.

**Proposed Transit-Oriented Development** The City should invest in transit-oriented development to support the expansion of the transit network. This includes investments in transit stations, transit vehicles, and transit infrastructure.

**Proposed On-street Bike Facility** The City should invest in on-street bike facilities to support the expansion of the bicycle network. This includes investments in on-street bike lanes, boulevards, and shared-use paths.

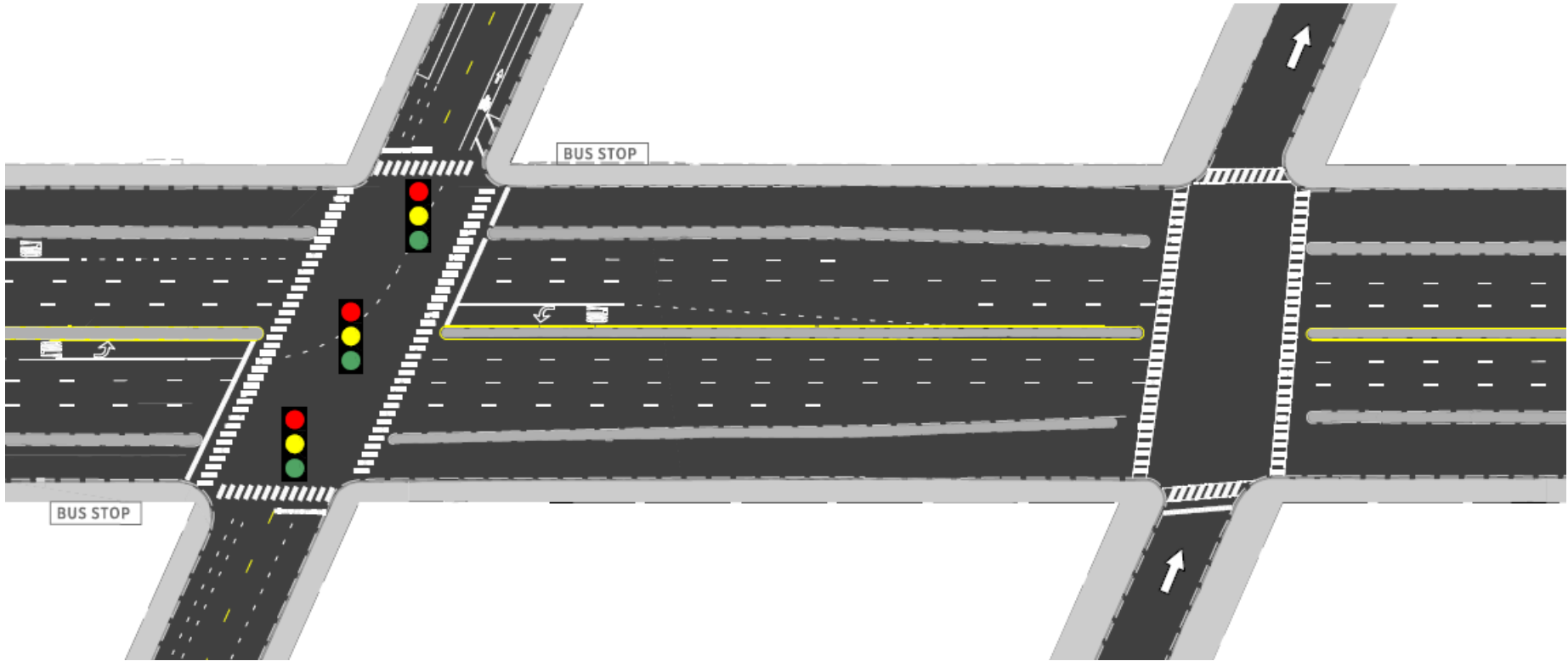
**Proposed Pedestrian-Friendly Design** The City should invest in pedestrian-friendly design and infrastructure to support the expansion of the bicycle network. This includes investments in pedestrian-friendly infrastructure to support the expansion of the bicycle network.





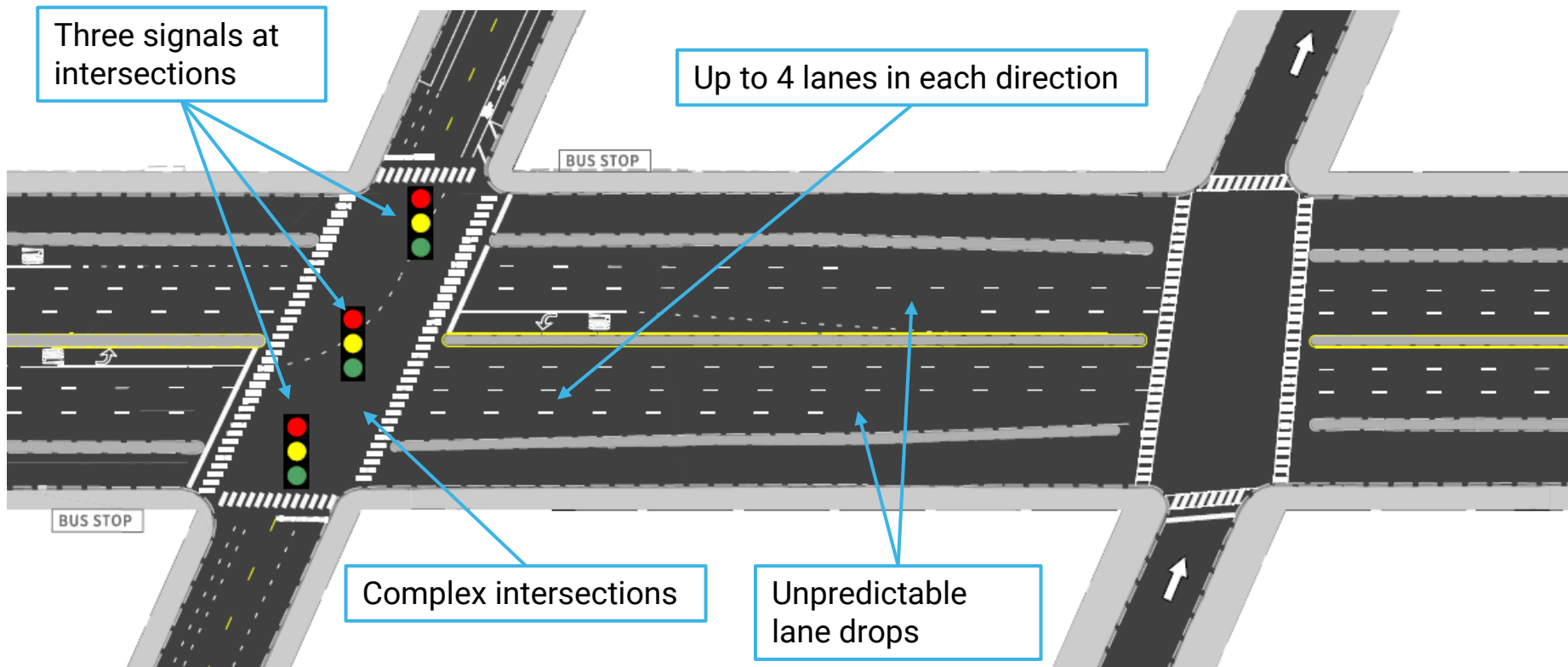


## Existing Condition





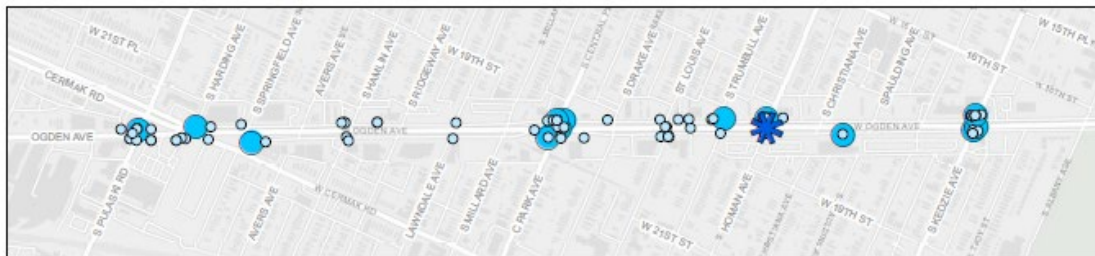
## Existing Condition



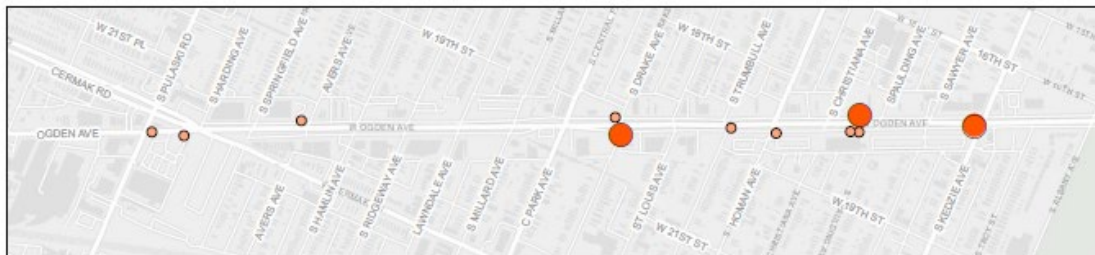


## Pulaski to Kedzie

- ✱ Fatal Auto Crash
- A-Injury Auto Crash
- B-Injury Auto Crash



- A-Injury Bicyclist Crash
- B-Injury Bicyclist Crash



- A-Injury Pedestrian Crash
- B-Injury Pedestrian Crash



### Takeaways

- High crash rate: 1,303 crashes from 2017-2021
- Ogden's configuration is unsafe
- Crashes concentrated at intersections

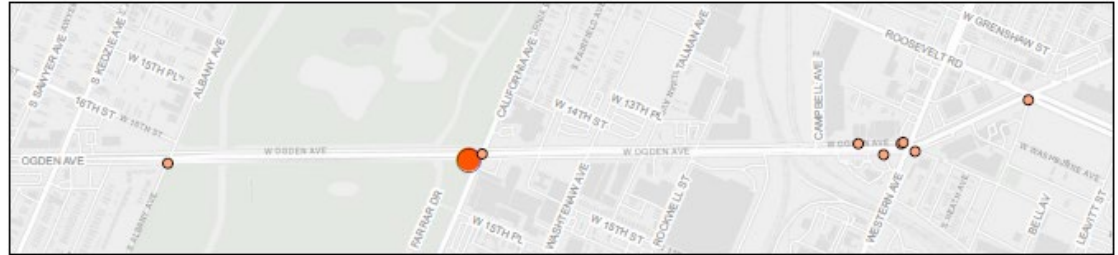


## Kedzie to Roosevelt

- ✳ Fatal Auto Crash
- A-Injury Auto Crash
- B-Injury Auto Crash



- A-Injury Bicyclist Crash
- B-Injury Bicyclist Crash



- ✳ Fatal Pedestrian Crash
- A-Injury Pedestrian Crash
- B-Injury Pedestrian Crash



### Takeaways

- High crash rate: 1,303 crashes from 2017-2021
- Ogden's configuration is unsafe
- Crashes concentrated at intersections





## Existing Crash Data by Crash Type

Crash Type	Frequency	Percent
Angle	143	11%
Turning	358	27%
Read End	335	26%
Head On	15	1%
Sideswipe	194	15%
Fixed Object	49	4%
Parked Vehicle	120	9%
Ped/Bike	53	4%
Other	36	3%
<i>Total</i>	<i>1,303</i>	<i>100%</i>



## Existing Speed Data

Direction	Central Park to Homan		Rockwell to Washtenaw	
	EB	WB	EB	WB
Average Speed	24 mph	22 mph	24 mph	28 mph
Percent of Vehicles traveling faster than 30 MPH	19%	10%	28%	42%
Maximum Speed Range	61-65 mph	61-65 mph	60-65 mph	76-80 mph
85 <sup>th</sup> Percentile Speed	31 mph	28 mph	34 mph	36 mph
Percent of Vehicles traveling faster than 40 MPH	7%	1%	5%	7%

*Higher speeds are correlated with higher crash severity.*

hit by a car driving at...

