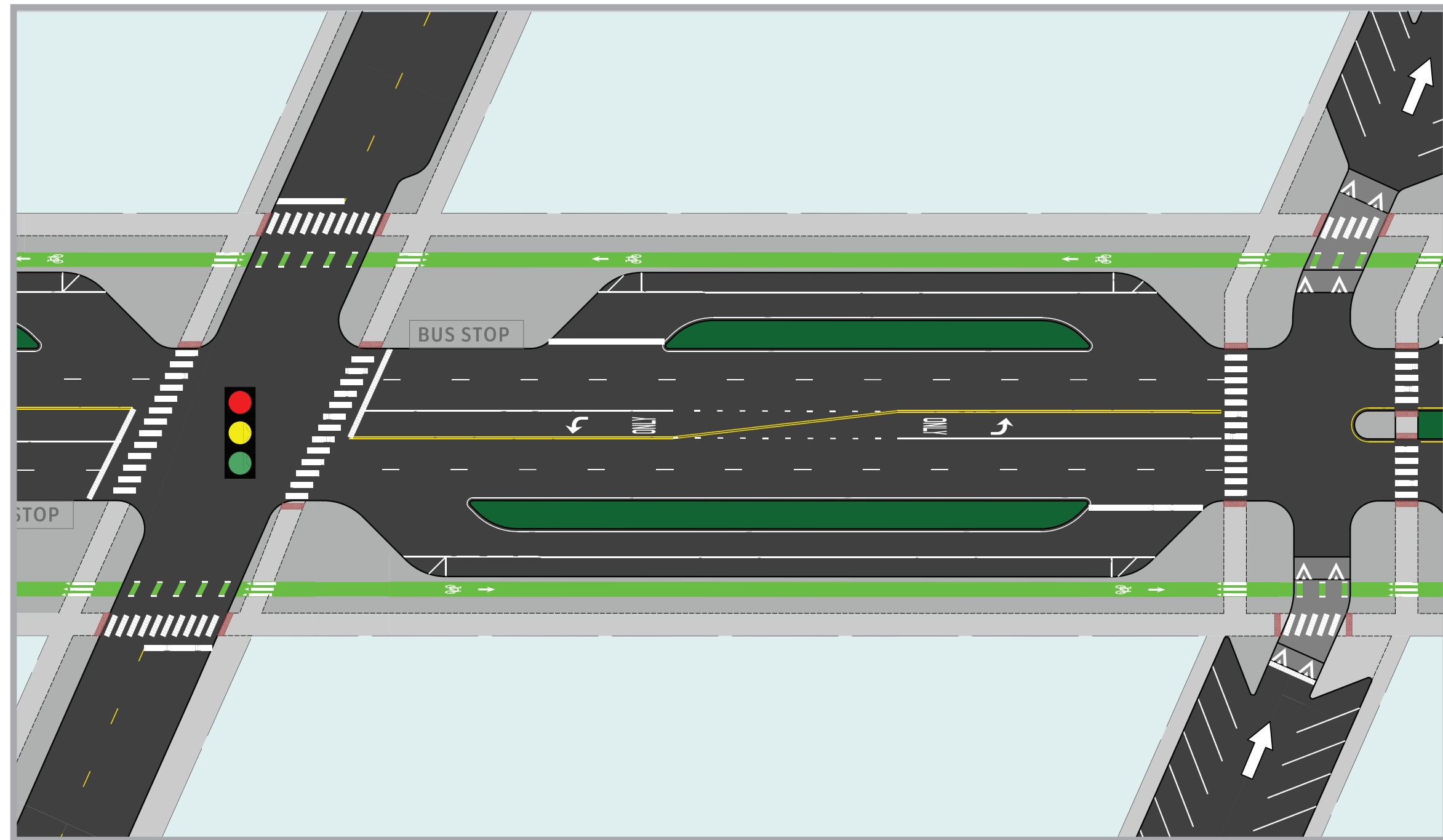
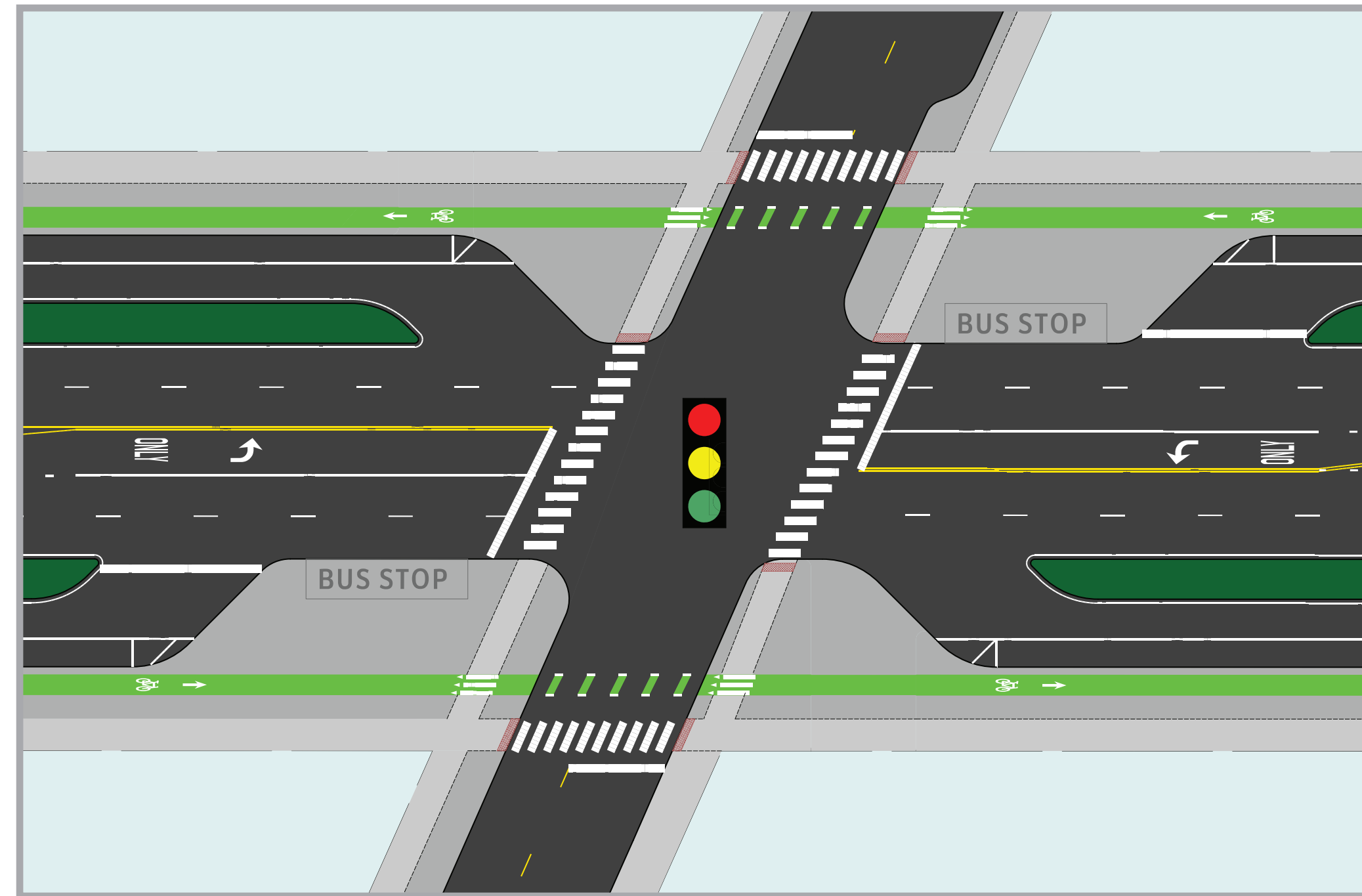


