



OGDEN AVENUE CORRIDOR IMPROVEMENTS

East Avenue / Eberly Avenue to Custer Avenue

WELCOME!

Public Information Meeting

March 19, 2024 | 4 p.m. to 6 p.m.



OGDEN AVENUE CORRIDOR IMPROVEMENTS *STUDY OVERVIEW*

ABOUT THE STUDY

The Village of Brookfield is implementing improvements to Ogden Avenue from Eberly Avenue to Custer Avenue through an Engineering and Environmental (Phase I) Study. This study will be multi-faceted and will transform the Ogden Avenue corridor.

STUDY PURPOSE

This study is an opportunity to reimagine Ogden Avenue as a multimodal transportation corridor, as a hub for community activity, a gateway to the Village for visitors, and as a catalyst for neighborhood economic development. The study team will facilitate a process that both builds upon previous efforts and engages community members on the process moving forward to become active participants in determining how to continue energizing Ogden Avenue to reflect the community and its needs.

What were previous community engagement findings?

The following were top challenges heard from the 2022 Energize Ogden Avenue Master Plan:

- Mobility: Parking and uncomfortable sidewalks are challenges
- Corridor Character: Participants indicated that they didn't find the corridor attractive and that they would be more likely to visit corridor if it was more attractive.

When can I provide feedback?

Opportunities for the public to review materials and provide their feedback are highlighted on the timeline exhibit board. This will include two public meetings and a public survey. The first public information meeting is being held today and an online survey will be available March-April.

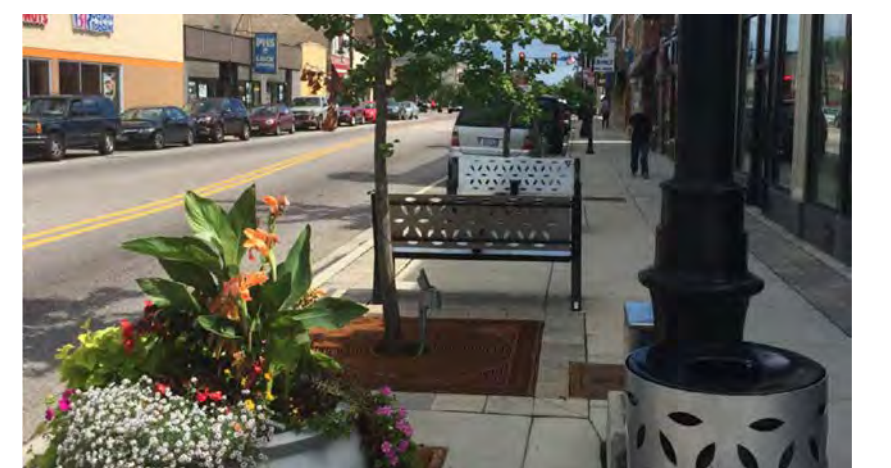
[EnergizeOgden.org](https://www.energizeogden.org)

STUDY BENEFITS

This study will build upon community visions identified in the 2022 Energize Ogden Master Plan and address the following improvements:

Beautification / Placemaking

Provide streetscape improvements (such as pavers, decorative crosswalks, benches, landscaping, new lighting, light pole banners, and gateways) that bolster a sense of place and increases curb appeal to help make Ogden a gateway to the Village that welcomes visitors.



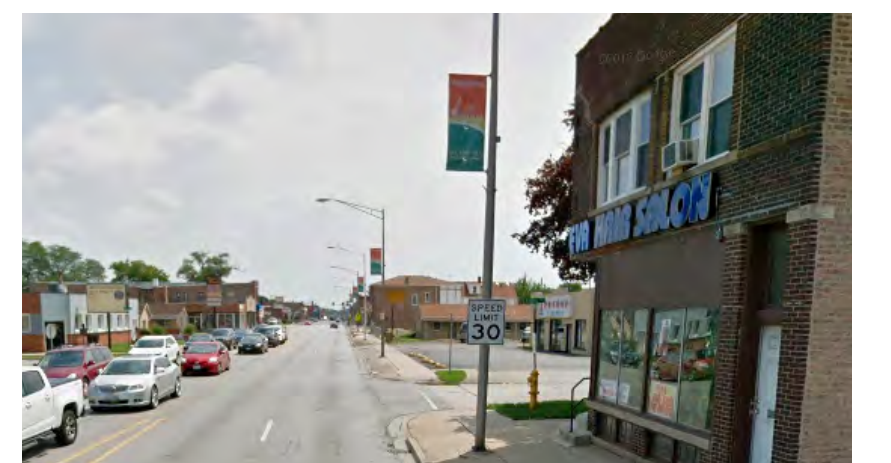
Increased Safety

Redesign will increase safety for all roadway users, including pedestrians and bicyclists by improving sidewalk connectivity and crossings.



Lighting

Evaluate options for decorative lighting that could improve both the safety and aesthetics of the corridor.



Aging Infrastructure

Result in a more attractive corridor, with a better quality road and new sewer and water infrastructure.



When will it be constructed?

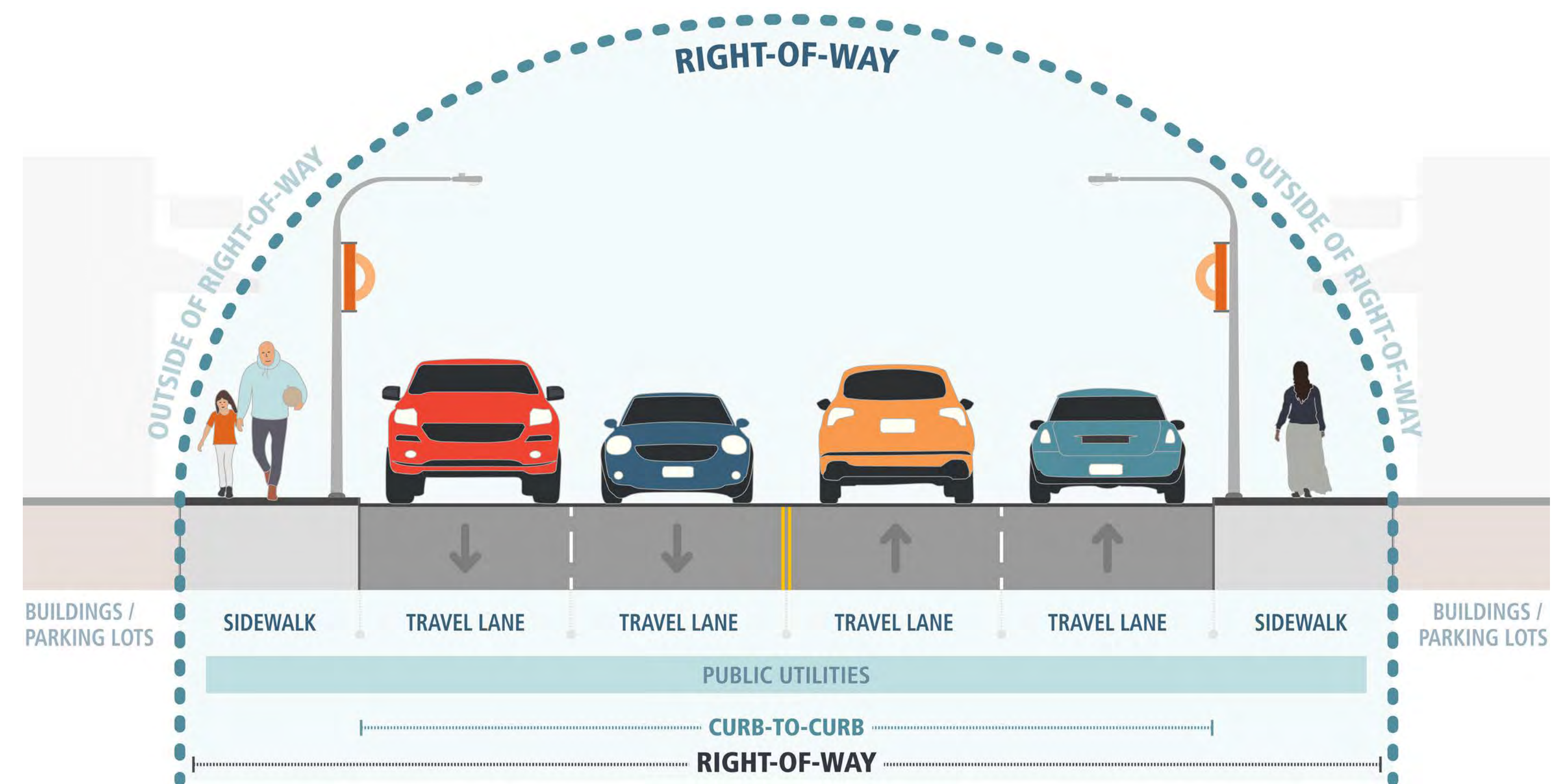
There are several key steps before the study can be constructed, including completing this study, getting approvals from the Illinois Department of Transportation, and then securing funding. Best case scenario is construction would begin Fall 2028.

