



VISION ZERO WEST SIDE COMMUNITIES (OGDEN AVENUE)

Safe Streets and Roads for All
Grant Application 2023



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I. Overview

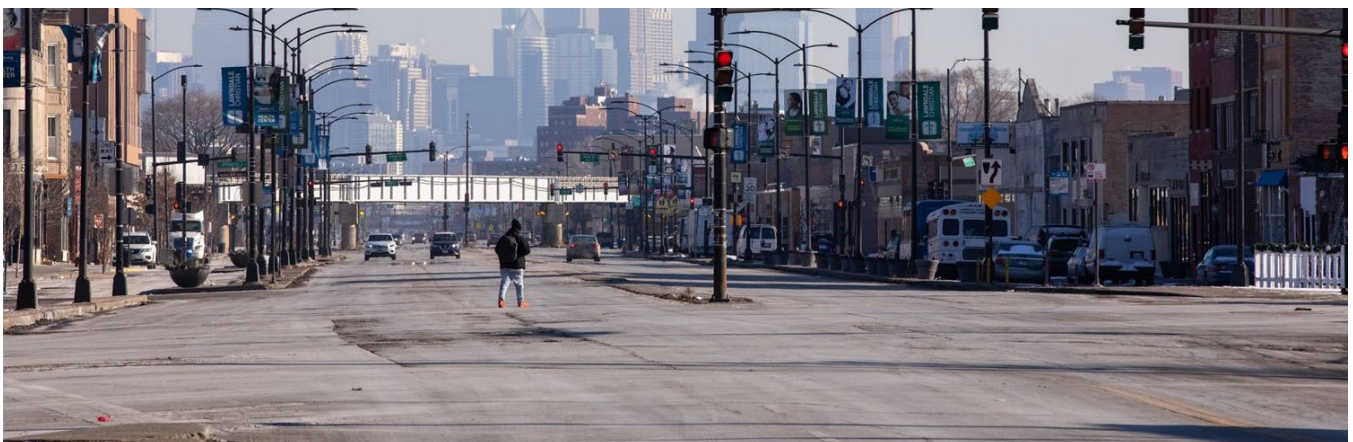
Ogden Avenue is a relic of a bygone era when it served as a major artery into downtown Chicago for both motor vehicles and streetcars. It follows a route that has been in use since pre-colonial times when Native Americans used it to access Lake Michigan. In the 1800's, it was "paved" with wood planks. In 1926 with motor vehicle traffic booming, Ogden Avenue was designated as a part of Route 66, the country's first continuously paved link between Chicago and Los Angeles. Around this time, it was also widened to accommodate streetcars. The streetcars were decommissioned in the 1950's, and construction of I-55 in the 1960's replaced Route 66 as the primary route for intercity travel between Chicago and the southwest.

Ogden Avenue currently carries fewer than 20,000 vehicles per day, yet it still includes two to four vehicular lanes in each direction and additional one-way service drives in both directions. This wide car-centric design encourages speeding and poses a barrier to pedestrians, cyclists, and transit riders, compromising safety for all roadway users. See Appendix E for aerial imagery and photos.

The Ogden Avenue Corridor Improvements Project will enhance safety between Pulaski Road and Kedzie Avenue by removing vehicle travel lanes, removing or limiting service drive access at intersections where feasible, adding new protected bike lanes, and improving ADA accessibility, traffic signals, and bus stops. The project will completely reconfigure Ogden Avenue, bringing it into alignment with Chicago Department of Transportation's (CDOT) Complete Streets Guidelines and Vision Zero goals. This project is driven by community interest in improving multi-modal traffic operations, safety, and public space within the North Lawndale community area. Despite its uninviting design, many pedestrians travel on and across Ogden to access nearby businesses, bus stops, a Chicago Transit Authority (CTA) Pink Line train station at Central Park Avenue in the center of the corridor, and Douglass Park immediately to the east of the corridor. Multiple bike lanes also intersect Ogden Avenue.

A separate adjoining project is planned for the section of Ogden Avenue that begins at Kedzie Avenue and extends east through Douglass Park to Roosevelt Road. That project is not part of this application, however it is being designed concurrently and will be constructed at a later date. Once built, the adjoining Ogden Avenue project will expand the same types of treatments.