20 MPH

9.5 out of 10 pedestrians survive.



30 MPH

5 out of 10 pedestrians survive.



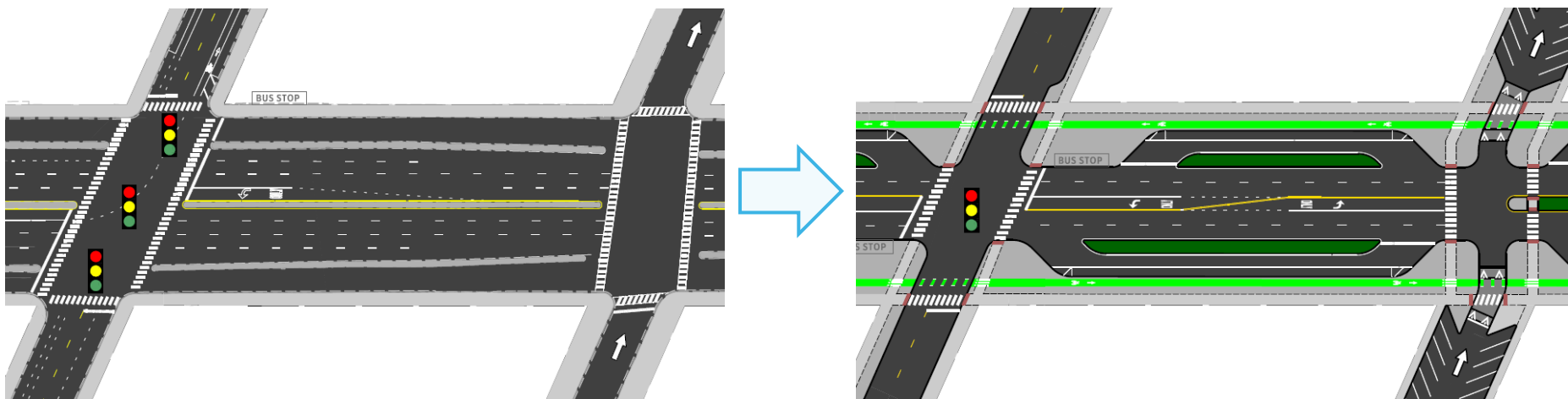
40 MPH

2 out of 10 pedestrians survive.





## Context Sensitive Lane Configuration

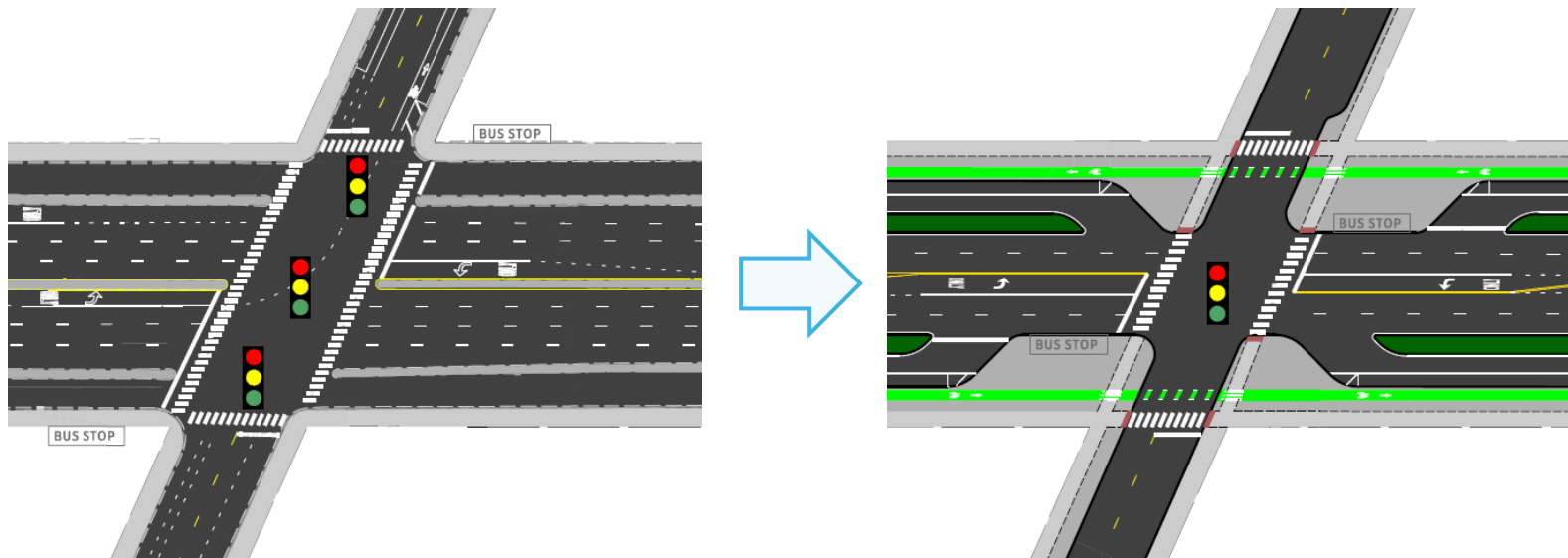


- 2 travel lanes each direction
- Left turn lanes
- Reduces conflicts
- Reduces reckless driving

Crash Reduction: 30%  
 Source: *Crash Modification Clearinghouse*



## Simplified Intersections



- Reduces conflicts
- Reduces driver confusion
- Eliminates thru traffic in service drives

- Reduces delays
- Additional green time for sidestreets and Ogden
- Left turn signal phases

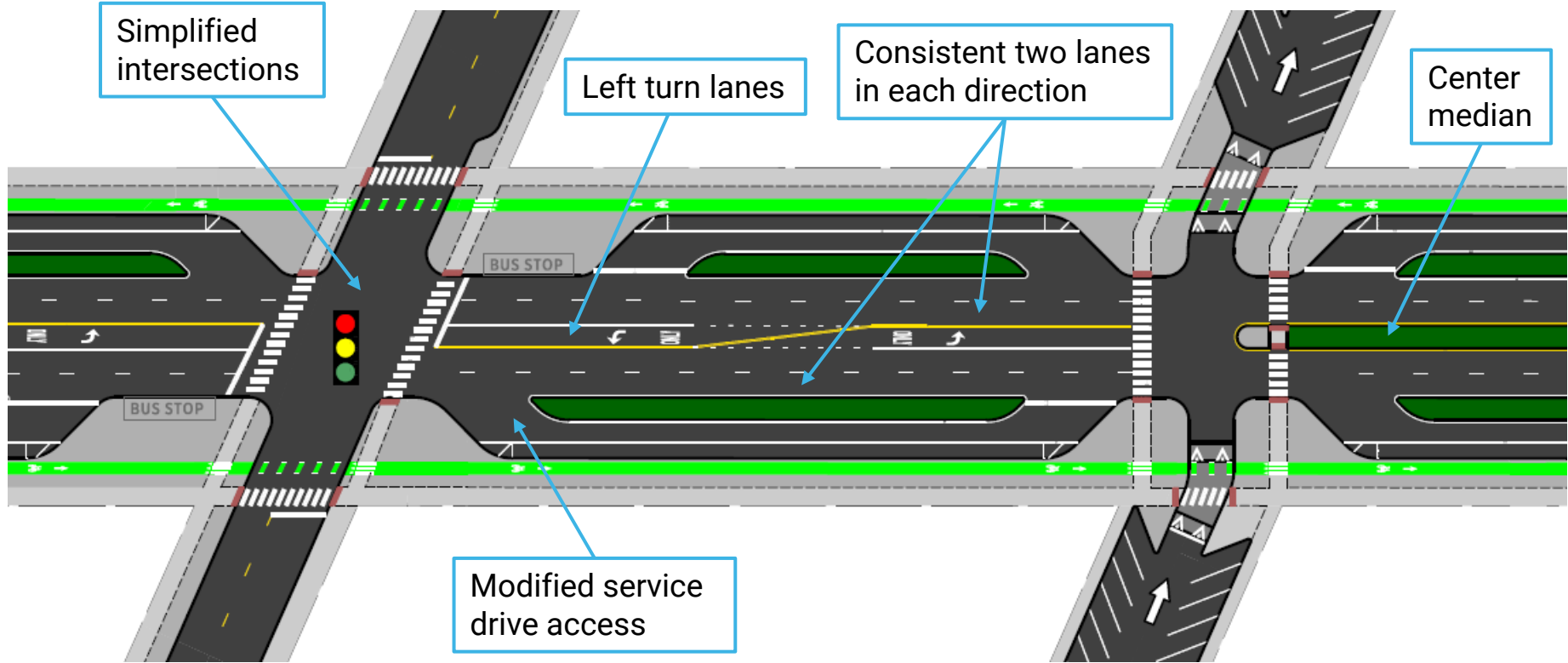
Crash Reduction: 12%

Source: *Crash Modification Clearinghouse*





## Roadway Configuration Opportunities



# NORTH LAWNDALE THE NEXT CHAPTER



TRANSPORTATION, INFRASTRUCTURE AND TECHNOLOGY

**STRATEGY 2**  
Increase street safety and comfort for all users through policy changes, design upgrades, and technology investments.

While improving public transportation will make it easier to get in and out of North Lawndale, we also need to focus on how we get around within our own neighborhood and how the different transportation modes can coexist. We are set up to be a place where people should feel like they can get around safely and efficiently by many means. But for some, the car is the preferred or the only practical method. We have a messy grid pattern of streets and sidewalks that support walking, but we also have speeding traffic and some wide crossings. We know that data point to our neighborhood having high-crash corridors and areas, and we propose taking action to improve not only these numbers ("real safety"), but also how people feel about getting around by non-driving means ("perceived safety").

