



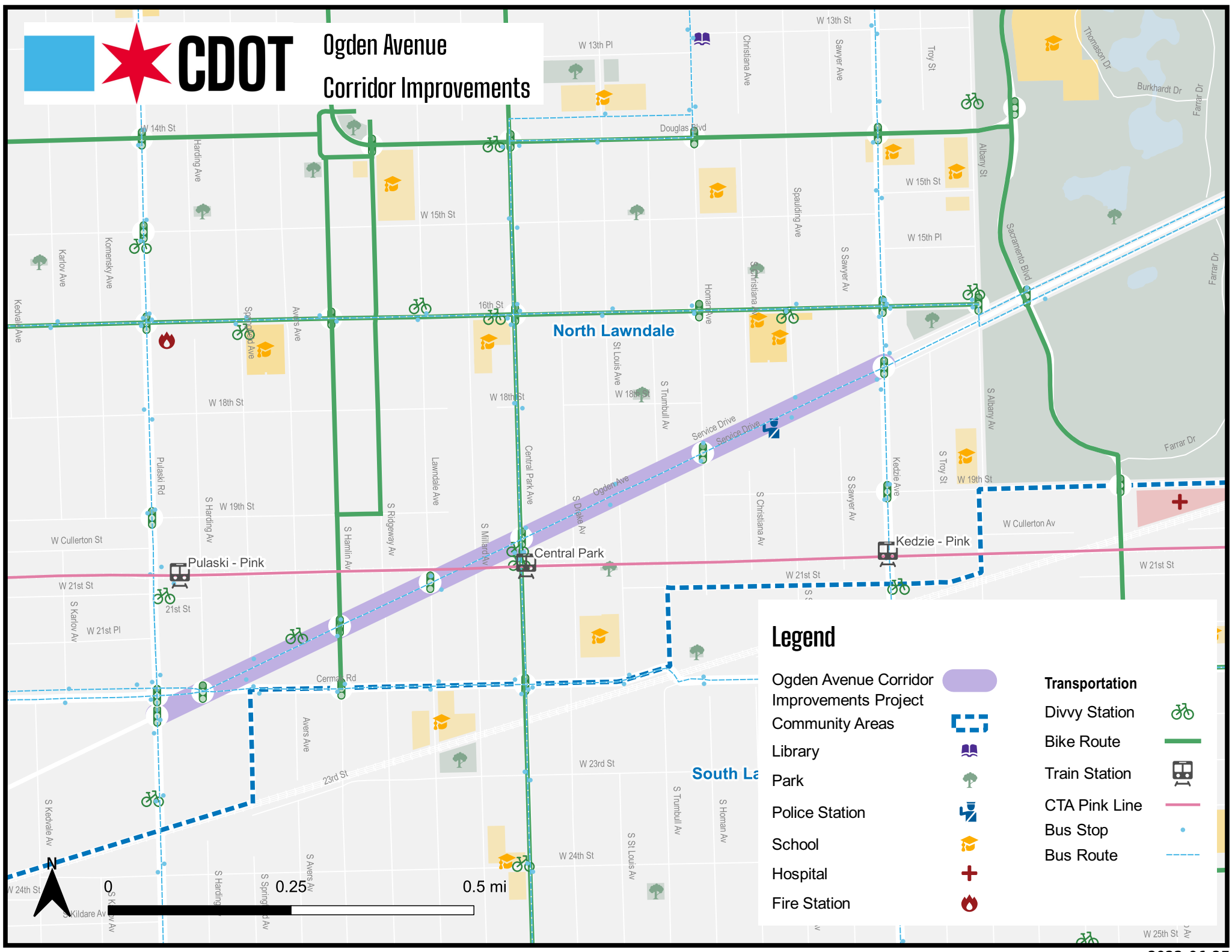
# APPENDIX C

## Study Area Maps



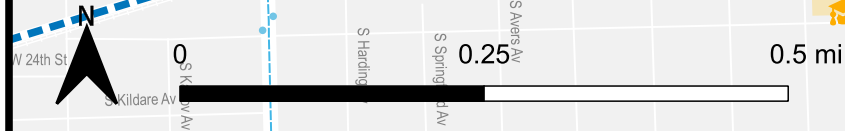


# Ogden Avenue Corridor Improvements



### Legend

Ogden Avenue Corridor Improvements Project		<b>Transportation</b>
Community Areas		Divvy Station
Library		Bike Route
Park		Train Station
Police Station		CTA Pink Line
School		Bus Stop
Hospital		Bus Route
Fire Station		