Figure 1. Ogden Avenue Looking East





II. Project Location

The Ogden Avenue Corridor Improvements Project includes Ogden Avenue and the service drives on either side between Pulaski Road and Kedzie Avenue in the North Lawndale community of Chicago, Illinois. Mainline Ogden Avenue is under Illinois Department of Transportation (IDOT) jurisdiction, but it is maintained by the City of Chicago. The service drives in both directions are under City jurisdiction and maintenance. North Lawndale is one of eight community areas identified as high crash areas in the [Vision Zero Chicago Action Plan](#). The [Vision Zero Chicago West Side Plan](#) update confirmed through community outreach that improving safety for all modes of travel on Ogden Avenue is a priority for North Lawndale stakeholders. This section of Ogden is also a priority for the City's [INVEST: South/West](#) initiative, which aims to reverse decades of disinvestment and revive commercial districts. Redesigning Ogden Avenue as a safer and more inviting place for everyone travelling to or through North Lawndale serves both Vision Zero and INVEST: South/West goals. Please see Appendices C and D for a Project Location and Vision Zero High Crash Community Areas maps respectively.

III. Response to Selection Criteria

Criterion #1: Safety Impact

CDOT identified safety needs and proposed countermeasures in the [Vision Zero Chicago Action Plan](#) and several subsequent updates and supplements, including the [High Crash Corridors Framework Plan](#), the 2017-2018 [Vision Zero Chicago Annual Report](#), and 2020 updates to the [SAFE Ambassadors](#) program. The City's 2019 [Vision Zero Chicago West Side Plan](#) focuses on public engagement and local conditions in west side high crash communities, and it references and incorporates recommendations from the community-led [North Lawndale Quality of Life Plan](#). Together, these documents provide the data analysis, historical trends, and community input that guide the Ogden Avenue Corridor Improvements Project toward the most pressing safety needs in the City of Chicago and the North Lawndale community.

Crashes specific to the Ogden Avenue Corridor Improvements Project location have been analyzed in more detail and described in the sections below. Crashes within 150 feet of the project centerline were identified by mapping 2017-2021 crash data from the Illinois Department of Transportation (IDOT) Division of Traffic Safety. Detailed crash reports were requested from IDOT for fatal and serious injury crashes within that data set, and potential countermeasures were evaluated using those crash details as described below. More details on the crash analysis, including crash maps, is available in Appendix D. A map of proposed countermeasure locations is found in Appendix C.

Identified Safety Priorities

North Lawndale is one of eight High Crash Areas identified in the City's original [Vision Zero Chicago Action Plan](#). These community areas were ranked by a composite score of total fatal and serious injury crashes, total fatal and serious injury crashes per 100,000 residents, total fatal and serious injury crashes per square mile, economic hardship, and proportion of fatal and serious injury crashes per total crashes.



Together, these High Crash Areas, which represent 20% of Chicago's area and 25% of Chicago's population, experienced 36% of Chicago's severe crashes.

The [*Vision Zero Chicago West Side Plan*](#) updated and refined roadway safety goals for three of the High Crash Areas with a heavy emphasis on community engagement. North Lawndale community members focused on expanding bike networks throughout the community and improving safety for all modes of travel along Ogden Avenue. These two priorities are reflected in the Ogden Avenue Corridor Improvements Project.

The *Vision Zero Chicago Action Plan* and the *Vision Zero Chicago West Side Plan* found that 72% of fatal crashes involved one or more of five dangerous driving behaviors. The Ogden Avenue Corridor Improvements Project will directly address three of these five behaviors: Speeding, Failure to Give the Right of Way, and Disobeying Traffic Signs and Signals.

Among the dangerous behaviors, the plan identified speed as the highest priority of Vision Zero, and it advises that "Reducing lane widths, decreasing the number of traffic lanes, and adding elements like street trees and parking that emphasize the limits of the roadway can help reduce speeds." The Vision Zero West Side plan lists speeding on Ogden Avenue as a common theme reported throughout the engagement process.

