



# Ogden Avenue / North Lawndale Community Roundtable

July 2020



Please mute  
your microphone



# Agenda

1. Welcome
2. Corridor Manager RFP Update
3. Ogden Avenue Design Discussion
4. Open Discussion & Next Steps

# Community

Commissioner Dennis Deer, *Cook County District 2*  
Angela Mason, *Farm on Ogden*  
Richard Townsell, *Lawndale Christian Development Council*  
Bruce Miller, *Lawndale Christian Health Center*  
Pastor James Brooks, *Lawndale Christian Health Center*  
Rodney Brown, *New Covenant CDC*  
Haman Cross, *North Lawndale Community Coordinating Council*  
Sheila McNary, *North Lawndale Community Coordinating Council*  
Jesse Green, *North Lawndale Community Coordinating Council*  
Christyn Freemon, *North Lawndale Employment Network*  
Debra Wesley, *Sinai Community Institute*  
Mara Ruff, *Sinai Health System*

# City

Alderman Rodriguez (22nd Ward)  
Alderman Scott (24th Ward)  
Alderman Ervin (28<sup>th</sup> Ward)  
DPD  
CDOT  
DCASE  
Mayor's Office  
Mayor's Office Summer Fellows

# Corridor Manager Update

# Corridor Manager Selection Timeline

**June 8<sup>th</sup>:** Aldermanic review of RFP

**June 15<sup>th</sup>:** RFP released to public

**June 24, July 1:** Informational webinars

**APPLICATION DEADLINE EXTENDED TWO WEEKS**

~~July 10<sup>th</sup>:~~ Applications due to LISC

~~July 13-24:~~ Application review period

~~July 31:~~ Corridor Managers named

# Corridor Manager Role

- Entity with economic development experience working along North Ave to achieve ISW goals
- Manages new development activities
- Markets corridor opportunities
- Identifies sites/projects with potential for catalytic growth

# Selection Criteria

Criteria:	Application should show:
Nearhood economic development experience	Specific to neighborhood Recent (last 3 years) Familiarity with City incentive programs
Stakeholder & neighborhood relationships	Strong working relationships with stakeholders (aldermen, CBOs, business & property owners, etc.)
Ability to identify & move forward catalytic projects	Insight on challenges & opportunities in the neighborhood Clear ideas for moving these forward
Commitment to partnerships, meetings, & check ins	Willingness to collaborate with DPD, LISC, other CMs, and other ISW participants.

# 3410 W Ogden – Land Acquisition



London (Louis)