OGDEN AVENUE CORRIDOR IMPROVEMENTS *STUDY OVERVIEW*

What is covered in this Phase I Study?

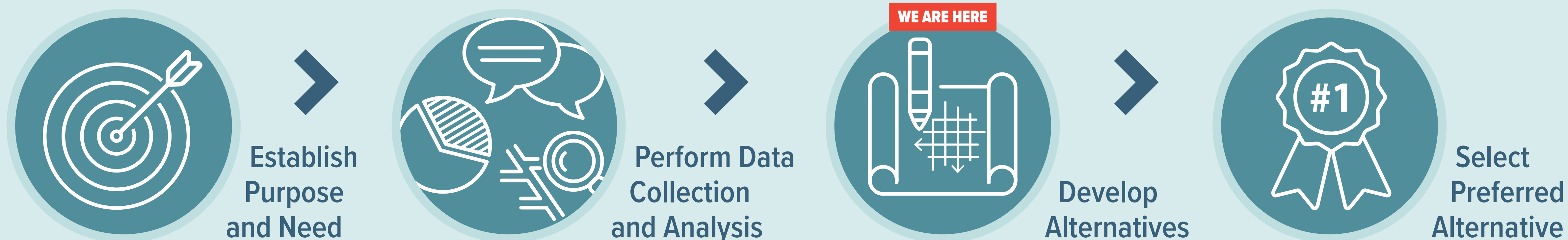
SCOPE ITEMS

- › Environmental Studies
- › Crash Analysis and Safety Studies
- › Traffic and Parking Circulation Studies
- › Public Engagement
- › Improvement Alternatives (Geometric Studies)
- › Streetscape Design
- › Project Development Report