Countermeasures Identified in Vision Zero Plans

The following identified safety priorities and improvements are illustrated on maps in Appendix C. One stated goal of the *Vision Zero Chicago Action Plan* is to build a transportation network that provides choices for all modes of travel. The plan recommends nine specific design elements rooted in Chicago's [*Complete Streets Design Guidelines*](#) that provide safer crossings, safer speeds, and safer streets for all users. Six of those elements are included in the Ogden Avenue Corridor Improvements project:

Right-sized Streets are the core of the Ogden project. A full vehicular lane in each direction will be eliminated, and frontage road access will be closed or limited at intersections. This creates space for new protected bike lanes, reduces vehicular speeds, and reduces conflict points at intersections. [*FHWA-SA-21-046*](#) finds that 4-lane to 3-lane road diet conversions result in a 19% to 47% reduction in total crashes. Of the 22 fatal and serious injury crashes reported on Ogden Avenue from 2017-2021, 13 would be mitigated by reducing conflict points at intersections. All 22 crashes would be mitigated by reducing vehicular speeds.

Pedestrian Refuge Islands will be installed, with an expected crash reduction rate of 56% based on [*FHWA-SA-21-044*](#). A preliminary feasibility review found that eight intersections along Ogden Avenue are candidates for new refuge islands: Springfield Avenue, Avers Avenue, Drake Avenue, St. Louis Avenue, Trumbull Avenue, Christiana Avenue, Spaulding Avenue, and Sawyer Avenue. Refuge medians will help both pedestrians and cyclists cross Ogden Avenue safely at unsignalized intersections. From 2017-2021, one serious injury crash was identified involving a cyclist crossing Ogden at an unsignalized location which could have been mitigated by a refuge median.



Bump-outs will be included at most of the cross streets along Ogden, with specific locations to be determined as the design and outreach process progresses through the preliminary engineering stage of the project. These will reduce pedestrian exposure to crashes by shortening the crosswalks, reducing speeds of turning traffic, and increasing visibility between drivers and non-motorized road users. Although no fatal or serious injury crashes were observed involving pedestrians crossing the side streets from 2017-2021, bump-outs were identified in the Vision Zero plan as a recommended countermeasure city-wide. The scope of the roadway narrowing portion of this project is such that adding bump-outs is not an additional cost to the project. All of the curbs will be reconstructed and realigned, with the future geometry designed to incorporate as many additional safety improvements as possible.

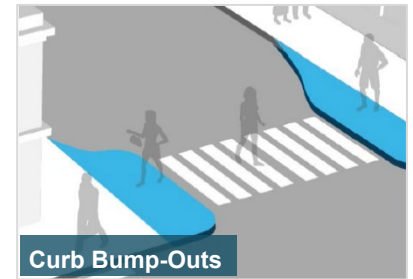
Protected Bike Lanes will be built along the entire corridor, where no bike facilities currently exist. [FHWA-SA-21-051](#) finds that bike lane additions to an urban 4-lane undivided road can reduce crashes up to 49%, and that separated bike lanes such as the protected lanes planned for Ogden Avenue may provide further safety benefits. Three of the serious injury crashes recorded on this corridor from 2017-2021 involved cyclists. Two were crossing Ogden, and one was riding along Ogden Avenue where they would have benefitted from a dedicated bike lane.

Pedestrian Countdown Timers and Leading Pedestrian Intervals will be included at all signalized intersections. All of the existing signalized intersections along Ogden currently lack leading pedestrian intervals. Three of the existing signals also lack countdown pedestrian signals: Kedzie Avenue, Homan Avenue, and Lawndale Avenue. Leading Pedestrian Intervals are expected to reduce pedestrian-vehicle crashes by 13% at intersections, according to [FHWA-SA-21-032](#). Countdown timers have a crash reduction factor of 4.8% according to the study [Developing Crash Modification Factors to Quantify Impacts of Pedestrian Countdown Signals to Drivers, Kitali et al., 2017](#). Between 2017 and 2021, three serious injury crashes along the Ogden corridor involved pedestrians at or near signalized intersections. The driver in one crash may have struck a pedestrian near the intersection although the report is unclear on the location of the pedestrian crash. Two of these crashes were at the Ogden/Kedzie intersection.