W 18th St

S Homan Ave

S Trumbull Ave

W Ogden Ave

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W Ogden Ave

W Ogden Ave

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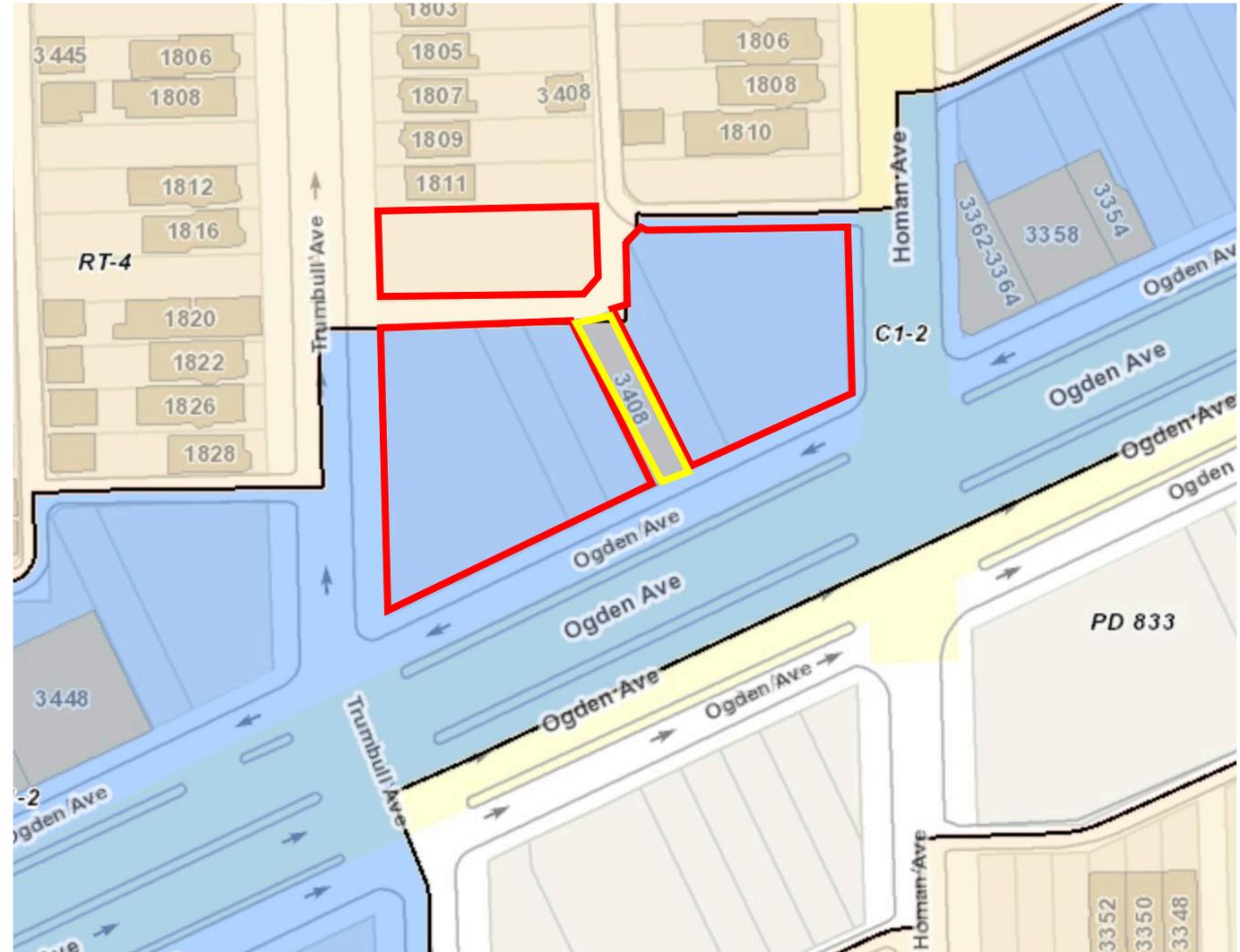
S Trumbull Ave

S Homan Ave

W 19th St

# Project Details

- Key parcel for land assembly on ISW corridor
- AIS requires environmental study before pursuing acquisition
- \$19,000 in TIF funding allocated for environmental study
- Foreclosure process to begin when complete