# Ogden Avenue Corridor Improvements





## Population Summary

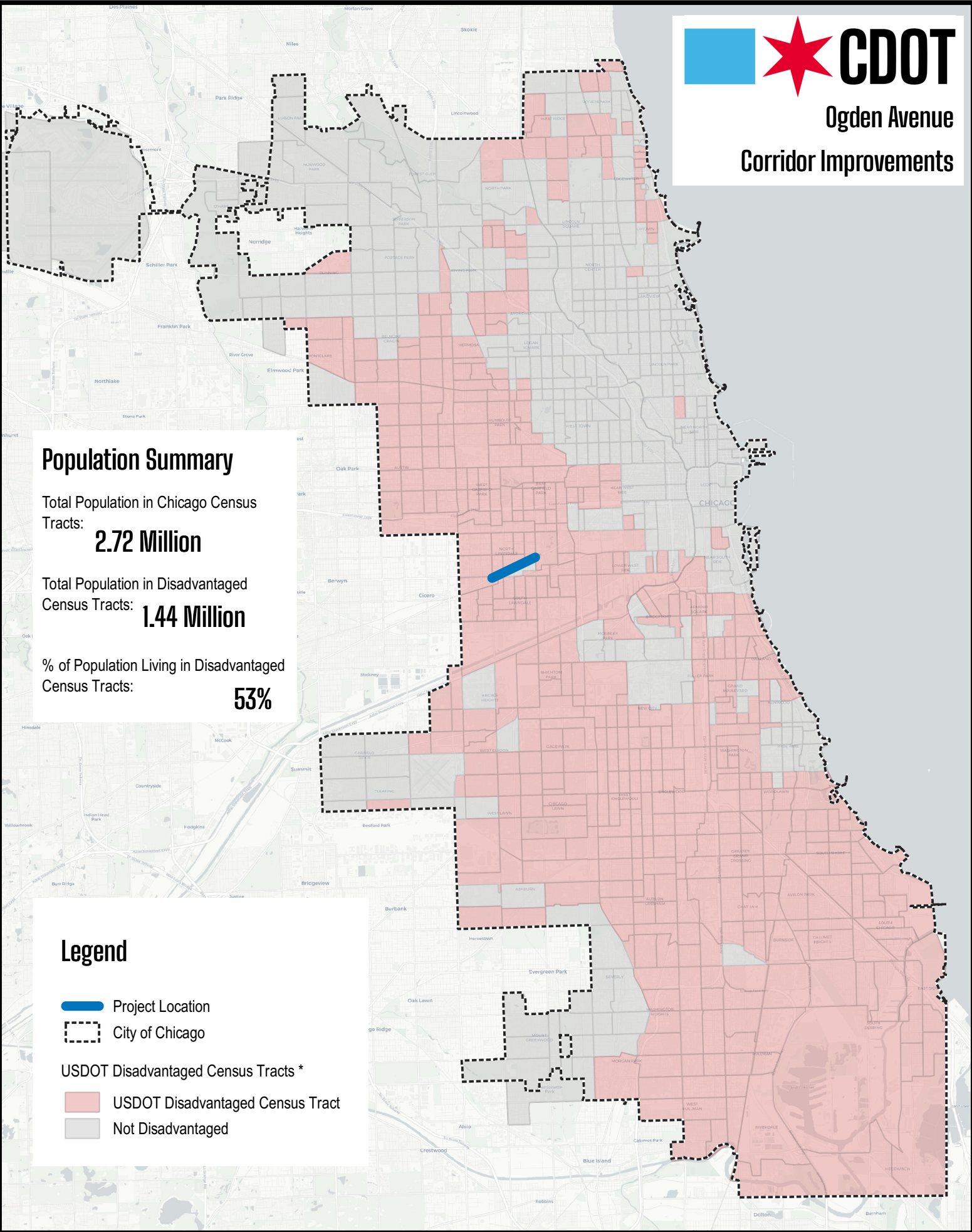
Total Population in Chicago Census Tracts:  
**2.72 Million**