Accessible Pedestrian Signals (APS) will be added to all signalized intersections. Although none of the serious injury pedestrian crashes from 2017-2021 were identified as involving pedestrians with disabilities, APS are included as a recommended countermeasure in the Vision Zero Chicago plan. They are installed routinely in the City of Chicago as part of all projects that include signal improvements.

Additional Safety Enhancements

Reconstructing the entire Ogden Avenue corridor provides an opportunity for additional safety enhancements at negligible additional cost. Although these improvements were not directly identified in our Vision Zero documents, they will be incorporated as part of this larger project:





- Eliminate conflict points by removing service drive access at intersections where feasible. The FHWA guide [*A Safe System-Based Framework and Analytical Methodology for Assessing Intersections*](#) describes methods to analyze intersection safety by assessing exposure and risk factors for intersection crashes. By eliminating conflict points at intersections, both through removing service drive access points where feasible and eliminating vehicular lanes throughout the project, the Ogden Avenue Corridor Improvements Project will significantly reduce all road users' exposure to potential crashes. The guide also recommends reducing the number of lanes on approaches carrying conflicting traffic that a user must cross or merge with. This simplifies the decision-making required of road users navigating through an intersection, which in turn reduces crash risk per given level of exposure.
- Increase safety and comfort for transit riders. Existing service drives and Ogden Avenue lanes are separated by narrow raised concrete strips. Buses run along the Ogden Avenue lanes, leaving passengers to board and alight from the small spaces between lanes. Many of these spaces are six feet or less in width with moving vehicular lanes on both sides (see Appendix E for photo example). The Ogden Avenue Corridor Improvements Project will provide ADA accessible bus stops with room for passengers to safely wait, board, and exit buses out of the path of moving traffic.
- Reduce risk of rear-end and sideswipe collisions by installing left turn lanes. A study titled [*A full Bayes multivariate intervention model with random parameters among matched pairs for before-after safety evaluation, El-Basyouny and Sayed, 2011*](#) found a crash reduction factor of 21% for fatal and injury crashes from adding left turn lanes to intersections in urban areas. Preliminary feasibility review suggests ten potential intersections along Ogden Avenue may benefit from new left turn lanes: Pulaski Road, Cermak Road, Ridgeway Avenue, Millard Avenue, Drake Avenue, St. Louis Avenue, Trumbull Avenue, Homan Avenue, Spaulding Avenue, and Kedzie Avenue. Two serious injury crashes from 2017-2021 at the candidate intersections would be mitigated by left turn lanes.
- Reduce risk of left turn collisions by eliminating positive offset of opposing left turn lanes at Central Park Avenue. This is expected to result in a crash reduction factor of 35.6% of fatal and injury crashes, according to the 2009 study [*Safety Evaluation of Offset Improvements for Left-Turn Lanes*](#). Three serious injury crashes at this intersection from 2017-2021 involved left turning vehicles, and one did not include detailed information on the crash conditions but was identified as a turning crash.
- Improve pedestrian safety by installing raised crosswalks across side streets. Preliminary candidates are all unsignalized intersections. The [*Handbook of Road Safety Measures*](#) found installing raised pedestrian crosswalks resulted in crash reduction factors between 30 and 46%. Although no fatal or serious injury crashes were observed involving pedestrians crossing the side streets from 2017-2021, the scope of the roadway narrowing and reconstruction portion of this project is such that adding raised crosswalks across side streets at Ogden is not a significant additional cost to the project.
- Reduce risk of left turn collisions by adding left turn phasing. Based on a preliminary feasibility review, likely candidates for left turn phasing are the intersections of Ogden Avenue with Central Park Avenue, Homan Avenue, and Kedzie Avenue. Lawndale is a possible candidate,



depending on further study. Changing from permissive left turns to protected-permissive left turn phasing results in crash reduction factors for fatal and injury crashes ranging from 0.5% to 4.2%, depending on roadway characteristics, according to the study [Crash Modification Factors for Changing Left Turn Phasing](#). Seven serious injury crashes at the candidate intersections involved left turning vehicles and would be mitigated by left turn phasing.