Overall Process Timeline

PHASE I ENGINEERING STUDY



Community Engagement

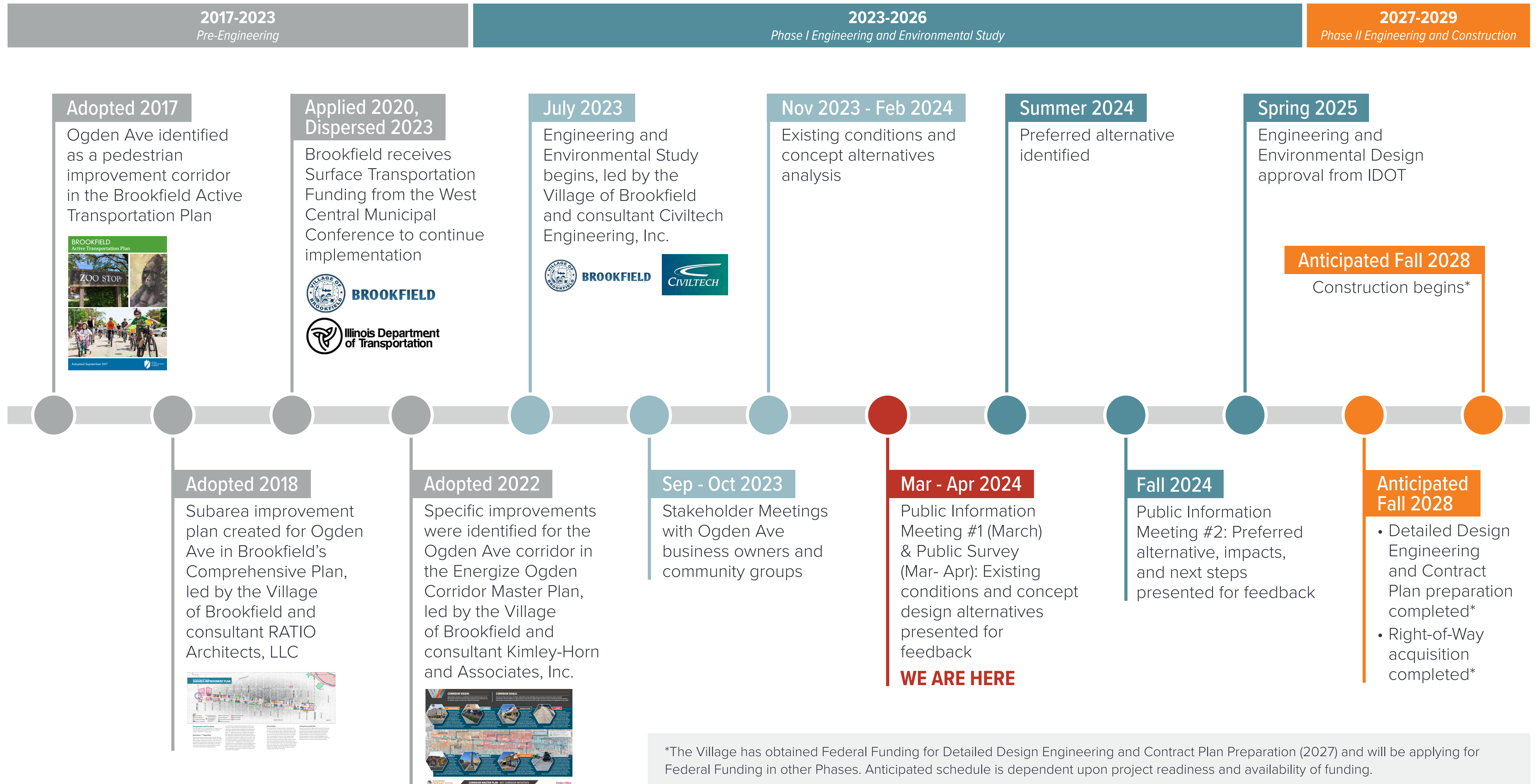
FUTURE PROJECT PHASES



Detailed Design Engineering, Contract Plan, and Construction

OGDEN AVENUE CORRIDOR IMPROVEMENTS *STUDY SCHEDULE*

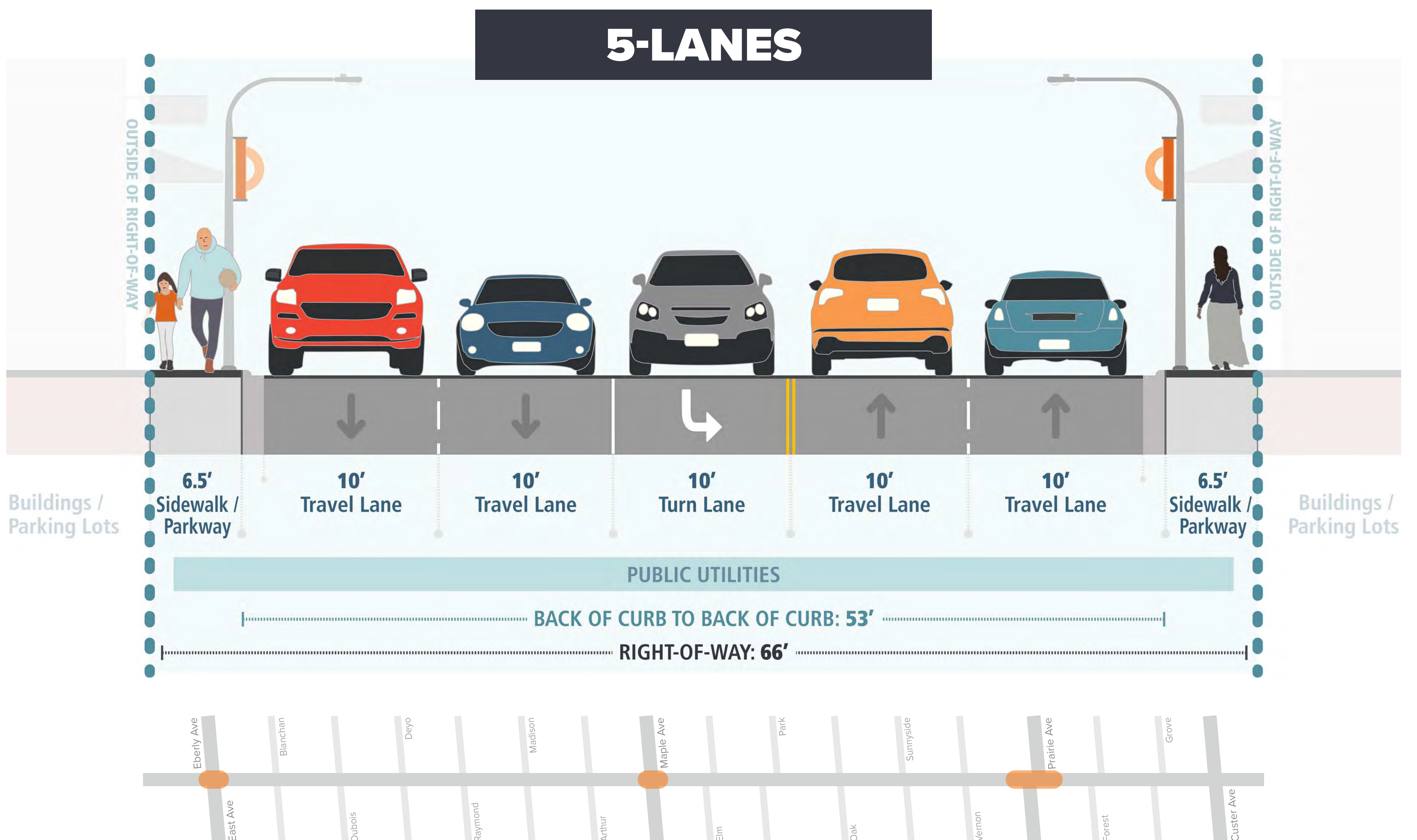
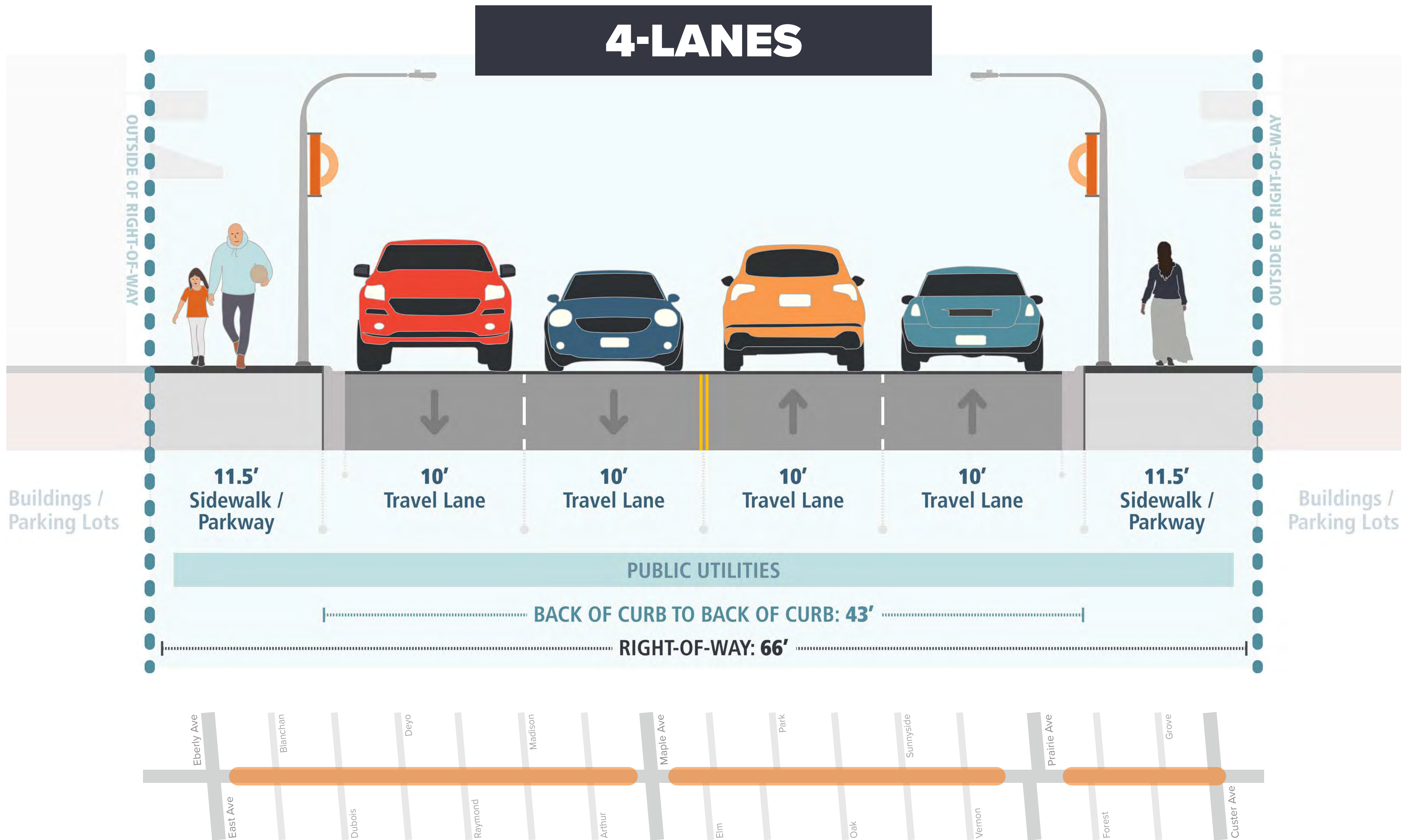
From Community Vision to Construction