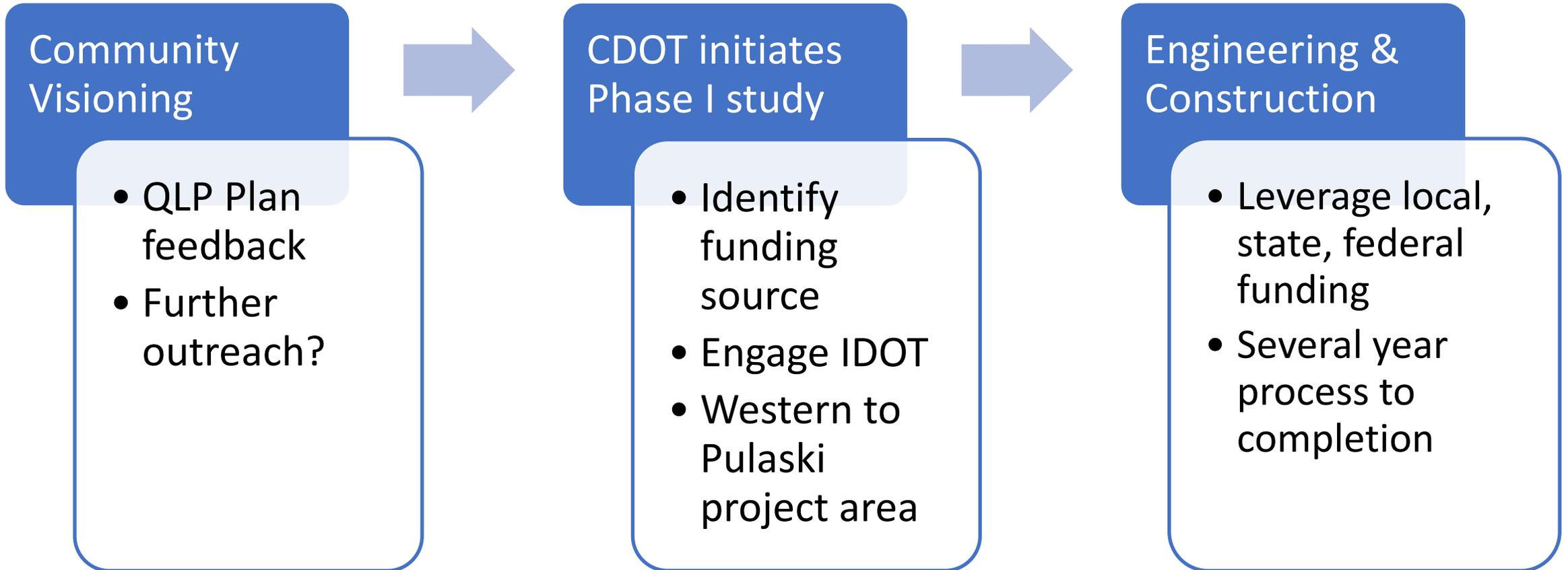
# Reimagining Ogden Avenue

# Background

- State route / IDOT jurisdiction
- Historic significance
- One of Chicago's widest roads (130')
- Institutional uses: medical, social service, police, education, religious
- CDOT initiated Phase I engineering study ~10 years ago



# Redesign / Reconstruction Process



### Concept A – Modify Existing Infrastructure

This concept retains the existing frontage road widths and median locations. Striping, freestanding planters, and other lower cost interventions are used to improve traffic flow.

**1 Center Travel Lanes.** The concept includes two travel lanes in each direction with a center turn lane. Where widths currently permit three or more lanes, striping or a landscaped curb extension can be used to widen the frontage road median, resulting in consistent lane widths and interactions throughout the corridor.

**2 Bike Lanes.** Recognizing that frontage roads are currently used as bike lanes, bike sharrow lane markers are located within the center of the frontage travel lanes. As a frontage road approaches an intersection, the outside parking lane ends two to three spots before the intersection to allow for bicyclists to shift to a bike lane and allow cars to pass before the two lanes merge again after the intersection.

**3 Parking.** Parallel parking, either on one-side of two sides is retained depending on width.

**4 Crosswalks.** A combination of striping, flexible bollards, pavers, and landscaping (such as freestanding planters) are used to extend and widen medians across existing crosswalks and provide adequate refuge for pedestrians crossing the street.

**5 Transit.** A portion of the frontage median is widened to accommodate a bus shelter and waiting area on the far side of major intersections. This improvement would only be implemented if future bus service is provided and could be phased in following other improvements.

# QLP Plan – Concept A





## Concept B – Comprehensive Redesign

This concept represents a complete and comprehensive redesign of the entire right-of-way. Frontage roads are maintained, but shifted farther toward the center of the roadway to maintain separation between travel and parking lanes while making room for wider pedestrian areas.

**1 Center Travel Lanes.** As in Concept A, this concept also shows two travel lanes in each direction, but the center turn lane is broken up by a landscaped median in mid-block locations where turning movements are not needed.

**2 Bike Lanes.** Elevated or raised bike paths are shown traveling adjacent to the frontage road travel lanes. Bike traffic is separated from the pedestrian portion of the parkway by landscaping, decorative paving, and street furniture.

**3 Parking.** Concept B illustrates a hybrid approach where parallel parking is maintained on one-side, but angle parking is provided on another. Accommodating angle parking on both sides can be achieved, but would likely require narrowing of medians and could increase pedestrian crossing distances.

**4 Crosswalks.** Crosswalks connect the parkway with the frontage road and center medians, providing three opportunities for pedestrians to stop and wait for traffic to clear. A combination of landscaping and freestanding planters can be used to provide a physical barrier to traffic.

**5 Transit.** As in Concept A, a portion of the frontage median is widened to accommodate a bus shelter and waiting area. This improvement would only be implemented if future bus service is provided and could be phased in following other improvements. Otherwise, the median width should be similar to other intersections allowing for landscaping and a pedestrian refuge to shorten crossing distances.