- Improve safety at signalized intersections by modernizing traffic signals. Signal visibility will be improved by installing longer mast arms with one signal head per lane. Programmable signal heads (which tend to be less visible) will be replaced with standard signal heads in locations where the frontage road access is removed at the signalized intersections. This improved visibility is expected to reduce crashes at all signalized intersections. From 2017-2021, One fatal crash and sixteen serious injury crashes occurred at signalized intersections along the Ogden Avenue corridor. The study [Evaluating the Safety Impacts of Improving Signal Visibility at Urban Signalized Intersections](#) found that improved signal visibility results in a crash reduction factor of 3% for fatal and injury crashes and 6% for all crashes.

Criterion # 2: Equity, Engagement, and Collaboration

CDOT has prioritized equity and meaningful engagement throughout the Vision Zero planning process and the Ogden Avenue Corridor Improvements Project processes. Through four community events throughout 2017 and 2018 for the [Vision Zero Chicago Action Plan](#) and engagement with over 800 people, members of the North Lawndale community surrounding the Ogden Avenue Corridor Improvements Project confirmed that Ogden Avenue requires safety improvements. These recommendations were formalized in the [Vision Zero Chicago West Side Plan](#).

The North Lawndale Community Coordinating Council (NLCCC) completed a [Quality of Life Plan](#) in 2018 with input from over 300 stakeholders through several public workshops and a public survey. This plan also found that safety improvements are needed on Ogden Avenue.

North Lawndale is a majority Black community in Chicago, and 83% of census tracts along the corridor are identified as USDOT Disadvantaged Census Tracts. All Census tracts in Chicago are listed in Appendix L, with information on the population and disadvantaged status of each tract. Under Chicago's [INVEST: South/West](#) (ISW) initiative, North Lawndale is one of ten communities, and Ogden Avenue is one of twelve commercial corridors, prioritized for community development to reverse decades of disinvestment and foster equity and resilience. Improving Ogden Avenue is essential to increase livability and investments in North Lawndale.

A Community Advisory Group (CAG) comprised of local organizations and stakeholders has formed to guide the Ogden Avenue Corridor Improvements Project (for a complete list, see Appendix F). The CAG will provide insights on achieving safety benefits while preventing unintended consequences for North Lawndale residents. The CAG first met in February 2023, and is expected to meet two more times to provide meaningful feedback at key design stages.

Homan Grown, a local organization, is partnering with the City on community engagement as part of the project team. Leveraging Homan Grown's strong local relationships, the public was invited to learn



about the project and provide insights at a public meeting and through a public survey in April 2023. The project team will continue conversations with the community through a series of workshops over summer / fall 2023. At these workshops, the community will be invited to provide targeted feedback on every component of the project. Following the workshops, two additional public meetings will be held in 2024 and 2025, and an additional youth workshop is planned for 2024.

Avenues for community participation include visiting key locations along the corridor at project milestones and making all project materials available online. A small percentage of the community are Latinx and Spanish-speaking. All public facing communications and project materials are available in Spanish.



Figure 2. April 2023. Public Meeting attendees filling out a survey

Throughout the community engagement efforts, North Lawndale stakeholders have identified Ogden Avenue as a priority location for safety improvements. Specific concerns include drivers having difficulty making left turns and pedestrians feeling unsafe while crossing the street. The project team is currently incorporating proven countermeasures and community guidance into the preliminary concepts for Ogden Avenue and will continue to do so as the designs are refined and finalized. These countermeasures are described in further detail above under Selection Criterion #1: Safety Impact.

Criterion #3: Effective Practices and Strategies

Chicago maintains policies and standards to ensure that all design decisions made in the public right-of-way are focused on safer streets for all. All roadway design decisions are rooted in the City's [Complete Streets Design Guidelines](#) which explicitly prioritize pedestrians, transit users, and cyclists over motor vehicles. The Vision Zero Chicago plan, which was followed by several updates and refinements including the Vision Zero West Side plan, had the most direct impact on the selection of Ogden Avenue as a priority project and it is described in further detail in the Selection Criterion #1: Safety Impact section of this document. These plans are based on an analysis of factors that contribute to crashes city-wide, with recommendations for priority locations where crash history shows improvements are needed. Public outreach guided the recommended locations and improvements at the City-wide and neighborhood level. Other plans and policies that guide safety decisions are below, and Appendix J provides a more detailed list.