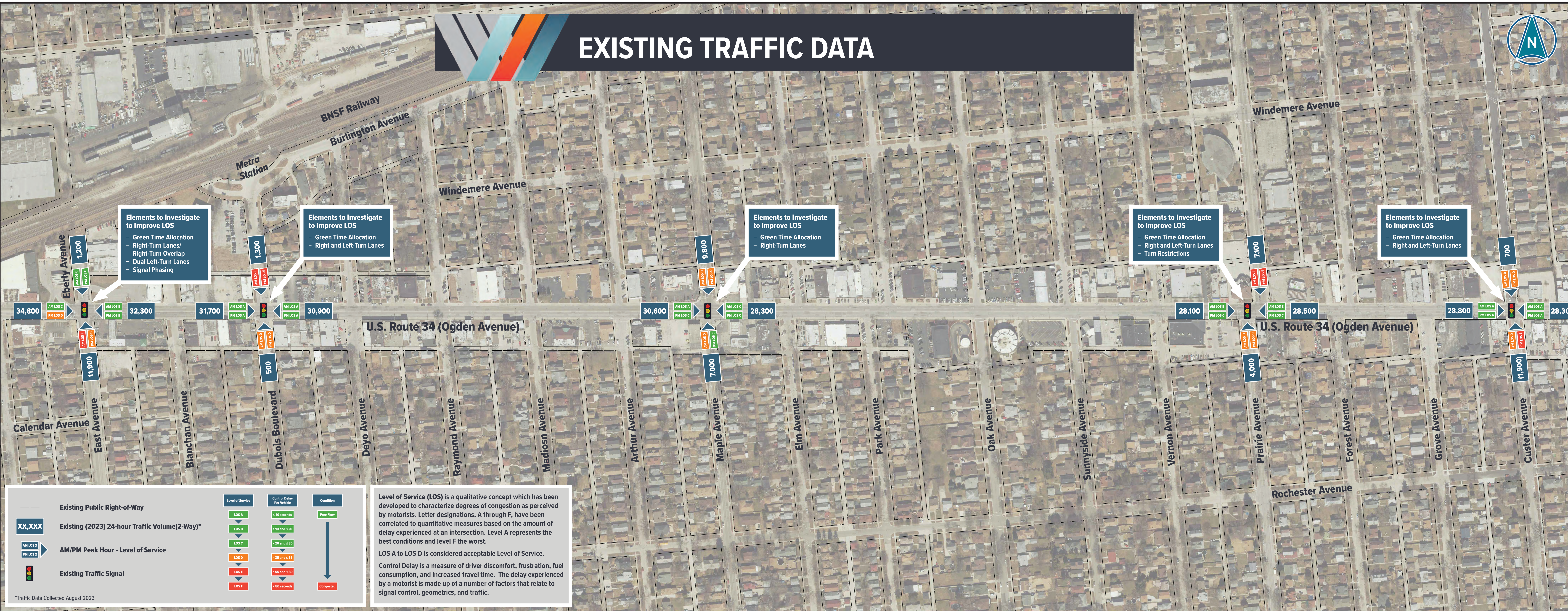
OGDEN AVENUE CORRIDOR IMPROVEMENTS

EXISTING CONDITIONS

Typical Cross Sections



EXISTING TRAFFIC DATA



Legend	Level of Service	Control Delay Per Vehicle	Condition
—	LOS A	≤ 10 seconds	Free Flow
XX,XXX	LOS B	> 10 and ≤ 20	↓
AM LOS X PM LOS Y	LOS C	> 20 and ≤ 25	
🚦	LOS D	> 25 and ≤ 35	
	LOS E	> 35 and ≤ 50	
	LOS F	> 50 seconds	Congested

Level of Service (LOS) is a qualitative concept which has been developed to characterize degrees of congestion as perceived by motorists. Letter designations, A through F, have been correlated to quantitative measures based on the amount of delay experienced at an intersection. Level A represents the best conditions and level F the worst.

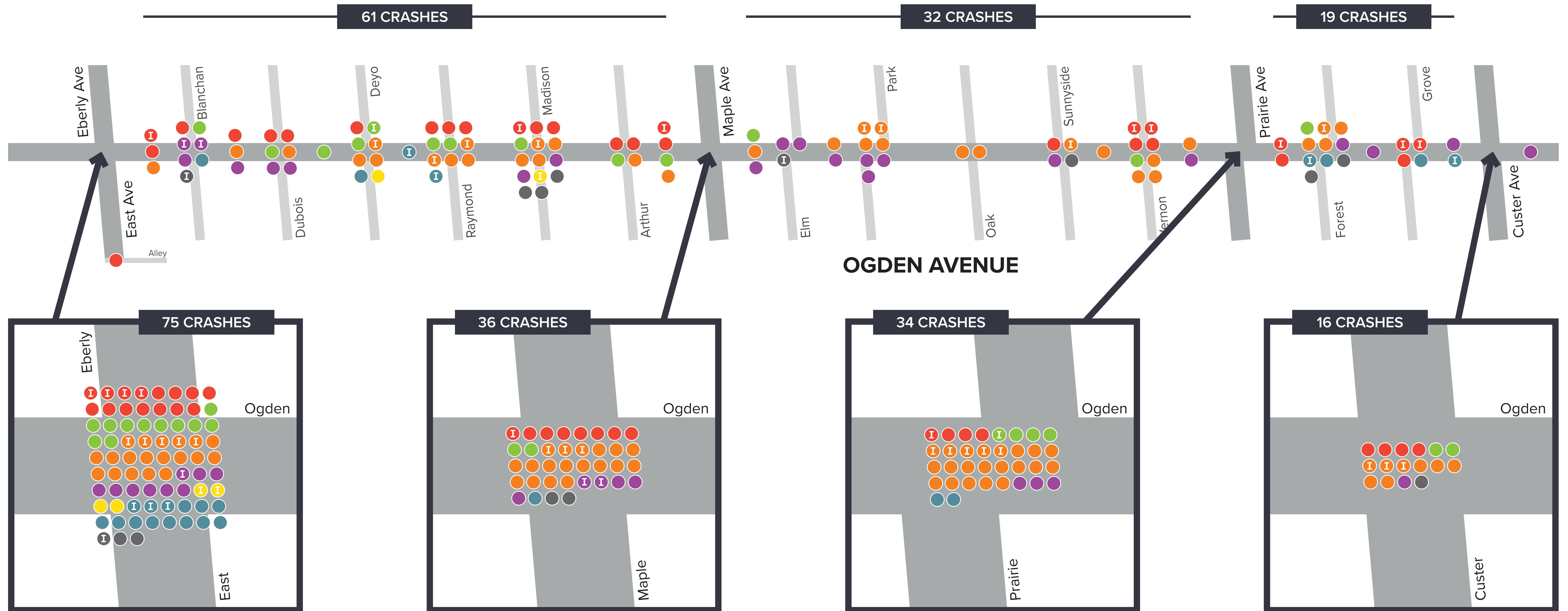
LOS A to LOS D is considered acceptable Level of Service.