# QLP Plan – Concept B

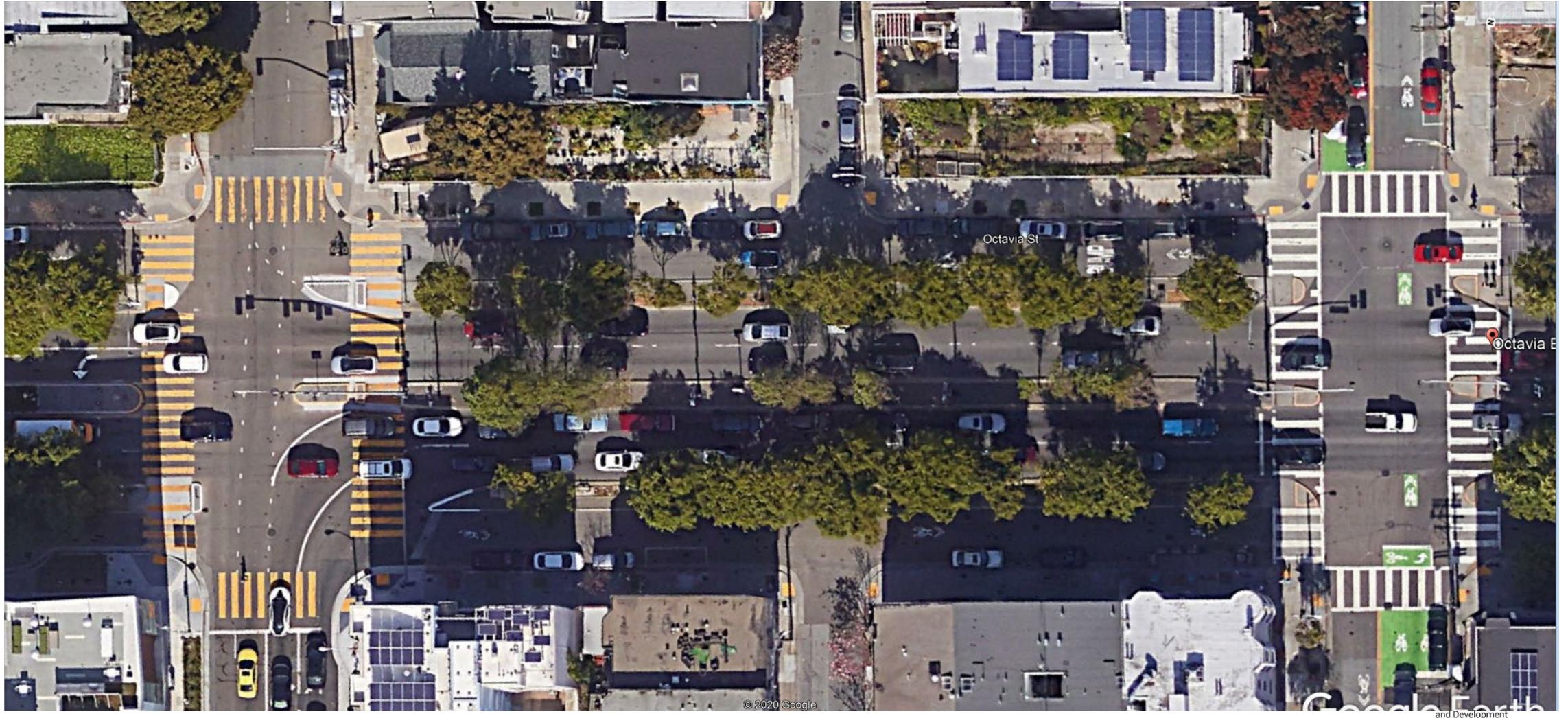




# Thoughts?



# Reference Project - Octavia Boulevard, SF



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and Development

# Octavia Boulevard - Before



# Reference Project - Octavia Boulevard, SF