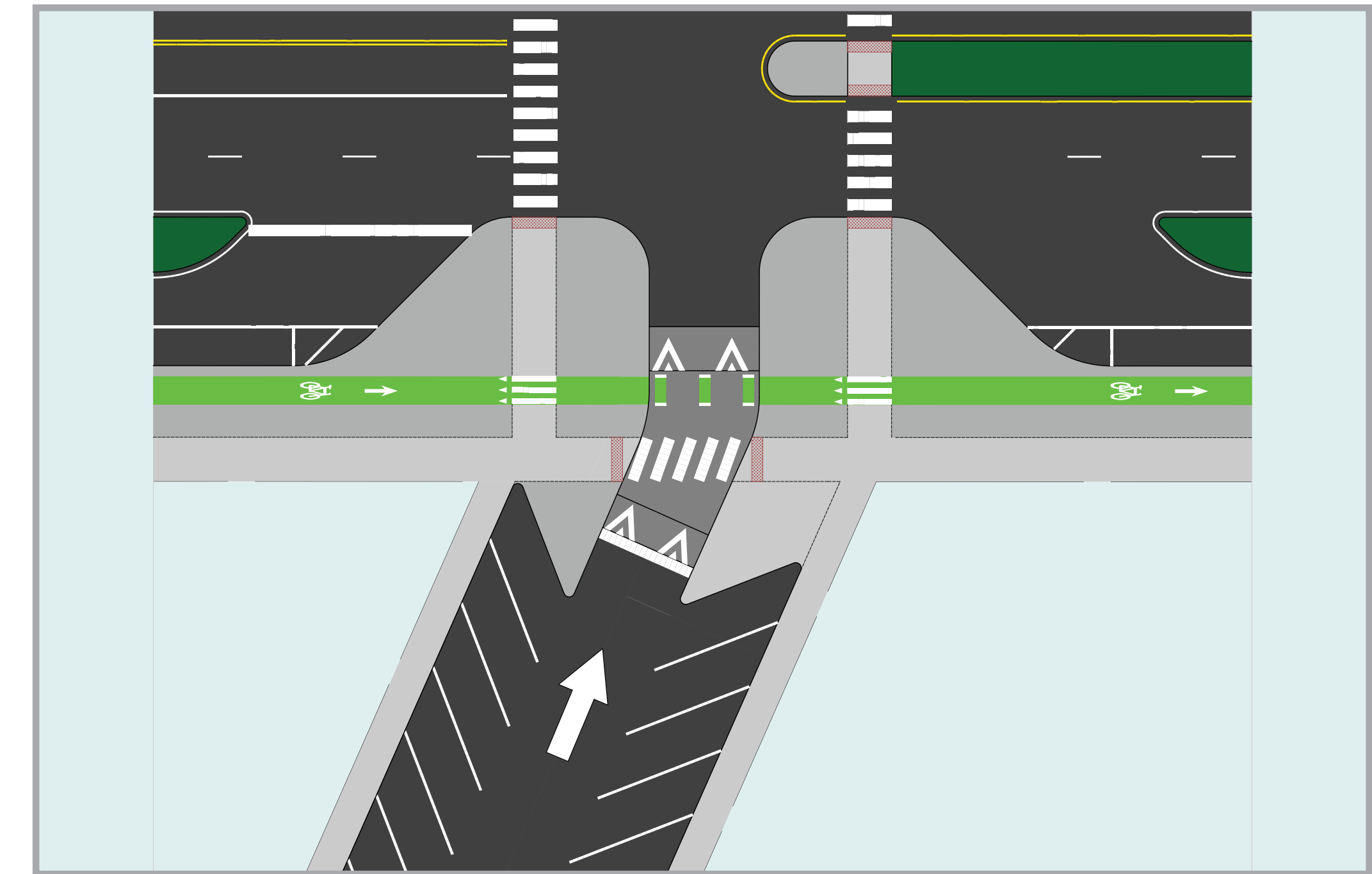
TOOLBOX OF TREATMENTS



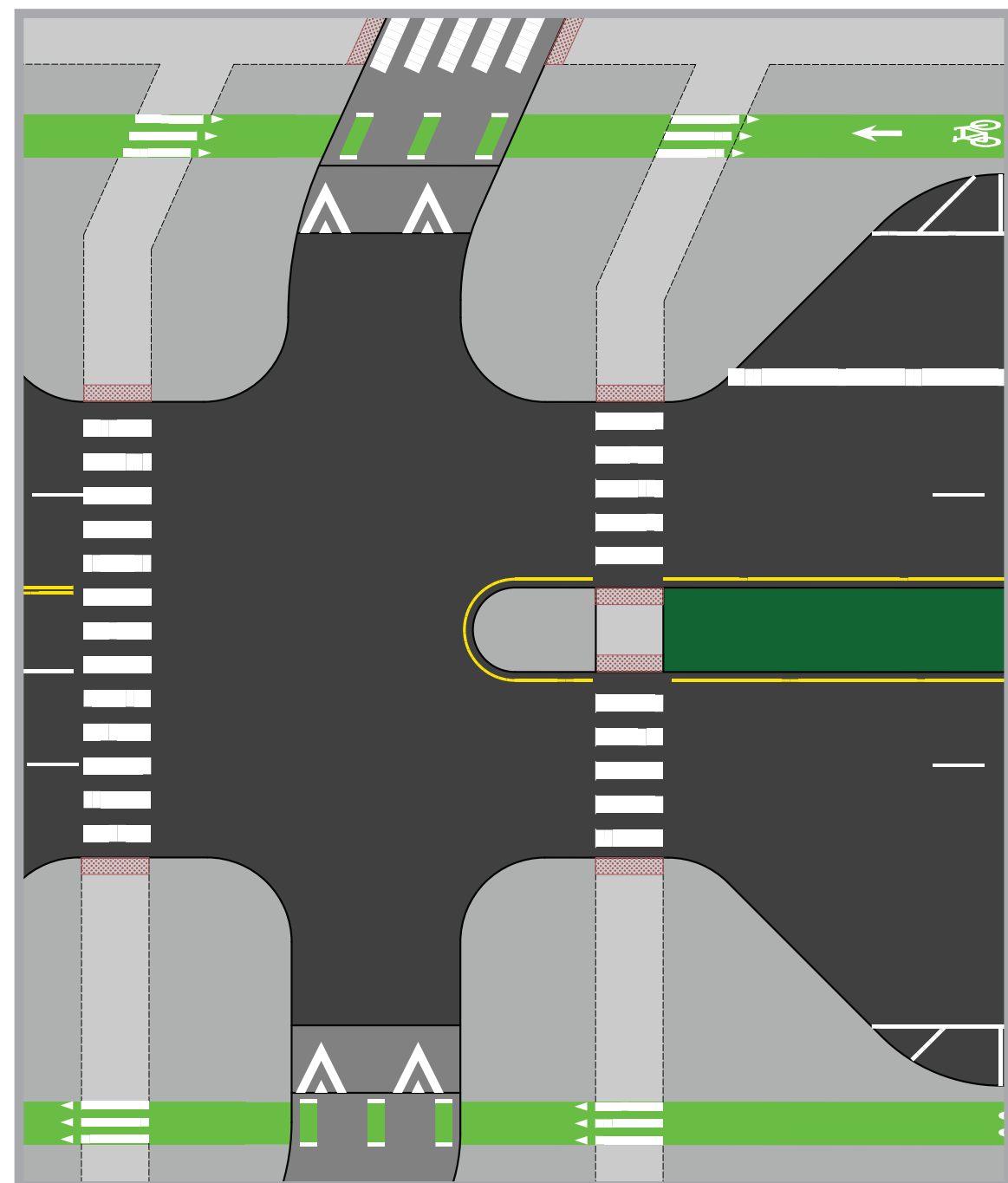
 Consistent Lane Configuration




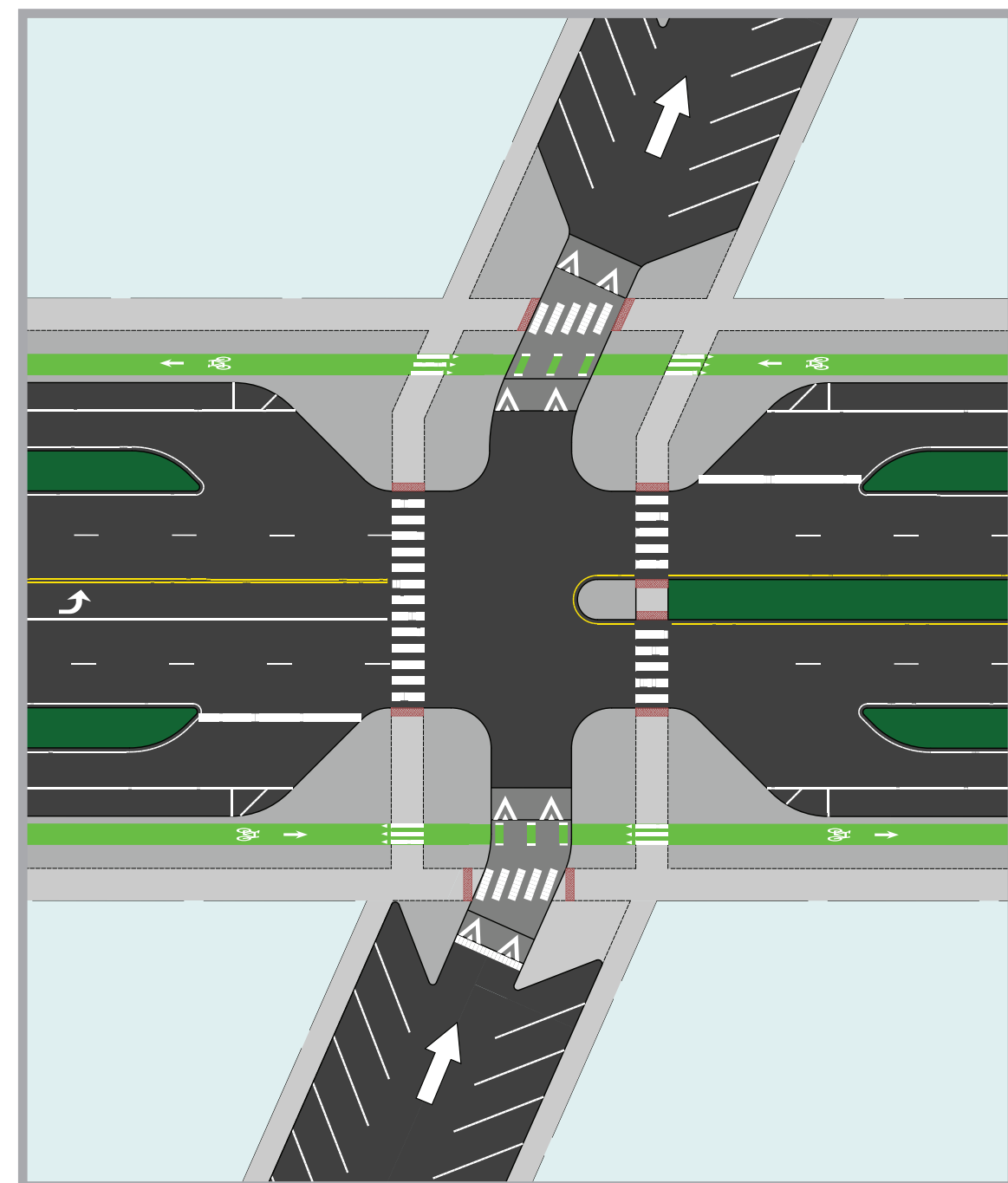
 Simplified Intersections




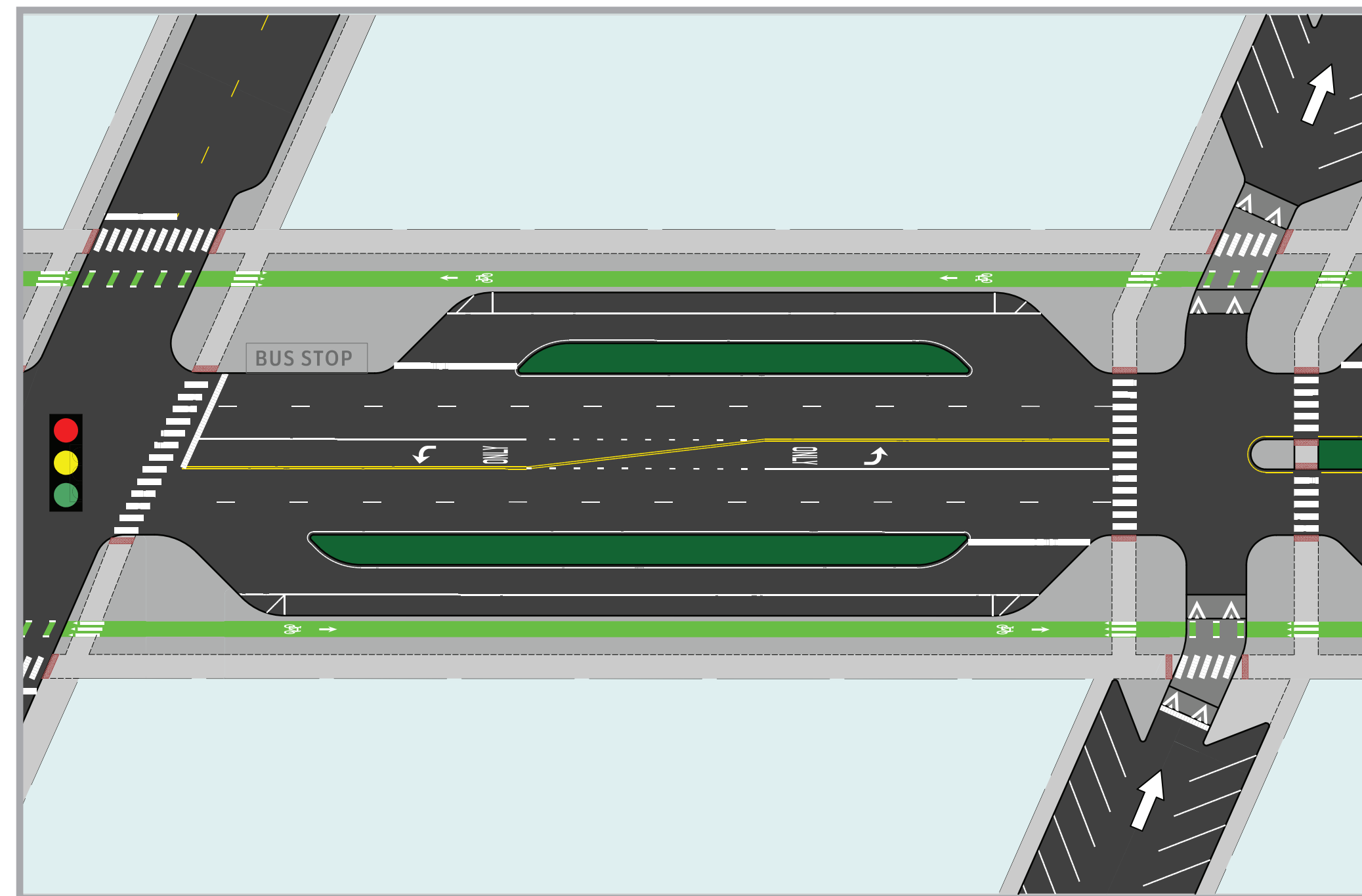
 Raised Crosswalks



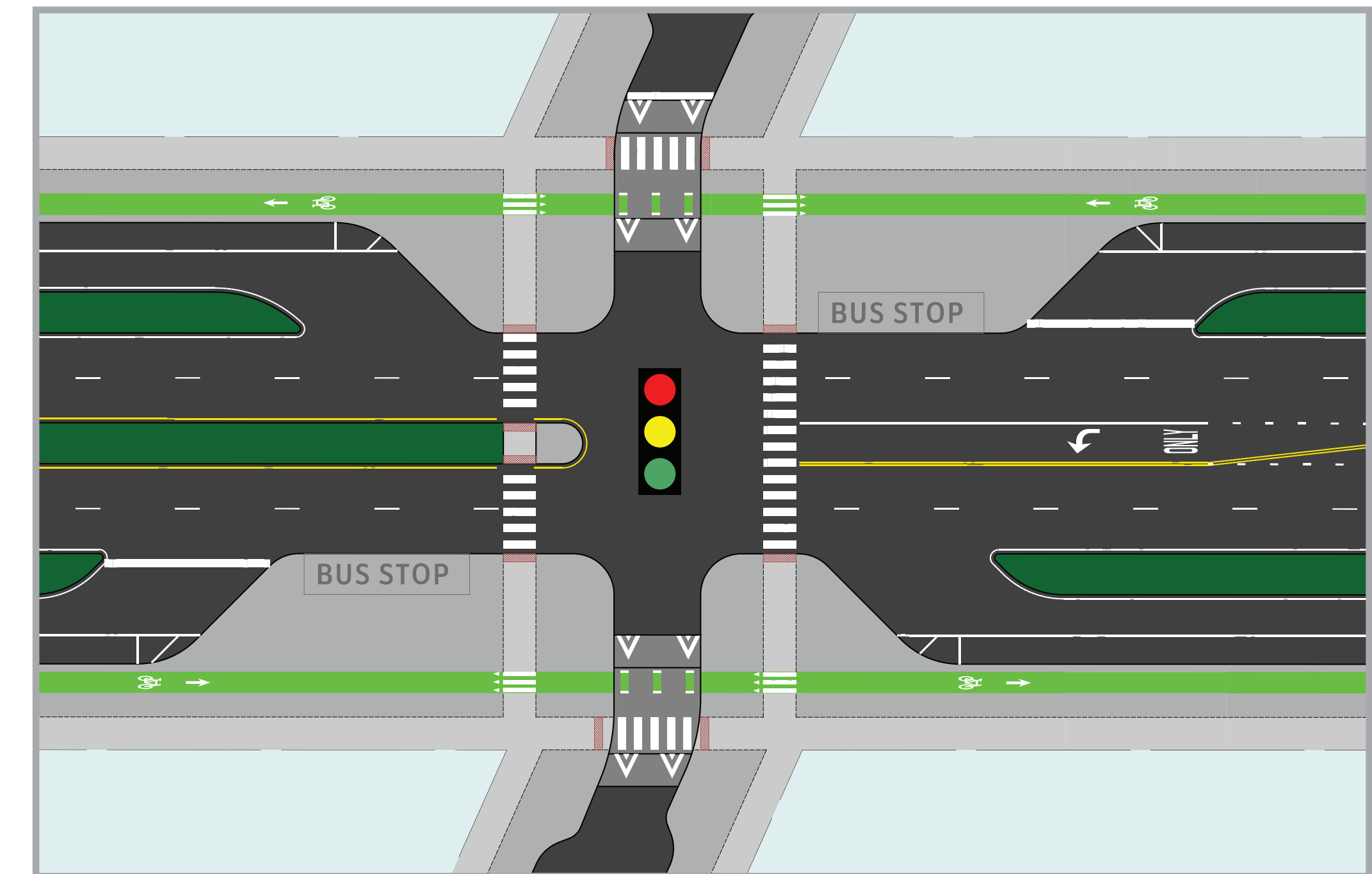
 Pedestrian Refuge Islands



 Curb Extensions



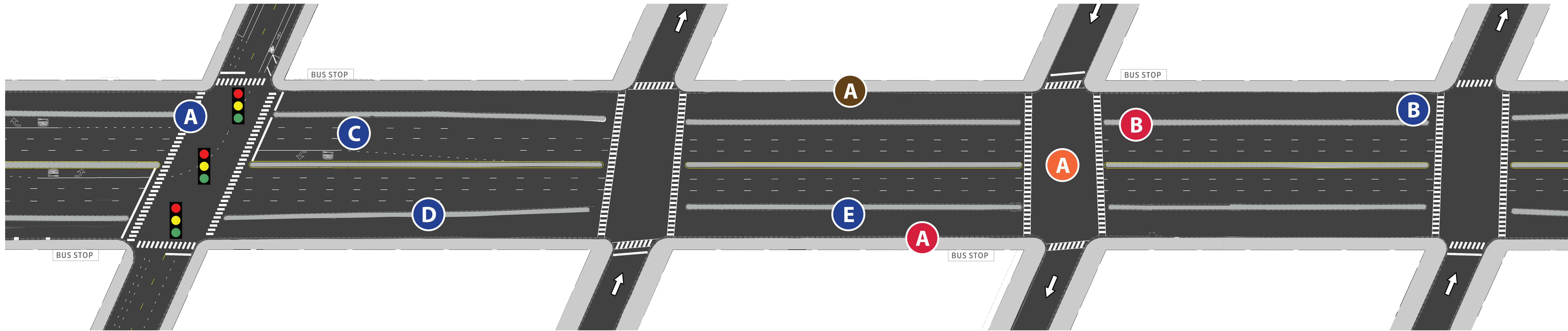
 Separated Bike Lane



 Bus Bulbs

EXISTING CONDITIONS

THIS IS A REPRESENTATIVE SEGMENT OF OGDEN AVENUE AND NOT A SPECIFIC LOCATION



Roadway Configuration

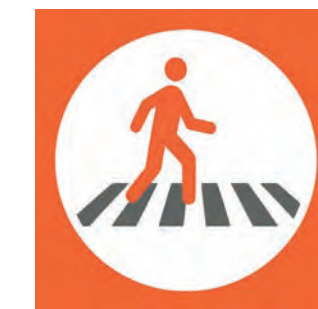
Wide roadway and complex intersections lead to safety issues for all modes.

- A** Three traffic signals at intersections creating complexity and vehicular delays
- B** Service drives accessible at intersections
- C** Up to four travel lanes in each direction
- D** Unpredictable lane drops causing cars to merge unexpectedly
- E** Parking located in the service drives



Bicycle Facilities

No current bicycle facilities.



Pedestrian Safety

Long pedestrian crossings with little to no protected refuge space leads to safety issues for people walking.

- A** Long crosswalks with no refuge islands



Transit Accommodations

Bus stops located in the service drives or along concrete medians provide uncomfortable and unsafe waiting and boarding spaces for transit users.

- A** Bus stops in service drives requiring buses to weave into and out of service drives
- B** Bus stops along narrow concrete medians are not ADA accessible