**Install new and maintain or replace existing safety treatments across the neighborhood, beginning with priority locations.**

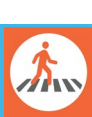
Upgraded traffic signals, signs, devices, and safety treatments are evidence of neighborhood investment—that City leaders view a neighborhood as important. Conversely, aging equipment or faded crosswalks send the opposite message. We call on the City of Chicago and IDOT to demonstrate a renewed effort to studying and installing equipment and infrastructure treatment that alert drivers, slow down traffic, and guide pedestrians. Examples of existing equipment or treatments to focus on include speed humps, pedestrian countdown timers, high-visibility "ladder-style" crosswalks that have faded, and Americans with Disabilities Act treatments such as ramps, tactile domes, and audible crossing announcements. Examples of new treatments to consider are refuge islands, which allow pedestrians to wait safely in the center of street during a traffic-light cycle; curb extensions ("bump-outs"), which shorten crossing distances; and both overhead and pedestrian-scale lighting. Choosing North Lawndale as an early neighborhood for these types of improvements aligns with

According to IDOT data, **High-Zero** designations, Pulaski extending north through the neighborhood boundary and into Garfield Park is a high-crash corridor. This designation captures the Pulaski and Roosevelt intersection area, which is the most common area in the neighborhood for rides to transfer between buses and leads to a high rate of pedestrian activity. In addition, the Cermak-Ogden-Pulaski intersection area should be prioritized first for engineering study and then for improvements and redesign. The Damen-Damen-Fullerton intersection area in Bucktown, which was redesigned in 2016, would be looked to as an example. After these top priorities, engineering agencies should look to those corridors and intersection that are part of Safe Routes to School or Safe Passage routes.

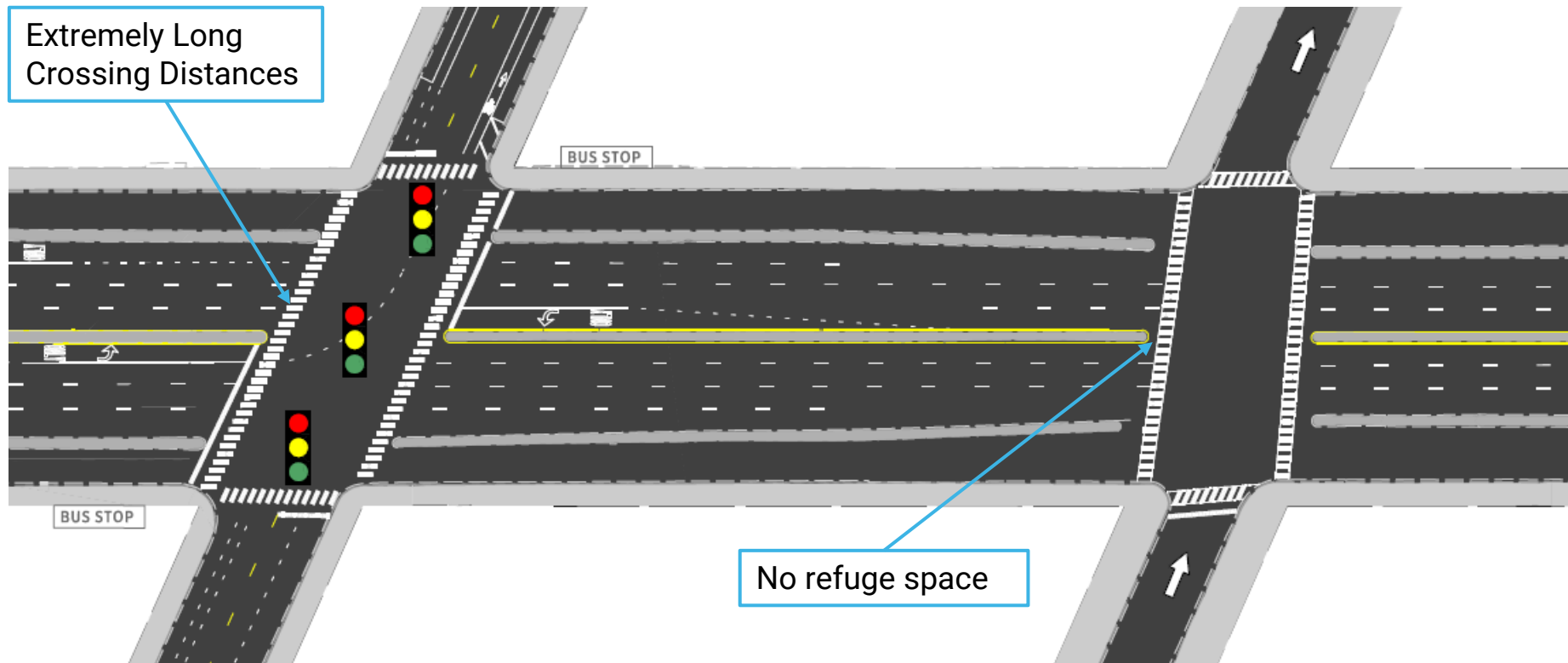
Identifying Safe Routes to School and Safe Passage routes



- Install new and maintain or replace existing **safety treatments** across the neighborhood, beginning with priority locations.
- Install infrastructure treatment that **alert drivers, slow down traffic, and guide pedestrians.**
- **Speed humps, pedestrian countdown timers, high-visibility "ladder-style" crosswalks** that have faded
- **Refuge islands**, which allow pedestrians to wait safely in the center of street during a traffic-light cycle;
- **Curb extensions** ("bump-outs"), which shorten crossing distances; and both overhead and **pedestrian-scale lighting.**

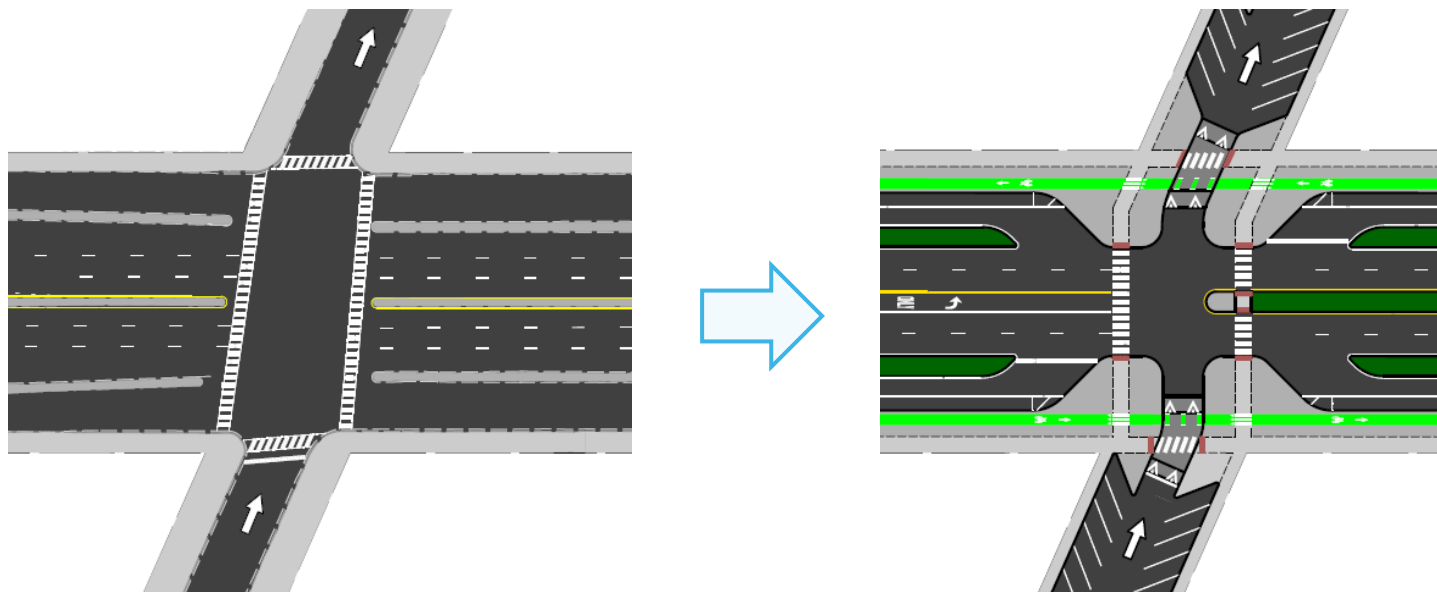


## Existing Condition





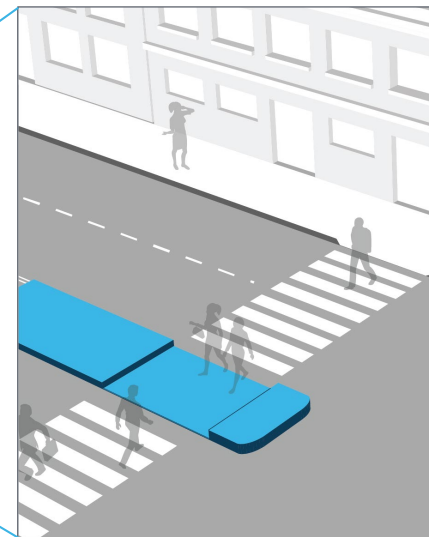
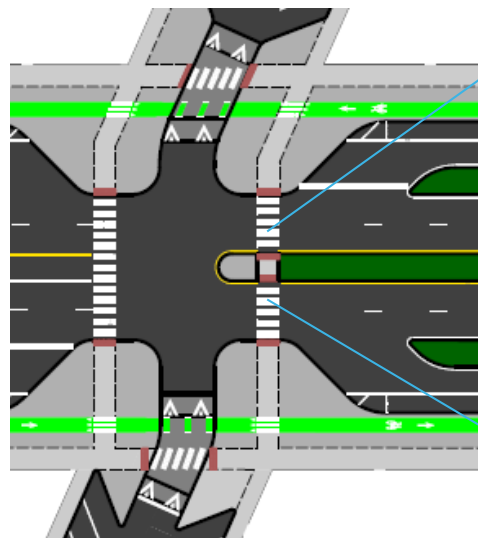
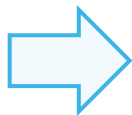
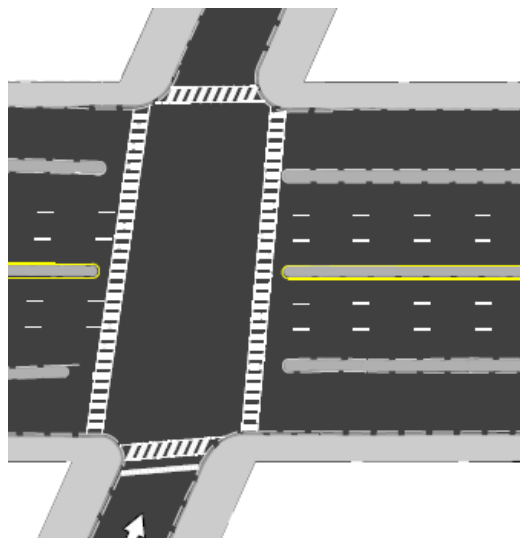
## Curb Extensions