Total Population in Disadvantaged Census Tracts:  
**1.44 Million**

% of Population Living in Disadvantaged Census Tracts:  
**53%**

## Legend

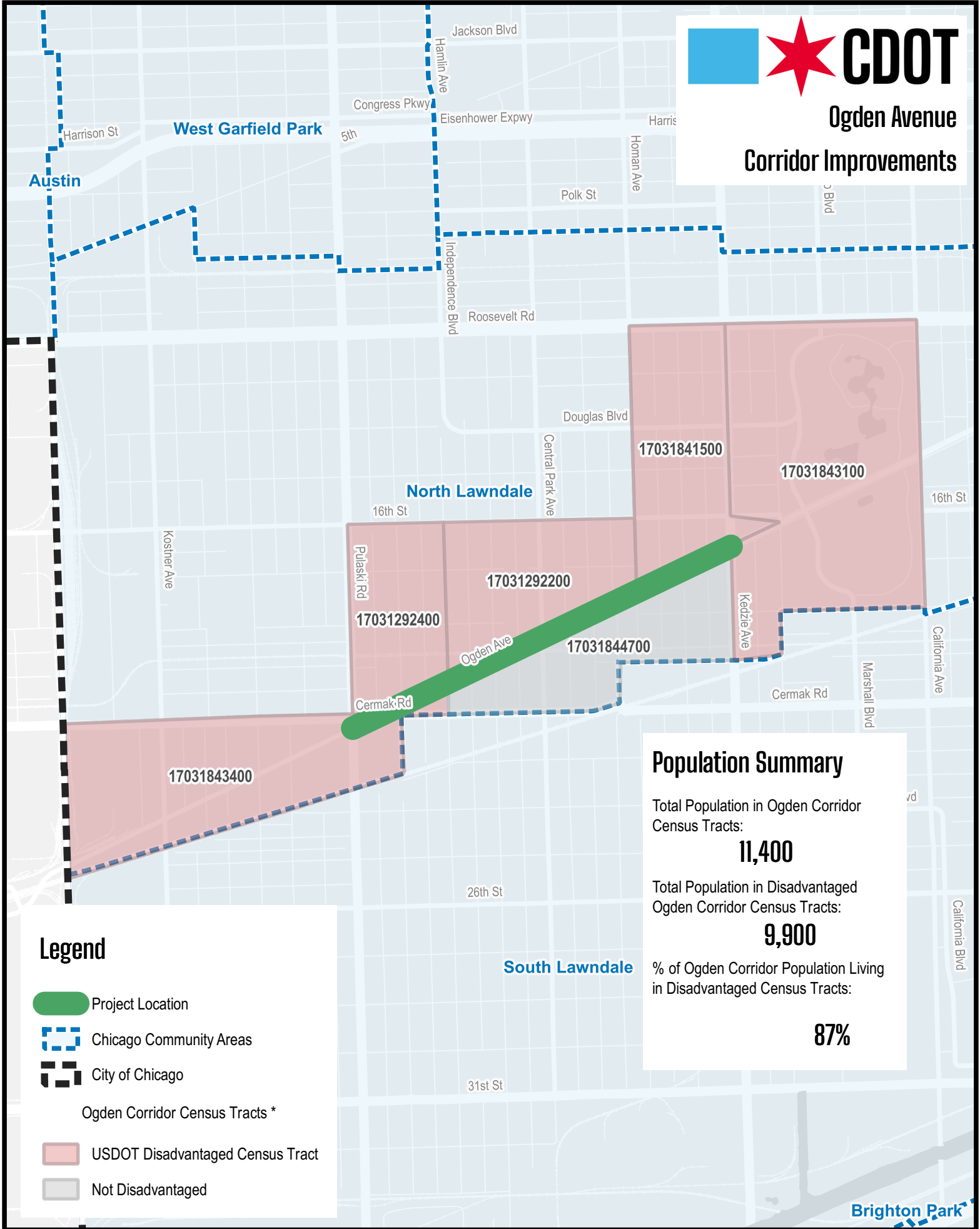
-  Project Location
-  City of Chicago
- USDOT Disadvantaged Census Tracts \***
-  USDOT Disadvantaged Census Tract
-  Not Disadvantaged