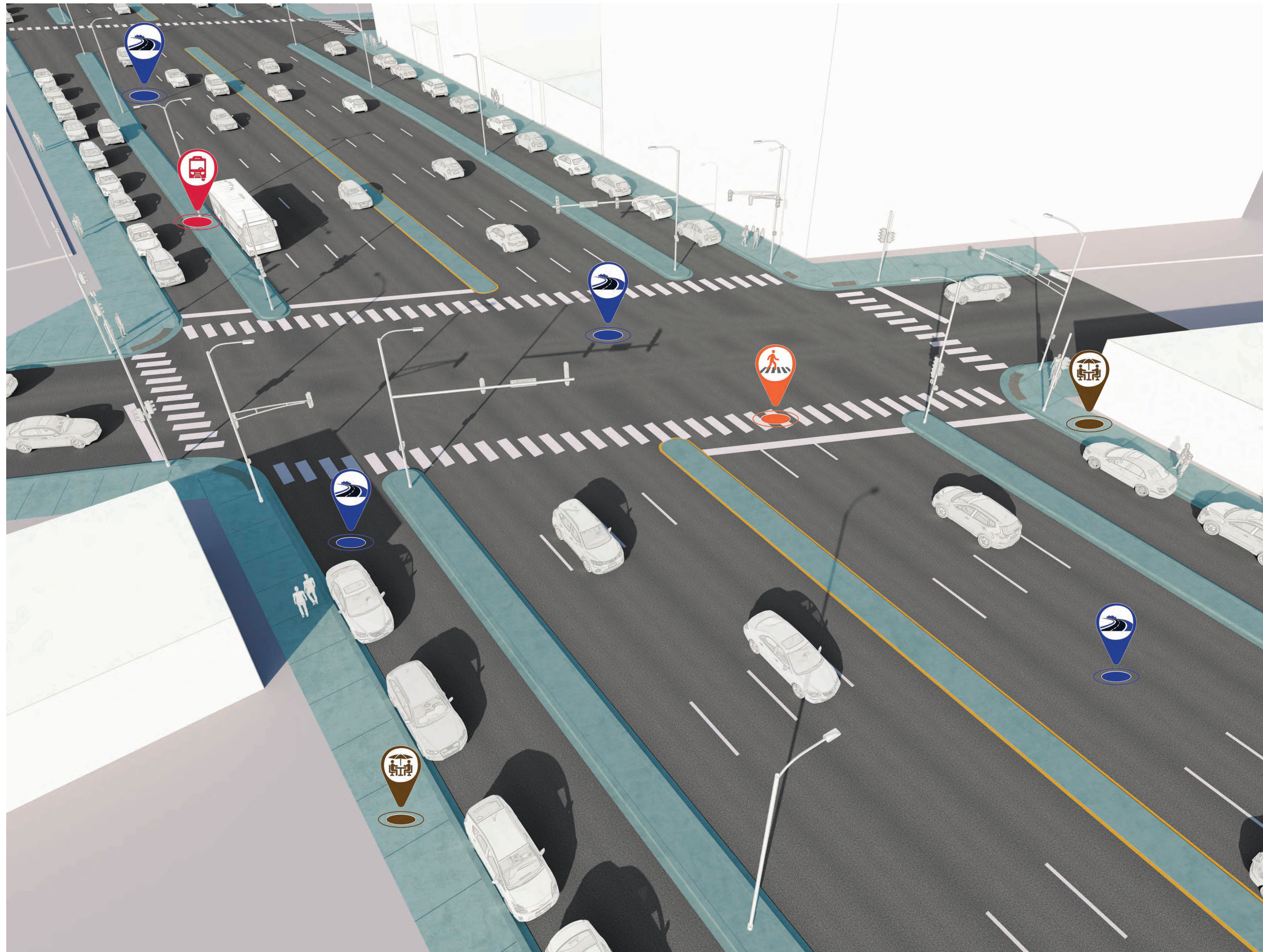


Placemaking Opportunities

Narrow sidewalks limit opportunities for placemaking features.

- A** Narrow sidewalks and limited placemaking space

EXISTING CONDITIONS



- Three traffic signals at intersections
- Service drives accessible at intersections
- Up to four travel lanes in each direction
- Unpredictable lane drops
- Parking located in the service drives



- No current bicycle facilities



- Long crosswalks with no refuge islands

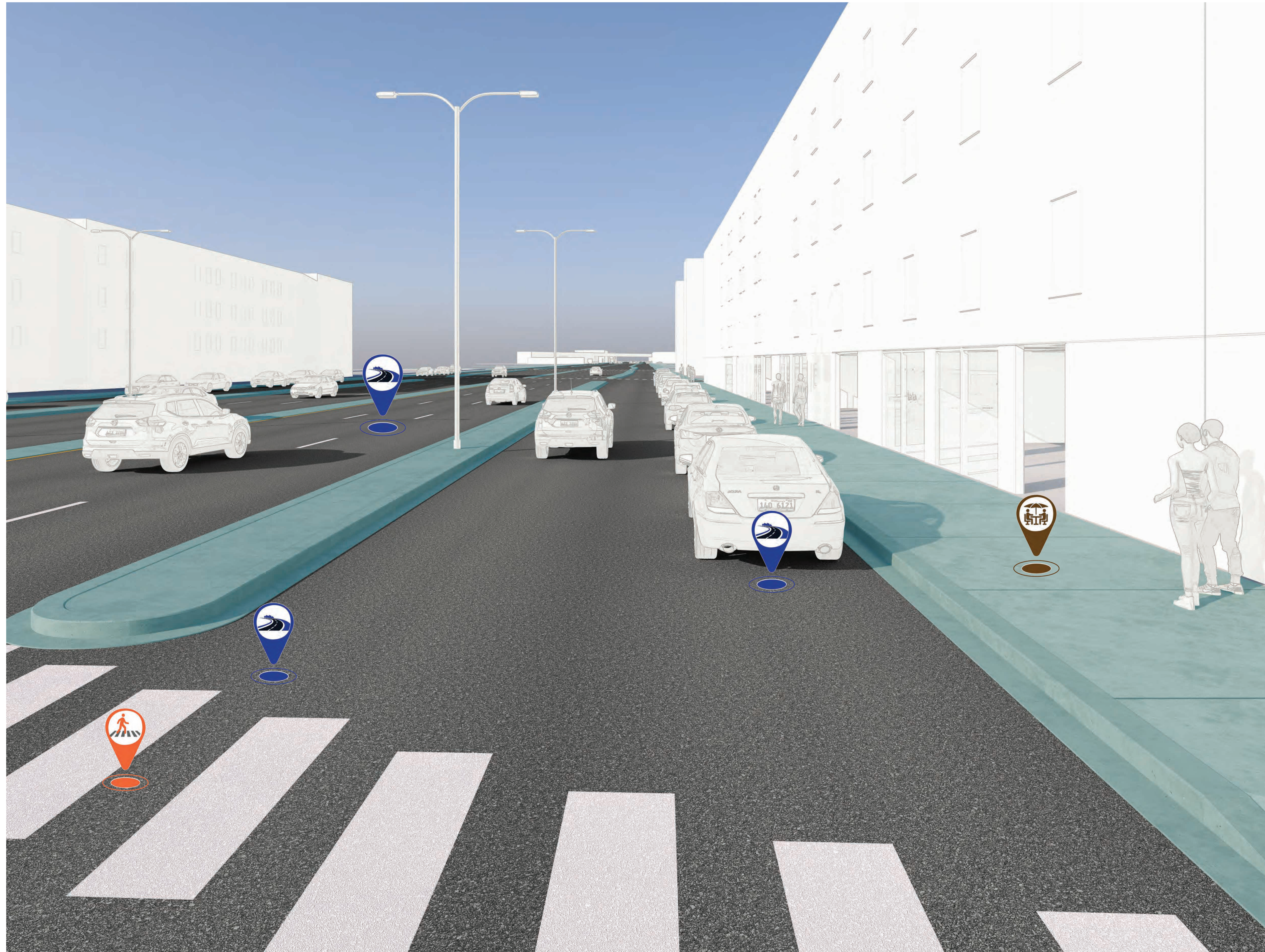


- Bus stops in service drives
- Bus stops along narrow concrete medians



- Narrow sidewalks and limited placemaking space

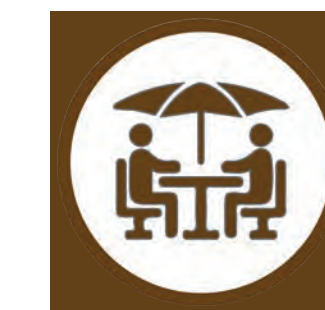
EXISTING CONDITIONS



- Service drives accessible at intersections
- Up to four travel lanes in each direction
- Parking located in the service drives



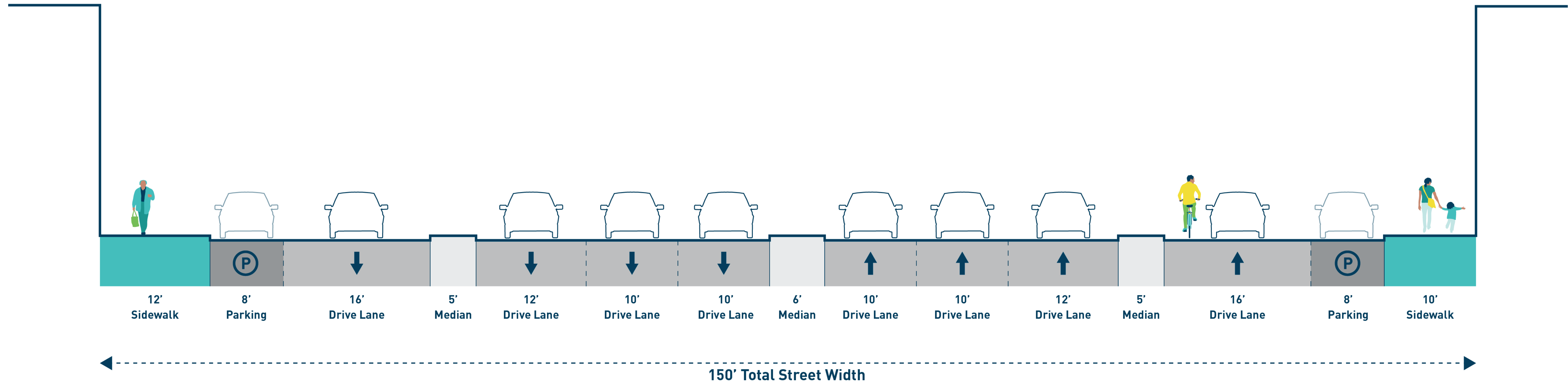
- Long crosswalks with no refuge islands



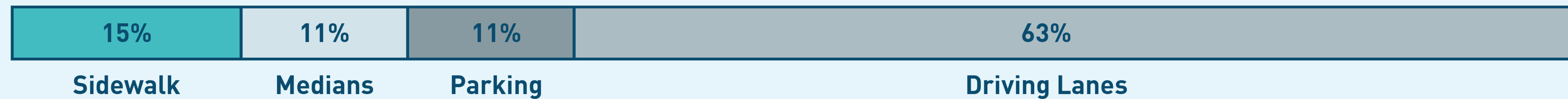
- Narrow sidewalks and limited placemaking space

EXISTING CONDITIONS

EXISTING TYPICAL SECTION

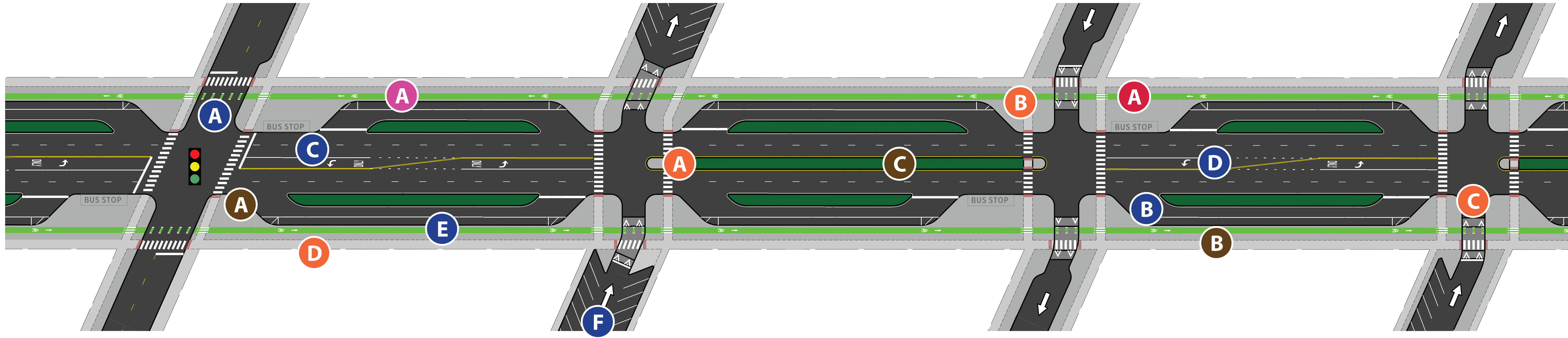


ROADWAY USE ALLOCATION



BASELINE DESIGN STRATEGY 1

THIS IS A REPRESENTATIVE SEGMENT OF OGDEN AVENUE AND NOT A SPECIFIC LOCATION



Roadway Configuration

Narrowed roadway and simplified intersections improve safety for all modes.