Control Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to signal control, geometrics, and traffic.

*Traffic Data Collected August 2023

OGDEN AVENUE CORRIDOR IMPROVEMENTS *EXISTING CONDITIONS*

Crash Locations and Severity (2018-2022)



● Right Angle	59	● Person Walking / Biking	6
● Left Turn	32	● Fixed Object	25
● Rear End	100	● Other	14
● Sideswipe	39	ⓘ Injury-Involved Crash	54

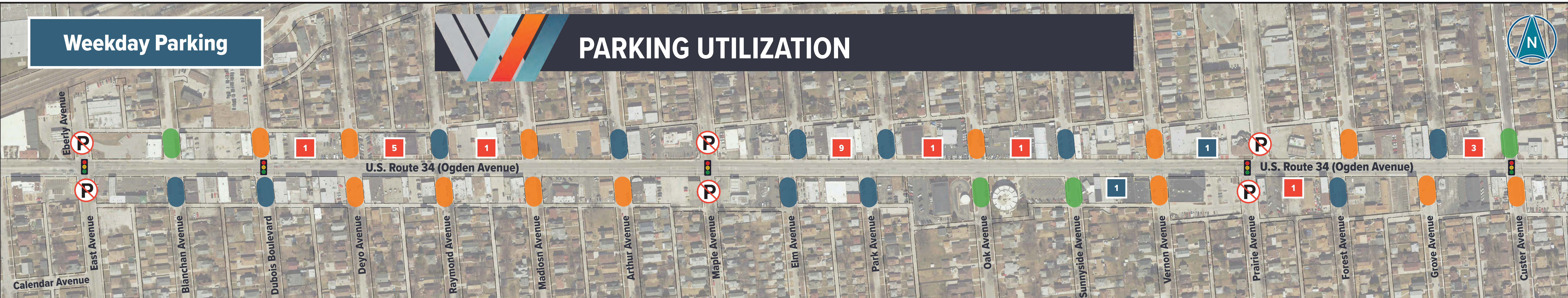
275 TOTAL CRASHES

PEDESTRIAN SAFETY

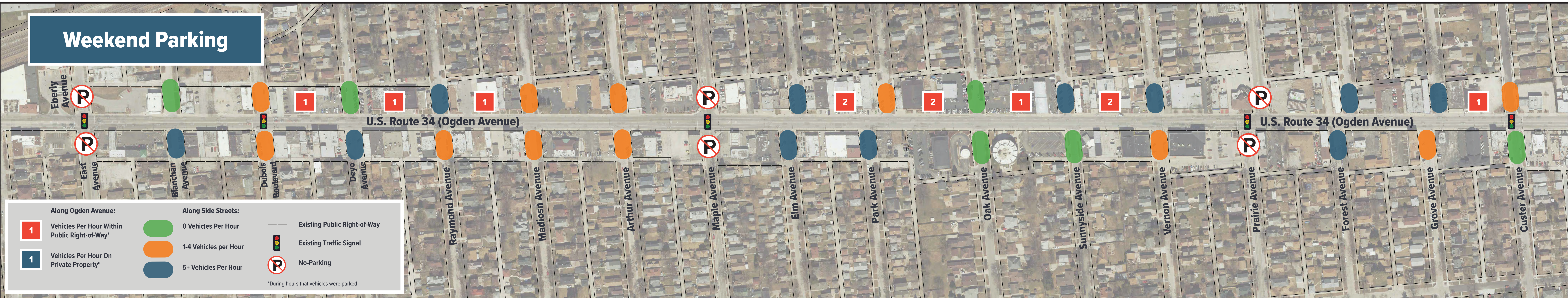


Weekday Parking

PARKING UTILIZATION



Weekend Parking



Along Ogden Avenue:

- 1 Vehicles Per Hour Within Public Right-of-Way*
- 1 Vehicles Per Hour On Private Property*

Along Side Streets:

- 0 Vehicles Per Hour
- 1-4 Vehicles per Hour
- 5+ Vehicles Per Hour

Legend:

- Existing Public Right-of-Way
- Existing Traffic Signal
- No-Parking

*During hours that vehicles were parked

OGDEN AVENUE CORRIDOR IMPROVEMENTS **EXISTING CONDITIONS**

What We've Heard & Observed

Pedestrian safety issues along Ogden Avenue

- Existing pedestrian facilities are in poor condition
- Pedestrian accommodations should be provided along the corridor regardless of the surrounding land use
- Lack of buffer space between sidewalks and roadway
- Pedestrian walkways regularly blocked by parked vehicles



Bus stops are unwelcoming



Concerns expressed about parking along Ogden Avenue



Lacking curb appeal

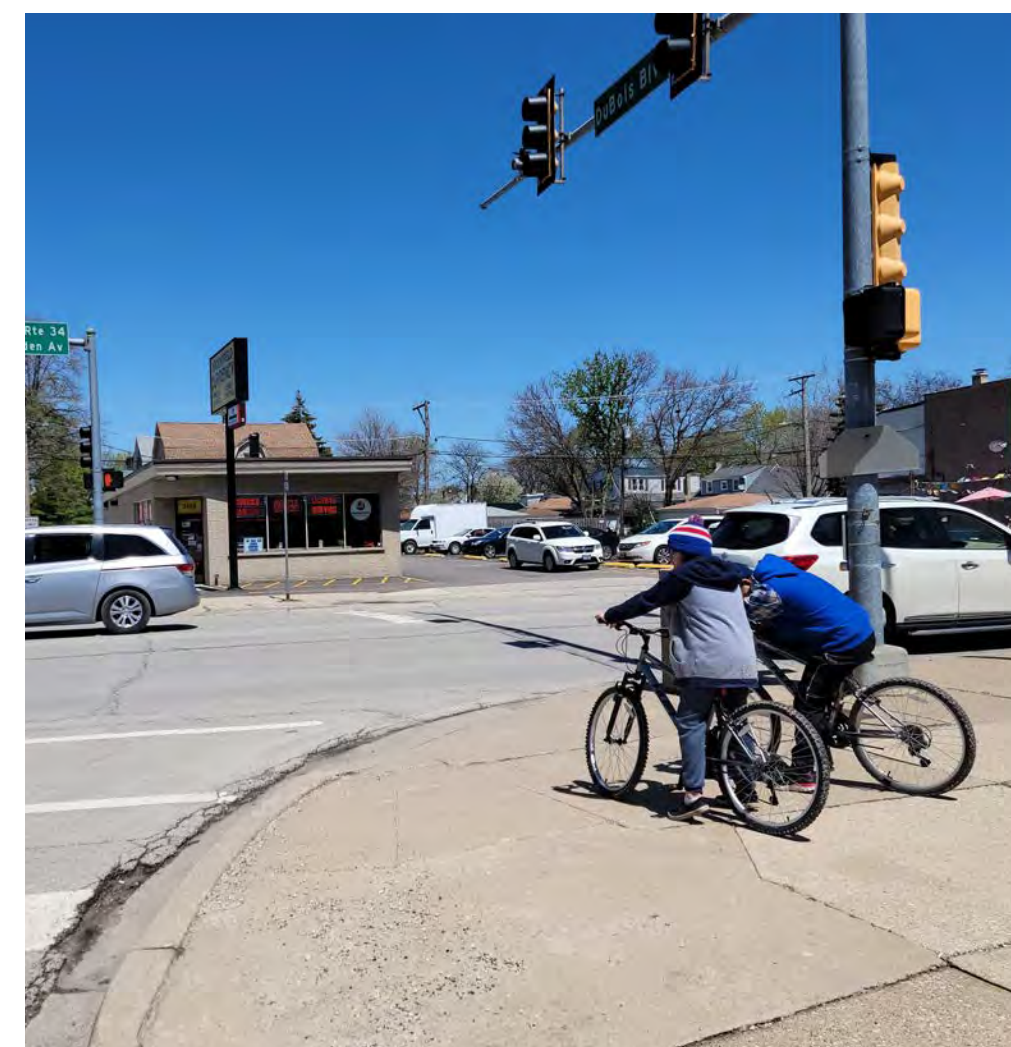
Traffic volumes too high on Ogden Avenue to reduce to one lane in each direction