# Reference Project – Shattuck Ave, Berkeley



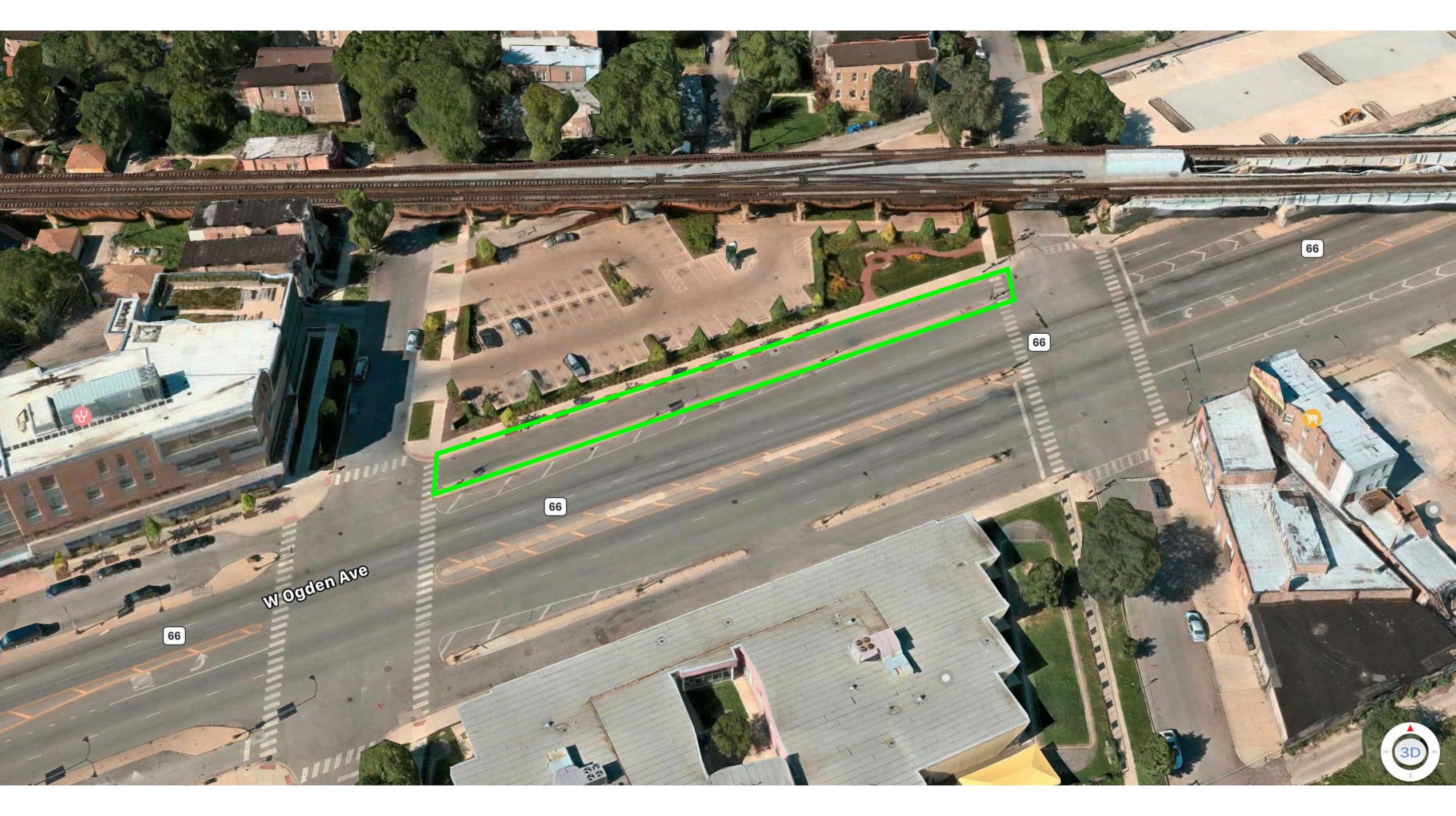
# Local Reference – Randolph Street



# Near-Term Actions

- Temporary service drive closure for parklet
  - Location & parking impact?
- Tactical Urbanism / Paint & Post
- Other ideas?