- A** One traffic signal at intersections
- B** Service drives accessible from Ogden, instead of intersections**
- C** Two consistent travel lanes in each direction throughout the corridor
- D** Turn bays provided as needed
- E** Parking located in service drives**
- F** Opportunities for parking on side streets



Pedestrian Safety

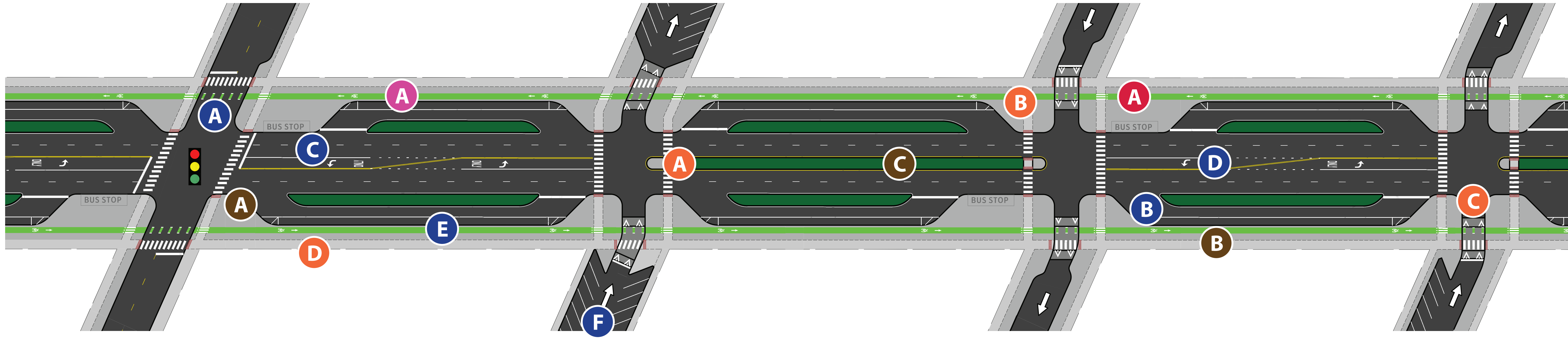
Shorter pedestrian crossings with protected refuge space to improve safety for people walking.

- A** Pedestrian refuge islands
- B** Curb extensions will provide shorter crossing distances
- C** Raised crosswalks
- D** New sidewalk located between building / property edge and a row of street trees

**Unique to Strategy 1

BASELINE DESIGN STRATEGY 1

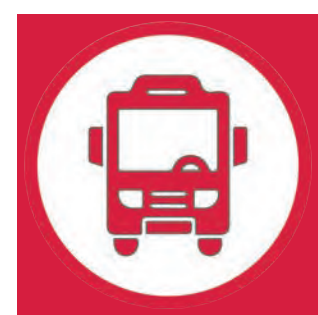
THIS IS A REPRESENTATIVE SEGMENT OF OGDEN AVENUE AND NOT A SPECIFIC LOCATION



Bicycle Facilities

Bicycle facility provided to improve multimodal safety.

- A Off-street separated bike facility



Transit Accommodations

Additional pedestrian space provided at bus stops (bus bulbs) to increase comfort and safety of transit users.

- A Bus stops provided in travel lanes on ADA accessible bus bulbs. CTA buses would not be required to merge into or out of the service drives



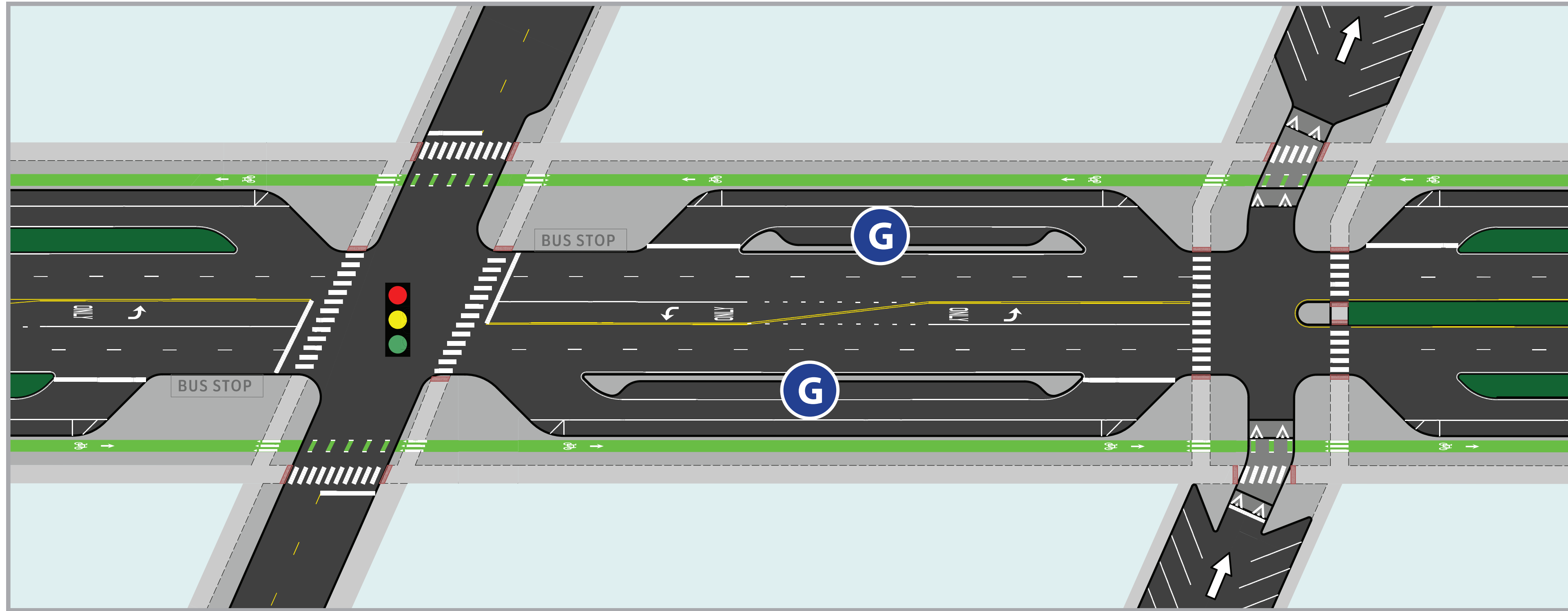
Placemaking Opportunities

Increased space for placemaking opportunities as well as increased greenspace for landscaping and street trees.

- A Opportunities for placemaking are predominantly focused at intersections and furnishing zones**
- B Each sidewalk zone will have one continuous row of street trees**
- C Center medians will include trees and landscape where possible

**Unique to Strategy 1

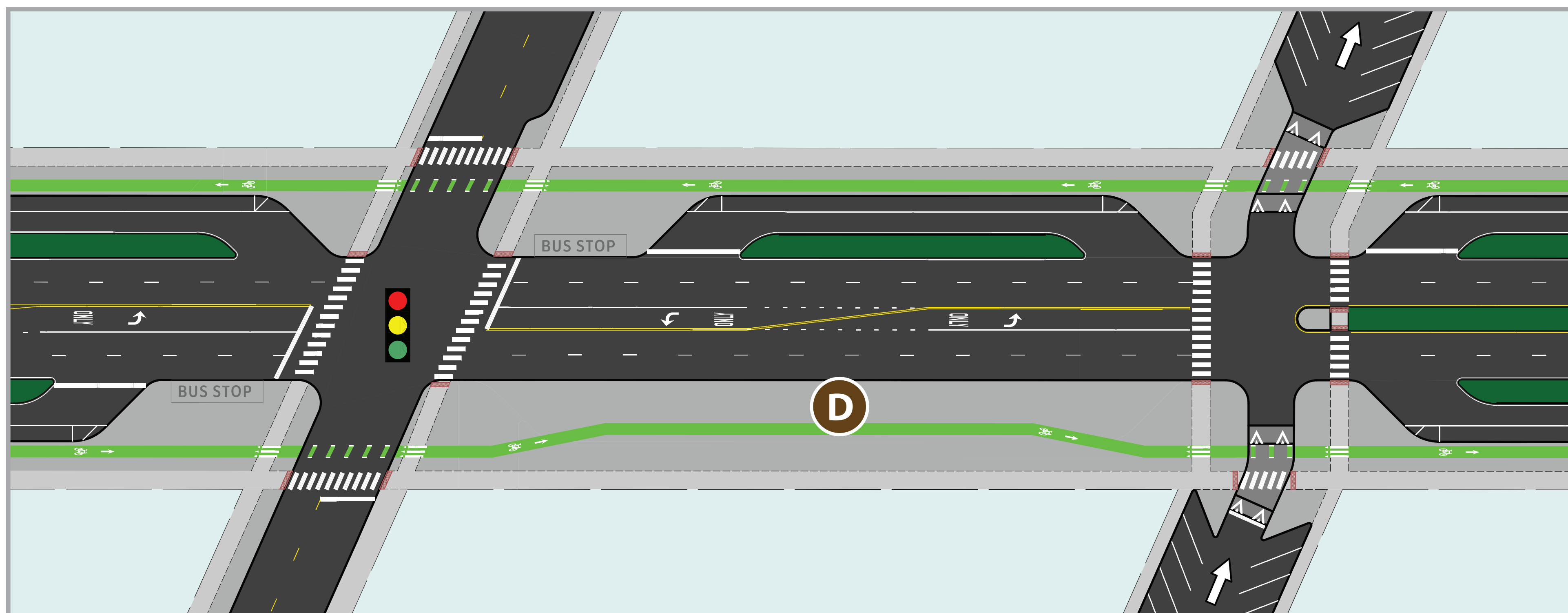
BASELINE DESIGN STRATEGY 1 – BLOCK BY BLOCK OPTIONS



Roadway Configuration

Narrowed roadway and simplified intersections improve safety for all modes.