New Safety Initiatives

A noteworthy policy update this year is a new [Memorandum of Understanding](#) (MOU) between the City of Chicago and the Illinois Department of Transportation. The MOU gives Chicago the flexibility to reduce lane widths, choose smaller design vehicles, and implement pedestrian safety improvements that previously would have been subject to extensive coordination and review to obtain approval at the State level. Ogden Avenue is under State jurisdiction, so the design will directly benefit from this agreement.



Soon after the MOU was signed, similar legislation was passed at the State level so that local governments throughout Illinois can restrict large trucks and design streets appropriately for local conditions. Another 2023 safety update is the [Chicago Cycling Strategy](#), which outlines the City's vision for the next 150 miles of bikeways to be designed by CDOT.

Safe Systems

Many of the documents listed in Appendix I are rooted in Safe Systems fundamentals. The Vision Zero Chicago plan in particular recommended many roadway design features that advance the Safer Roads goals of the Safe Systems approach. These are described in more detail as they relate to Ogden Avenue Project in the Selection Criterion #1: Safety Impact section of this document. Safer Vehicles recommendations from the plan were later enacted in an ordinance requiring side guards and convex mirrors be installed by City contractors on large vehicles in their fleets. Many design elements recommended in the Vision Zero Chicago plan and the Complete Streets Chicago Design Guidelines are proven countermeasures to achieve Safer Speeds, and the City actively uses automated enforcement technology to target speed problem locations near parks and schools.

The Vision Zero plan also led to changes in the city's [SAFE Ambassadors program](#), broadening the focus of their education and outreach efforts to align with the goals of the Vision Zero Chicago plan.

Equity and Accessibility

The [Vision Zero Chicago Action Plan](#) found that Chicagoans who live in areas of High Economic Hardship are at increased risk of being involved in a severe crash. The City's 2021 [Strategic Plan for Transportation](#) further refines CDOT's approach to Equity and Mobility justice, and the plan's [Year 1 Update](#) highlights actions taken. These include incorporating economic and mobility hardship metrics into the process for selecting Arterial Resurfacing projects and providing free bikes to income-eligible residents through the [Bike Chicago](#) program. The City's [Equitable Transit-Oriented Development](#) policy and grant program are focused on efficient transportation design and land use to with equity as a guiding framework.

Construction of sidewalks or corner ramps by city crews or outside contractors in Chicago is inspected for ADA compliance according to the proposed [Public Rights-of-Way Accessibility Guidelines](#) (PROWAG). Traffic signals are routinely updated to include accessible pedestrian signals, pedestrian countdown timers, and leading pedestrian intervals on any project that involves traffic signal work.

Efficient Construction

CDOT ensures that safety improvements are built as efficiently as possible by considering every project a safety project. The City's annual Arterial Resurfacing program includes analysis, design, and construction of new pedestrian refuge medians, curb bump-outs, raised crosswalks on side streets, bus bulbs, and other measures to improve safety for all road users before each street is resurfaced. And CDOT's [Office of Underground Coordination](#) (OUC) ensures that construction projects of all kinds in the public way are managed efficiently. As part of the permit process for construction in the public way, OUC staff review project limits and schedules for conflicts. They coordinate project scopes and schedules before permits are granted to prevent repeated digging and restoration in the same location.



Criterion #4: Other DOT Strategic Goals

Climate and Sustainability

In addition to reducing serious and fatal crashes, the safety improvements funded through this grant would improve multimodal access and connectivity while also incorporating sustainable features. The improvements will directly and indirectly mitigate climate change impacts.

The [2022 Chicago Climate Action Plan](#) (CAP) provides a strategic framework to “reduce Chicago’s contribution to global climate change, prepare our communities for the effects of a changing climate, and support a just transition to a thriving green economy.” One CAP strategy is to make walking, biking, or transit viable options for all trips, with the recommendation to “prioritize sidewalk and road maintenance by using an equity lens along with condition assessments to address historic imbalances in the upkeep of City infrastructure.”

Improving bicycle and pedestrian infrastructure along Ogden Avenue as detailed in Criterion #1: Safety Impacts, is aligned with this recommendation. Building protected bike lanes and improving pedestrian infrastructure is also consistent with [CDOT’s Strategic Plan for Transportation Year 1 Update](#) goal of implementing Complete Streets design and prioritizing transportation equity.