- Shorten crossing distance
- Reduce speed of turning vehicles
- Improve pedestrian visibility
- Allow for placemaking opportunities



## Pedestrian Refuge Islands



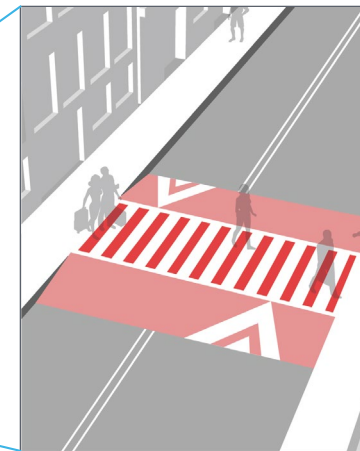
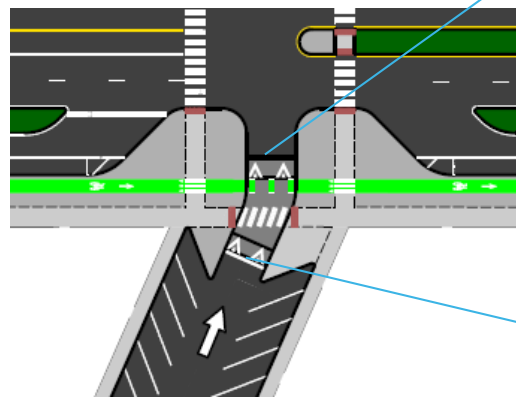
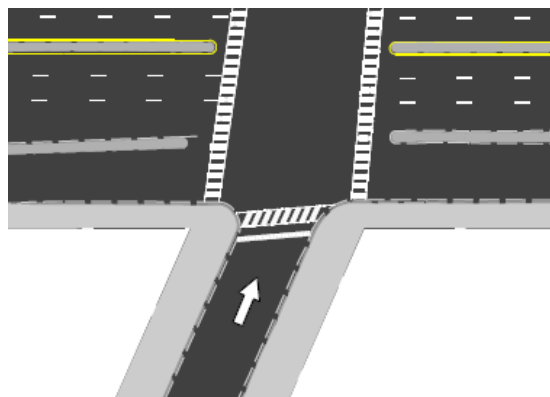
- Reduce crossing distance
- Increase pedestrian visibility
- Draws attention to crosswalk
- Provide a place to wait when crossing multiple lanes

Crash Reduction: 66%  
Source: *Crash Modification Clearinghouse*





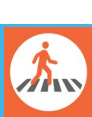
## Raised Crosswalks



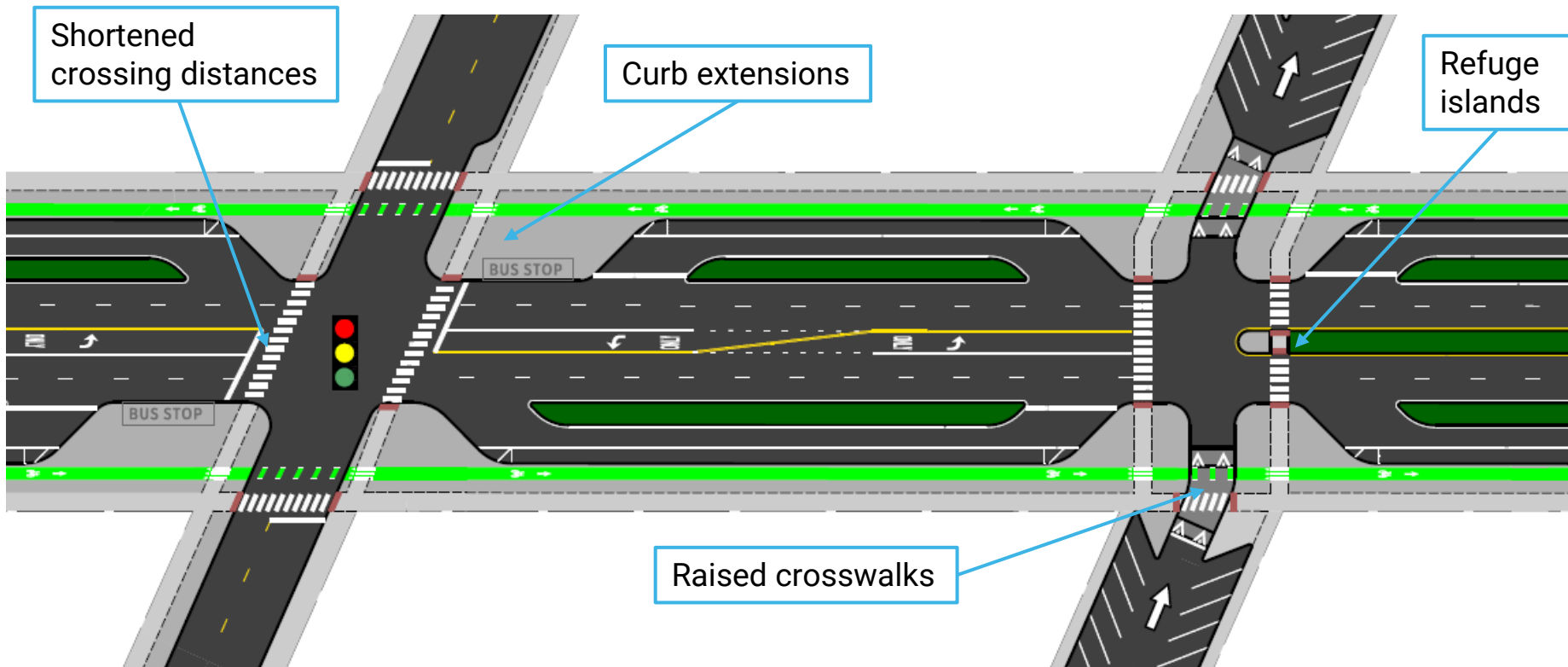
- Increase pedestrian visibility
- Encourage slower vehicle speeds at intersections
- Easier street crossing for pedestrians and bicycles

Crash Reduction: 8%

Source: *Crash Modification Clearinghouse*



## Pedestrian Safety Opportunities



# Break (15 minutes)

Up Next:





North Lawndale Community Coordinating Council | CMAP | LISC Chicago New Communities Network

QUALITY-OF-LIFE PLAN 2018

## NORTH LAWNDALE THE NEXT CHAPTER



TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

### Future Transportation, Infrastructure, and Technology Framework

Our transportation, infrastructure, and technology recommendations are intended to support the community's vision for a more equitable and resilient future. These recommendations are intended to guide the community's future investments in transportation, infrastructure, and technology.

**Future On-Street Bike Facility** - To meet the needs of the community, we recommend the installation of on-street bike facilities along Ogden Avenue, including barrier-protected bike lanes, raised bike lanes, and other types of bike facilities.

**Promote Pedestrian-Friendly Design** - As a result of the community's vision for a more equitable and resilient future, we recommend the installation of pedestrian-friendly design elements along Ogden Avenue, including sidewalks, crosswalks, and other types of pedestrian-friendly design elements.

**Ogden Focus Area** - Special development should be encouraged to accommodate the community's vision for a more equitable and resilient future. These recommendations are intended to guide the community's future investments in transportation, infrastructure, and technology.

**Possible Future Bus Corridor** - We are working to explore the possibility of a future bus corridor along Ogden Avenue. This recommendation is intended to guide the community's future investments in transportation, infrastructure, and technology.

**Future Priority Transit Route** - The CMAP 2018 Quality of Life Plan identifies a future priority transit route along Ogden Avenue. This recommendation is intended to guide the community's future investments in transportation, infrastructure, and technology.

**Future On-Street Bike Facility** - To meet the needs of the community, we recommend the installation of on-street bike facilities along Ogden Avenue, including barrier-protected bike lanes, raised bike lanes, and other types of bike facilities.

**Promote Pedestrian-Friendly Design** - As a result of the community's vision for a more equitable and resilient future, we recommend the installation of pedestrian-friendly design elements along Ogden Avenue, including sidewalks, crosswalks, and other types of pedestrian-friendly design elements.

**Ogden Focus Area** - Special development should be encouraged to accommodate the community's vision for a more equitable and resilient future. These recommendations are intended to guide the community's future investments in transportation, infrastructure, and technology.

**Possible Future Bus Corridor** - We are working to explore the possibility of a future bus corridor along Ogden Avenue. This recommendation is intended to guide the community's future investments in transportation, infrastructure, and technology.

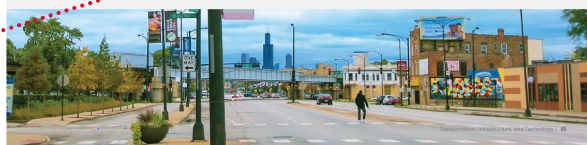
**Proposed On-Street Bike Facility:** Adding to the existing network, we propose approximately two miles of new bike lanes on Ogden Avenue. For the 1.16-mile segment between Albany and Pulaski, engineers should consider **barrier-protected bike lanes**, which would take advantage of the existing style of the right-of-way style that has medians separating service roads from the mainline of the roadway.

**A fully separated, barrier-protected or raised option is desired where feasible.**

**3.3 Reconfigures the roadway.** Over the past 30 years, many changes to the Ogden Avenue right-of-way have been proposed, but none has been implemented. We still feel strongly that Ogden Avenue should be reconfigured to the greater benefit of the community, but we are not committed to one exact approach. **Options** for reconfiguring the roadway include: **Expanded travel lanes** may be required. This section presents two potential future roadway concepts that reflect discussions and community outreach that has been a part of this planning process along with input from representatives from CDOT (which owns the roadway) and CDOT (which maintains the roadway).

