

## Figure 9: Ogden Avenue: Transportation and Circulation Plan

The safe and efficient movement of vehicles is paramount within the Ogden Avenue Corridor. Ogden Avenue, or U.S. Route 34, is a U.S. Highway that extends from Berwyn, Illinois to Granby, Colorado. Ogden Avenue serves as a primary arterial road, and unlike most other streets within the community, plays an important role in the transportation network of the Chicago Region. The large volumes of traffic create opportunities for commercial businesses seeking visibility, but create safety concerns for both vehicles and pedestrians. The Transportation and Circulation Plan identifies planning considerations to improve the safety and efficiency of vehicular movement throughout the corridor.

### Signalized Intersections

The existing traffic signals within the Corridor are adequate. No additional traffic signals are recommended for the Ogden Avenue Corridor. The Village should coordinate with IDOT in regards to future traffic signals and appropriate speed limits along Ogden Avenue.

### Street Closure/Cul-de-Sacs

A recommendation of this Plan is to limit the amount of streets that cross Ogden Avenue. Currently, every street that intersects with Ogden Avenue provides an opportunity for

traffic to cross from north to south. While this provides some convenience, it causes concern for safety and is not representative of sound planning. As a primary arterial road, access points should be limited for efficient flow, including access to residential neighborhoods. Controlled access across Ogden should be limited to Eberly, Maple, Prairie and Custer. Cul-de-sacs should be considered at Grove Avenue (both sides), Deyo Avenue (both sides), and Blanchar (north side). Right of way no longer utilized because of cul-de-sacs can be developed for

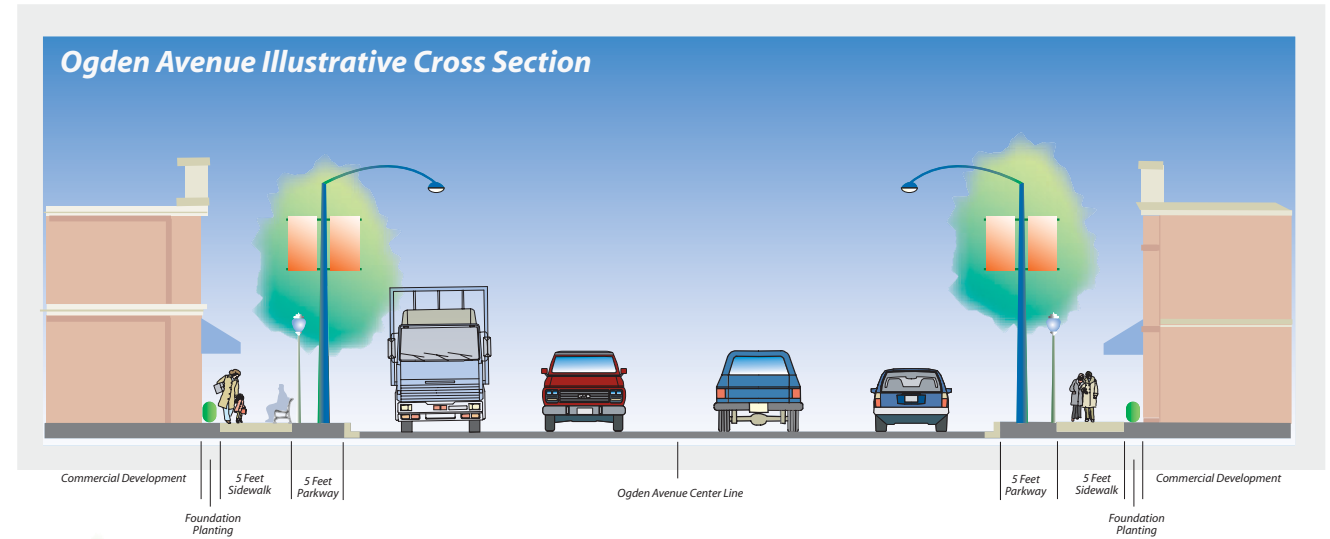
off-street parking to serve commercial uses, or leased or sold for commercial redevelopment.

### Curb and Gutters

Curb and gutters serve multiple functions in street design and construction. They act as a channel, leading stormwater to inlets and drains, and they restrict access to areas with depressed curbs (i.e. curb cuts). Restricting access is an important consideration for the Ogden Avenue Corridor Plan. While access points everywhere throughout the corridor could be perceived as convenient, they allow for spontaneous and unanticipated turning create dangerous situations for motorists and pedestrians. Furthermore, chaotic and uncontrolled access can exacerbate traffic and circulation problems and compromise the efficient flow of through traffic along Ogden Avenue.

Currently the curbing within the corridor consists of both roll curb and gutter, and more traditional six-inch vertical "hard" curb and gutter. All existing roll curbs within the corridor should be replaced with six-inch vertical "hard" curbing. The vertical curbing will limit access points and prevent vehicles from parking on the sidewalk. Parking on the sidewalk within the right-of-way is a problem throughout some sections of the corridor.

**Roll Curb** A low, rounded curb that allows access at any point. This exists along sections of the Corridor (as illustrated in Fig-



ure 9) and should be eliminated along Ogden Avenue to further control access and parking and improve overall circulation and safety.

**Existing Access/Curb Cuts** Generally speaking, access on the south side of Ogden Avenue is better controlled than access on the north. Access is particularly problematic where roll curbs exist coupled with parking spaces. The north side of Ogden, between Elm Avenue and Park Avenue (Carstar) and between Sunnyside and Vernon (Extreme Custom/Sunny Side Inn) are the most problematic access areas. All curbs should consist of six-inch vertical curbing and curb cuts should be limited to 1 or 2 points per block. Additionally, access from side streets should be promoted wherever possible.

### Alleys

The rear alleys play an important role in the operation of businesses and the overall function of the Ogden Avenue corridor. Rear alleys provide a means for service and delivery vehicles to access properties without disrupting the flow of traffic along Ogden Avenue. Garages, dumpsters, load docks, and other unsightly business necessities that require frequent access can be located out of sight, in the rear of businesses because of the alleys.

Alleys within the Ogden Avenue corridor vary in their level of development. Few alleys are fully paved and developed. Alley's within the corridor should be paved and curbed where necessary, providing an alternative means of accessing and servicing businesses along Ogden Avenue.

**Alleys in need of major improvement**

**Alleys in need of minor improvement**

**Commercial Encroachment into Residential Areas**

A fear among residents within the community is that in order to accommodate more contemporary commercial development, that commercial areas will be forced into acquiring and developing residential parcels for commercial uses. This plan does not promote residential redevelopment, however, it should be noted that this has already occurred in several locations within the corridor. When done appropriately, commercial sites can acquire residential land from a willing seller and develop the property for commercial uses while protecting neighborhoods with screening and buffering. This type of expansion may be a viable means of developing additional parking along the Corridor.