\* Source: USDOT ETC Explorer, National Results Feature Service  
[https://services.arcgis.com/xO1kZa10eWDREZv/arcgis/rest/services/DOT\\_Disadvantage\\_Census\\_Tracts/FeatureServer](https://services.arcgis.com/xO1kZa10eWDREZv/arcgis/rest/services/DOT_Disadvantage_Census_Tracts/FeatureServer)



# Ogden Avenue Corridor Improvements



### Population Summary

Total Population in Ogden Corridor  
Census Tracts:  
**11,400**

Total Population in Disadvantaged  
Ogden Corridor Census Tracts:  
**9,900**

% of Ogden Corridor Population Living  
in Disadvantaged Census Tracts:  
**87%**

### Legend

- Project Location
- Chicago Community Areas
- City of Chicago
- Ogden Corridor Census Tracts \*
- USDOT Disadvantaged Census Tract
- Not Disadvantaged

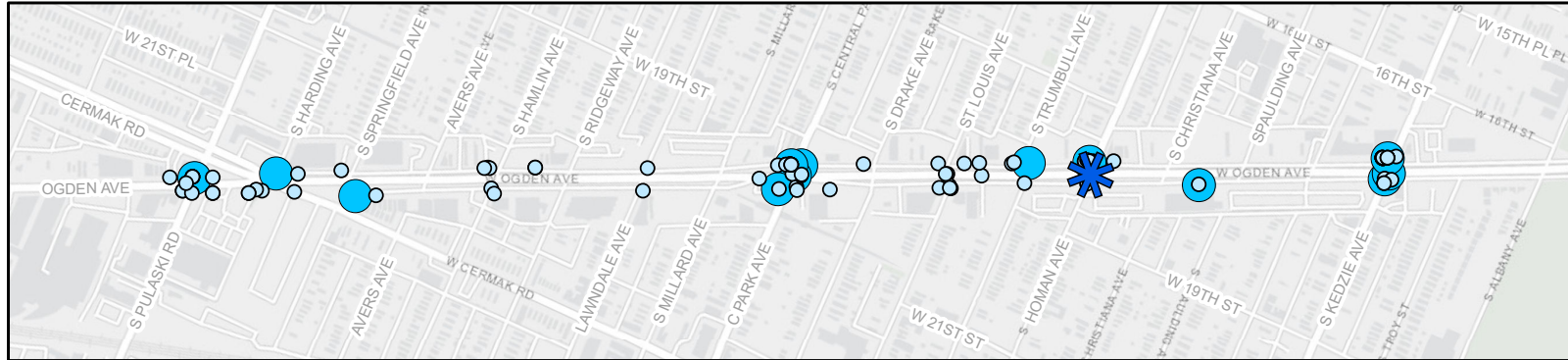
\* Source: USDOT ETC Explorer, National Results Feature Service  
[https://services.arcgis.com/xOi1kZa10eWDREZv/arcgis/rest/services/DOT\\_Disadvantage\\_Census\\_Tracts/FeatureServer](https://services.arcgis.com/xOi1kZa10eWDREZv/arcgis/rest/services/DOT_Disadvantage_Census_Tracts/FeatureServer)