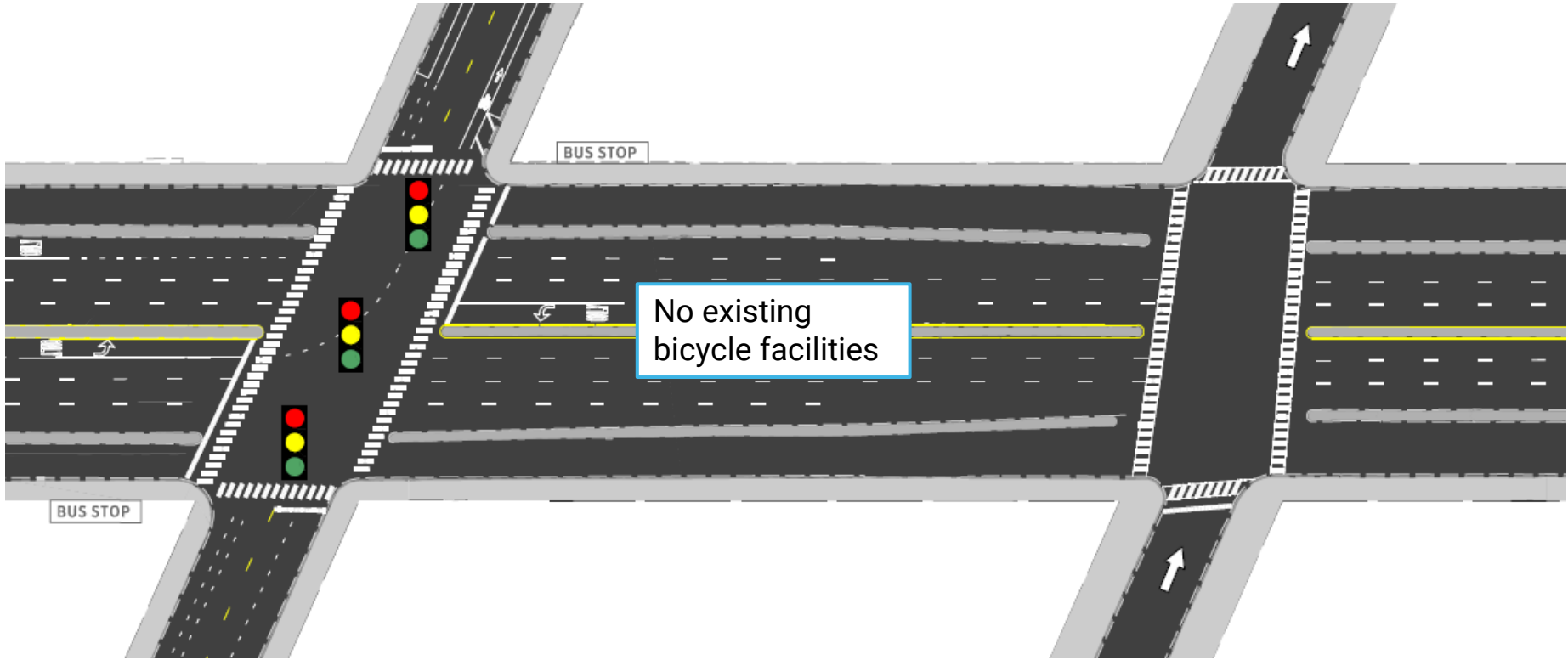
We looked at several plans and projects: the 2005 Quality of Life Plan, a 2015 plan from the North Lawndale Village Neighborhood Plan, 2015 proposals from the Lawndale Christian Health Center, 2017 ideas from the UIC Center for Sustainability and Energy (CSE) and the 2017 Queens Boulevard project in New York City, where a road with a similar style as Ogden Avenue was reconfigured. Elements that we included in a reimagined Ogden Avenue include: **Consistent striping and widths** for travel and center turn lanes; **Improved traffic signal timing** to better accommodate center travel and turning movements; **Flexibility** to accommodate a future potential **bus route**; **Greenways**, including street trees, planters, and strips of bioswales for stormwater drainage;

Improvements such as median islands and curb extensions to **shorten crossing distances** and provide **refuge for pedestrians**; **Widened sidewalks** capable of accommodating amenities for local businesses such as outdoor seating and dining areas; **Multipurpose space** in key areas to accommodate amenities such as benches, bike racks, outdoor seating, and other amenities; **Bike lanes** (a fully separated, barrier-protected or raised option is desired where feasible); and **Other** elements that we included in a reimagined Ogden Avenue where width allows to increase the overall number of parking spaces to benefit local businesses. The accompanying illustrations provide examples of how these various desired elements might be combined within the existing Ogden Avenue right-of-way. Options A and B illustrate a cross-section for a typical block along Ogden Avenue where the right-of-way is 160 feet wide on average.





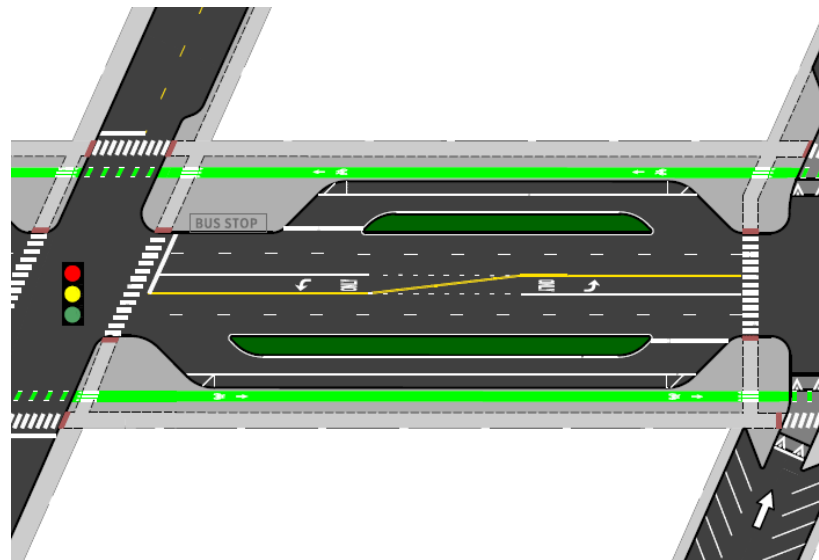
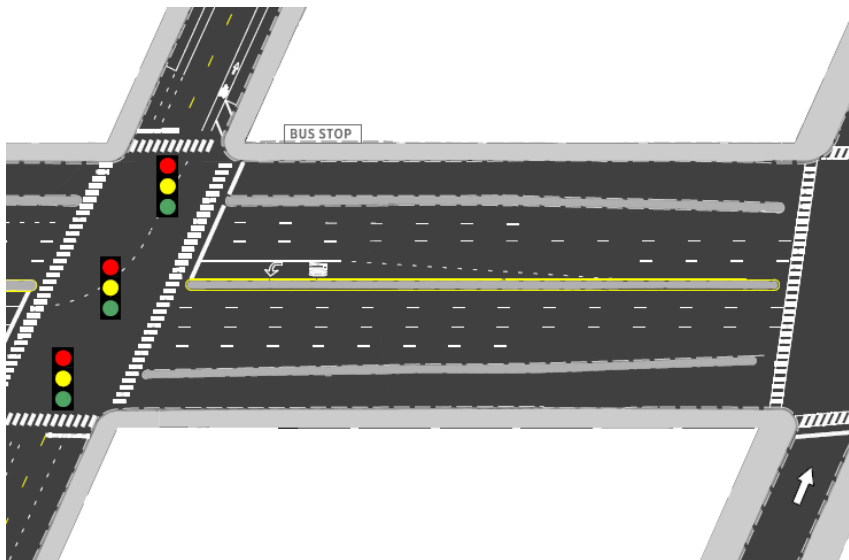
## Existing Condition







## Separated Bike Facility



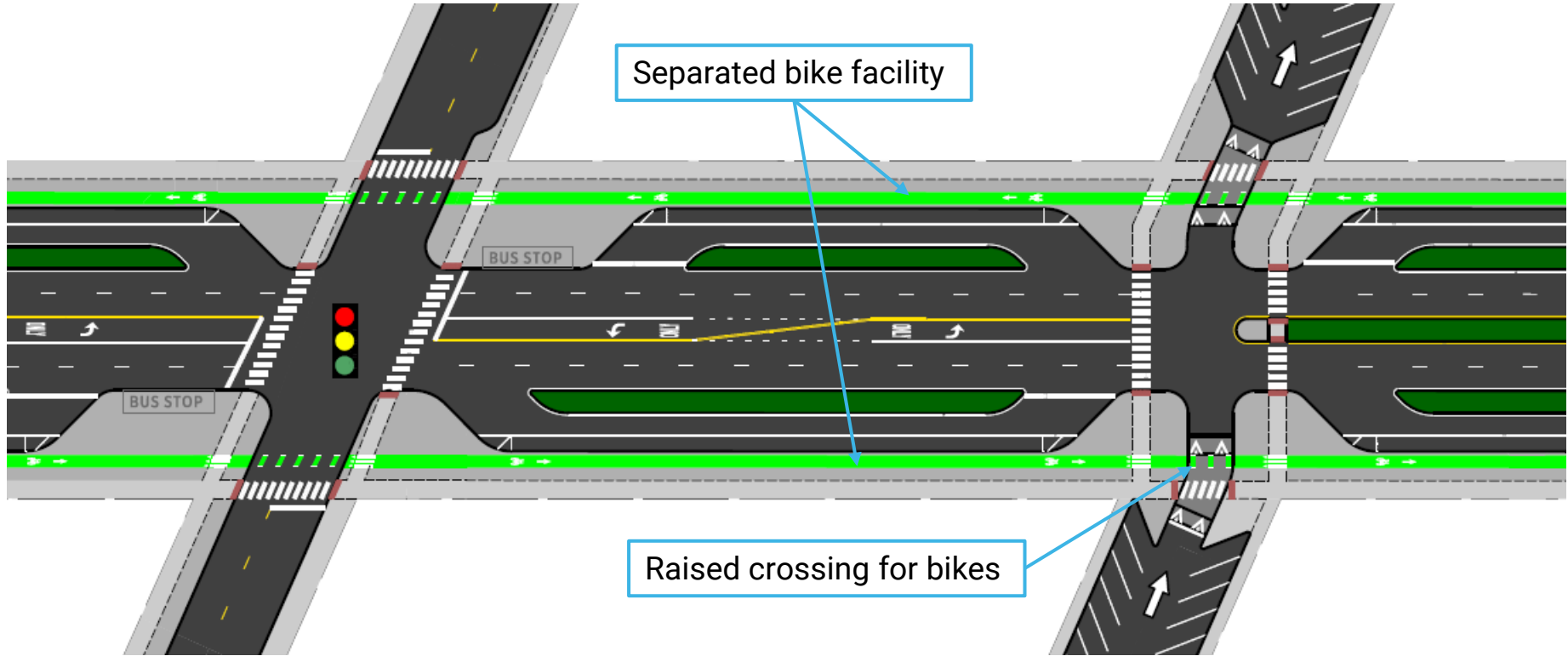
- Raised to sidewalk level to physically separate from motorists

- Provides high comfort level
- Keeps motorist from easily entering the facility

Crash Reduction: 39-43%  
 Source: *Crash Modification Clearinghouse*



## Bicycle Facility Opportunities





North Lawdale Community Coordinating Council | CMAP | LISC Chicago Now Communities Network

QUALITY-OF-LIFE PLAN 2018

## NORTH LAWNDALE THE NEXT CHAPTER



### ISSUE AREA | TRANSPORTATION, INFRASTRUCTURE, AND TECHNOLOGY

We will lay the groundwork for a prosperous North Lawdale by expanding access to safe, well-designed, multimodal transportation and infrastructure and harnessing innovative green technology. From pedestrians to trucks and from manufacturing facilities to schools, we will strive to balance the needs of various infrastructure users.