- Traffic Volume along Ogden Avenue ranges from 28,300 to 34,800 vehicles per day
- A road diet is typically implemented on roadways with a current and future average daily traffic of 25,000 or less¹

¹(CMF ID: 5554, 2841) Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053 (2010)

Vehicles are speeding through the corridor

- 30 mph is the posted speed limit
- 24-hour speed study identified 85th percentile speeds range between 35.3-38.4 mph
- Fast truck traffic particularly concerning



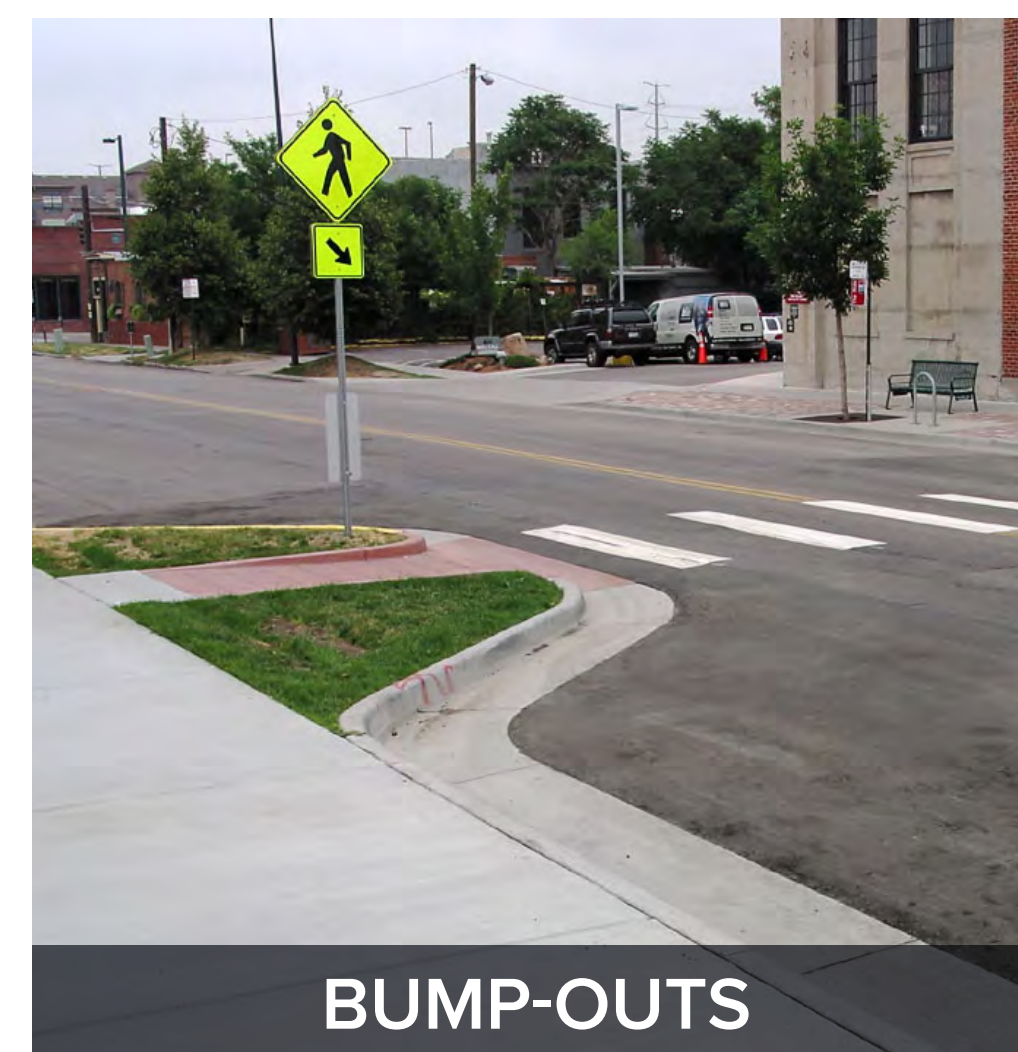
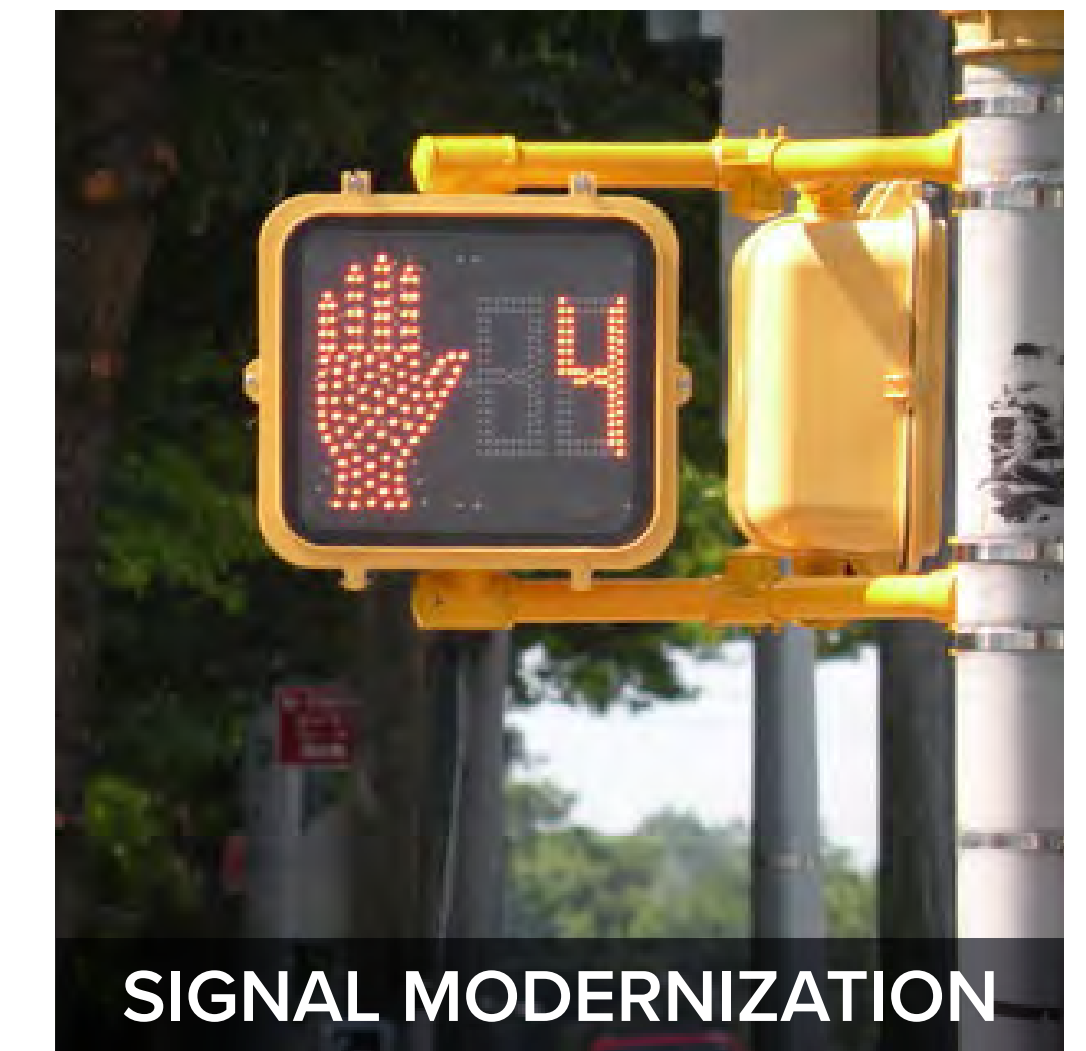
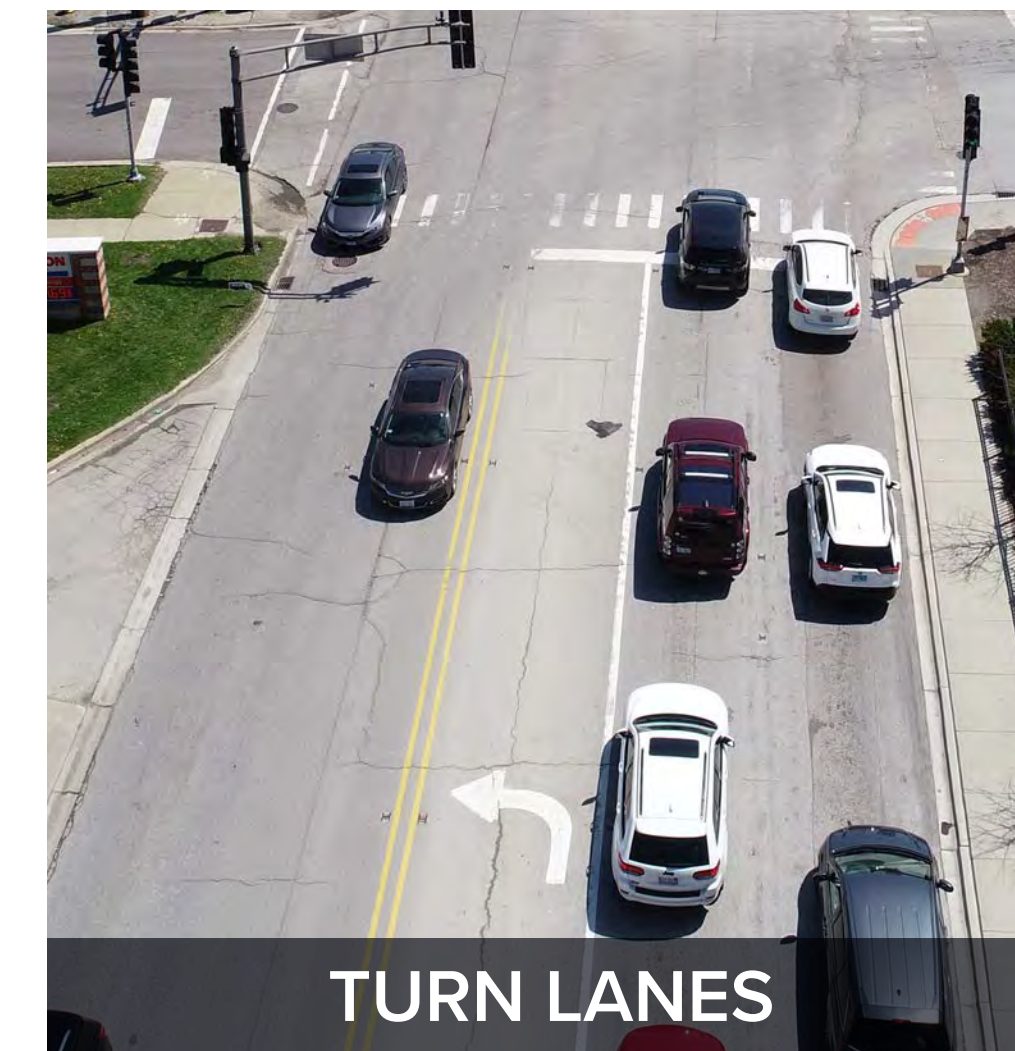
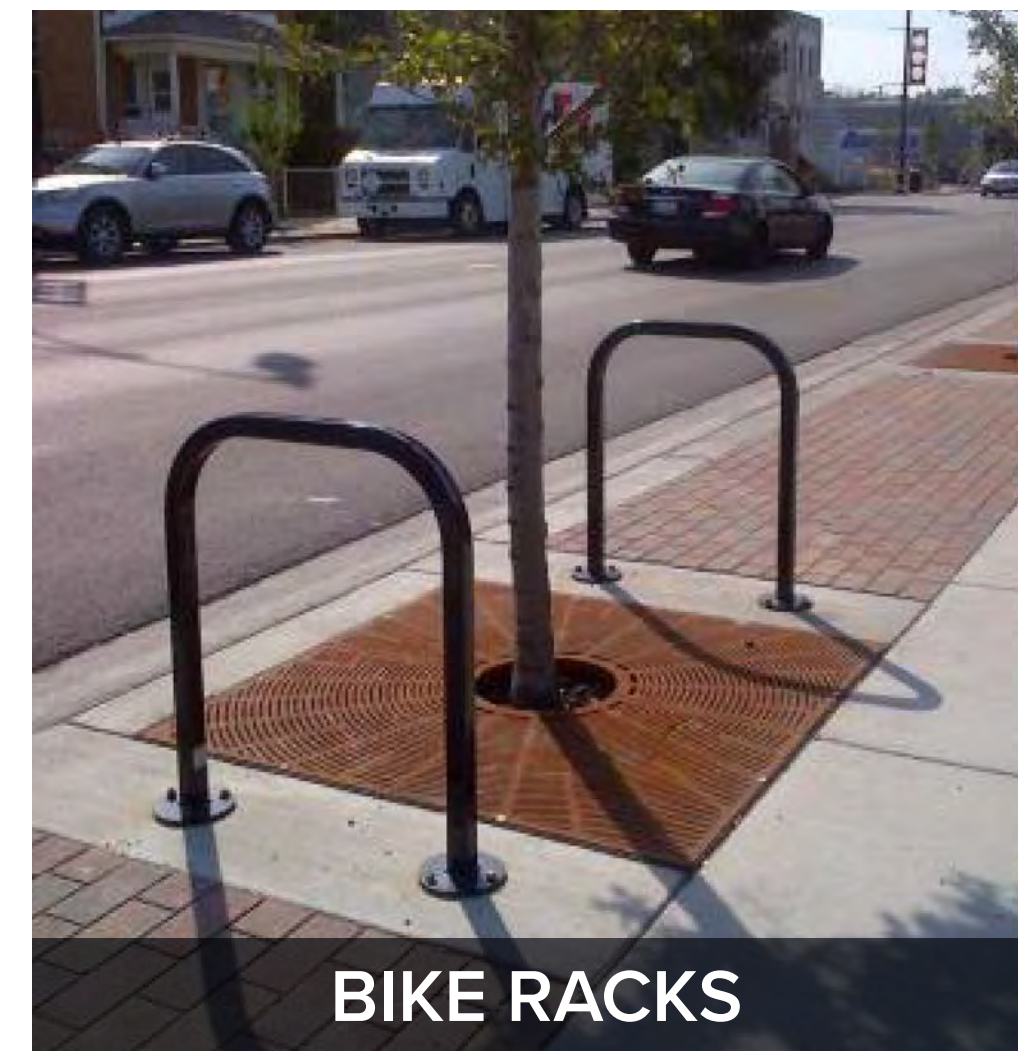
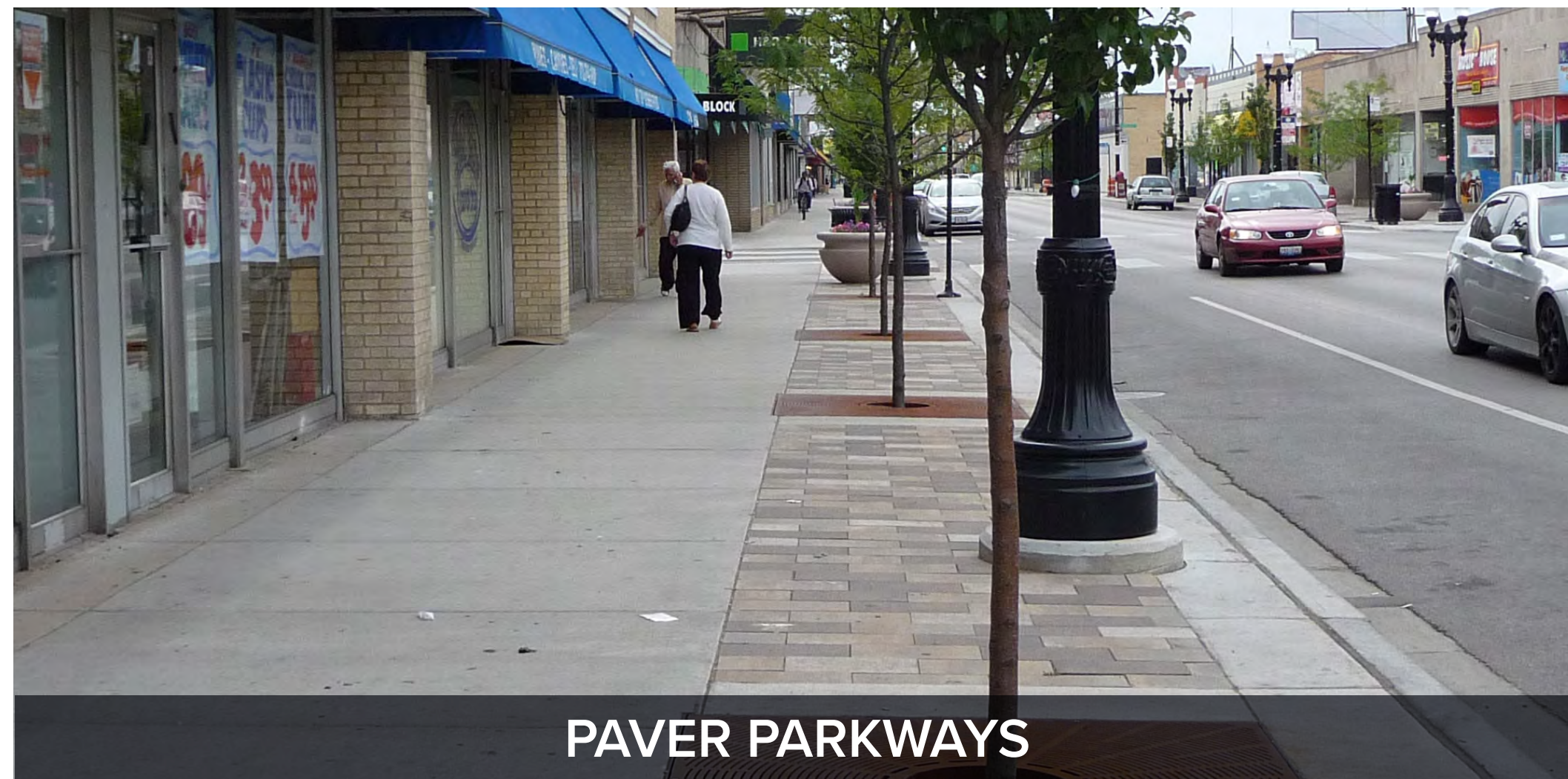
Many crashes along Ogden Avenue