- G** Opportunities to install double sided parking at select locations per community input (unique to Strategy 1)



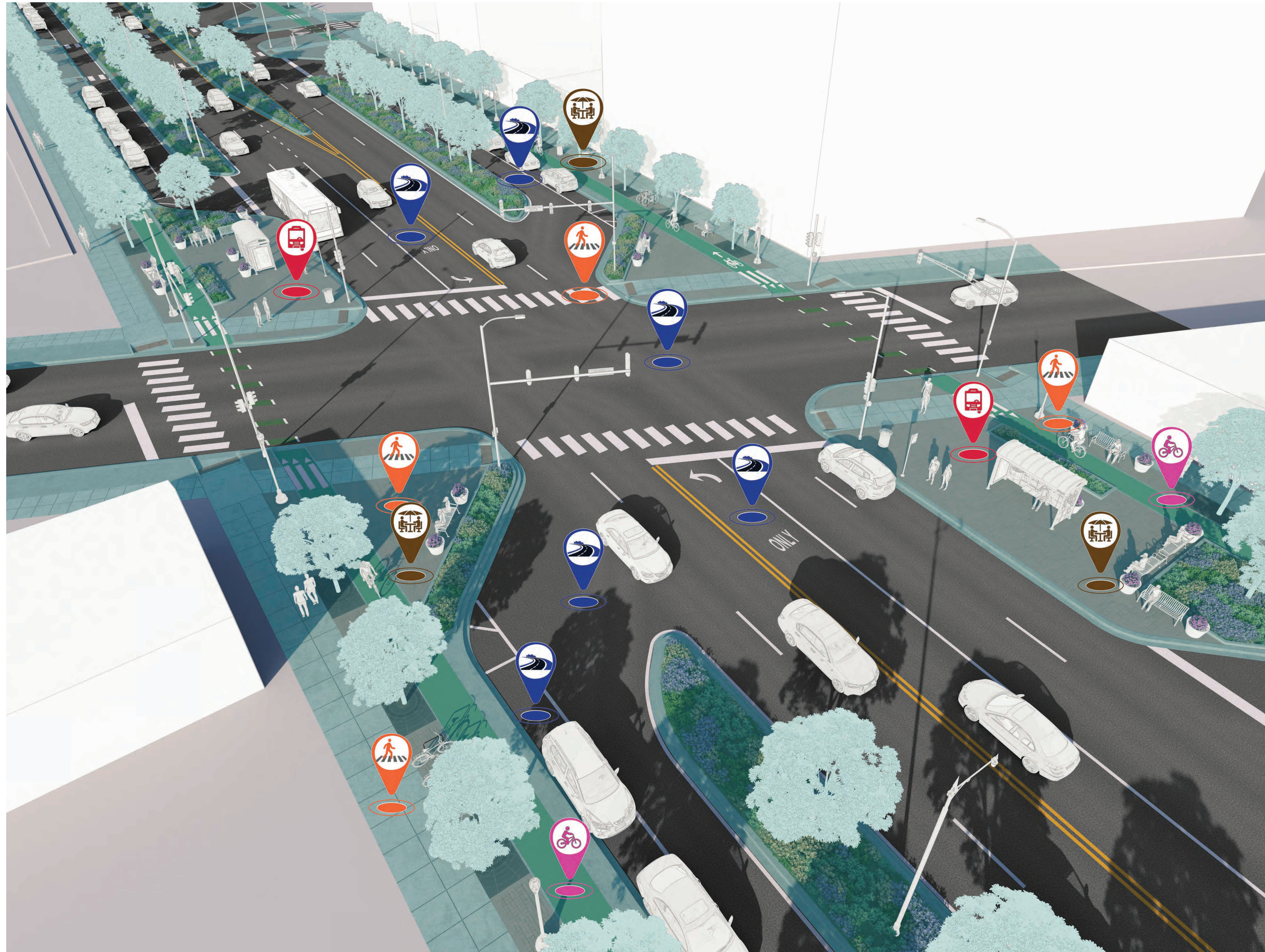
Placemaking Opportunities

Increased space for placemaking opportunities.

- D** Opportunities to eliminate service drives and parking at select locations to allow additional space for placemaking opportunities per community input

These options will be evaluated with community input on a block-by-block basis.

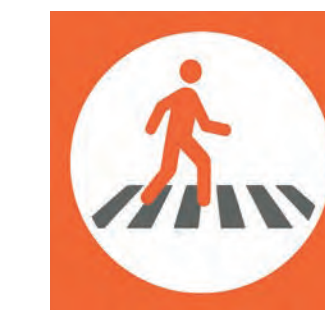
BASELINE DESIGN STRATEGY 1



- One traffic signal at intersections
- Service drives accessible from Ogden, instead of intersections
- Two travel lanes in each direction plus turn lanes as needed
- Parking located in service drives



- Off-street separated bike facility



- Curb extensions provide shorter crossing distances
- Sidewalk located between building/property edge and a row of street trees



- Bus stops (bus bulbs) along travel lanes



- Opportunities for placemaking are predominantly focused at intersections and areas where furniture can be placed
- Each sidewalk zone will have one continuous row of street trees
- Center medians will include trees and landscape where possible

BASELINE DESIGN STRATEGY 1



- Service drives accessible from Ogden, instead of intersections
- Parking located in service drives



- Off-street separated bike facility



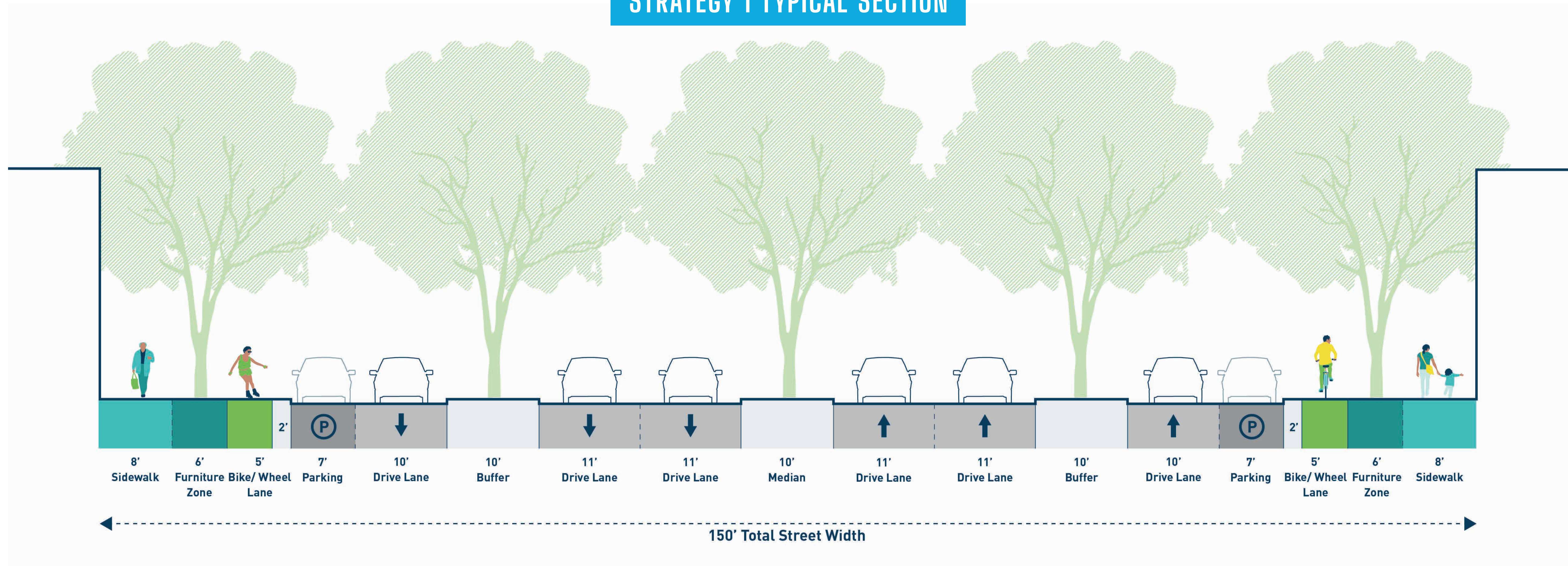
- Curb extensions will provide shorter crossing distances
- Sidewalk located between building/property edge and a row of street trees



- Opportunities for placemaking are predominantly focused at intersections and furnishing zones
- Each sidewalk zone will have one continuous row of street trees
- Center medians will include trees and landscape where possible

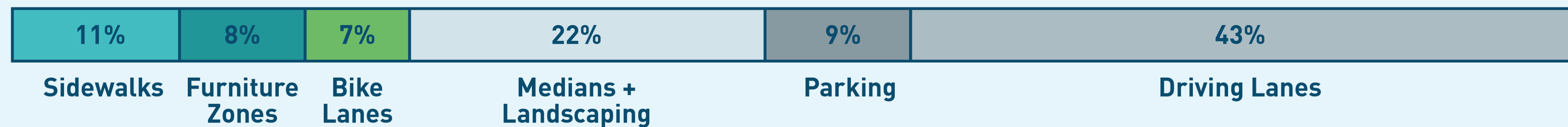
BASELINE DESIGN STRATEGY 1

STRATEGY 1 TYPICAL SECTION

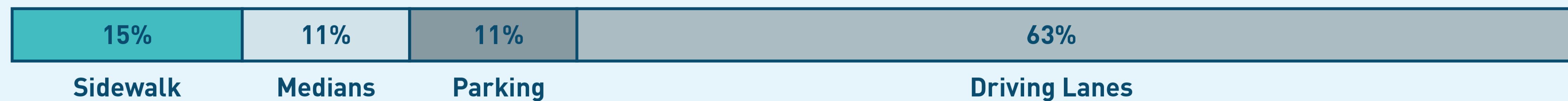


ROADWAY USE ALLOCATION

Strategy 1:



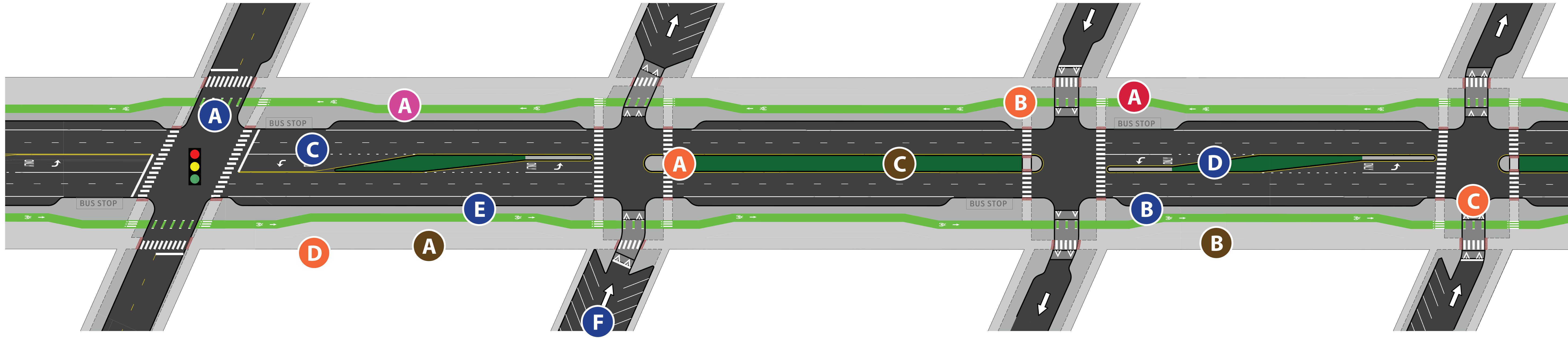
Existing:



- There is a 20% reduction in space allocated to driving lanes from existing conditions
- The space allocated to pedestrian, bike, and programmable uses increases 11% in this strategy

BASELINE DESIGN STRATEGY 2

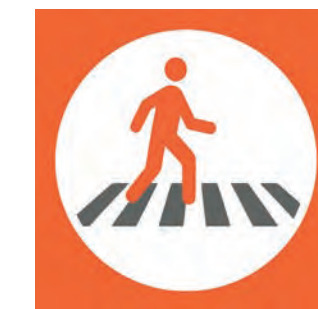
THIS IS A REPRESENTATIVE SEGMENT OF OGDEN AVENUE AND NOT A SPECIFIC LOCATION



Roadway Configuration

Narrowed roadway and simplified intersections improve safety for all modes.

- A** One traffic signal at intersections
- B** Service drives repurposed to provide additional space for placemaking opportunities and simplify roadway configurations**
- C** Two consistent travel lanes in each direction
- D** Turn bays provided as needed
- E** Parking is next to travel lanes on Ogden**
- F** Opportunities for parking on side streets



Pedestrian Safety

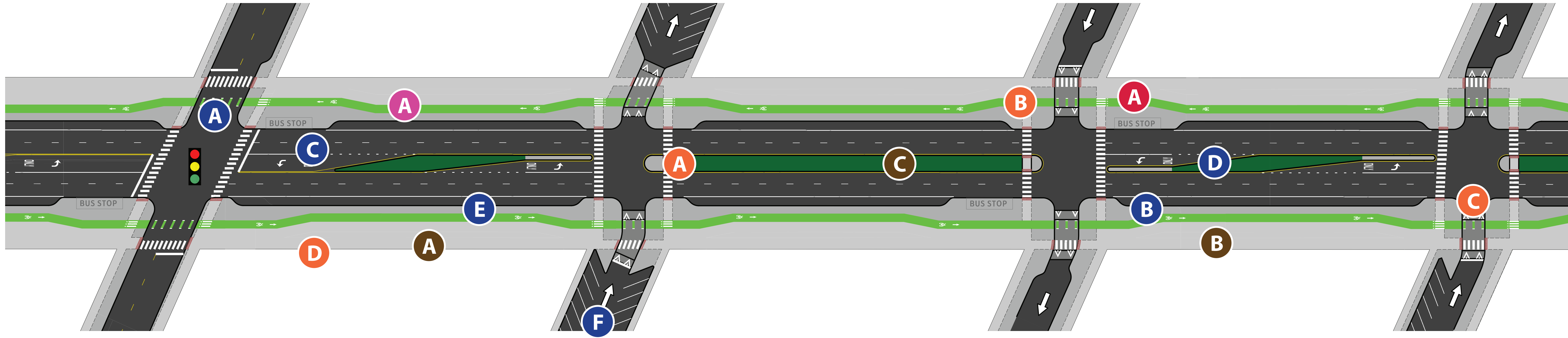
Shorter pedestrian crossings with protected refuge space to improve safety for people walking.

- A** Pedestrian refuge islands
- B** Curb extensions will provide shorter crossing distances
- C** Raised crosswalks
- D** New sidewalk located between building / property edge and a row of street trees

**Unique to Strategy 2

BASELINE DESIGN STRATEGY 2

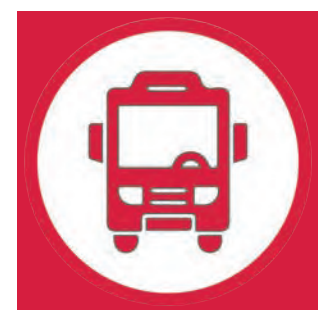
THIS IS A REPRESENTATIVE SEGMENT OF OGDEN AVENUE AND NOT A SPECIFIC LOCATION



Bicycle Facilities

Bicycle facility provided to improve multimodal safety.

- A** Off-street separated bike facility located between two rows of trees**



Transit Accommodations

Additional pedestrian space provided at bus stops (bus bulbs) to increase comfort and safety of transit users.

- A** Bus stops provided in travel lanes on ADA accessible bus bulbs. CTA buses would not be required to merge into or out of the service drives.



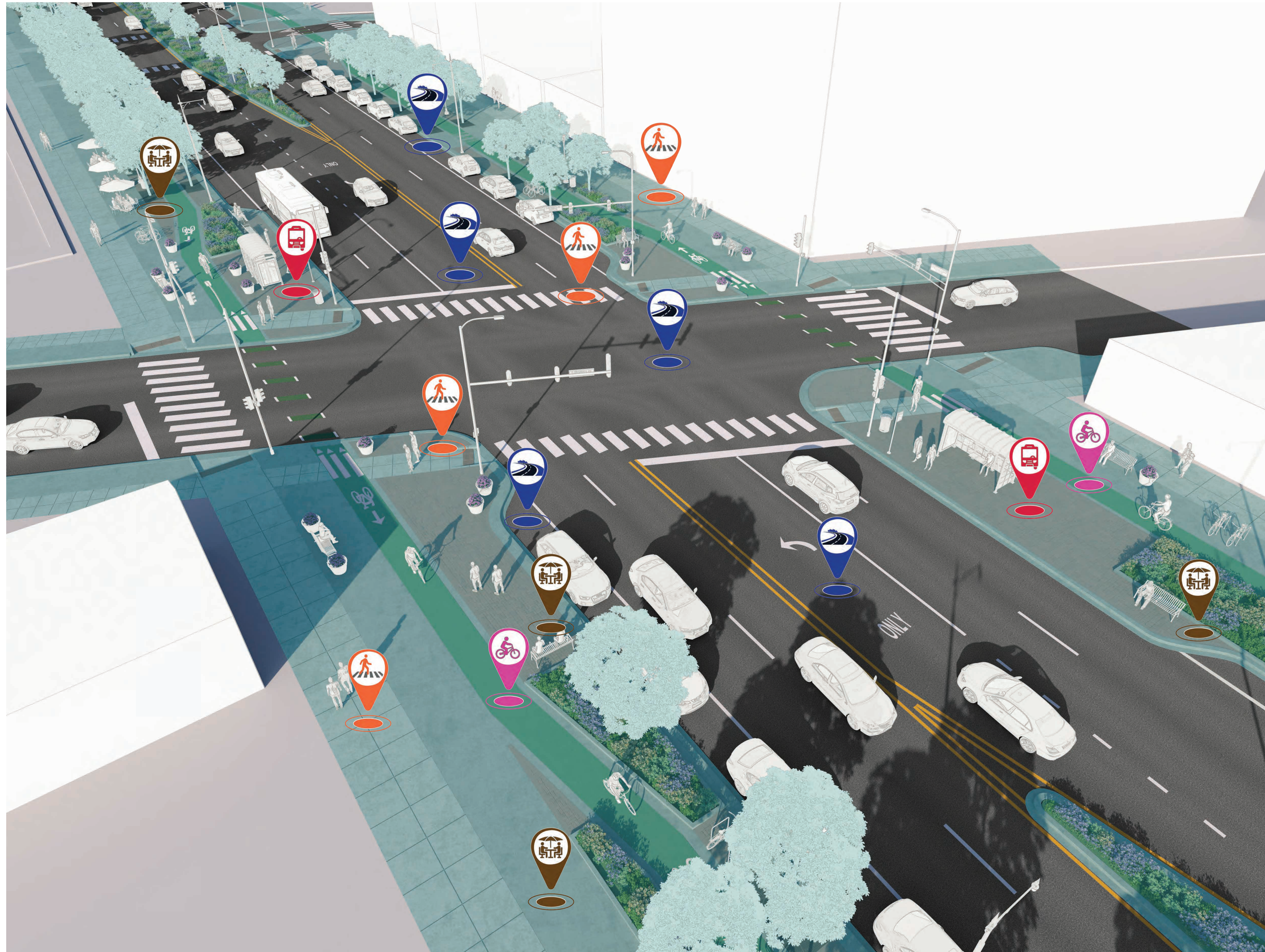
Placemaking Opportunities

Increased space for placemaking opportunities as well as increased greenspace for landscaping and street trees.