**STRATEGY 1**  
Improve transit and ride-share access with bus routing and service as the top priority.

- Fundee increased bus service along Ogden Avenue, such as a route past Mount Sinai Hospital and extended weekday service time.
- Support improvements to the Blue Line stations at Pulaski and Garfield-Homan and add a station at Pulaski and Garfield-Homan and add a station at Pulaski and Garfield-Homan.

- Facilitate safer, more comfortable transfers between bus routes and between buses and trains with improvements to bus stops and shelter areas.

- Install dedicated bus lanes, peak hour bus lanes, or transit signal priority.
- Attract residential and commercial development near transit with transit-oriented development incentives.

- Explore resident permit parking on 900 near the Kishwaukee Line station to make local housing more attractive.
- Take advantage of mobile technology to enhance "first-mile/last-mile" connections to and from popular destinations by exploring formal partnerships with registered ride-share providers.

**STRATEGY 2**  
Increase transit safety and comfort for all users through policy changes, design upgrades, and technology investments.

- Install and maintain or replace safety treatments to alert drivers, slow down traffic, and guide pedestrians, beginning with priority locations.
- Demonstrate the possible impact of tactical urbanism: temporary street improvements to make them more oriented toward people than motorized vehicles.

Champaign: CDOT, 2007

**STRATEGY 3**  
Invest in innovative green technology to remain Ogden Avenue as the "Smartest Street in America."

- Design North Lawdale as part of city and state programs to install "smart" technology, such as Smart Street Lights that monitor air quality, manage traffic and parking, and charge electric vehicles.
- Invest in the latest available signal timing technology to improve current long and unpedicatable traffic signals.

- Reconfigure Ogden to the greater benefit of the local community after a process that combines input from residents, community stakeholders, and government agencies and experts.
- Install green infrastructure in right-of-way for stormwater management, including bioswales, small trees, plantings, and/or permeable pavements.
- Consider designating the area between Midland and Albany as a tech corridor, using existing fiber optic lines and zoning to attract tech-related businesses.

Champaign: CDOT, 2007

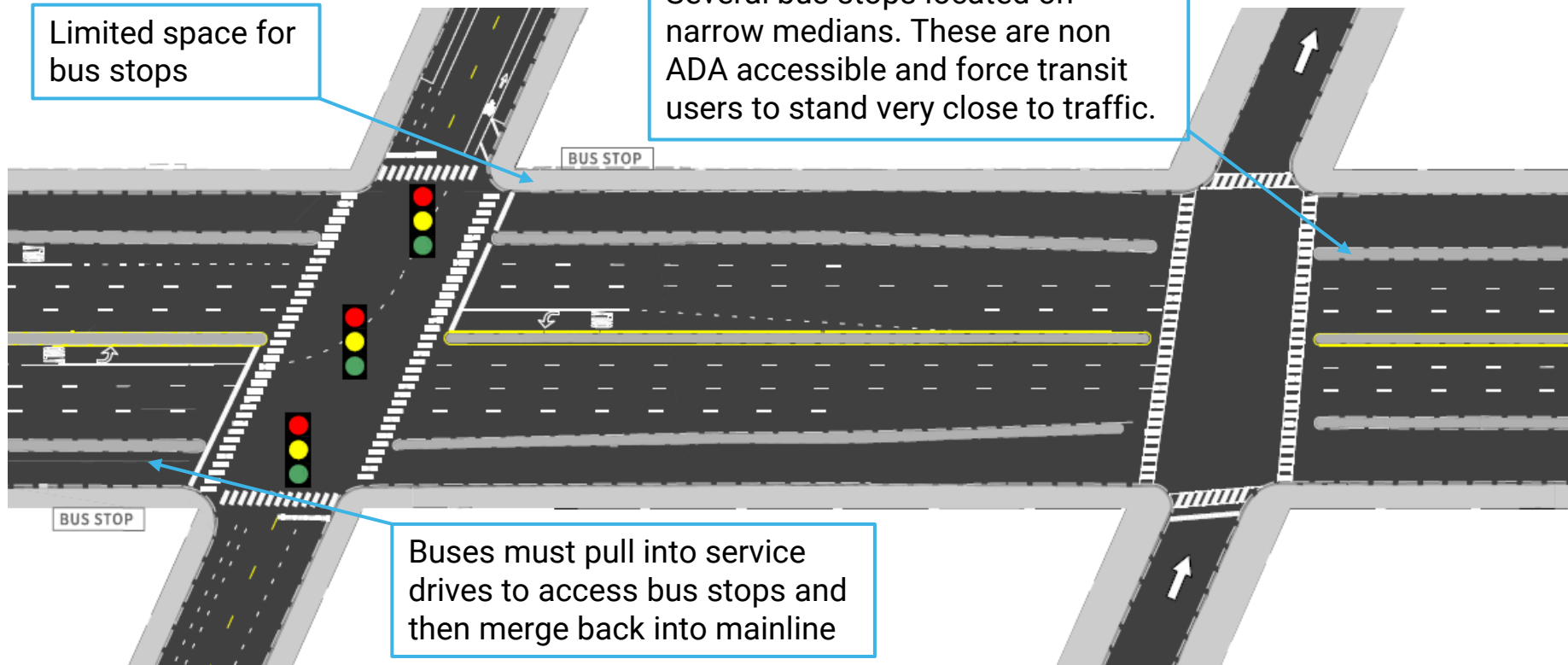
Facilitate safer, more comfortable transfers between bus routes and between buses and trains with improvements to bus stops and shelter areas.



## Existing Condition

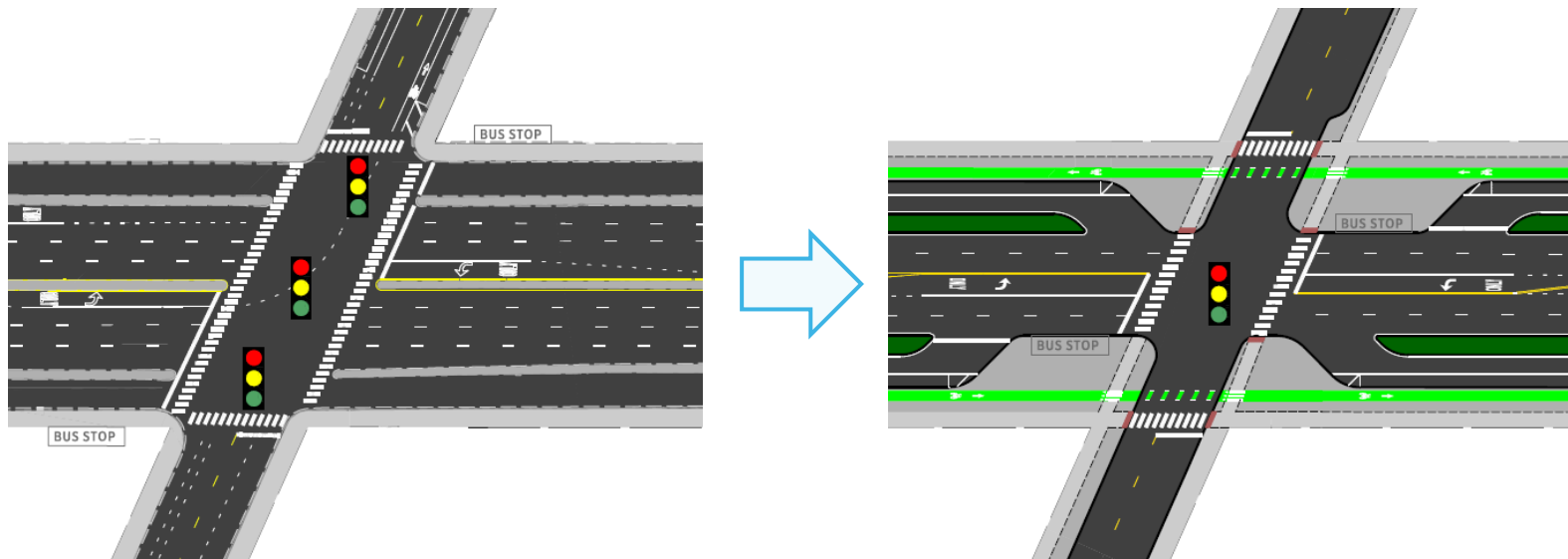
Several bus stops located on narrow medians. These are non ADA accessible and force transit users to stand very close to traffic.

Limited space for bus stops





## Bus Bulbs



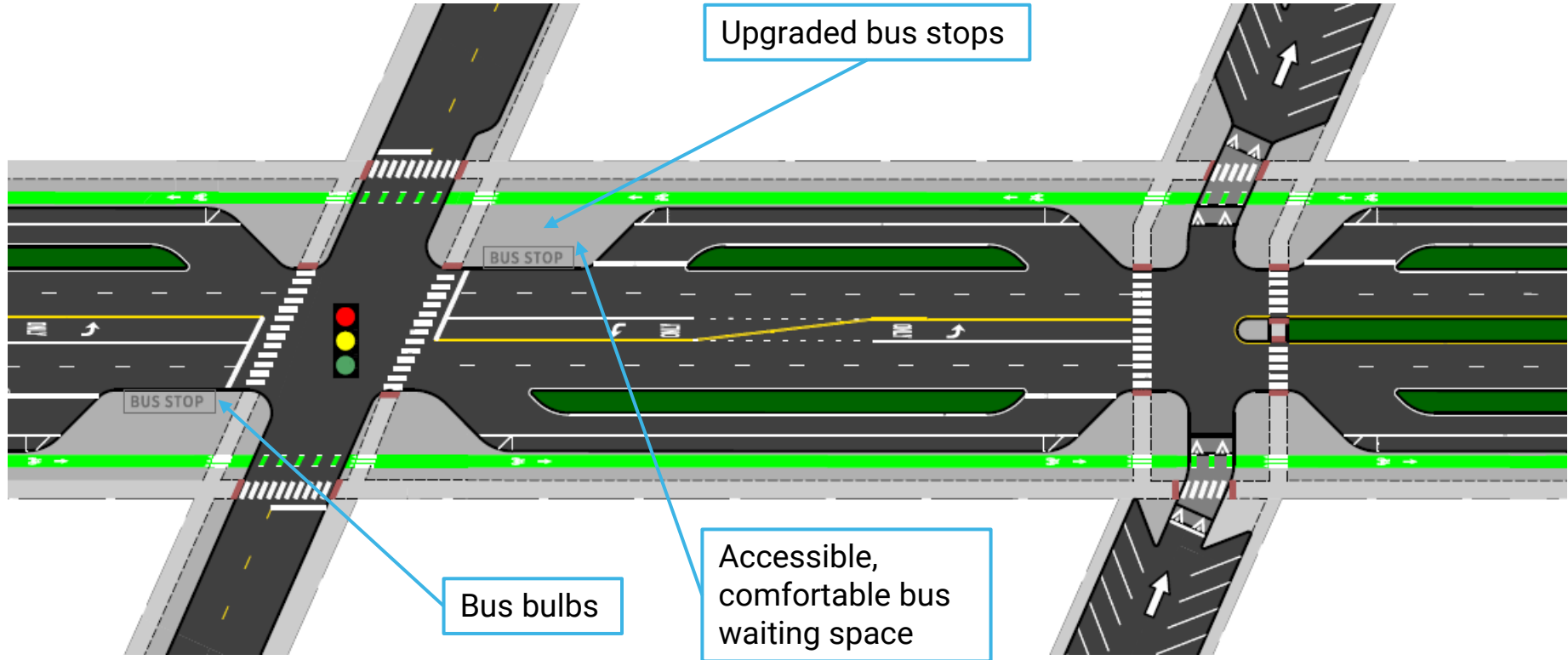
- More space for waiting for the bus
- Increased transit efficiency

- Allows space for shelters, benches and ADA accommodations





## Transit Accommodation Opportunities





North Lawndale Community Coordinating Council | CMAP | LISC Chicago Now Communities Network

QUALITY-OF-LIFE PLAN 2018

## NORTH LAWDALE THE NEXT CHAPTER



TRANSPORTATION, INFRASTRUCTURE AND TECHNOLOGY continued.