# W. Ogden Avenue Crashes

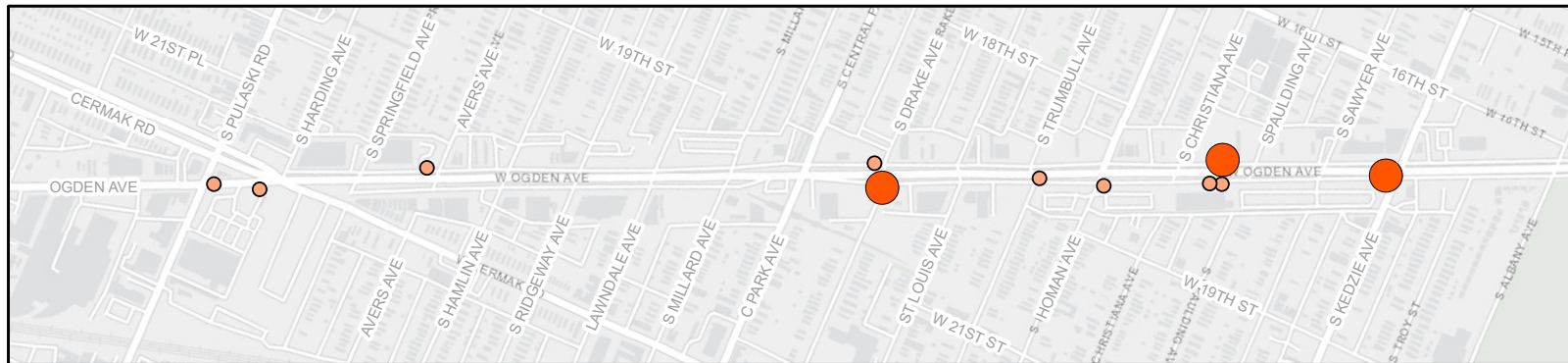
S. Pulaski Rd. to S. Kedzie Ave. | 2017-2021



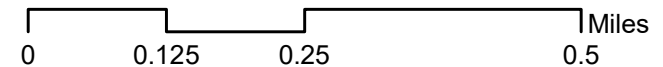
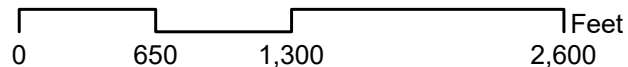
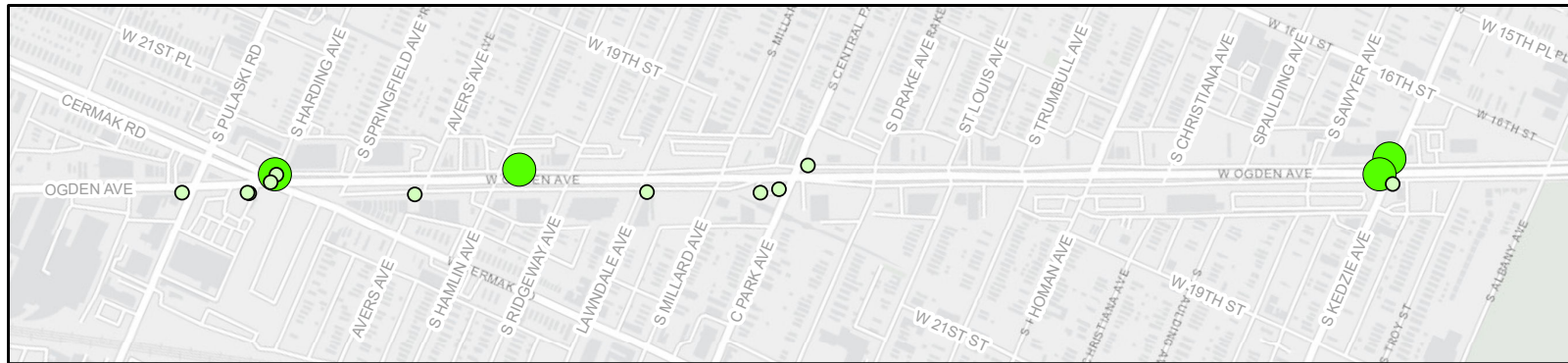
- Fatal Auto Crash
- A-Injury Auto Crash
- B-Injury Auto Crash



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



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





### Legend








- Right-Sized Streets ◆
- Protected Bike Lanes ●
- Bus Stop Improvements 🚌
- Remove Service Drive Access Where Feasible ★
- Eliminate Positive Offset of Opposing Left Turn Lanes +
- New Left Turn Lanes —
- Raised Crosswalks on Side Streets —
- Cross Street Curb Bump-outs Where Feasible ▲
- Pedestrian Refuge Island ■



\* Potential countermeasure locations are based on preliminary feasibility review. Final locations to be determined through engineering and community engagement.



### Legend

- Improve Signal Visibility 
- New Left Turn Phasing 
- New Accessible Pedestrian Signals (APS) 
- New Pedestrian Countdown Timers 
- New Leading Pedestrian Intervals (LPI) 
- Right-Sized Streets 
- Protected Bike Lanes 



\* Potential countermeasure locations are based on preliminary feasibility review. Final locations to be determined through engineering and community engagement.