- A** Opportunities for placemaking are located throughout the corridor**
- B** Each sidewalk zone will have two continuous rows of street trees**
- C** Center medians will include trees and landscape where possible

**Unique to Strategy 2

BASELINE DESIGN STRATEGY 2



- One traffic signal at intersections
- Service drives repurposed to provide more space for placemaking opportunities and simplify roadway configuration
- Two travel lanes in each direction plus turn lanes as needed throughout corridor
- Parking is next to travel lanes on Ogden



- Off-street separated bike facility



- Curb extensions provide shorter crossing distances
- Sidewalk located between building/property edge and a row of street trees



- Bus stops (bus bulbs) along travel lanes



- Opportunities for placemaking located throughout the corridor
- Each sidewalk zone will have two continuous rows of street trees
- Center medians will include trees and landscape where possible

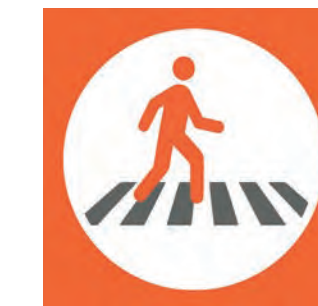
BASELINE DESIGN STRATEGY 2



- Service drives repurposed to provide more space for placemaking opportunities and simplify roadway configuration
- Parking located in service drives



- Off-street separated bike facility



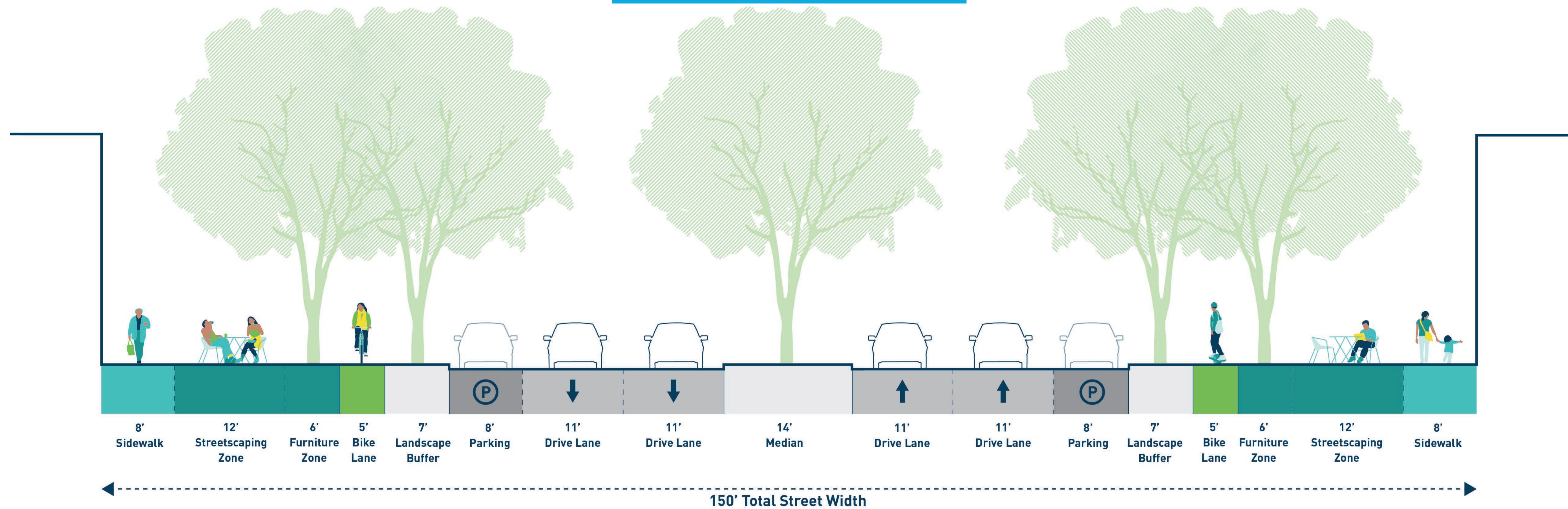
- Sidewalk located between building/property edge and a row of street trees



- Opportunities for placemaking throughout the corridor
- Each sidewalk zone will have two continuous rows of street trees
- Center medians will include trees and landscape where possible

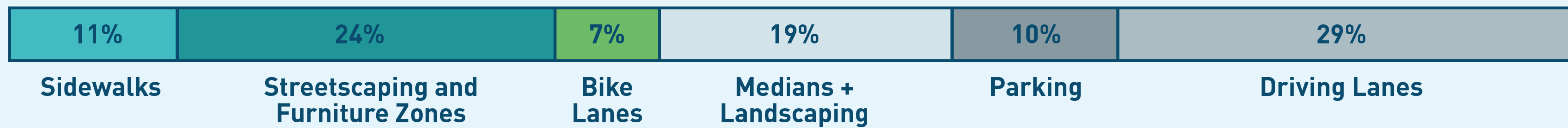
BASELINE DESIGN STRATEGY 2

STRATEGY 2 TYPICAL SECTION

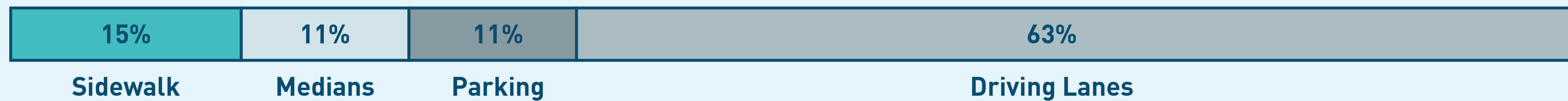


SPACE ALLOCATION

Strategy 2:

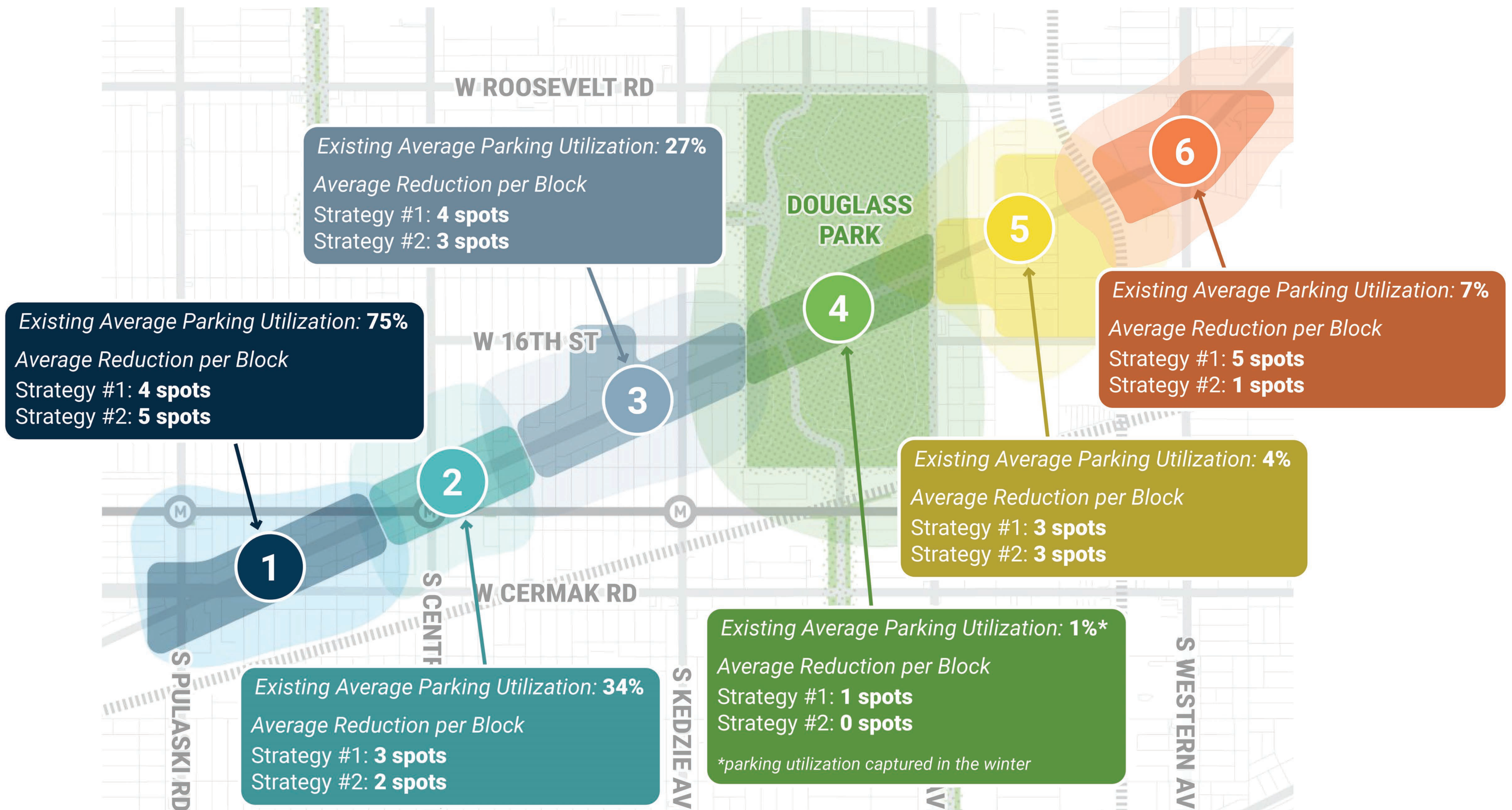


Existing:




- There is a 34% reduction in space allocated to driving lanes from existing conditions
- The space allocated to pedestrian, bike, and programmable uses increases 27% in this strategy.

PARKING



STRATEGY 1 VS. STRATEGY 2

	Existing Condition	Strategy 1	Strategy 2
Driving 	Highway feel with up to 4 lanes each direction	2 thru lanes in each direction	2 thru lanes in each direction
	Inconsistent and unpredictable configuration	Consistent configuration	Consistent configuration
Parking 	Intersections complex and unsafe	Intersections simplified with fewer turning movements and signal phases	Intersections simplified with fewer turning movements and signal phases
	Parking in service drives	Parking in service drives	Parking relocated to mainline Ogden
Walking 	Service drives connected to intersections creating additional conflict points	Service drives accessed via center roadway	Service drives repurposed
	Extremely long crossing distances	Bump outs create shorter crossing distances	Bump outs create shorter crossing distances
	No refuge space when crossing Ogden	Refuge islands	Refuge islands
	Lack of traffic calming for pedestrian safety	Raised crosswalks to slow traffic	Raised crosswalks to slow traffic
	Deteriorated sidewalk	New sidewalks	New sidewalks
	Lack of shade	Single row of continuous street trees	Double row of continuous street trees
Biking 	Lack of pedestrian lighting	Pedestrian lighting	Pedestrian lighting
	No bike facilities	New raised protected bike lane between parking lane and one row of street trees	New raised protected bike lane between two rows of street trees, away from parking
Transit 	Narrow, non-ADA accessible bus stops	Accessible, comfortable waiting space	Accessible, comfortable waiting space
	Buses merge in/out of service drives	Buses stop in outer travel lane for efficient service	Buses stop in outer travel lane for efficient service
Landscape and Street Trees 	Minimal street trees in parkway	One continuous row of street trees in parkway providing additional shade and comfort	Two continuous rows of street trees in parkway providing additional shade and comfort
	Minimal street trees in medians	Street trees in service drive medians and center median to beautify the corridor	Street trees in center median to beautify the corridor
	Minimal landscape	Landscape throughout parkway, medians, and at intersections to beautify the corridor	Landscape throughout parkway, medians, and at intersections to beautify the corridor
Placemaking	No dedicated placemaking elements and limited space for placemaking opportunities	Placemaking opportunities predominantly focused at intersections	Placemaking opportunities at intersections, plus additional space in parkways