### STRATEGY 4 Beautify corridors through streetscaping and historic markers.

- Plant street trees throughout street network, prioritizing key commercial corridors: Ogden Avenue, Roosevelt Road, Pulaski Road and 16th Street.
- Install street murals and historic markers along key commercial corridors.
- Install car wash as priority for landmarks restoration.
- Install gateway murals at railway bridge underpasses on neighborhood borders.

Champion: NLCCC, Transportation & Infrastructure Committee

### STRATEGY 5 Expand biking through new routes, initiatives, and branding.

- Expand educational efforts about bike riding benefits to raise our bicycling participation rates.
- Expand both the physical and social reach of bike-sharing, such as the CTA's initiative for integration with Ventra and the Divvy for Everyone program, as well as options such as dockless electric bikes.

- Grow the on-street bike infrastructure network to connect to citywide and regional routes, starting with a further engineering study.
- Attract bike tourists to stop in North Lawndale, with emphasis on the Boulevards and Douglas Park.
- Recruit existing or cultivate a new bike shop, an independent bike repair shop, or a bike repair pop-up.
- Train more residents how to repair bikes, with an emphasis on teenage students and the re-entry population.

Champion: Equity, CDFI

### STRATEGY 6 Support freight-intensive businesses with roadway investment in key areas.

- Improve truck routes that serve industrial areas, which can bring jobs and investment with less business such as logistics-oriented warehouse space.
- Prioritize truck routes for pavement management and maintenance.

Champion: CDFI, CDFI

### STRATEGY 7 Develop and launch a community technology center.

- Acquire capital assets—land, property, building, internal technology and systems—to establish a center for digital innovation.
- Launch and promote a computer training lab where various coding and programming classes could occur.
- Install and configure a neighborhood-wide Wi-Fi access signal that can serve as a back-up option and increase the number of internet users across the neighborhood.

Create an online community resource portal a website with an interactive element for residents and others in the community.  
Champion: Advr Corp, NLCCC Technology Committee

**Beautify corridors through streetscaping and historic markers.**

- Plant street trees throughout street network, prioritizing key commercial corridors: Ogden Avenue, Roosevelt Road, Pulaski Road and 16th Street.



## TRANSPORTATION INFRASTRUCTURE AND TECHNOLOGY

### 3.4 Install green infrastructure in right-of-way for stormwater management.

The President Corridor project through the City of Chicago's Department of Planning and Development led to the installation of attractive dual-pipe, slow-water stormwater sites across the neighborhood in 2017. The North Lawrence projects included five parcels on 10th Street and four on Ogden Avenue, at the northwest and southeast corners at Millard Avenue and the southwest corner at Turnbull Avenue. Though these projects occurred on adjacent lots, we propose extending the concept to the right-of-way with linear infiltration and detention, similar to what was implemented at Pilsen Cemetery. A line of bioswales, small rainwater plantings, and/or permeable pavers should extend through the corridor and may prove to be nearly costed off-street sites if the engineering is sound.

Our neighborhood and volunteer groups will lead maintenance responsibilities of green elements of the proposed right-of-way if the roadway agencies are willing to make upfront investments.

### 3.5 Consider designating area between Millard and Albany as a tech corridor.

This segment of Ogden Avenue has fiber optic lines from at least two different providers: Windstream and Zayo. Direct fiber connections can provide a hyper-fast speed of broadband internet access, which means Ogden Avenue has a location-based advantage for attracting development. After the right-of-way investments are achieved, this portion of Ogden Avenue

will be more attractive and as a result have momentum to recruit new businesses and development. Though zoning, both-related codes could be added to the list of permitted uses if not already present. We envision tech-related office space or perhaps an incubator that would serve as a complement to the future community technology learning center (see Action 73 for further discussion), which is envisioned in a later strategy and could be located in this area. We hope City or State leaders, either through policy or their personal relationships with entrepreneurs and investors, try to capture some of the growing regional tech economy that is currently heavily concentrated in River North and Fulton Market in Ogden Avenue.

The City and Alderman may experiment with development policy to expedite the process for tech-related businesses that wish to locate in this area. Certainly, businesses would be able to take advantage of the incentives that already exist in this area, such as TI (see **Chapter 2: Economic and Workforce Development** for more). In addition, already present is the new LEED-certified Ogden Charter School facility in the 3500 block Ogden Avenue. If the tech corridor vision takes shape, the school could make technology an enhanced focus area of its curriculum. Our total cost estimate range for improving the 1.6-mile segment of Ogden Avenue is \$10 to \$20 million, depending on the final vision for improvement. As such, we recognize that external grant funding from a variety of federal, state, and Cook County transportation

sources will be needed to bring this project to fruition. We also encourage city for construction hiring the roadway agencies to use programs through the Chicago Labor League and City College of Chicago (COC). More discussion in **Chapter 2: Economic and Workforce Development**.

### STRATEGY 4: Create healthy corridors through streetscaping and historic markers.

As being a green community is central to our identity, we want our streets to be full of trees and vegetation, which not only look nice but also provide shade.

We also want to slow off our historic corridors to local businesses. Specifically, we want everyone who travels on Ogden Avenue to know that the roadway is the second segment of historic Route 66 (the first being Adams Street in downtown Chicago), which is a destination for tourists from all over the world.

**4.1 Plant street trees throughout street network, prioritizing key commercial corridors.** Through the Oaks of North Lawrence initiative, which through the School of the Art Institute of Chicago (SAIC) will result in 7,000 trees planted in our neighborhood, we want our commercial corridors to be prioritized for tree installations. Important streets to line with new trees are Ogden, Roosevelt, Fullack, and 16th Street.

### 3.3 Reconfigure the roadway.

Over the past 10 years, many changes to the Ogden Avenue right-of-way have been proposed, but none has been implemented. We still feel strongly that Ogden Avenue should be recognized as the premier benefit of the local community, but we are not committed to one exact approach or design. We accept that to have room for new or expanded street elements, removing and reconfiguring travel lanes may be required. This section presents two potential future roadway concepts that reflect discussions and community outreach that has been a part of this planning process along with input from representatives from CDOT (which owns the roadway) and CDOT (which maintains the roadway).

We also recognize that follow-up education and community engagement events will be required to talk about why changes are being considered and how they will affect people and businesses, and we expect that the final concept may blend ideas from both of proposed.

We looked at several plans and projects: the 2005 Quality of Life Plan, the 2015 plan from the Pilsen Little Village Neighborhood Plan, 2015 proposals from the Lawrence Christian Health center, 2017 ideas from the MC Services on Sustainability and Energy (SSE) and the 2017 Queens Boulevard project in New York City, where a road with a similar style as Ogden Avenue was reconfigured.

Elements we like included in a redesigned Ogden Avenue include:

- **Consistent striping** for widths for travel and center turn lanes;
- **Improved traffic signal timing** to better coordinate center turn and frontage road interactions and turnings;
- **Flexible design** to accommodate a future potential bus route;
- **Greenery**, including street trees, planters, and strips of bioswales for stormwater drainage.

Improvements such as median islands and curb extensions to shorten crossing distances and provide refuge for pedestrians.

**Widened sidewalks** capable of accommodating amenities for local businesses such as outdoor seating and dining areas.

**Multipurpose space** in key areas to accommodate amenities such as benches, bike racks, outdoor cafes, parklets, and food trucks.

**Wide on-street parking** to provide additional on-street parking spaces to benefit local businesses.

The accompanying illustrations provide examples of how these various desired elements might be combined within the existing Ogden Avenue right-of-way. Options A and B illustrate a cross-section for a typical block along Ogden Avenue where the right-of-way is 160 feet wide on average.