North Lawndale is a majority-minority community that faces serious environmental justice hardships. The community near the project corridor experiences the effects of high exposure to diesel particulate matter (EJ index is 98) and traffic proximity (EJ Index is 90) daily. See Appendix K for full EJ Screen Report. The City is moving with urgency to help mitigate this problem with this project.

Ogden Avenue is a major thoroughfare in the community and is served by both public bus and train. Bus stops at Pulaski Road and Central Park Avenue are among the top 10% highest ridership bus stops in the City. Bus stops on Central Park provide a connection to the City’s public train network. The Ogden Avenue Corridor Improvements Project will enhance multimodal connectivity by improving safety at bus stops, improving pedestrian facilities, and providing new protected bicycle infrastructure. These measures will encourage lower-carbon travel modes and reduce air pollution related to motor vehicle greenhouse gas emissions.

Throughout the Ogden Avenue Corridor Improvements Project, CDOT will follow priorities and policies outlined in its [Sustainable Urban Infrastructure Guidelines](#). The roadway design will incorporate sustainable design features such as LED upgrades at traffic signals and landscaped curb bump-outs wherever feasible. LED signals result in substantial energy savings. Reduced energy use promotes a sustainable environment by limiting the consumption of non-renewable fuels and thus the release of carbon emissions. Adding landscaped areas and using permeable pavers will reduce stormwater runoff and water pollution. Recycled materials will be used where appropriate.

Economic Competitiveness

The City’s signature community development initiative, [INVEST: South/West](#) (ISW), aims to re-activate neighborhood cores that were historically focal points for pedestrian activity, shopping, services, transportation, public spaces, and quality-of-life amenities for residents—but have suffered



disinvestment for the past 75 years. These disinvestments have led to decreased property values, public safety concerns, abandoned buildings, vacant lots, and blight.

North Lawndale is one of 10 communities, and Ogden Avenue is one of 12 commercial corridors, identified as priority for investments through the ISW program. Among the [new developments](#) spurred by ISW in North Lawndale are the Lawndale Innovation Center, expected to create approximately 700 permanent and temporary jobs, and Lawndale Redefined, an acre multi-use development on Ogden Avenue with mixed-income housing, retail space and a community center. Improving safety and multimodal connectivity to these local developments will boost economic vitality in the community.

Ogden Avenue connects West Side communities to critical services and employment centers such as the Illinois Medical District and the Central Business District. The NLCCC [Quality of Life Plan](#) notes that nearly 33% of North Lawndale residents use public transit to access employment, many along Ogden Avenue.

Workforce

In the past, the City of Chicago has used local hiring agreements when permitted by the funding agency. They have also required contractors to maximize use of U.S. Department of Labor-registered apprenticeship programs and have negotiated labor agreements that ensure graduates of Chicago Public Schools (CPS) and City Colleges of Chicago have access to apprenticeships for these good-paying jobs. This apprenticeship program benefits low-income students of color; 22 percent of CPS students are bilingual, and 73 percent qualified for free or reduced lunch in the 2021-2022 school year. At the City Colleges, nearly 70 percent of students identify as students of color.

Criterion #5: Supplemental Planning and Demonstration Activities

The [Vision Zero Chicago Action Plan](#), released in 2017, laid out a path to eliminate traffic fatalities in Chicago based on extensive analysis of historical crash data and robust community engagement. It identified High Crash Corridors and High Crash Areas, and it recommended countermeasures and benchmarks to address patterns in the crash data. In 2018, the [High Crash Corridors Framework Plan](#) listed safety projects on High Crash Corridors, including potential funding sources and implementation details. An [Annual Report](#) updated crash analysis to include data through 2016, and it assessed progress made in 2017-2018 on implementation of the Vision Zero Chicago plan. Neighborhood plan updates focused on High Crash Areas include the [Vision Zero Chicago West Side Plan](#) (2019) and the [Vision Zero Chicago Downtown Action Plan](#) (2021). Focused plans for High Crash Areas in the south side and the northwest side of the City are in progress. Recognizing that crash data, traffic patterns, neighborhood development, and safety culture change over time, Chicago seeks to update our understanding of roadway safety city-wide through an update to our Action Plan. The update will incorporate the latest Vision Zero practices and evaluate possible innovative approaches to safer streets for all users across Chicago. It will meet all requirements in the Safe Streets and Roads for All Action Plan Components guide and the Self-Certification Eligibility Worksheet found in Appendix A, including:



- Leadership commitment and goal setting: Renewal of Chicago’s commitment to Vision Zero, including an updated vision zero target date or crash reduction benchmarks as needed.
- Planning structure: a taskforce charged with oversight of plan development, implementation, and monitoring until the next plan update.
- Safety analysis: updated with the latest crash data, including identification of patterns in crash types, locations, and contributing factors and preparation of recommendations to address specific and systemic safety needs
- Engagement and collaboration: Summary of public engagement findings from the recent and ongoing Vision Zero High Crash Area plans, with supplemental engagement as needed to ensure city-wide feedback.
- Equity considerations: using CDOT’s Mobility and Economic Hardship as a base to identify targeted outreach and countermeasures to the most transit-dependent and historically under-served locations in the City.
- Strategy and project selections: prioritized list of multidisciplinary projects and strategies focused on implementation; including timelines.
- Progress and transparency: a method for annual, public reporting of progress towards measurable vision zero goals.

IV. Project Readiness

The Ogden Avenue Corridor Improvements Project is currently in the Preliminary Engineering Phase and expected to begin construction in 2026, as it is a priority for Chicago and the metropolitan region. As a priority area in the [Vision Zero Chicago West Side Plan](#) and an [INVEST: South/West](#) project, it is essential to capitalize on the recent, significant community engagement and investment plans for this historically disinvested area. Reconfiguring Ogden Avenue for multimodal transportation and reducing roadway fatalities and serious injuries is paramount to making North Lawndale safer and more accessible for all residents, and these improvements have the support of elected officials and a local MPO. Letters of support are found in Appendix G. CDOT is moving quickly to complete engineering plans and to obligate SS4A funds with the same urgency and priority. Appendix A contains a letter of Funding Commitment.

Schedule

Table 1. Vision Zero Planning Study Update Schedule

Project Milestone	Status	Completion Date
Contract Awarded	Pending	December 2024
Project Begins	Pending	January 2025
Project Complete	Pending	September 2026

*Table 2. Ogden Avenue Corridor Improvements Project Schedule*

Project Milestone	Status	Completion Date
Coordination with Illinois DOT	Ongoing	October 2022 (first meeting)
Environmental Survey Request	Complete	December 2022
Coordination with FHWA	Ongoing	March 2023 (first meeting)
Public Meeting 1	Complete	April 2023
Public Meeting 2	Pending	March 2024
Geometric Approval	Underway	December 2024
Public Hearing	Pending	February 2025
Section 106 Approval	Underway	March 2025
Section 4(f) Approval	Pending	May 2025
Preliminary Design Approval	Pending	August 2025
Final Plans and Specifications	Pending	November 2025
Procurement	Pending	Q4 2025
Construction Start	Pending	Q3 2026
Construction Completion	Pending	Q3 2028

With grant funding assumed to be awarded in December of 2023, obligation will occur no later than 12 months thereafter with commencement of the planning study to update the City's Vision Zero plan. The proposed budget for this project is available in Appendix B.

The Ogden Avenue Corridor Improvements Project is well-positioned to complete construction before the end of the five-year performance period, expected to be December 2029. As shown in the schedule, project activities are already underway with the initiation of environmental coordination, public involvement, and preliminary geometric design. The proposed design will adhere to all applicable state and local standards. Right-of-way acquisition, other than temporary easements for construction, will not be required. While watermain and sewer work is expected, relocation of private utilities is not anticipated which reduces the risk to the project schedule. There are no wetlands or floodplains adjacent to Ogden Avenue between Pulaski Road and Kedzie Avenue, thus environmental impacts are likely to be limited. The Ogden Avenue Corridor Improvements Project is anticipated to qualify for a Categorical Exclusion under 23 CFR 77.1.117 C. This project is incorporated within the Chicago Metropolitan Agency for Planning's Transportation Improvement Program (TIP).

The schedule includes a year as buffer as construction needs to be complete by 2029 to meet statutory requirements.