W Ogden Ave

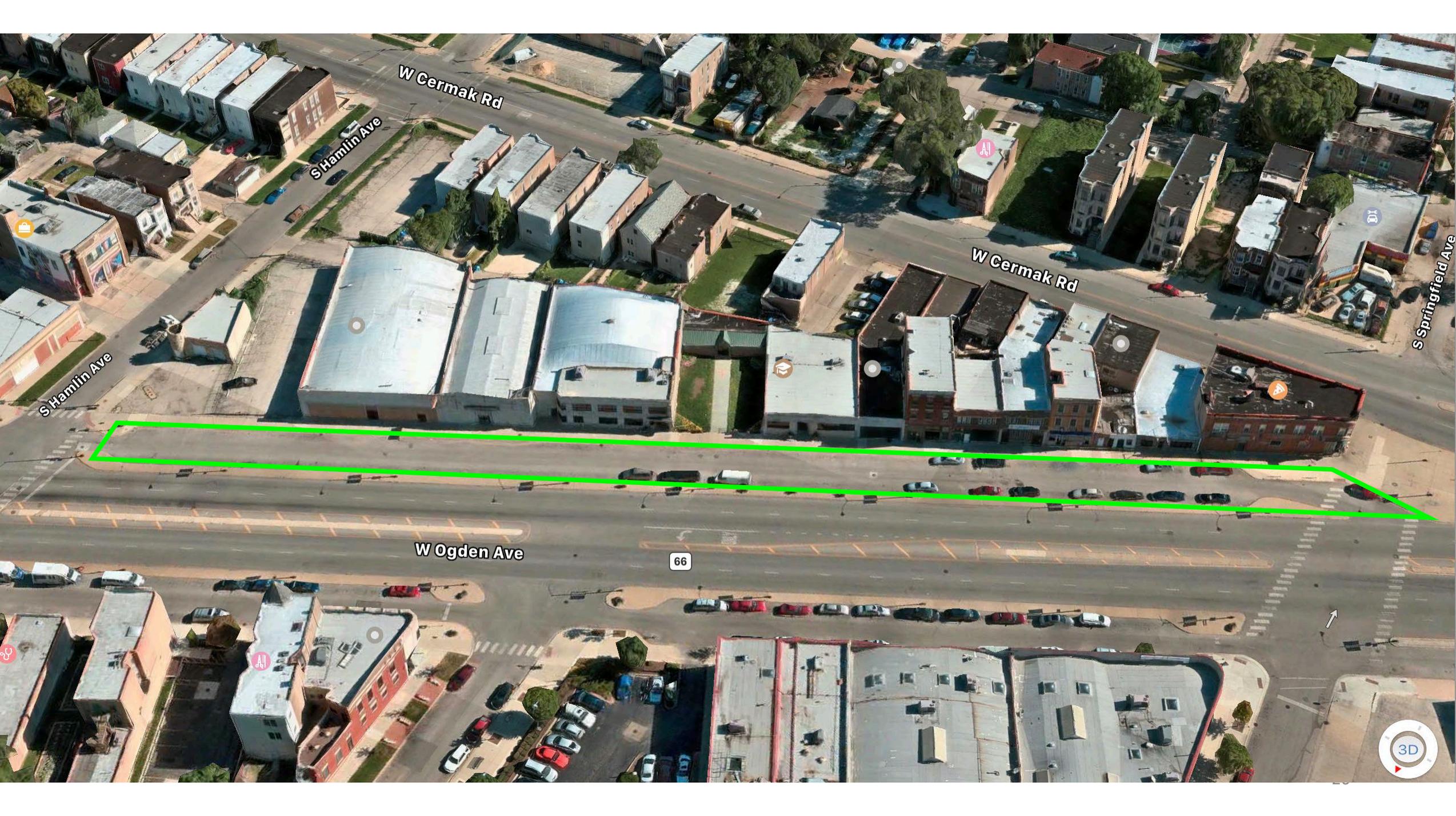
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W Cermak Rd

S Hamlin Ave

S Hamlin Ave

W Cermak Rd

S Springfield Ave

W Ogden Ave

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Willard Ave

W Ogden Ave

W Ogden Ave

Central Park Ave

W Ogden Ave

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# Open Discussion

# Open Discussion

- First tasks for Corridor Manager
- Community priorities?

# Next Steps

# Next Steps

- 01 Selection & onboarding of Corridor Manager
- 02 Corridor vision, opportunity sites and other priorities
- 03 Next Neighborhood Roundtable (*late August*)