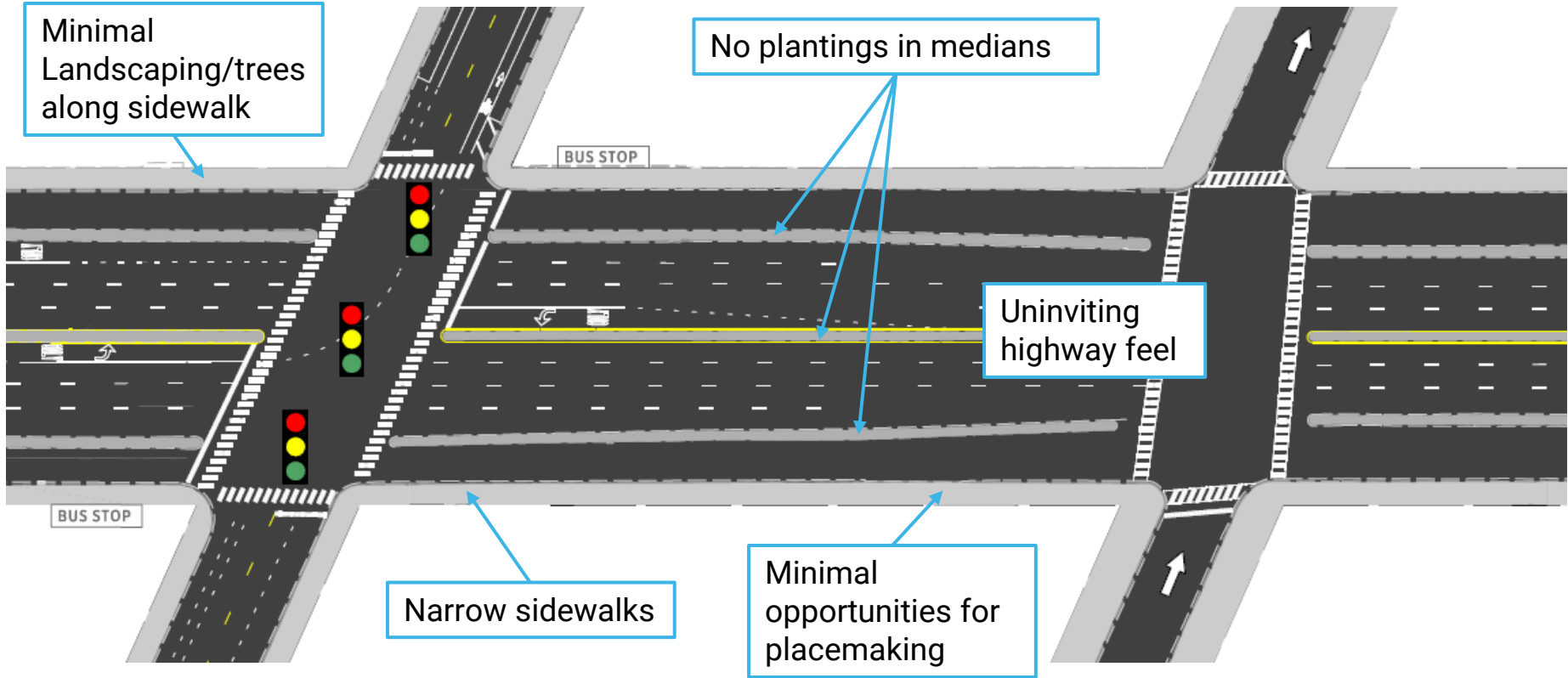
As being a green community is central to our identity, we want our streets to be full of trees and vegetation, which not only look nice but also provide shade.

- **Widened sidewalks** capable of accommodating amenities for local businesses such as outdoor seating and dining areas;
- **Multipurpose space** in key areas to accommodate amenities such as benches, bike racks, outdoor cafes, parklets, and food trucks;



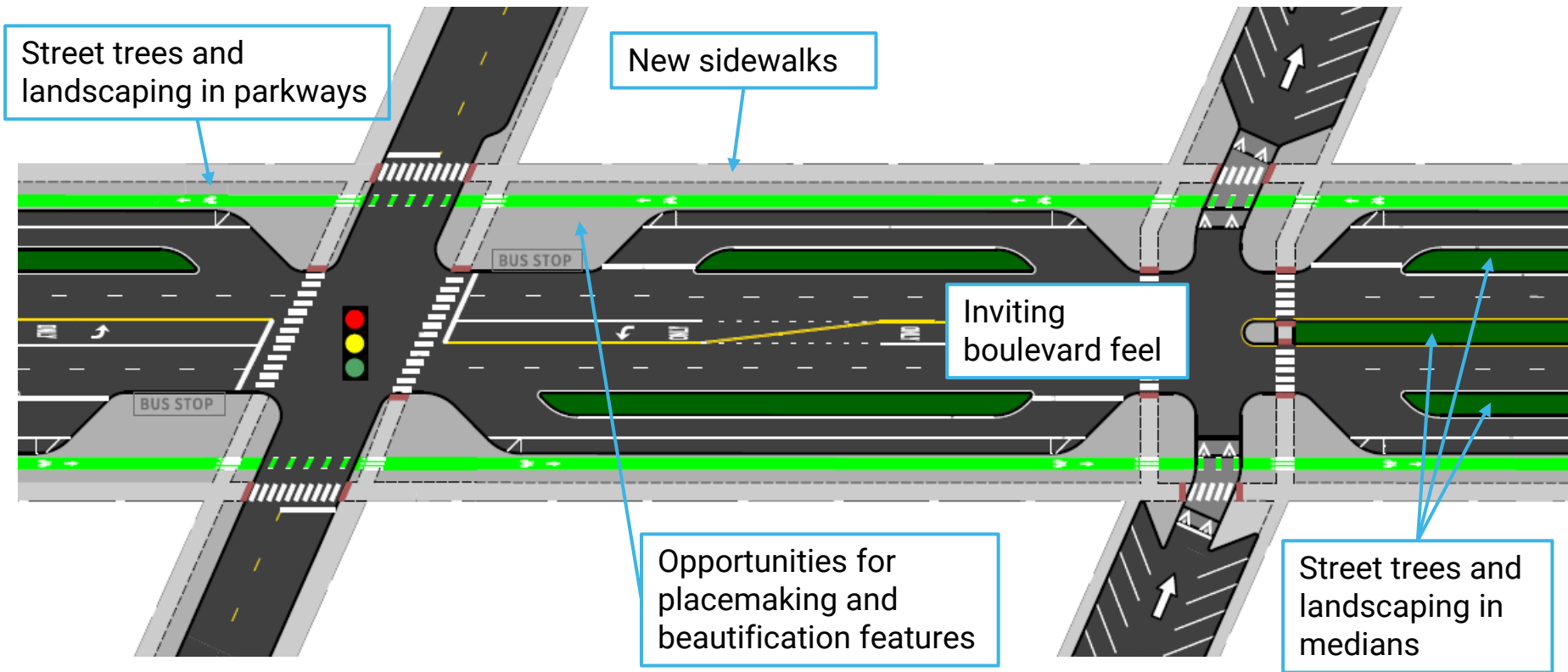


## Existing Condition





## Streetscaping Opportunities





## Strategy 1



### Key Features:



- Simplified intersections
- Consistent travel lanes



- Shortened crossings
- Curb extensions
- Raised crosswalks
- Pedestrian lighting



- Off-street protected bike facility

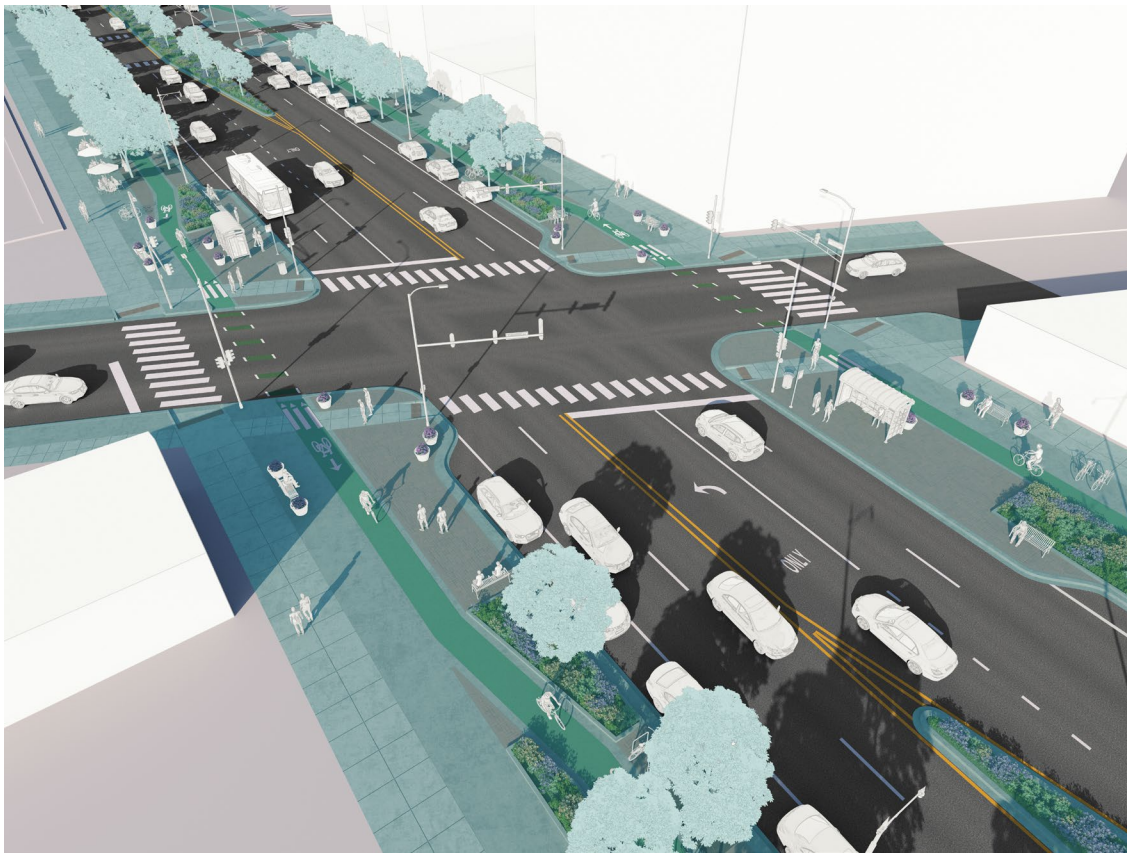


- Bus bulbs with enhanced waiting areas



- Placemaking features
- Streetscape elements
- Street trees and plantings

## Strategy 2



### Key Differences:



- Parking located adjacent to travel lanes



- Expanded sidewalks for additional placemaking and landscape opportunities


# Open House Feedback

Every station will have a project team member to answer questions!

## Instructions:

Visit Stations 1 through 4 and provide your input on the Street Design Worksheet:


- Which Design Strategy do you like best? Why?
- Are there certain elements that are the most important to you?
- How would you develop these strategies?



Community Workshop 3: Street Design Worksheet


Today's workshop focuses on street design, and the project team is seeking feedback on potential strategies as concepts are being developed for Ogden Avenue. We are asking community members to share their preferences on the strategies and options presented today. We also encourage everyone to share any other comments you have with the project team.

There are common design elements between both of the design strategies developed. These elements can be found below and on the boards, organized into five main categories identified with community feedback.




Roadway Configuration

- Consistent Cross Section
- Simplified Intersections
- Safety Improvements




Pedestrian Safety

- Sidewalk Improvements
- Biorrer Crosswalks
- Curb Extensions
- Pedestrian Refuge Islands
- Raised Crosswalks




Bicycle Facilities

- Off-street Separated Bike Lanes




Transit Accommodations

- Improved Bus Stops



Placemaking and Streetscape Elements

- New Landscape Areas and Street Trees
- Furniture Zone
- Opportunities for Placemaking such as installation of benches, outdoor seating cafes, bike racks, pedestrian level lighting etc.



Questions about the worksheet? Ask a project team member!

# Keep an eye out for Public Meeting #2 Invitation!



Email comments to the  
Project Team:  
[info@improveogdenave.org](mailto:info@improveogdenave.org)



Fill out the Online Comment  
Form & Subscribe to the Project  
Newsletter on the Project  
Website:  
[ImproveOgdenAve.org](http://ImproveOgdenAve.org)



Spread the word! Please tell your friends and  
neighbors about the project!

## THANK YOU!