- Preliminary crash analysis has identified 275 crashes from 2018-2022
- Observed a crash during a "walkshop" for this study



OGDEN AVENUE CORRIDOR IMPROVEMENTS *POTENTIAL CONCEPTS*

Potential Improvements Toolkit



OGDEN AVENUE CORRIDOR IMPROVEMENTS

POTENTIAL DESIGN CONCEPT

Pedestrian Refuge Island at Oak / Ogden

EXISTING



POTENTIAL

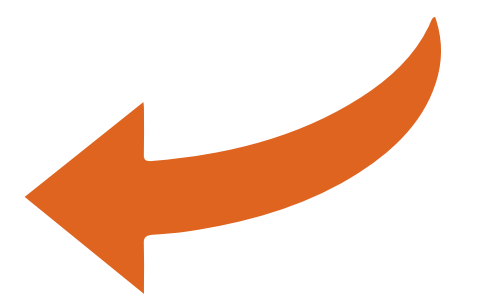


We want to hear from you!

- Provide comments on the potential design concepts, or any other materials presented today, through **April 16**
 - Email **SFerrari@brookfieldil.gov** with any comments or questions after the meeting
 - Take the **public survey**, open now through **April 16**
-
- Project team will refine the concept design alternatives and identify a preferred alternative based on further engineering analysis and community feedback
-
- Project team to share the preferred alternative and recommendations for feedback at a second Public Information Meeting next fall



scan me



or

visit the
project
website

**Thank you for
joining us today!**

We look forward to working with you to improve the Ogden Avenue corridor in Brookfield.

PROJECT WEBSITE

www.EnergizeOgden.org